



92nd UIM General Assembly
Qingdao, China
Council vote - 18th October 2019

Rules proposals for **Circuit** discipline - Recap Chart before Council

Proposal n°	Rule n°	Subject	Entered by	Commission Advice	TEXT MODIFICATION by the relevant Commission & Committee	Results	
						ADOPTED	NOT ADOPTED
1	101.01	Event Sanction Requirement	France	Valid for All disciplines	To be voted separately		
2	101.03	Deadline Dates	Cominsport	Text modifications	New sentence at end to read : <i>«Additionally the NA must pay the current race inscription fee upon UIM's acceptance of the proposal, which will not be refunded unless the organizer gives back or cancels the event before 15 August of the year preceding the race.</i>	ADOPTED	
3	102.03	Commissioner report	Cominsport	Valid for All disciplines	After the event, he sends his report to the UIM Secretariat by using the official form, within ten days after the race. <i>Enclosed with report, the UIM Commissioner sends: the plan of the race-course; the entry list including nationalities and for the classes which use the UIM Digital Logbook, the Hull Identification Number (HIN) of all boats used ; the official results of the event; protests; minutes from the jury meetings ; and the accident reports.</i>	ADOPTED	
4	104	Non approved race	Great Britain	Valid for All disciplines	To be voted separately		
5	106	Minimum number of heats	Cominsport	Text modifications	1) The registered minimum number of boats allowed to be raced at one time: 12 in 2020 and 16 as from 2021	ADOPTED	
6	106.01	General rules	Cominsport	Withdrawn by Cominsport			
7	106.02	Water registration	Formula 1 Committee	Supported by Cominsport		ADOPTED	
8	108.03	Hydro GP World Championship	Cominsport	Text modifications	Travel/start Money. Euros 3 000 per class as from 01/01/2021 Foreign drivers (those drivers with their Nationality as shown on their international licence and the National Flag attached to their boat. If different then the flag on their boat determines payment, who successfully start either official practice/time trials/qualifying, or race will receive the following up to a maximum: Formula 125.Euros 200 250 (as from 01/01/2021) Formula 250.Euros 200 250 (as from 01/01/2021) Exception to the above: If any driver is a resident in the host country but has an International licence issued by another, they will not be due for any payment under this rule. Classification: Points scoring see Rule 317 (series.)	ADOPTED	
9	108.04	Entries	Cominsport	Text modifications	Remove second word « driver »	ADOPTED	
10	108.05	Heats and length	Cominsport	Text modifications	A UIM championship can only be held during an International sanctioned meeting. The race must include four heats unless otherwise provided for in the UIM rules. Electric classes ET-15, ET-15F and EH-15 race include three heats, all points count. Every heat must have a length of: 6 to 8 km for the class OSY-400, JT-250, T-250, GT-15, ET-15, ET-15F, EH-15,	ADOPTED	
11	108.07	Results	Cominsport			ADOPTED	
12	201.07	The Technical Officers	Safety Cockpit Committee	Not supported by Cominsport			NOT ADOPTED
13	202.02	Advance Programme	Estonia	Supported by Cominsport		ADOPTED	
14	203.04.01	Minimum age	Cominsport	Text modifications	Drivers allowed to race in the class ET-15 and ET-15F must be 10 years of age (by the race date).	ADOPTED	

15	205.06	Life Jacket	Germany	Supported by Cominsafe with text modifications	<p>205.06 – LIFE JACKET RACING VEST [...] buoyancy for a person weighing up to 60 kg and 9 kg solid buoyancy for those over 60 kg (closed cells foam only); It is strongly recommended to have a faint safe buoyancy and float face up in the water. The disposition of the solid buoyancy must be such as is intended to ensure that an unconscious person shall float face up in the water; All adjustable straps must be at least 40 mm wide and have a minimum breaking strain of 1000 kg. The crutch straps must be attached at the front at the position of iliac crest and at the back in the sacral region. A recovering attachment must be placed either on the shoulders, or as a chest strap and made with strap of the same quality as indicated above; Manufactured from fire resistant material and coloured highly visible orange, red or yellow; The back must include</p>	ADOPTED	
16	205.07	Protecting helmet	Cominsport	Withdrawn by Cominsport			
17	205.07.01	Frontal head restraint	Formula 1 Committee	Text modification from Formula 1 Not supported by Cominsafe	It is mandatory for all restrained competitors (except Formula 1 drivers where it is highly recommended) to wear a Frontal Head Restraint (FHR)		NOT ADOPTED
18	205.08	Safety Boats	Cominsafe			ADOPTED	
19	205.08.01	Towing boats	Great Britain	Supported by Cominsport		ADOPTED	
20	205.09	Insurance	Cominsafe	To be applied for All disciplines (text to be revised to be inserted in all Rulebooks)	<p>All drivers must be properly insured for personal [AD&D] and against third party claims, either by themselves, with the policy to be produced before the start by an insurance covered by the National Authority or the race organizer, the fee being paid by the driver. Only if a driver is not insured against third party liability claims by his National Authority or if the coverage of this insurance is insufficient or if the driver cannot show the confirmation of the National Authority an insurance against third part liability claims must be bought at the race meeting. The total cost of the third party liability insurance must be stated in the advance-programme. The cost of such insurance to the driver should not exceed 90 €.</p>	ADOPTED	
21	205.09	Insurance	Sweden	Supported by Cominsport		ADOPTED	
22	205.15	OSY400 Qualification	Cominsafe	Withdrawn by Cominsafe			
23	206.02	Numbers	Cominsport			ADOPTED	
24	New	Airbag	France	Not supported by Cominsport & Cominsafe			NOT ADOPTED
25	302.01	Circuit	Cominsport	Text modifications	<p>Classes Length of Lap Max Straight Length GT-30, OSY-400, F-4, STP Classes up to 550cc 1000 – 1500 metres 600 metres JT-250/GT-15, ET-15, EF-15F, EH-15 800 - 1100 metres 400 metres All other classes Min 1500 metres 850 metres</p>	ADOPTED	
26	305.04.01	Compulsory practice	Cominsport	Text modifications	Alternatively, a minimum of 2 timed full laps (total laps = 4) on the water for each boat. Warm up lap, 2 timed laps then safety lap. Only one boat of on the race course during the actual timed laps.	ADOPTED	
27	307.02	Dead engine start	Cominsafe			ADOPTED	
28	307.02	Jetty length for O classes	Cominsafe	Text modifications	<p>307.02 307.01 The distance between the start line and the first turn mark must be in a straight line and at least 300 meters. For the F-Classes , there....</p>	ADOPTED	
29	307.03	Dead engine start	Cominsport			ADOPTED	
30	307.04	Start	Cominsport			ADOPTED	

31	317	Scoring System	Cominsport			ADOPTED	
32	319	Posting of the results	Cominsport			ADOPTED	
33	406.05	Yellow Cards	Cominsport	Valid for All disciplines	To be voted separately		
34	504.14	Auto-pilots	Comintech			ADOPTED	
35	509	Reinforced Cockpits	Safety Cockpit Committee			ADOPTED	
36	509.03	Reinforced Cockpits	Safety Cockpit Committee	Text modifications	If a homologated “integrated canopy structure” is used then The A canopy must be fitted to the reinforced cockpit , closed and latched at all times while engaged in practice or racing.	ADOPTED	
37	509.03	Reinforced Cockpits	Cominsafe	Text modifications	Any competitor driving an approved reinforced cockpit design boat will be in a restraint system consisting of a minimum 6 strap/6-point 7 strap/7 point mounting system. The certified (or recertified) minimum 6 strap/6-point 7 strap/7 point mounting system must....	ADOPTED	
38	509.06	Reinforced Cockpits	Safety Cockpit Committee	Text modifications	Inboard hydroplanes that require safety cockpits, including R1000 and up to R∞ and including GP Hydro (903 rules) may have cockpit escape hatches in the bottom of the cockpit.	ADOPTED	
39	516	Classes	Safety Cockpit Committee	Text modifications	For boats with cockpits already installed into the hull meeting the 2000 N standard built before January 1, 2019; the owner must confirm with documents from the original cockpit builder that the cockpit conforms to the construction standard of the original 2000 N composite layup and construction standards. This document shall be attached to the boat’s measurement certificate as well as the documents in the digital log book when it becomes available. The document must confirm that the cockpit and hull are those of the original build. It is not permitted to retrofit an existing 2000 N cockpit into a different existing hull. For boats with cockpits already installed into the hull meeting the 2000 N standard built before January 1, 2019; the owner must have the boat inspected by a measurer listed on the “LIST OF UIM INTERNATIONAL MEASURERS FOR CIRCUIT BOATS WITH REINFORCED COCKPIT” on the UIM website. This inspection will confirm the proper installation of the restraint system, seat and other features included on the “Circuit boat with reinforced cockpit measurement sheet” available on the UIM web site. The completed form will also be attached to the boat’s measurement certificate and the digital log book when it becomes available. After January 1, 2025 it is mandatory that all boats for class Formula R 1000 (also FR 1000, HR 1000) must have reinforced cockpits complying with the standards of rule 509 (to a level of 3000N), 509.01 through 509.22	ADOPTED	
40	522	Hull	Cominsport	Text modifications	For competition, the fin must be at least 140 mm long/deep measured vertically from the lowest part of the boat where it is located and have a horizontal width of at least 40 mm.	ADOPTED	
41	522.02	Propeller height measurements	Cominsport			ADOPTED	
42	522.04	Minimum dimensions	Cominsport	Withdrawn			

