



98th UIM General Assembly

Council vote – Friday 10th October 2025

Rules proposals for **Circuit** discipline - Table of Content

Proposal n°	Circuit Rule n°	Subject	Entered by	Commission Advice	SUPPORT – Color chart 1) Supported 2) Not Supported 3) Supported with text modification (deleted text new text in green) 4) Withdrawn	Council Vote / Decision
1	101.04	Hydro GP - Change of date, Late requests and cancellations	Czech Republic NA	COMINSPORT	Supported	Adopted
2	NEW 105.05	New - Teams Titled Event	COMINSPORT	Aquabike C., MotoSurf C., COMINOFF	Supported	Adopted
3	108.03	Hydro GP - Financial Conditions	Czech Republic NA	COMINSPORT	Supported with text modification (<u>text modification 3A to be found at the end of this recap chart</u>)	Adopted
4	108.03	F500 Travel Money	Poland NA	COMINSPORT	Not Supported	
5	205.06	Racing Vest - Dorsal Back Protection	France NA	COMINSPORT , COMINSAFE	Not Supported	
6	205.07	Protecting Helmets	France NA	COMINSPORT , COMINSAFE	Supported with text modification	Adopted

					...Website. All Ece 22-06 helmets must be replaced every 5 (five) every 7 (seven) years...	
7	205.08	Safety Boats	COMINSAFE, COMINSPO RT , COMINTECH		Supported with text modification For Safety reinforced cockpit classes at least 2 of the Safety rescue boats situated on a course shall have either a Crane and 1 lifting bag or 2 X Lifting Bags that are capable of supporting a boat to assist in keeping a cockpit above the surface with a competitor inside..	Adopted
8	205.08.01	Towing Boats	COMINSAFE, COMINSPO RT , COMINTECH		Supported	Adopted
9	210	Prizes for GT10 and GT15 Junior classes	Sweden NA	COMINSPO RT	Supported with text modification In entry-level GT10 and GT15 classes, all competitors must get a trophy or prize.	Adopted
10	312.15	Long lap	Spain NA	COMINSPO RT	Not Supported	
11	NEW 319	New - Long Lap Penalty	COMINSPO RT		Supported with text modification 319. LONG LAP PENALTY For race courses and for classes where long lap is applicable, some of the one lap penalties can be replaced by using	Adopted

					taking long lap instead of standard one lap penalty. Such penalties are: - rounding turn mark in the wrong way 313.01 - damaging or destroying the first turn buoy 313.02 - Jump start 307.04 A driver under these penalties can take one additional long lap course as defined in long lap rule and not penalized after finish for these infringements on the list. In case long lap penalty is not taken, one lap penalty is given after the finish.	
12	503.02	Pre-race Inspection	Poland NA	COMINSPO RT , COMINTECH	Supported	Adopted
13	508.01	Fuel Check Proposal 1	Poland NA	COMINSPO RT	Supported	Adopted
14	205.05	Fuel Check Proposal 2	Poland NA	COMINSPO RT	Not Supported	
15	509	Reinforced Cockpit - Life Span	France NA	COMINSPO RT , COMINTECH, COMINSAFE, S.Cockpit C., Formulae Committee	Not Supported	
16	509	Reinforced Cockpit - Sample Test Requirements	France NA	COMINSPO RT , COMINTECH,	Not Supported	

				COMINSAFE, S.Cockpit C.,		
17	509.20	Reinforced Cockpit – Air Supply	France NA	COMINSPO RT , COMINS AFE	Not Supported	
18	542.03	F4 Crash Boxes (see also proposal 20)	France NA	COMINSPO RT , COMINTE CH, COMINSA FE, S.Cockpit C., Formulae Committee	Not Supported	
19	542.03	F4 Balloon Airbag	France NA	COMINSPO RT , COMINTE CH, COMINSA FE, S.Cockpit C., Formulae Committee	Supported with text modification 509.25 For the F4 and S3 boats built at after January 1, 2026, a balloon airbag at rear cockpit and delayed dispositive (5sec) are mandatory.	Adopted
20	542.12	F4 Crash Boxes (see also proposal 18)	COMINSAFE	COMINSPO RT , COMINTE CH, S.Cockpit C., Formulae Committee	Supported with text modification 3. Class F4 boats shall have crash boxes as part of the cockpit structure per the F4 crash box homologation information on the UIM website. All new boats built after 1.1.2026 in classes F4 and S3 must have crash boxes as part of the cockpit structure per the F4 crash box registration information on the UIM website. All F4 and S3 boats	Adopted

					<i>must have these crash boxes after 1.1.2027. All 2000N cockpits must be upgraded with 2-3 layers of carbon-Kevlar all together 250 gr per side in the area of the sitting driver up to the top of the shoulder before installing crash boxes. This upgrade must be done by a 3000 N registered cockpit builder before first race after 1.1.2026. (text modification 20A /F4 Crash Box Registration Info to be found at the end of this recap chart)</i>	
21	542.12	F4 Minimum Weight	COMINSAFE	COMINSPO RT, COMINTECH, S.Cockpit C., Formulae Committee	Supported	Adopted
22	551.02.03	GT10 - Measurement of the trim tabs	Finland NA	COMINSPO RT, COMINTECH	Supported	Adopted
23	561.05	P750 - Speedometers and rpm counters	P750 WG	COMINSPO RT	Supported	Adopted
24	562.05	P750 - Superseded Parts	P750 WG	COMINSPO RT	Not Supported	
25	563	P750 - Modifications	P750 WG	COMINSPO RT	Supported	Adopted
26	563.02	P750 - Cylinder Block Modifications	P750 WG	COMINSPO RT	Supported	Adopted
27	901.2	Jet Sprint - Hulls	Jet Sprint WG	COMINSPO RT	Supported	Adopted

28	901.3	Jet Sprint - Roll Cage Specifications	Jet Sprint WG	COMINSPO	Supported	Adopted
29	901.4	Jet Sprint - International Group A	Jet Sprint WG	COMINSPO	Supported	Adopted
30	901.4	Jet Sprint - International LS Class	Jet Sprint WG	COMINSPO	Supported	Adopted
31	901.7	Jet Sprint - Top 3 decider	Jet Sprint WG	COMINSPO	Supported	Adopted
32	901.7	Jet Sprint - Race Procedure - Speed	Jet Sprint WG	COMINSPO	Supported	Adopted
33	901.7	Jet Sprint - Race Procedure - Crossing finish line	Jet Sprint WG	COMINSPO	Supported	Adopted
34	901.7	Jet Sprint - Race Procedure - Qualifying time limits	Jet Sprint WG	COMINSPO	Supported	Adopted
35	901.7	Jet Sprint - Race Procedure - Format	Jet Sprint WG	COMINSPO	Supported	Adopted
36	F500 blue pages	F500 General Financial Conditions	Czech Republic NA	COMINSPO	Supported with text modification (<u>text modification 36A to be found at the end of this recap chart</u>)	Adopted
37	F500 blue pages	F500 Travel Money	Poland NA	COMINSPO	Supported	Adopted
38	201.01	OOD – Race Director	COMINSPO		Supported with text modification (<u>text modification 38A to be found at the end of this recap chart</u>)	Adopted
39	900.15.2	River Marathon – FX Class	River Marathon WG	COMINSPO	Supported	Adopted

40	900.15.2	River Marathon – A Class	River Marathon WG	COMINSport	Supported	Adopted
41 additional	NEW 542.01.01	Minimum Depth Propeller shaft F4-Endurance S3	COMINSport	COMINSport , COMINTECH, S.Cockpit C., Formulae Committee	Not Supported	
42 additional GA	551.02	GT10 Allowed engines	COMINTECH	COMINSport	Supported (<u>complete proposal 42 to be found at the end of this recap chart</u>)	Adopted
Valid for all disciplines proposal	406.05	Penalty cards	COMINSport	UIM Legal C., Aquabike C., COMINOFF, Motosurf C., PN C.	Withdrawn	

 Proposal n°	3a	NATIONAL AUTHORITY	COMINSPO
Discipline Rule article n° Article subject 2025 Rulebook page	Circuit 108.03 WORLD CHAMPIONSHIP WITH HYDRO GP 20	CZECH REPUBLIC	Name/Surname: Karel Krämer Contact email: karel.kramer72@gmail.com

Current text

108.03 - WORLD CHAMPIONSHIP WITH HYDRO GP

HydroGP World Championships are a series for UIM classes Formula 125, Formula 250 and Formula 500 (see Formula 500 World Championship in “blue” pages). There is a maximum of four HydroGP rounds in a year, with classes Formula 125, Formula 250 and Formula 500. In all rounds, each class will have three heats and all points from those heats count.

From 01/01/2025, there will be a maximum of six Formula 500 World Championship rounds. A round of the Formula 500 World championship series must be held in each HydroGP series event.

Travel/start money. Euros 3 000 per class

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 the boat determines payment. Who successfully start either official practice/time trials/qualifying, or race will receive up to a maximum:

Formula 125 Euros 250

Formula 250 Euros 250

Formula 500 (See Formula 500 rules, Blue pages)

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.)

UIM will supply Medals for 1-2-3 places at the final race of the series.

Titled is awarded even if only a single event is run.

National Authorities application to organize HydroGP has absolute priority over any other application within these classes.

If the full application of HydroGPs is not allocated, then the remaining rounds of the three classes may be allocated by the UIM, as separate events, to N.A's applying when requested by Cominsport, Travel/start money included.