43	522.04	Minimum dimensions	Cominsport		<p>522.04 - MINIMUM DIMENSIONS Class Minimum Maximum Reinforced cockpit Weight with driver width F 125 190 kg 1.70 m F 175 190 kg 1.70 m F 250 220 kg 1.70 m F 350 230 kg 1.70 m Until 31.12.2021 F 350 250 kg mandatory From 01.01.2022 F 500 280 kg mandatory F 700 280 kg mandatory From 01.01.2022 F-350 hydroplane type hulls with reinforced cockpit allowed only. Class Weight Length Reinforced cockpit [...] The width of the boat is measured at the widest part of the hull-</p>	ADOPTED	
44	523.06	Depth prop Shaft	Cominsafe	Text modifications	<p>523.06 For competition with these F class hydroplanes there is a minimum depth of the center-point of the aft end of the [...] CLASS MINIMUM DEPTH PROP SHAFT F-125 0 mm F-175 0 mm F-250 35 mm F-350 35 mm Minimum depth is not required of boats attempting Speed Records (600 rules)-</p>	ADOPTED	
45	525.1.01	OSY400	Cominsport	Text modifications	<p>525.1.01 The hull must be of a hydro type (the sponson must not exceed 60 % of the total length of the hull). Minimum weight with driver 190 kg. Minimum length of the fin, measured from underside of sponson: 100 mm. For competition, the fin must be at least 140 mm long/deep measured vertically from the lowest part of the boat where it is located and have a horizontal width of at least 40 mm.</p>	ADOPTED	
46	525.2.02	Sole modifications allowed	Cominsport	Withdrawn			
47	525.4	Depth prop Shaft	Cominsport	Text modifications	<p>525.4 For competition in OSY400 class there is a minimum depth of the center point of the aft end of the propeller shaft according to the following chart. The reference for these measurements is a plane created by the points of maximum depth of all running surfaces and air traps of the boat bottom for the last 100 cm of the boat from the furthest parts forward excluding air traps up to 7mm in width. CLASS MINIMUM DEPTH PROP SHAFT OSY-400 25 mm These dimensions will be checked in the “as raced” condition. Minimum depth is not required of boats attempting Speed Records (600 rules)-</p>	ADOPTED	
48	525.4	Minimum Depth prop Shaft	Cominsafe	Withdrawn			
49	525.5	Yamato Engine Skeg Shape	Cominsafe	Text modifications by Comitech	<p>From 1/1/2021, The skeg of the homologated Yamato engines for OSY 400 may have the leading edge sharpened and the bulge on the lower end of the skeg removed. The area and planform of the skeg along with minimum thicknesses shall be maintained per the drawing below.</p>	ADOPTED	

50	536.07	Turning Fin Leading Edge O/F	Cominsafe			ADOPTED	
51	550.6.04	Motor cooling	Germany	Supported by Comintech		ADOPTED	
52	550.6.08	Low emissions engines	Cominsport	Withdrawn			
53	550.6.08	Modification allowed	Comintech			ADOPTED	
54	560.01	Teams & Titles	Cominsport	Withdrawn			
55	560.16	Safety Equipement	Cominsport			ADOPTED	
56	560.16	Life Jacket	France	Text modification by Comintech	RACING VEST LIFE-JACKETS: The efficiency of the racing vest life-jacket is the sole responsibility of the wearer who must be assured that it conforms to the UIM rules and carries indelible confirmation of this. Buoyancy: A life-jacket racing vest must have a minimum of 7.5 kg solid buoyancy for a person weighing up to 60 kgs and 9 kgs of buoyancy for those over 60 kg. As per rule 205.06. That's It is mandatory for all drivers/co-drivers to wear a back protector with a life-jacket-racing vest unless one is built into the racing vest. If the lifejacket does not have a built-in back support, then a back support must be worn underneath.	ADOPTED	
57	561.01	Hulls lenghts and weights	Cominsport		561.01 - HULLS LENGTHS AND WEIGHTS Last item, last line: 320kg 325kg	ADOPTED	
58	561.01.105	Hulls lenghts and weights	Cominsport	Withdrawn			
59	561.02	Hull design	Cominsport		The lift with a mechanical system or hydraulic system is not allowed while racing- It's possible to adjust the engine height in the paddock but not during the race. Motor height adjustment must be fixed while on the water .	ADOPTED	
60	562.6	Kill switches	Cominsport			ADOPTED	
61	562.08	Gearbox	Cominsport	Withdrawn			
61bis	562.08	Gearbox	Cominsport			ADOPTED	
62	563.09	Modifications	Cominsport			ADOPTED	
63	563.5	Engine cooling	Cominsport	Withdrawn			
64	563.9	Propellers	Cominsport	Text modifications from Comintech	563.9 – PROPELLERS [...] The original propeller maybe replaced by any other three blade propeller; provided that it has a through the hub exhaust (see 504.13). The minimum-outer-hub-diameter-to-be-no-less-than-75mm .The locking nut, spacer, adaptor, split pin, thrush washer/	ADOPTED	
65	563.11	Ports	Cominsport	Withdrawn			
66	563.24	Revolution limiters	Cominsport			ADOPTED	
67	563.26	Modifications	Cominsport	Withdrawn			
68	563.31	Gearbox	Cominsport	Text modifications	Free. Bullet or racing gearboxes including free gear ratios allowed.	ADOPTED	
69	563.31	Technical	Cominsport	Withdrawn			
70	564A	Technical	Cominsport			ADOPTED	
71	564A-10	Technical	Cominsport			ADOPTED	
72	564B	Wet driver	Cominsport	Withdrawn			
73	564B-15	Awarding final points	Cominsport	Withdrawn			
74	564N-01	Racing regulations and rules	Cominsport	Text modificationsany form of start procedure listed as per the P750 Rules. The race cannot may not exceed 2h30. In case where the race was stopped for exceeded delays, the ranking will be established according to the number of laps made at the passage of the first crew. The leading boat will be declared the winner (and subsequent boats scored as they finish) after completing the next lap.	ADOPTED	
75	564B-33	Racing regulations and rules	Cominsport	Withdrawn			
76	New	P750 Endurance	Cominsport	Withdrawn by Cominsport for further study			

77	595-597	Electrical boats	Cominsport	Text modifications	<p>595 - ELECTRIC POWERED BOATS (E) 595.01 - CLASSES ET-15 Battery powered 48 volt 15 kW monohull (ET-15F with free lower unit) (Rule 596) EH-15 Battery powered 48 volt 15 kW hydro (Rule 597) Battery powered 48 volt.... [...] 596.1 - CLASSES ET-15 Battery powered 48 volt 15 kW monohull ET-15F Battery powered 48 volt 15 kW monohull with free lower unit 596.2 - HULL Only monohull form is permitted. ET-15 and ET-15F hulls must confirm same rules as per rule 550 for monohull I GT-15 GT-30 class boat hulls . [...] 597 – ELECTRICAL HYDRO OUTBOARDS (EH) General: The purpose is to limit this class to simple hydro hulls easily built by an amateur or readily available commercially, each fitted with one single electrical motor and batteries. These rules are not for international titled races until a control (over the power of the motor) unit is homologated by the UIM.</p>	ADOPTED	
78	900.15.2	Inboard Engine Boat Classes	Cominsport			ADOPTED	
79	902.4	Machinery	France		<p>For the S2 and S3 classes, at a minimum, a standard ECU Box will be allocated at to the last race's winner, second, and third podium place finishers and the best most performer last year before the free practice and must be used during the Race. For races in city the noise suppressor is mandatory (505.01)</p>	ADOPTED	
80	902.4	Rescue	France	Supported by Cominsport		ADOPTED	
81	902.7	Fuel	France	Not Supported by Cominsport & Comintech			NOT ADOPTED
82	902.17	Repairs	France		<p>17. REPAIRS At or near the crane area, it is allowed to remove the boat and/or the engine cowling to make a visual inspection or manual, minor adjustment without the use of tools.</p>	ADOPTED	
83	902.24	Teams	France	Text modifications by Cominsport	<p>If, during the race, a boat is immobile due to a technical problem, a repair or an accident, the pilots must sign the time management sheet of start and finish of the relay so as not to exceed the maximum allowed driving time while the boat is immobilized, and do the same for the resumption of the relay.</p>	ADOPTED	
84	902.33	Points	France	Supported by Cominsport		ADOPTED	
85	905.4	Machinery	Latvia	Not Supported by Cominsport			NOT ADOPTED
86	905.5/7	Hull & Fuel	Latvia	Not Supported by Cominsport			NOT ADOPTED
87	F1 - 2.4.3	Alternative time trials	Formula 1 Committee			ADOPTED	