Any HydroGP or separate event including one of these classes must be scheduled over maximum two days. Any practicing/training outside these two defined days are totally unofficial and never used in any official way. Only one other UIM Titled class may be allocated to be included in a full HydroGP programme.

Proposed text

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Any HydroGP or separate event including one of these classes must be scheduled over maximum two days. Any practicing/training outside these two defined days are totally unofficial and never used in any official way. Only one other UIM Titled class may be allocated to be included in a full HydroGP programme.

~~1130 € prize money per class (except F500, See Formula 500 Rules, Blue Pages) Distributed by the organiser to the drivers at the end of the race, before they leave the racing place (after the end of the protest time).~~

Prize money must be paid in Euro. Distributed by the organiser to the drivers at the end of the race, before they leave the racing place (after the end of the protest time). Alternatively, organizer pays prize money to the driver bank account latest next Wednesday after the race is over. Bank transfer costs are paid by race organisers in this case. All local taxes are paid by race organizers on behalf of driver. Driver gets money defined in UIM Rule Book.

	F-125	F-250	F-500
1st:	600 €	600 €	800 €
2nd:	400 €	400 €	600 €
3rd:	300 €	300 €	400 €
4th:	200 €	200 €	300 €
5th:	150 €	150 €	200 €
6th:	100 €	100 €	100 €
7th:	100 €	100 €	100 €
8th:	100 €	100 €	100 €
9th:	100 €	100 €	100 €
10th:	100 €	100 €	100 €

Justification

For motivating pilots to achieve better results. At the same time, by eliminating the payment of travel money, it is expected to attract new organizers who, under the current rules, are unable to organize Hydro GP races.

Commission advice

COMINSORT

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

 Proposal n°	20a	COMMISSION	COMINSAFE
Discipline Rule article n° Article subject 2025 Rulebook page	Circuit 509.21 CRASH BOXES 111	Author of the Rule change proposal	Name/Surname: Bob Wartinger Contact email: bobwartinger@comcast.net

Current text

509.21 – CRASH BOXES

Crash boxes may be constructed such as to have comparable energy absorption and energy absorption rate as the baseline constructs described by Isatec drawings and instructions. The baseline information is available from UIM.

The crash box layup drawings, strength calculations and appropriate testing data for new design shall be submitted for review and registration similar to the cockpit registration process.

The review will also consist of a drop test(s) to verify the energy absorption characteristics. The boatbuilders have to provide 3 samples (box of 33.0 cm x 33.0 cm) for testing.

For the detailed procedure for submitting the samples for testing, refer to the “crash box procedure letter” on the UIM website under the Official Forms and Procedures tab: Crash Box. Price and testing facility are listed there.

The construction must be done by a 3000 N registered cockpit builder. Verification of construction may be accomplished by core sample or approved non-destructive testing.

Proposed text

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The construction must be done by a 3000 N registered cockpit builder. Verification of construction may be accomplished by core sample or approved non-destructive testing.

~~3- Class F4 boats shall have crash boxes as part of the cockpit structure per the F4 crash box homologation information on the UIM website.~~

All new boats built after 1.1.2026 in classes F4 and S3 must have crash boxes as part of the cockpit structure per the F4 crash box registration information on the UIM website. All F4 and S3 boats must have these crash boxes after 1.1.2027. All 2000N cockpits must be upgraded with 2-3 layers of carbon-Kevlar all together 250 gr per side in the area of the sitting driver up to the top of the shoulder before installing crash boxes. This upgrade must be done by a 3000 N registered cockpit builder before first race after 1.1.2026.

F-4 Crash Box Registration Information (to be placed on the UIM Web Site for information, not part of the rule.)

Registration Requirements for F-4 Crash Boxes (Reference Isatec Homologation Information for reference material on UIM website-CrashBoxDescription.pdf)

The Homologation requirements are split into three parts:

Part 1 Required dimensions and materials

Part 2 Requirements for dynamic drop test

Part 3 Requirements for the glueing interface between crash box and cockpit

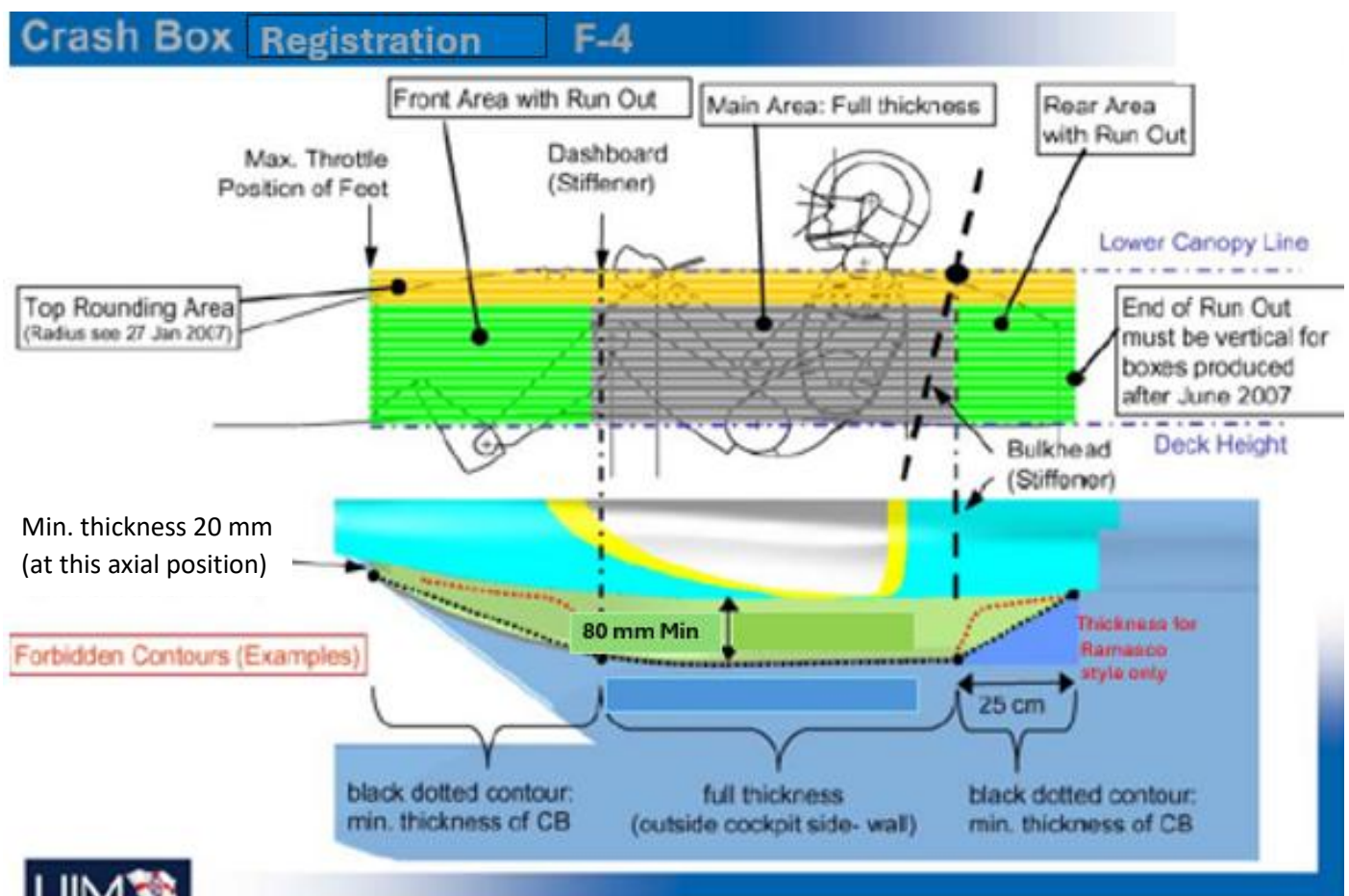
Part 1 Required dimensions of the Crash Box

- The side wall has to fulfill separately the existing requirements (rule 509 - reinforced cockpits) all over the cockpit. In additionn, the crash box must fulfill the herewith described requirements.
- The crash boxes have to be individually numbered.
- Thickness for Ramasco style only:
Minimum 80 mm
- Covered area: full thickness between the bulkhead and the dashboard with the exception of the top radius (see drawing)

The whole volume of the CB has to be filled with a layered sequence of foam and skin. No hollow areas.

Volumes are allowed within the prescribed minimum dimension of the box (black dotted line on drawing).

- At least 3 foam layers with intermediate skins in the main area. More layers are allowed. Minimum foam density is 75 kg/m^3



Part 2 Requirements for Dynamic Drop Test (in conjunction with the steel impactor)

Panels are constructed to size 300 x 300 mm

A minimum absorbed energy of 1.2 kJ during drop test as well as a maximal penetration of the box thickness + 73 mm.

Drop test with minimum 1.0 m drop to ensure the dynamic character of the test.

Part 3 Glueing

Permanent glueing all over the interface between Crash Box and cockpit is necessary for shear strength in case of an accident.

Requirements on the glue areas:

1. Border area: Min. shear strength: 2 N/mm^2
2. Inner area: Min. shear strength: 1 N/mm^2

Crash Box Homologation

The documentation for approval must contain the following items:

- Design including geometry, set-up. material specification.
- Drop test results containing absorbed energy, g-time graph, force-displacement graph (and video if available)
- Shear test (as described) with photos and results
- Box ID number list, which is covered by that documentation

The documentation must be consistent and traceable concerning all requirements and has to be delivered electronically to UIM. The full documentation, as described on this page, must be made for each production lot. For a new production lot with same material and production methods only manufacturing has to be documented. All further changes (e.g. additional parts for the run-out zones) have to be documented in the same way.