88	F1 - 24	New V8 SST Four Strokes	Formula 1 Committee	Text modifications	<p>The minimum weight of the boat, including residual fuel and oil, the driver with personal equipment, but excluding loose water is 2.0 litres 486 kilogrammes</p> <p>2.5 litres 550 kilogrammes 3.0 litres 586 kilogrammes 3.5 litres – 4 stroke 600 kilogrammes 4.6 litres - 4 stroke 600 kilogrammes (to be reviewed) [...]</p> <p>1.1. The required four-stroke engine for Formula1 is the Mercury Racing Competition V8 SST-</p> <p>1.8. The cowling must be as supplied by Mercury Racing. Additional graphics and/or alternate colors are only allowed within the prescribed zones as shown in figure 8 allowable on areas specified in the engine homologation file only. Note also remove all drawings/sketches of the engine found at the end of this proposal.</p>	ADOPTED	
89	F2 - 1.1/1.15	Organisation	Formulae Committee	Text modifications	<i>To be displayed on screen</i>	ADOPTED	
90	F2 - 2.4.2	Qualifying	Formulae Committee	Withdrawn			
91	F2 - 2.4.7.1	Match Race & Speed Record	Formulae Committee	Text modifications	<i>To be displayed on screen</i>	ADOPTED	
92	F2 - 6	Race Course	Formulae Committee	Withdrawn			
93	F500	General Financial Conditions	Cominsport			ADOPTED	
94	F4 - 9	Engines	France	Not Supported by Cominsport & Comintech			NOT ADOPTED
95	509.23	HIN	Cominsport		<p>509.23 HULL IDENTIFICATION NUMBER (HIN)</p> <p>Every safety cockpit and hull need permanent HIN label glued or engraved in the structure of safety cockpit in a visible place.</p>	ADOPTED	
96	303.01	Marks of the course	Cominsport		<p>303 - MARKS OF THE COURSE</p> <p>303.01 - DEFINITIONS</p> <p>[...]</p> <p>Outer course marker buoys shall be placed on the race course defining the outer limits of the course.</p> <p>The buoys shall be either yellow or orange of a different color than the course marker buoys. Protection buoys may also be placed on the course to designate hazards.</p> <p>It is mandatory that all race courses have outside course marker/buoys surrounding the race course; These outside markers shall be visually different (different color) from the inside course markers. The buoys</p> <p>The area beyond the outer course markers is out-of-bounds.; boat re-entry to the race course is subject to UIM rule provisions and/or OGD instruction. Driving outside of the area marked with outer course marker(s), leads to disqualification of the driver from the heat or qualification in question.</p>	ADOPTED	

97	900.7.10		Cominsport		<p>900.7.10 <i>D-Shackles if used in any section of a steering system must have the original pin removed and replaced by a same size bolt. The bolt must pass through the shackle so as to enable a nylock nut to be fitted which will be further secured by a lock wire.</i></p>	ADOPTED	
98	900.7.11		Cominsport		<p>900.7.11 <i>The use of bull dog clips or wire cramps is banned.</i></p>	ADOPTED	
99	106.02		Cominsport		<p>The PLAN must include accurate information about the circuit (refer also rules on the blue pages section of the "UIM Circuit Rules" book when applicable):</p> <ol style="list-style-type: none"> 1. Position of ALL race buoys (<i>must be measured with GNSS (GPS) in coordinate system WGS84</i>). 2. Position of finish line (<i>must be measured with GNSS (GPS) in coordinate system WGS84</i>). 	ADOPTED	



CIRCUIT RULES 2019

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900.6 - EQUIPMENT	259
900.7 - TECHNICAL SAFETY REGULATIONS	260
900.8 - INSPECTION PROCEDURES	260
900.9 - GENERAL RACING RULES	261
900.10 - FLAG SIGNALS	263
900.11 - STARTING	263
900.12 - RACE IN PROGRESS RULES	264
900.13 - FINISHING RULES	265
900.14 - SUPPORT BOATS	266
900.15 - INTERNATIONAL RACING CLASSES	267
901 - RULES AND CODE OF PRACTISE FOR JETSPRINT RACING	272
1. GENERAL RULES	272
2. BOAT AND SAFETY EQUIPMENT	273
3. ROLL CAGE SPECIFICATIONS	276
4. INTERNATIONAL JET SPRINT CLASSES	279
5. TESTING PROCEDURES	283
6. SPORTSMANSHIP AND COMPETITOR CODE OF CONDUCT	284
7. EVENT RULES	286
902 - RULES FOR CIRCUIT ENDURANCE CATAMARANS CHAMPIONSHIPS	290
903 - GRAND PRIX HYDROPLANE CLASS	298
903.1 - HULL	298
903.2 - ENGINES AND DRIVE SYSTEMS	298
903.3 - INSPECTION OF BOATS AND ENGINES	299
903.4 - CONDUCT OF RACES (RECOMMENDED FORMAT)	299
903.5 - DRIVER REQUIREMENTS	300
904 - INBOARD RACING DISPLACEMENT CLASS RULES	302
905 - RULES FOR CIRCUIT ENDURANCE PNEUMATICS AND V-CLASSES CHAMPIONSHIPS	312
950 - DRAG RACES RULES	321
960 - FORMULA FUTURE RULES	322
970 – SOLAR RACING RULES	333
971 – SOLAR SPLASH RULES	351
UIM FORMULA 1 WORLD CHAMPIONSHIP	369
UIM NATIONS CUP RULES	387
UIM F2 WORLD AND CONTINENTAL CHAMPIONSHIPS	392
UIM FORMULA 500 WORLD CHAMPIONSHIP	407
UIM FORMULA 4 WORLD CHAMPIONSHIP	412
UIM FORMULA 1000 INTERNATIONAL	421
GENERAL FOR FORMULA 1 AND FORMULA 2 RACES	424

UIM F2 WORLD AND CONTINENTAL CHAMPIONSHIPS

1. ORGANISATION
2. RACE FORMAT
3. START
4. STOPPED RACE
5. INTERRUPTED RACE
6. RACE COURSE
7. CLASSIFICATION
8. EQUIPMENT
9. FUELS
10. SUPERLICENCES
11. YELLOW CARDS
12. PENALTIES
13. PROCEDURE FOR PROTEST AND APPEAL
14. SAFETY
15. GENERAL
16. INSURANCE
17. FINANCIAL CONDITIONS

INTERPRETATION OF THE RULES - 200.02

In all cases unforeseen by the international rules, the international jury is to adjudicate bearing in mind the spirit of the rules.

In case of conflicting rules, those rules concerning the Championship as published in the blue pages of the Circuit Rules Handbook are to prevail.

1. ORGANISATION

- 1.1. The rights of organisation of F2 races and championships is owned and ruled by the UIM which has granted the management of the competition to the ~~Council~~Council. The UIM may appoint a Race Director who reports to the OOD. He assists the OOD in all duties and is entitled to impose penalties.
- 1.2. The Council may update the rules whenever necessary.
- 1.3. The F2 daily management Committee is responsible for the championship daily management. This Committee is composed of the F2 Driver Rep (1 Vote), Team Rep (1 vote), UIM Technical Commissioner appointed for the Event (1 Vote) and the UIM Commissioner appointed to event~~Race Director (1 Vote, or casting vote) and the Formula Committee Chairman (1 vote or casting vote).~~

~~The Local organizer has to provide hotel accommodation for the Formulae Committee Chairman as follows: 1 single room for three nights and meals for three days.~~

~~Travel expenses must be compensated by the organizer to Formula Committee Chairman from his place of residence to the race venue, calculated upon the basis of a return ticket, economy class.~~
- 1.4. The F2 World Championship Events are governed ~~solely~~ by the UIM international rules for circuit racing, as published in the white and blue pages of the Circuit ~~Rules Handbook~~Rulebook and by the instructions issued by the UIM Events.
- 1.5. Two UIM Commissioners (1 ~~Sport~~ Commissioner - 1 Technical Commissioner) plus 1 UIM Pontoon Marshall and 1 local Technical Assistant from the national Authority will be appointed for each round of the F2 World Championship series which will be held over a minimum of three rounds and for the F2 European Championship which will be held in one round.

~~The Thursday after the race the two UIM Commissioners and the Technical Commissioner (Sport and Technical) have to shall send their report within 10 days after the race to the UIM office and to Formulae Committee Chairman, their brief report about the race they attended.~~

~~The relevant form will be forwarded to the Commissioners by UIM office.~~

~~The local organizer has to pay a UIM Commissioner fee : Euro 750 = each commissioner (only for Sport and Technical Commissioners).~~

~~1.5.1 A Jury Committee is responsible to make decisions in case of protest. It consists of the following members: Jury Chairman appointed by the Local Organizer, UIM Commissioner and Members from NA's represented in the race, one of each authorized accordingly.~~

1.6. Any additional rule to these specific rules must be justified by national legal requirements and notified in the advance programme

1.7. A Continental Championship can be allocated by the decision of the Formulae Committee and it will consist in one round.

1.8 The Official Championship Timing Team appointed by the UIM and operating at the cost of the Local Organizer must be used at all World Championship and Continental Championship events ~~—to be used at all events has to be approved by Daily Management Committee.~~

1.9 ~~A permanent~~The Rescue Team ~~must be to be~~ **used at all World Championship and Continental Championship events** shall be appointed by the UIM. There must be a minimum of two drop-front rescue boats along the circuit. The Local Organizer of each UIM F2 World and Continental Championship round must provide a two seater aqua bike with driver, to service as a 3rd and fast response Rescue unit. A skilled diver is to be provided by the Official Rescue Team for the operation.

~~..... (copy text from proposal no. 89)~~

~~—exception can only be given by the Daily Management Committee. Costs of the permanent Rescue Team are to be covered by Local Organizer.~~

1.10 ~~It is highly recommended to avoid having back-to-back races on 2 consecutive week ends in the calendar, which may result in having insufficient number of participants at one or the other venue. A minimum interval of 3 weeks (two week end free) should be allocated in between every round of the World Championship that is staged in Europe.~~

1.11 All the National Authorities who intend to organize a Formula 2 World or Continental Championship event, have to send their request to the UIM Secretariat with date and venue for their event before the 10th September of the previous year.

~~1.12—The criteria to choose the drivers who will attend the races outside Europe are:~~

~~1.12.1 For the race in the beginning of racing season: upon the World Championship overall classification of the previous year and after~~

~~upon the application date of the superlicence of the relevant year.~~

~~1.12.2—For the race in the end of the racing season:~~

~~upon the World Championship overall classification.~~

~~1.13—Official PIT PASSES (Driver/Members of the Teams/Radioman) will be provided by the F.2 Team Association at the beginning of the season upon the registration of any F.2 Team or at the first race where the Team/driver attended.~~

~~These PASSES will be valid throughout the whole season. It is the responsibility of the Team to have these PIT PASSES present at any race site.~~

~~The radio persons are requested to wear their pass with the number of the boat when they are at the drivers meeting and when they are at race control for the practices and race. Failure of this rule means Euro 200 of penalty for the Driver.~~

1.14 The Digital Log Book ~~was introduced for F2~~shall be used during the ~~2017~~ season.

1.15 FORMULA 2 TEAM ASSOCIATION (F2TA) is an Association composed of Formula 2 Teams. It cooperates closely with the UIM Events in the organization of the Championship~~its role in Formula 2 activity is to serve the needs of all Teams involved in the F2 Championships.~~

~~The F2TA also acts as an intermediary between the Teams and the Organizers, Teams and the Formulae Committee, to solve all issues relevant to the aspects of the races. The F2TA Chairman, democratically elected by the Teams enrolled in the F2 Team Association, attends the meetings of the Formulae Committee and is a member of the “F2 Daily Management Committee”.~~

2. RACE FORMAT

2.1. Each F2 ~~meeting-race~~ counting towards the Drivers World Championship will include four separate parts to take place over a period of two or three consecutive days in accordance with the full UIM Circuit rules for

racing, classification, protests and appeal and by the specific rules listed below.

Each World Championship round ~~should~~shall be organized on a course with a water registration allowing at least

18 boats to start ~~or a course allowing 16 boats with an additional two on a 5 second delayed start.~~

~~Each Organizer must guarantee to have the permission released by Local Authority for running on the water under fair conditions at least until 20h00 for each day of the event (Friday/Saturday/Sunday) in order to guarantee the possibility to recoup any possible delay caused by bad weather and/or any other problems.~~

- 2.2. In case of force majeure the meeting race may take place in one day.
- 2.3. If, through Force Majeur, less than 25% of the programmed total timed trial period is run, the grid positions will be established using the current championship order.
- 2.4. The programme for the event must include:
- 2.4.1. Free practice (minimum 1 x 90 minutes);
- 2.4.2. Qualifying
- Q1: All boats may run laps at any time during the first 20 minutes of the hour. Timing of the boats will start after the time that the first boat has completed 3 laps. At the end of the first 20 minutes, only the fastest 15 boats will remain in the water, the excluded boats will fill the final grid positions.
 - Q2: After a minimum seven minute break, the times will be reset to zero and the 15 remaining boats will then run a further 15 minute session. Timing of the boats will start after the time that the first boat has completed 3 laps. Again the boats may complete as many laps as they want during the 15 minute session. At the end of Q2, the five slowest boats will drop out and fill positions 11 to 15 on the start grid.
- Q1 and Q2 : RED and YELLOW FLAG
- If a RED FLAG is required during Q1 and/or Q2 the time is immediately stopped and all boats must return to the pontoon. When the race course is again ready, the UIM Sports Commissioner shows the green FLAG and the time will start again.
- If a YELLOW FLAG is required in Q1 and/or Q2, all boats may stay in on the race course, respect the area with the YELLOW FLAG and must reduce speed. No timing will be taken during the YELLOW flag period, and the time required to clear the course is added on to the remaining time for Q1 and/or Q2.
- Q3: Each remaining boat will run an individual two lap timed trial. The running order will be from the finishing positions in Q2, starting with the 10th position boat.
- If for any reason qualifying cannot be completed on the Saturday or take place at all, one of the following alternatives will be used:
- a) Use the results from Q1 or jointly from Q1 and Q2.
 - b) Have 1 hour qualifying session for all boats with unlimited number of timed laps.
 - c) Use the current World Championship positions, or if the first race of the season, the World Championship positions of the previous season.
- NO Q3 session to take place on the race day of the event.
- If a driver is deemed to have stopped unnecessarily on the circuit or impeded another driver during qualifying, his times may be cancelled.
- No refueling allowed during the full qualifying session.
- 2.4.3. Any change of boat or internal parts of the engine, after the time trial begins will entail the driver starting in last position on the start pontoon. Any engine changed after the time trials will be sealed by the UIM Technical Commissioner and will be checked for legality and the driver will start in last position on the start pontoon.
- 2.4.4. If more than one boat is relegated to the end of the start pontoon, their position will be determined by qualification time i.e.: slowest qualification time, last on the grid, 2nd slowest 2nd to last on the grid etc.
- 2.4.5. There should be a minimum of one hour between the practice and the qualifying session.
- 2.4.5.1 For free practice. In which case the Commissioner will reserve the right at any time to prevent boats leaving the jetty to participate in timed trials depending on the amount of traffic already on the circuit.
- Boats may indicate their readiness to start practice runs by parking-staying in a designated waiting

area only, and their radio person will be informed when the driver can join the circuit. Boats wishing to make a practice run cannot wait in any area other than the designated one.

For Q1 two groups A and B shall be drawn by ballot after free practice. By combining the times from group A and B the 15 best times / drivers go through to Q2 and then by 2.4.2 Qualifying Q2 and Q3.

For those who do not qualify (2.4.2 Qualifying Q2 and Q3), the possibility exists of a qualifying race ~~on~~ over 15 minutes, it must be done at least two hours before the F2 main race on Sunday.