Disclaimer

Ramasco Yacht Design (RYD) has developed a crash box solution similar to the one used in F1 (originally designed by ISATEC), with the aim of improving the current F4 configuration.

RYD has not considered other technical aspects, which must be addressed separately to ensure a comprehensive safety improvement when installing a crash box.

These aspects may include, for example: required modifications or reinforcements to the boat's structure, the cockpit, or specific components; the influence of the crash box on aerodynamic behavior; and any other technical interactions between the crash box and the vessel.

The evaluation and management of these factors is the sole responsibility of the boat manufacturer.

RYD is exempt from any legal liability, as the data and calculations presented are theoretical in nature and should not be interpreted as final or definitive results. Furthermore, they have not been validated through FEM simulations.

Even if correctly installed, the crash box cannot guarantee the prevention of injuries or fatalities in the event of a side impact or other types of accidents.

The documentation for approval has to contain the following items:

- design including geometry, set-up, material specification.
- drop test results containing absorbed energy, g-time graph, force-displacement graph (and video if available)
- shear test (as described) with photos and results
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Justification

The requirement for crash boxes on the F 4 is to reduce the possibility of driver injury in a collision. ***F4 crash box registration information attached.***

Commission advice

COMINSPO, COMINTECH, Safety Cockpit Committee

Rule change to be voted by UIM Council on 10th October 2025

Implementation date: 1st January 2026

 Proposal n°	36a	COMMISSION	COMINSport
Discipline Rule article n° Article subject 2025 Rulebook page	Circuit F500 – Blue pages 8. GENERAL FINANCIAL CONDITIONS 376	Author of the Rule change proposal	Name/Surname: Karel Krämer Contact email: karel.kramer72@gmail.com

Current text

FORMULA 500 RULES 2025

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8. GENERAL FINANCIAL CONDITIONS

1720 € prize money:

Distributed by the organiser to the drivers at the end of the race, before they leave the racing place (after the end of the protest time).

1st: 370 €

2nd: 250 €

3rd: 200 €

4th: 180 €

5th: 170 €

6th: 150 €

7th: 130 €

8th: 100 €

9th: 90 €

10th: 80 €

6000 € travelling money:

Travelling money for foreign drivers is to be divided equally between the registered competing foreign drivers to a maximum of 600 €. Drivers who fail to send in their registered entry forms in due time, according to the advance programme/regulations, may lose all their travel money.

A “foreign” driver is one that has a valid International License issued by a National Authority other than the “host” Country.

All prize and travel money must be paid in Euro. Organisers unable/unwilling to pay in Euro will have to pay an increase of 10 % on all the amounts due to the drivers. Alternatively organizer pays prize and travel money to the driver bank account latest next Wednesday after the race is over. Bank transfer costs are paid by race organisers in this case. All local taxes are paid by race organizers in behalf of driver. Driver gets money defined in UIM Rule Book.

All TV, film, media and commercial rights are the property of the UIM.

If the UIM has a contracted promoter, he handles the rights on behalf of the UIM.

Any organisation wishing to film or to use existing film must contact the UIM or the promoter. Any correspondence regarding Formula 500 must be sent to the following address:

UNION INTERNATIONALE MOTONAUTIQUE

STADE LOUIS II - ENTREE H

1 AVENUE DES CASTELANS

MC 98000 MONACO

E-mail: uim@uim.sport

Website: www.uim.sport

Proposed text

FORMULA 500 RULES 2025

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E-mail: uim@uim.sport

Website: www.uim.sport

Justification

For motivating pilots to achieve better results. At the same time, by eliminating the payment of travel money, it is expected to attract new organizers who, under the current rules, are unable to organize Hydro GP races.

Commission advice

COMINSPO

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

 Proposal n°	38a	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2025 Rulebook page	Circuit 201.01 – 201.09 OOD / Race Director 34-35	Author of the Rule change proposal	Name/Surname: Contact email:

Current text

201 - ORGANISING BODIES

201.01 - RACE COMMITTEE

All races are under control of the organising club who is to nominate:

- An Organising Committee which organises the general and administrative aspects of the meeting.
- A Race Committee which organises and supervises the actual racing and decides whether competitors are eligible or not.

The Race Committee is composed as follows: the Officer of the Day, the Race Director, the Deputy Officer of the day, the Medical Officer, the Race Secretary, the Technical Officers.

The decisions of the Race Committee and the Jury must be based upon the UIM rules, but as no rules can be devised capable of covering every case, the race committee and the Jury must discourage all attempts to win by means other than fair racing, superior speed and skill.

The organising committee appoints a Committee that verifies all the documents required i.e., Measurement Certificates, Driving Licence, etc.

This Committee also verifies whether or not the boats and motors conform to the rules.

No officer, nor member of the Jury, nor member of a National or International Committee or Commission, is allowed to intervene in the judgement of a problem in which he/she is involved himself or is an interested party (See rule 402.01).

The following are the Race Officials:

1. The Officer of the Day/Race Director
2. The Deputy Officer of the day;
3. The Medical Officer;
4. The Secretary of the Race Committee;
5. The Technical Officers;
6. The Course and Buoy Officers;
7. The Timekeepers and Starter;
8. The Lap Scorers;
9. The Jetty Marshall.
10. The International Jury Chairman

201.02 - INTERNATIONAL OFFICERS LISTS

Lists of International Officers of the days and of International Jury Chairman are deposited in the Secretariat of the UIM.

Every year, each National Authority has to transmit the Secretariat its new list of O.O.D./Race Director and I.J.C. or the confirmation of the previous year's one not later than September 30th.

Each National Authority may propose for enrolment in the list of O.O.D./Race Director and I.J.C. only those race Officers that have been regularly qualified by said National Authority.

Requirements for the enrolment of a candidate:

- a) a personal record (containing personal data, address, telephone, numbers and/or e-mail)
- b) knowledge of English
- c) the NA of the relevant candidate for O.O.D./Race Director and I.J.C. must be satisfied they have had sufficient experience to officiate at a UIM International event.

Only people enrolled in the UIM lists are allowed to be appointed to the charges mentioned above and therefore to be appointed by their National Authority to perform such duties in international races valid for UIM titles.

201.03 - THE OFFICER OF THE DAY (O.O.D.) /RACE DIRECTOR (RD)

The Officer of the Day/Race Director must supervise the organisation of the races on behalf of the Organising Club.

He/she must maintain order on the course, ascertain that all services work properly, ensure that all correspond to the rules and observe the Racing Rules according to the Programme, gather written reports of the Officers and Timekeepers and any other documents that will enable the results to be compiled.

201.04 - THE DEPUTY OFFICER OF THE DAY (D.O.O.D.) /RACE DIRECTOR (RD)

The Deputy Officer of the day co-ordinates (together with the Officer of the day/Race Director) the safety services on shore (fire) as well as on the water (boats, people on board, material). When necessary, he/she stands in for the Officer of the day /Race Director.

201.04.01 - THE MEDICAL OFFICER

The Chief Medical Officer is responsible for the medical organisation in the racing area, on shore as well as on the water. In agreement with the Officer of the day and his/her deputy, he/she controls the order of the means of emergency such as lifeboats, ambulances, mobile reanimation unit, an eventual airborne ambulance and the first aid station.

In case of intervention on the water, he/she will take command of the rescue operation following stopping of the race by the Officer of the day/Race Director.

201.05 - THE RACE SECRETARY

The Race Secretary is responsible on behalf of the O.O.D./~~Race Director~~ for the practical side of the meeting and organisation and must satisfy himself that the various officials know their respective duties and that they have all the necessary documents and equipment. He/she must collect all documents.

201.06 - DUTIES OF THE RACE OFFICIALS

The Race Officials shall perform only the duties with which they are entrusted.

201.07 - THE TECHNICAL OFFICERS

The Technical Officers are to make sure that all drivers have their Measurement Certificates and shall verify that the hull and engine conform to the certificate and rules. They check and control safety devices for boats and drivers as provided for in the rules and must inform the O.O.D./~~Race Director~~ in writing about all irregularities before the boats go on the water. The O.O.D./~~Race Director~~ will enforce the rules when needed. They verify the synchronisation of the clock and the camera if used. After the race, they must do all necessary checks, all infringement must be communicated in writing to the O.O.D./~~Race Director~~.

201.08 - THE BUOY AND COURSE OFFICERS

They must ensure that the drivers conform to the racing rules. Any irregularities must immediately be reported to the O.O.D./Race Director by radio, and in writing following the event, the O.O.D./~~Race Director~~ will enforce the rules when needed. Buoy and course officials are allowed to be in boats. If they cannot be in boats inside the circuit, there will be two of them: one at the entrance and one at the exit of each turn.

201 - ORGANISING BODIES

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All races are under control of the organising club who is to nominate:

- An Organising Committee which organises the general and administrative aspects of the meeting.
- A Race Committee which organises and supervises the actual racing and decides whether competitors are eligible or not.

The Race Committee is composed as follows: the Officer of the Day, the Race Director, the Deputy Officer of the day, the Medical Officer, the Race Secretary, the Technical Officers.