2.4.6. The F2 race [approx. 35 minutes duration plus 10% (up to five) of the missing laps, but with a limit of 90 minutes including any re-starts]

2.4.7 A typical programme would be:

FRIDAY DAY 1

Pit area opens at 08.00

~~10.00 to 18.00~~ Scrutineering (-> second)

~~14.00 to 16.00~~ Registration (-> first)

~~16.00~~ Permanent meeting of F2 Team Association meeting

SATURDAY 2

Compulsory drivers and radio persons roll-call and briefing, penalty if not present (12.2 – 12.6)

Free practice period [90 minutes].

Qualifying as per 2.4.2 if not using the large entry Q system Match Races, to be covered by separate rules-instructions

SUNDAY 3

Compulsory drivers and radio persons roll-call and meeting, ~~at race headquarters~~. Penalty if not present (12.2 – 12.6)

All drivers are requested to wear their racing vest and have their helmets for the group picture mandatory after mentioned above drivers' meeting.

Warm-up [45 mins].

Qualifying race.

Presentation parade lap.

Race.

Prize giving should to take place within 20 minutes after the conclusion of the race.

~~Compulsory participation of Top three finishers in must have to be present on the podium prize giving ceremony~~. Penalty if not present (12.2.1).

2.4.7.1 MATCH RACE and SPEED TRIAL F2 rules

MATCH RACE = Detailed information are given on art. 307.05 (white pages)

SPEED TRIALS = The Local Organizer who want run SPEED RECORD has to provide a certified radar gun for taking correct speed of each participating driver.

It is not allowed to use different propellers during the session of Speed Record and the Match Race.

- 2.6. Detailed information about practice, timed trials, Match Races, and number of boats allowed on the circuit must be given in the advance programme
- 2.7. If a race is shortened due to force majeure, it is at the discretion of the O.O.D. and the UIM Commissioner Race Director to alter the time table and if necessary the course layout accordingly. In the event of no qualifying times being achieved, the grid will be drawn-up in accordance with the current championship positions.
- 2.8. No entry shall be considered official until the boat has passed the scrutineering and documents controls
- 2.9. Calculating the number of laps is as follows : Add up the final qualifying times for the boats in positions 5 to 14. Divide by 10 to get an average time. Divide the average time into the time of the race in seconds. This will give the number of laps. You may round up or down to nearest 5.

3. START

- 3.1. The fastest time recorded for each boat by the official timekeepers, during official timed trials, shall determine the starting positions of boats for the race or the qualifying heats if used.
- 3.2. The start shall be a dead engine jetty start as described in rule 307: Dead engine jetty start.
- 3.3. A course boat will be stationed at a convenient point for the last part of the parade lap, and will show a green flag; at which point the driver can use full revs to clear his engine prior to moving directly into his grid position on the start jetty.
- 3.4. Boats should be drawn up stern first with dead engine, to a jetty, floating pontoon or beach, exception for four stroke engines with friction clutches may be started at the one minute count-down and run a maximum of 1800 RPMs for the start.

Boats which do not line up with the boat next to them ~~with 20 second of being requested~~ upon request of the Race Director or Pontoon Marshal ~~to do it~~ will be financially penalized/fined (12.7).

The start must be with the current. The distance between the starting line and the first turning buoy must be at least 300 metres.

- 3.5. When the pontoon marshal is satisfied that all drivers are ready to start, with engines stopped, he will raise a green flag. The O.O.D. or UIM ~~Sport Commissioner~~Race Director will initiate the start procedure. He instructs the starter to raise a 30 seconds board (min. 80 x 80 cm, figures 60 x 10 cm), or when the remote operated start lights are used, the 30 sign will be illuminated.
- 3.6. After 30 seconds this board will be lowered the blue flashing lights switched off, or the 30 sign switched off, the red lights will be switched on. After 5-12 seconds the red lights are switched off, this is the signal to start.
- 3.7. These drivers rotating their engines (even with ignition switched off) prior to the red lights going off lose one lap.
- 3.8. This lap will be deducted at the end of the race.
- 3.9. The starter may decide if he judges it necessary, to cancel the start by showing the red flag and recommence the starting procedure.
- 3.10. The length of the start jetty must be equal to 4.5 metres multiplied by the maximum number of boats permitted to race, or a minimum of 100 meters, whichever is the longer. The jetty must be a minimum of 2.5 m wide, with the proper and safe stability. Example: 24 boats x 4.5 meters = 108 meters.
- 3.11. All start pontoons must be sufficiently angled (minimum 50 degrees) such that the pole position has a significant advantage towards the first turn buoy, compared with the last positions on the starting grid. The plan of the circuit (including the position of the start pontoon) must be sent to the commissioner 60 days in advance to get his approval.
- 3.12. Any boat not starting must be returned to shore by the driver's own efforts. Any crew member swimming out to a boat will cause his entry to be disqualified.
- 3.13. Drivers failing to start will wait at the dock until signalled by the pontoon marshal to fall in behind the field.
- 3.14. Before the start of the first race, each driver shall complete a lap of the course immediately after his name has been announced, so that he may be introduced to the public.

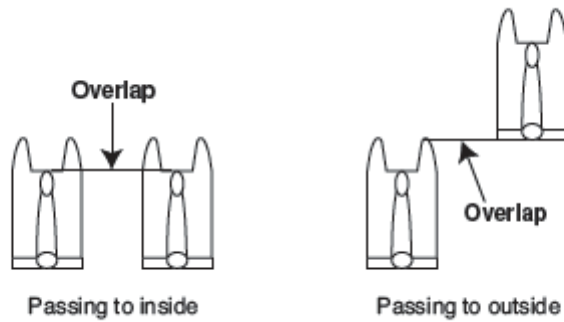
RULES OF THE ROAD

- 3.15. An overlap may only be established when two boats are on the same course or approximately on the same course and the cockpit of the overtaking boat, if passing on the inside is level with the cockpit of the overtaken boat.

When overtaking from the outside, an overlap is established when the overtaking boat has passed the overtaken boat sufficiently to alter course without contact.

When trying to overtake a boat on the inside the driver must anticipate the possible direction of

the boat it is trying to overtake and must take all necessary action to avoid a collision (see drawing)



4. STOPPED RACE

- 4.1 In the event that a race is completely stopped rule 311 will apply.
- 4.2 Upon showing the red flag, drivers must return slowly under their own power to the start pontoon [or other position on the circuit notified by the UIM Commissioner during drivers' briefing].
- 4.3 Drivers receiving outside assistance at any point during the race (whether the race has been stopped for an incident or not) will be disqualified.
- 4.4 Boats that have broken down and received outside assistance by being pulled to the infield, or off the race course, will be towed to the trailer or the starting dock only during a "race stop" condition and if pick-up boats are available.
- 4.5 Repairs are allowed at any time during the race, with the exception that replacement of the crankcase and the cylinder block is prohibited. Repairs are not allowed on the race course using outside assistance.
- 4.6 Only if a boat reaches the pontoon on its own power, repairs can be carried-out either while the boat is completely in the water or on its trailer, at the sole discretion of the Pontoon Marshal. Further instructions for the repair areas may be given at drivers briefing.
- 4.7 No repairs are allowed on the start pontoon during the line-up and start or re-start preparations.
- 4.8 Drivers may carry-out their own repairs on their boats in accordance with the rules. The driver's two nominated pontoon mechanics and the official crane driver do not count as outside assistance.
- 4.9 In the event of a restart a boat being repaired must be ready to take its position on the grid as directed by the Pontoon Marshal. If the boat is not ready to take its position, it must start at the end of the pontoon.
- 4.10 Hulls and motors must be sealed after scrutineering and before practice. In races with several restarts, substitution of hull or motors between the restarts or during the race is prohibited.
- 4.11 To qualify for points, a stopped race must be restarted if 70% of the total distance specified for the race has not been covered at the time the race is stopped.
- 4.12 The number of laps completed + 1 lap per restart will be deducted from the restarted race.
- 4.13 Should there be a restart, starting positions will be determined by the order of the end of the lap prior to the race being stopped.
- 4.14 All boats which are ready to race, may start in a restarted race.

5. INTERRUPTED RACE – YELLOW FLAG

- 5.1. The ~~Organiser~~ **UIM Race Director** may interrupt the race for any reasons of safety or emergency services access, and in which case the rescue boats and race control will show yellow flags.
- 5.2. At this signal all drivers must immediately slow down and not overtake. Any overtaking, ~~5 seconds~~ after the yellow signal has been given, will be penalised by 1 lap. The leading boat, will act as pace boat, and run at slow speed.
- 5.3. When the race course is clear, only the yellow flag at race control will be continued to be shown.

- 5.4. All boats maintain their position at slow speed (approx. 4000 rpm) until race control raises the green flag. It is the responsibility of the team managers to ensure that their boat(s) are in the correct position at the restart.
If a boat, in any position on the water is judged to be speeding or causing a hazard under the yellow flag, they may receive a drive through or 1 lap penalty.
- 5.5. When a rolling re-start is used, the UIM Commissioner can restart the race by showing a green flag at any point on the race course. The first 10 boats must be in their correct positions before the race can be restarted. The position of the boats for the rolling restart will be that of their classification order on the lap before the yellow signal was given.
- 5.6. Boats which do not restart in their correct position, will be given a one lap penalty..
- 5.7. During the yellow signal situation, a boat may leave the race course but must re-join the race behind the boat running in last position.
- 5.8. In races run with the pace boat system in operation, a yellow flag will be used by race control and the rescue boats to indicate a hazard when displayed stationary, and extreme caution to be exercised by drivers when waved vigorously. No overtaking permitted during yellow flag status.
- 5.9. If the total number of laps are completed and the race is under a yellow flag situation. The UIM Commissioner will inform the teams that an extra 5 laps will be added to enable the race to be completed with a chequered flag finish.

6. RACE COURSE

- 6.1. Course and safety rules shall be those of the UIM applicable ~~on the date of the race unless specified otherwise by these rules in this season unless otherwise decided by the Daily Management.~~
- 6.2. The length of straight between any two turning buoys is to be a maximum of 850 metres. The boundaries of the water on which practice and racing are allowed to take place must be defined in the advance programme.
- 6.3. In cases of force Majeure, any changes to the course must be agreed by the Daily Management Committee members present at the event and the new course presented to the drivers. If the course is changed from its original specifications then free practice may be offered to the drivers if the time schedule permits.
- 6.4. The pit area should be sufficiently large to prevent boats being craned into the water over other boats.
- 6.5. There must be a minimum of 2 cranes.
- 6.6. The Local Organizer has to provide a specific area for timing/race control/ Radio persons (9 x 3 meters) with at least three TV set, tables and chairs. Table with three chairs and a power connection for TIMING (3 x 3); table
With a TV screen for RACE CONTROL (3 x 3); tables and chairs with 2 TV set minimum for RADIO PERSONS (3 x 3)
- 6.7. For the new venue it is mandatory an inspection on the spot, two months in Advance prior the publication of advance program of the relevant race, to be done by two persons from Formulae Committee appointed by Chairman of Formulae Committee; the costs of relevant travel and stay are in charge of Local Organizer.

7. CLASSIFICATION

- 7.1. The boat placed first will be the one having covered the scheduled distance in the shortest time.
- 7.2. All boats will be classified by taking into account the number of complete laps they have covered and for those which have completed the same number of laps, the order in which they crossed the finish line.
- 7.3. The number of laps completed during the eventual restarts will be taken in account for the classification.
- 7.4. The points will be awarded to the first 10 classified drivers crossing the finish line under their own power, on the condition that they have completed at least 70 % of the numbers of laps covered by the winner (rounded down to the nearest whole number of laps). Boats having done 90% or more laps but do not cross the finishing line after the winner has crossed will be classified after those boats that have done the same number of laps but that also cross the finishing line after the winner.

- 7.5. The leading boat must have completed 70 % of the number of laps counting for the race.
- 7.6. If the race cannot be restarted due to “force majeure” then the points will be awarded in accordance to the following scale:
- | | |
|--|-------------|
| 7.6.1. 70% or more of the total race completed | full points |
| 7.6.2. less than 70% | half points |
| 7.6.3. less than 35 50% | no points |
- 7.7. The first six classified boats are to be weighed when coming out of the water. The weighing of the boats can not be protested. The scales will be available before the meeting commences.
- 7.8. Points will be awarded to the first 10 classified drivers in accordance with the following finishing points scale:
- | | | |
|---------|----|--------|
| First | 20 | points |
| Second | 5 | points |
| Third | 2 | points |
| Fourth | 9 | points |
| Fifth | 7 | points |
| Sixth | 5 | points |
| Seventh | 4 | points |
| Eight | 3 | points |
| Ninth | 2 | points |
| Tenth | 1 | point |
- 7.9. The overall classification for the F2 Drivers' World Championship shall be established by the addition of all points obtained by each driver in each of the races counting towards the championship.
- 7.10. In the case of a tie, the number of first places in these races shall be considered, then the second places, etc...
- 7.11. Immediately after the race:
- The winner may complete a lap of honour;
 - Top 3 finishers must have priority at the pontoon to be able to reach the podium within 15 minutes. Penalty if not present (12.2.1).
 - Presentation of trophies to the first 3 drivers on the official podium. This presentation is only based on a provisional classification, and is subject to confirmation after scrutineering and consideration of any protests or appeals.
- 7.12 At the last race of the series UIM will provide 3 medals (gold, silver, bronze) to be given to the first three in the overall classification of the World Championship.
- 7.13. These medals do not replace the normal prizes (art. 108.01 and 321).

8. EQUIPMENT

8.0. ENGINE

The only engine allowed in Formula 2 racing is the Mercury SST200 ~~model~~.

8.1 HULL

- 8.1.1. Hull must be a catamaran type, based on twin hulls, but may be of completely free hydrodynamic and aerodynamic design.
- 8.1.2. Must conform to the general UIM rules 501; 503; 504; 505; 508; 509; 542.05 and these F2 rules.
- 8.1.3. Boats configured to work on the hydrofoil principal will not be eligible.
- 8.1.4. The minimum hull length is 4m80.
- 8.1.5. The minimum weight of the boat and driver as raced is 550 kg.
- 8.1.6. Measured in accordance with rule 542.12.
- 8.1.7. The front 305 mm. (12 inch) of the cockpit and pickles should not be made of a material which would not allow controlled deformation to reduce G forces on frontal impact (mandatory).
- 8.1.8. Each wing mirror must have minimum size of 60 sq. cm and be bolted on 2 points to assure proper mounting.

Within one team, two identical boats must have different colors of mirrors bodies as follows: Odd number: yellow fluorescent colored mirror bodies.

Even number: orange fluorescent colored mirror bodies. Third boat of the team: black colored mirror bodies.

- 8.1.9. Radios in boats are mandatory and a full radio check of each boat will be part of technical scrutineering in order to guarantee that all radios are working. The radio person must be present at race control whenever his boat is on the course. In order to guarantee clear communication between the Team Managers and the UIM Commissioner, all Team Managers must speak English.
- 8.1.10. The homologated delayed operation buoyancy airbag is mandatory.
- 8.1.11. Hull, sponsons, and powerhead replacements and other parts are allowed after scrutineering, up until the end of timed trials, but any changes to be made must be immediately notified to the UIM technical Commissioner for re-scrutineering and sealing ~~and for~~ technical inspection of units removed.
- 8.1.12. Any replacement of boat or sponsons after qualifying time trials will result in all previous times achieved being cancelled, and the replacement boat or sponsons will be considered as a new entry, requiring full scrutineering. If no timed practice opportunity remains, the boat will start from the end of the grid.

8.1.13 PARC FERME

The top three classified boats will be weighed with scales after time trials and the race. The weighing of the boats cannot be protested. The scales will be available before the meeting commences.

The top three finishers of the timed trials and race must immediately take their boats to the parc ferme/ UIM tent, without stopping on the way and without touching, replacing or modifying anything.

After the shoot out and the race, the drivers qualified in 4th-5th-6th positions are to wait in the water or at designated area until the top three finishers have been approved and the UIM Commissioners dismiss them.

Upon request of the UIM Commissioner, drivers must allow to be weighed separately. Not complying will bring immediate disqualification.

8.2 SST.200 ENGINE MODEL

- 8.2.1 The SST.200 engine is **the only legal engine admitted** in F2.
- 8.2.2 The SST.200 engine may not be modified in any manner **other than the cylinder block, which be modified according to the measurements in the homologation file, file number 00501.**
- 8.2.3 Exchange or replacement of the engines PCM (electronic unit) may be demanded by the O.O.D./scrutineer/UIM commissioner at any time during a race event.
- 8.2.4 There will be **at least** 8 ECU BOXES and 8 DATA RECORDERS, property of the UIM to be allocated before the first free practice session on ~~the Saturday~~ **DAY 2**. These will be allocated as follows:

- 3 ECU BOXES and DATA RECORDERS will be allocated to the first three drivers in the World

Championship classification of that season. If it is the first race of the season, allocation is determined from the final classification of the previous season.

- at least 3 ECU BOXES and DATA RECORDERS will be allocated to any other driver at the discretion of the UIM ~~Sports or~~ Technical Commissioner.

- at least 2 ECU BOXES and DATA RECORDERS will be kept by the Technical Commissioner as spares in the event of a failure of another box.