The decisions of the Race Committee and the Jury must be based upon the UIM rules, but as no rules can be devised capable of covering every case, the race committee and the Jury must discourage all attempts to win by means other than fair racing, superior speed and skill.

The organising committee appoints a Committee that verifies all the documents required i.e., Measurement Certificates, Driving Licence, etc.

This Committee also verifies whether or not the boats and motors conform to the rules.

No officer, nor member of the Jury, nor member of a National or International Committee or Commission, is allowed to intervene in the judgement of a problem in which he/she is involved himself or is an interested party (See rule 402.01).

The following are the Race Officials:

1. The Officer of the Day/~~Race Director~~
2. The Deputy Officer of the day;
3. The Medical Officer;
4. The Secretary of the Race Committee;
5. The Technical Officers;
6. The Course and Buoy Officers;
7. The Timekeepers and Starter;
8. The Lap Scorers;
9. The Jetty Marshall.
10. The International Jury Chairman

11. The Race Director (if nominated by the UIM)

12. The Protest Judge (if nominated by the UIM)

201.02 - INTERNATIONAL OFFICERS LISTS

Lists of International Officers of the days and of International Jury Chairman are deposited in the Secretariat of the UIM.

Every year, each National Authority has to transmit the Secretariat its new list of O.O.D./Race Director and I.J.C. or the confirmation of the previous year's one not later than September 30th.

Each National Authority may propose for enrolment in the list of O.O.D./Race Director and I.J.C. only those race Officers that have been regularly qualified by said National Authority.

Requirements for the enrolment of a candidate:

- a) a personal record (containing personal data, address, telephone, numbers and/or e-mail)
- b) knowledge of English

c) the NA of the relevant candidate for O.O.D./Race Director and I.J.C. must be satisfied they have had sufficient experience to officiate at a UIM International event.

Only people enrolled in the UIM lists are allowed to be appointed to the charges mentioned above and therefore to be appointed by their National Authority to perform such duties in international races valid for UIM titles.

201.03 - THE OFFICER OF THE DAY (O.O.D.) /~~RACE DIRECTOR (RD)~~

The Officer of the Day/~~Race Director~~ must supervise the organisation of the races on behalf of the Organising Club.

He/she must maintain order on the course, ascertain that all services work properly, ensure that all correspond to the rules and observe the Racing Rules according to the Programme, gather written reports of the Officers and Timekeepers and any other documents that will enable the results to be compiled.

201.04 - THE DEPUTY OFFICER OF THE DAY (D.O.O.D.) /~~RACE DIRECTOR (RD)~~

The Deputy Officer of the day co-ordinates (together with the Officer of the day/~~Race Director~~) the safety services on shore (fire) as well as on the water (boats, people on board, material). When necessary, he/she stands in for the Officer of the day /~~Race Director~~.

201.04.01 - THE MEDICAL OFFICER

The Chief Medical Officer is responsible for the medical organisation in the racing area, on shore as well as on the water. In agreement with the Officer of the day and his/her deputy, he/she controls the order of the means of emergency such as lifeboats, ambulances, mobile reanimation unit, an eventual airborne ambulance and the first aid station.

In case of intervention on the water, he/she will take command of the rescue operation following stopping of the race by the Officer of the day/~~Race Director~~.

201.05 - THE RACE SECRETARY

The Race Secretary is responsible on behalf of the O.O.D./~~Race Director~~ for the practical side of the meeting and organisation and must satisfy himself that the various officials know their respective duties and that they have all the necessary documents and equipment. He/she must collect all documents.

201.06 - DUTIES OF THE RACE OFFICIALS

The Race Officials shall perform only the duties with which they are entrusted.

201.07 - THE TECHNICAL OFFICERS

The Technical Officers are to make sure that all drivers have their Measurement Certificates and shall verify that the hull and engine conform to the certificate and rules. They check and control safety devices for boats and drivers as provided for in the rules and must inform the O.O.D./~~Race Director~~ in writing about all irregularities before the boats go on the water. The O.O.D./~~Race Director~~ will enforce the rules when needed. They verify the synchronisation of the clock and the camera if used. After the race, they must do all necessary checks, all infringement must be communicated in writing to the O.O.D./Race Director.

201.08 - THE BUOY AND COURSE OFFICERS

They must ensure that the drivers conform to the racing rules. Any irregularities must immediately be reported to the O.O.D./~~Race Director~~ by radio, and in writing following the event, the O.O.D./~~Race Director~~ will enforce the rules when needed. Buoy and course officials are allowed to be in boats. If they cannot be in boats inside the circuit, there will be two of them: one at the entrance and one at the exit of each turn.

201.09 - THE RACE DIRECTOR (RD)

For racing Series, the UIM may appoint a Race Director who works in conjunction with the OOD. The UIM Race Director assists the OOD in all duties and is entitled to impose penalties.