The boxes will be distributed by the Technical Commissioner at the crane area before the boat enters the water. It is the Teams responsibility to return the UIM. ECU and DATA RECORDER to the Technical Commissioner immediately before the boat returns to its trailer from the water.

Failure to return the ECU BOX and DATA RECORDER at the correct time will result in a fine of 500€.

At no time will any computer or diagnostic device be connected to the ECU and DATA RECORDER, the engine unit, engine or boat wiring harness or the boat. Fine, 1000€ for failing to adhering-adhere to this rule.

The ECU BOXES and DATA RECORDER supplied will be used in all practice, qualifying sessions and races during that event. In case of the failure of a UIM. ECU an alternative unit will be supplied if available. If none is available the Team will be allowed to use their own ECU, but this will have to be handed to the UIM. Technical Commissioner directly after the race. This may be inspected and tested for conformity to the standard specification.

- 8.2.5
1. Only original standard voltage (12 Volt) is admitted for the start of the SST 200 Engine (in respect of the rule)
 2. For SST 200 Engine, only original standard reed valve from engine manufacturer is allowed (in respect of the rule)
 3. The Pin Plug connection wire and cover of the ECU (Electronic control units) of the SST 200 Engine is an integral part of the SST 200 Engine; only original standard from manufacturer is allowed (in respect of the rules).

9. FUEL

- 9.1. General fuel rules in 508 will apply.
- 9.2. Fuel will be supplied by the organiser in conformity with rule 508.01.

10. SUPERLICENCES

- 10.1. The nationality of a driver is the nationality of the N.A. which issued the international racing licence to the driver. Medical and immersion tests can be done in other countries if the issuing N.A. agrees. The flag is the one of the issuing N.A. of the international licence as above. The request for the UIM Superlicence must come from the N.A. which issues the international racing licence.
- 10.2. Drivers must hold a UIM super licence before entry will be accepted.
A driver who exceeds 50 years of age in the season for which he is applying for a superlicence, must produce the medical certificate including all detailed examinations which will be submitted to a doctor approved by the UIM
- 10.3. Any new driver must be vetted in practice by the UIM Commissioner-Race Director and the drivers delegate to the UIM.
- 10.4. The super licence is required for F2 together with the NA international Licence. No other membership is required.
- 10.5. To obtain a superlicence for the first time, a driver must have participated in the last 2 years in 6 circuit races (classified) using a catamaran type hull (750 cc minimum) or a hydrocat min 500 cc. Definition of a race during a race weekend: even if several heats take place, the race weekend with all heats or races counts as one race only. The National Authorities are fully liable for the sports c.v. that they submit for their drivers. The full race results of each race must be supplied since the drivers must have done at least 6 races with 70 % of the total distance of each race event.
- 10.6. The superlicence is provisional for the first 6 races and can be withdrawn at any time during the first 6 races by

a committee composed by the ~~UIM Race Director, UIM Commissioner, the O.O.D. the Chairman of Formulae Committee~~ and the Drivers representative. F2 Superlicence will remain as PROVISIONAL status for the first six (6) races. If the drivers cause an accident then the provisional status will be extended for one more race, with a maximum of two accidents. After causing two accidents between two boats the provisional Superlicence will be withdrawn for the remainder of the current racing season. When a super licence is withdrawn, next application can only take place for the next season.

An anthropometric check of data reported in the Superlicence application may be carried ~~on-out~~ at any event during the relevant season by a UIM appointed Medical ~~and/or Anti-Doping delegate~~. In case the Driver's data would not be anymore within the mandatory parameters, the ~~Driver shall be immediately disqualified from the Event and his/her Superlicence shall remain suspended until a new Superlicence is obtained. will be immediately withdrawn.~~

- 10.7. The application for a super licence must be made by the National Authority of the driver and lodged with the UIM 4 weeks before the first event the driver wants to participate in. The superlicence fee of 300 Euro will be doubled for applications received beyond the 4 weeks deadline.

No application will be taken in consideration within one week from the following event.

- 10.8. The application must be accompanied by:

- The sports career of the driver, mentioning the results obtained in the qualifying events;
- UIM medical documents, as per appendix to these rules, giving the information required by the UIM rules 205.03/ 205.04 / 205.04.1.

General Recommendation for F2 superlicence holders concerning physical fitness

- Cardiovascular training (endurance training) as jogging, cycling, rowing etc. twice a week - minimum 20 minutes without any interruption. Any sports activity which has "stand still" during the activity such as soccer, tennis or any ball sport is not suitable for the endurance training, but recommended as additional training;
- Training to build up muscles for neck and back at least twice a week;
- The immersion certificate (ref 205.05);
- A photo;
 - The fees will be fixed by the UIM Council and paid to the UIM Secretariat. Superlicence fee fixed to 300 euro. For late application, the superlicence fee has been fixed to 600 euro and must be paid to the UIM Secretariat;
- Medical expertise fee for drivers over 50 years in the season : 150 euro;
- The digital version of the rulebook ~~will be made~~ available on the UIM website ~~to the driver along with the superlicence.~~

- 10.9. The National Authorities are responsible for the information given.

- 10.10. The application will be examined by the ~~Chairman of Formulae Committee who will advise the UIM Secretariat on its acceptability~~ UIM Office and the appointed medical expert.

- ~~10.11. The decision of the Chairman of Formulae Committee on all matters concerning superlicences is final and cannot be protested or appealed.~~

~~If any F2 superlicence holder participates in a non-sanctioned UIM international event, their superlicence will be withdrawn.~~

~~The driver may re-apply for the superlicence after 12 months from the date the original superlicence was withdrawn.~~

- 10.12. The super licence is valid for 1 year (from January 1st or from the date of issue to December 31st).

- 10.13. For renewal of the super licences, the National Authorities must, before the end of December, send the UIM a list of the drivers for whom a renewal for the following year is required.

11. YELLOW CARDS

Yellow cards given in other Formulae Series (F1) will be taken into account on the yellow card listing.

11.1. Yellow cards can only be given for the behaviour on the water.

11.2. A yellow card will be confirmed on a form which will be posted with the results. The Driver has 60 minutes to protest to the jury.

11.3. If the protest is not upheld, he can appeal. Protests and appeals must be lodged according to UIM rules.

11.4. A yellow card can be given by:

* the ~~Officer of the Day~~; Officer of the Day

* ~~the UIM Commissioner, UIM Race Director~~

11.5. ~~The A~~ yellow card or red card can be given according to the following:

11.5.1. Up to two yellow cards at a time for dangerous driving;

11.5.2. Red card for extremely dangerous driving and unsportsmanlike behaviour.

11.6. A driver who receives a red card is immediately disqualified from that event (300.01).

A driver who receives his third yellow card is immediately disqualified from that event (300.01).

~~A driver who has been given three yellow cards or a red card loses right to take part in the next event of the World Championship or Continental Championship (current season or following season). When a penalty of not racing at the next race has been satisfied, the 3 yellow cards or the red card are deleted by the application of that penalty. (see rule proposal n°33 adopted for all discipline)~~

~~11.7. All cards will remain valid for the four following events of the Championship as from the date on which the last card was delivered. (see rule proposal n°33 adopted for all discipline)~~

11.8. Participating in training, timed trials and final race will be considered as having completed one event.

~~11.9. An organiser/N.A. who has given one or more yellow cards to a driver must inform UIM by telefax or mail within 3 days. UIM will inform the next organiser/N.A. of a World Championship race or the Continental Championship about the issue of such yellow cards. When a driver has completed 4 races without yellow cards, his previous yellow card(s) will be deleted from the listing see rule proposal n°33 adopted for all discipline)~~

11.10. Yellow cards issued must be mentioned in the commissioner's report which must be distributed to all members of the relevant UIM Formula commissioners panel.