The overall on-water management of the race is the responsibility of the RD who liaises with his/her assistant - RD - and the Medical and the Safety Delegate(s).

The RD keeps an overview of the race and is the ultimate decision maker on the overall conduct of the event. This includes such matters as to whether or not the weather conditions are suitable for racing, while the RD is

responsible for the actual conduct of the race. It is therefore important that the RD is a very experienced Official and that he/she is recognized as such. The RD also supervises the onshore aspects of the race management.

The Race Director shall be responsible for the supervision of the race and the correct application of the UIM rules and the local regulations. He/she shall perform such other duties as are requested from time to time by the UIM. The Race Director must be included in the race/event approval process and receive all course and race instruction details for approval. In case the designated Race Director and/or any other member of the Race Event Management is unable to attend a sanctioned racing event, the Promoter/Race Organizer in consultation with the UIM Secretary General / UIM Sports Commissioner shall appoint substitute(s) to officiate at that racing event.

DUTIES AND RESPONSIBILITIES

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

Enforcement of Rules

Purpose - The Race Director shall see to it that all UIM racing and technical rules are enforced throughout the event.

All possible rules infractions shall be reported to the Race Director by the appropriate official. It shall be the sole responsibility of the Race Director to communicate with any team member or other party who has been charged with the violation of any rule, as well as the proposed action that UIM shall take as a result.

Multiple Roles - Unless there is prior agreement and approval by the UIM, the Race Director shall not serve in any other official capacity such as Time-Keeper, Technical Commissioner(s), Jury Chairman/Member etc., nor shall he/she act as a member of any committee charged with the actual management of the racing event or any other racing organisation that directly competes with the UIM while also serving as the Race Director.

Interpretation of Rules - He/she will be responsible for overseeing all sporting matters or penalties of a Championship / Race nature outside the remit of the race jury. The Race Director will additionally chair and coordinate event meetings between race officials, promoter and local Authorities' representatives involved. Should any questions regarding the interpretation of racing rules arise, the Race Director takes a final decision.

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

- All officials on duty are present and acting to the relevant UIM standards.
- The approved race course is provided (race courses must be pre-approved by the UIM before the sanctioned testing or racing begins).
- The UIM safety and rescue requirements are met at the race sites.
- All bulletins, results and official race documentation are signed by him/her.

Post-Race Reports – The Race Director must file a report in writing to the UIM, detailing the events, the conduct of the races, any accidents or other incidents such as disciplinary actions, technical Disqualifications, weather conditions at race and test times, course infractions, and penalties applied or witnesses to infractions, etc.

201.10 - THE PROTEST JUDGE

A UIM Protest Judge will be nominated for event by the UIM and will adjudicate on all protests. The UIM Protest Judge must be named in the advance programme.

Justification

An Officer of the Day must be nominated and perform all his/her duties even in case of Race Director nomination by the UIM for a particular class or event. Clarify Race Director role.

Commission Advice

COMINSPO

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

 Proposal n°	Additional 42	COMMISSION	COMINTECH
Discipline Rule article n° Article subject 2025 Rulebook page	Circuit 551.02.01 Allowed Engines P 143	Author of the Rule change proposal	Name/Surname: Mikael Lundblad Contact email: comintech@uim.sport

Current text

551.02.01 – ALLOWED ENGINES

The engine must be an UIM-approved, freely commercial, four-stroke standard outboard engine manufactured in 2015 or later, with a maximum declared power output of 10 horsepower. The engine speed limiter must not be removed or altered, it must function as originally intended by the engine manufacturer and be in working order. No modifications or additions to the engine may be made other than those specified in 551.2.03. In terms of equipment, it must correspond in all respects to the model as intended by the manufacturer for general sale.

GT10 class approved carburettor engines:

Mercury F 9.9
 Tohatsu MFS 9.8
 Yamaha F 9.9
 Mariner F 9.9
 Parsun 9.8

Proposed text

551.02.01 – ALLOWED ENGINES

The engine must be a UIM-approved, freely commercial, four-stroke standard outboard engine manufactured in 2015 or later, with a maximum declared power output of 10 horsepower. The engine speed limiter must not be removed or altered, it must function as originally intended by the engine manufacturer and be in working order. No modifications or additions to the engine may be made other than those specified in 551.2.03. In terms of equipment, it must correspond in all respects to the model as intended by the manufacturer for general **sales**.

GT10 class approved **carburetor** engines:

Mercury F 9.9
 Tohatsu MFS 9.8
 Yamaha F 9.9
 Mariner F 9.9
 Parsun 9.8

GT10 class approved electronic fuel injected engines:

Mercury 9.9 efi, 209 cc

Tohatsu MFS 9.9 CY, 209 cc

Justification

The carbureted 9.9 hp engines are not generally available any longer. The existing cleaner engines needs to be allowed

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026