11.11. Temporary suspension: see article 406.05

12. PENALTIES

12.1. Penalties will be issued to drivers in accordance with other UIM rules and/or with the following list:

INFRINGEMENT	FINE (IN Euro)
12.2. Not present at drivers meeting roll call	200
12.2.1 Not present at prize giving	1000
12.3. Not under crane when called forward	150
12.4. Not respecting exit lane	100
12.5. Not respecting entrance lane	100
12.6. Radio person not at timing control and/or not at drivers meeting	200
12.7. Not lining up within 20 seconds on jetty	150

12.8.	Not in correct position on parade lap	100
12.10.	Dislodging and/or destroying each turn buoy (free Practice and time trials)	200
12.10a.	Destroying 1 st buoy (race only)	1 lap and 200
12.10b.	Destroying 2 nd buoy (race only)	DSQ and 200
12.10c.	Dislodging 1 st buoy (race only)	1 lap and 200
12.10d.	Dislodging 2 nd buoy (race only)	DSQ and 200
12.11.	Overtaking under yellow flag	1 lap
12.12.	In visiting pit during yellow flag	last position

12.13. Not in correct position under yellow flag/re-start	1 lap
12.14. Taking technicians on boat on the course (excl. the race winner)	200
12.15. Bringing own racing fuel to race venue	300
12.16. Not respecting instructions of UIM Comm / and or Officials	DSQ, or 1 lap or 200
12.17. Non operative airbag system due to closed valve of air bottle, no connecting of roll over switch, taping or sealing of the deck plate system	1500
12.17a Any part of the Airbag system activates during time trials or free practice	Black flag
12.17b Any part of the Airbag system activates during a race	Black flag
and DSQ Not closing safety belts during time trials, free practice and the race	5000
Not connecting fuel pump lanyard to life jacket	1000
12.18. The Formula Committee has the right to fine a driver (money or suspension) for any infringement of the rules or any abusive or unsportsmanlike behaviour.	

13. PROCEDURE FOR PROTEST AND APPEAL

- 13.1. A protest can be lodged in accordance with the 400 jurisdiction rules either by the driver or the team manager. Appeals will also be handled in accordance with the 400 jurisdiction rules.
- 13.2. The delay to appeal is counted from the moment of the communication of the Jury decision to the interested parties and it is 48 hours.
- 13.3. The 24 hours of the Sunday do not count within the 48 hours to appeal. Address, telephone and fax should be clearly mentioned on the appeal so that the UIM can send any correspondence directly to the driver with copy to his N.A. The driver may agree to forego an Appeal Committee meeting and for the appeal to be handled through telephone and fax - if possible - in order to minimize the costs of the appeal.

14. SAFETY

- 14.1. Drivers must wear a floatation vest incorporating pants, and so constructed at the shoulders and the legs that a driver can be easily pulled of the cockpit. Floatation overalls (orange colour is recommended) are a permitted alternative to life jackets, but must incorporate extraction handholds for driver removal from cockpit.
- 14.2. The homologated delayed operation buoyancy airbag is mandatory. The maintenance of the airbag system is the responsibility of the team.
- 14.3. Drivers taking technicians on their boats will be penalised.
- 14.4. The winner can take his technicians for the victory parade lap only. A rescue boat will follow the winning team at close distance.
- 14.5. It is mandatory to use a low profile Front Head Restraint (FHR) that satisfied SFI 38.1 or FIA 8858 standards.
- 14.6. Seats are mandatory for F2 cockpits (for description see 509.08).
- 14.7. F2 cockpit boats must have UIM registered safety crash boxes installed on both sides of the safety cockpit.

14.8 One radio person is required per boat with adequate knowledge of English language. The radio persons are requested to wear the official PIT PASS with number of his/her boat, properly supplied by F.2 TA at the beginning of the season or during the first race attended by the boat. It is the responsibility of the radio person to have this official PIT PASS at any race.

The Radio persons are requested to wear their pass with the number of the boat when they are at the drivers meeting and when they are at race control for the practices and race. Failure of this rule means Euro 200 of penalty for the Driver.

- 14.9 The certified (or recertified) 6 strap/6 point minimum mounting system must be replaced according to the manufacturers recommended replacement interval or after an accident that results in structural damage to either the cockpit or hull; or injury to the driver. The manufacturer's certificate must be available and show the date of manufacture or recertification. If the restraint system has been involved in an accident as described above, the UIM Commissioner must cut the straps so they cannot be re-used.
- 14.10 Before the repechage race and the main race it is mandatory to have an inspection of the circuit; all drivers must get in the safety boats with the UIM Commissioner and have the instruction for the start and 1st buoy.
- 14.11 The Commissioner may require a boat to leave the course that has had its safety equipment compromised or damaged, (for example, lost pickle fork, open or lost cockpit canopy, etc.).

15. GENERAL

- 15.1. The official UIM sticker is mandatory and must be visibly displayed on all participating boats.
- 15.2. All TV, film, media and commercial rights are the property of the UIM.
- 15.3. The UIM contracted promoter if any handles the rights on behalf of the UIM.
- 15.4. Any organisation wishing to film or to use existing film must contact the promoter if any.

~~In the absence of a Promoter such request for authorization has to be addressed to the UIM Secretariat.~~

16. INSURANCE

- 16.1. The advance programme must contain following information:
- 16.2. Terms and conditions of a mandatory insurance for personal and material damage on third parties, competitors included
- 16.3. The minimum limit of coverage required
- 16.4. The type of risks to be covered by the insurance
- 16.5. Whether insurance from other National Authorities are authorised and if they are, in which language they must be drawn up.
- All insurance produced by foreign drivers must also be written in English as well as their native language.
- 16.6. The amount of insurance fees to be paid on the spot (90€ maximum).
- 16.7. If a driver is not insured by their National Authority, or if the coverage of this insurance is insufficient, or if the driver cannot show the confirmation of the National Authority, or if foreign insurance are not authorized, an insurance must be purchased at the race meeting. The total cost must be stated in the advance programme (90 Euro maximum). In case of buying insurance at the race meeting drivers must receive a copy of the insurance certificate with an English translation and a receipt of paying for insurance. Insurance certificate should define coverage of insurance. It is the responsibility of the local organiser to ensure that they have sufficient insurance cover in place for the event.

17. FINANCIAL CONDITIONS

17.1. World Championship:

Travel Money Euro 15.000 =

Prize Money Euro 10.000 = Not refundable in case of cancellation within 45 days prior to the event

Continental Championship:

Travel Money Euro 10.000 =

Prize Money Euro 8.000 = Not refundable in case of cancellation within 45 days prior to the event

All the National Authorities who have applied for a round of World or Continental Championship must pay to UIM bank account, within February 1st, a total amount of Prize Money, as a confirmation of their race. In case of cancellation of a F 2 WC or CC round within 45 days before the race, the prize Money sum paid by the Organizer of the Event to the UIM account, should be split equally amongst the Drivers having entered the Event(s).

To guarantee the final event of World Championship the Organizer of that event must pay Travel money to the UIM bank account, 10 DAYS BEFORE of the date of the penultimate event of the series.

TRAVEL MONEY:

Euro 15.000 = World Championship

Euro 10.000 = Continental Championship

If the organizer can't pay travel money to the drivers in cash on the race spot, they must transfer the total amount of travel money to UIM bank account 30 days before the date of the event.

The total amount of travel money will be split among the drivers attending the race, as per list of distance in kilometres communicated by each driver.

PRIZE MONEY:

Must be paid to the bank account of the drivers, the Tuesday or Wednesday after the race, as per following chart (less the bank charges):

WORLD	CONTINENTAL CHAMPIONSHIP	CHAMPIONSHIP
1° - Euro 2.500 =	1° - Euro 2.000 =	
2° - Euro 1.800 =	2° - Euro 1.500 =	
3° - Euro 1.500 =	3° - Euro 1.200 =	
4° - Euro 1.200 =	4° - Euro 900 =	
5° - Euro 800 =	5° - Euro 700 =	
6° - Euro 600 =	6° - Euro 500 =	
7° / 8° / 9° / 10° -	7° / 8° / 9° / 10° -	
Euro 400 = (each)	Euro 300 = (each)	

The total amount of the Prize Money not assigned to the drivers who are not placed (drivers absent or drivers who did not finish/did not start the race) will be assigned as follows:

- If the race is run by ten or more boats, the total amount of the Prize Money not assigned will be split among all drivers who have participated and who got points.(for example: 10 participating boats – 7 boats placed. Prize Money from 1st to 7th total Euro 8.800.00,= to assign to the drivers as per UIM F.2 rules – blue pages–. Prize Money not assigned from 8th to 10th total Euro 1.200,00= to assign in equal parts, among the drivers who get points;

- If the race is run by nine or less boats the total amount of the Prize Money not assigned (drivers absent/drivers who did not finish/did not start/drivers who are not placed) has to return to the organizer. (for example: 6 participating boats – 6 boats placed with points. Prize Money from 1st to 6th total Euro 8.400,00= to assign to the drivers as per UIM F.2 World Championship rules –blue pages-. Prize Money not assigned from 7th to 10th total Euro 1.600,00= to return to the organizer).

17.2. Any correspondence regarding F2 must be sent to the following address:

UNION INTERNATIONALE MOTONAUTIQUE

STADE LOUIS II - ENTREE H

1 AVENUE DES CASTELANS

MC 98000 MONACO

Fax: (377) 92-05-04-60

E-mail: uim@uim.sport

Website: www.uim.sport