



AQUABIKE RULES 2016





AQUABIKE RULES

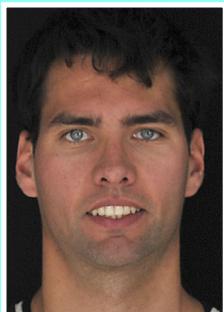
2016

Ed. April 2016

2015 WORLD CHAMPIONS

Class Pro Freestyle

Rok
FLORJANCIC
Croatia



Offshore Runabout GP1

Jean-Baptiste
BOTTI
France



Class Pro Runabout GP1

Yousef
AL ABDULRAZZAQ
Kuwait



Class Pro Ski Ladies GP1

Jennifer
MENARD
France



Class Pro Ski Division GP1

Kevin
REITERER
Austria



Class Pro Parallel Slalom Runabout GP1

Khalifa
BELSELAH
UAE



Class Pro Parallel Slalom Ski Division GP1

Jérémie
PORET
France



2015 EUROPEAN CHAMPIONS

Class Pro Runabout GP1



Jeremy
PEREZ
France

Class Pro Runabout GP2



Alessio
SCHINTU
Italy

Class Pro Freestyle



Roberto
MARIANI
Italy

Class Pro Ski Division GP1



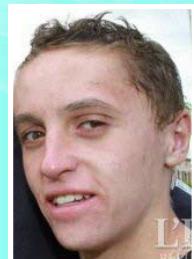
Mickael
PORET
France

Class Pro Ski Division GP2



Nacho
ARMILLAS
Spain

Class Pro Ski Division GP3



Benjamin
SCHARFF
France

Endurance Runabout GP1



Manuel
GONCALVES
Portugal

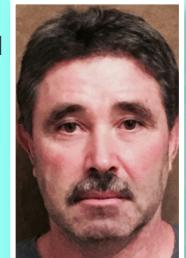


Pierre
PILLET
France

Endurance Runabout GP3



Bruno
SEBASTIEN
France



Michel
JURADO
France

Endurance Runabout GP2



Cédric
LAMY
France

Class Pro Ski junior GP3.2



Nycolas
OLIVIN
France

Class Pro Ski Ladies GP2



Beatriz
CURTINHAL
Spain

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ABBREVIATIONS / GLOSSARY OF TERMS

UIM	Union Internationale Motonautique
ABP	Aquabike Promotion
A.B.	Aquabike
Aftermarket	A replacement or replica part replacing or used in addition to the OEM part. Aftermarket parts must provide the same function as their OEM counterparts.
Bond Flange	The bond flange is the overlapping/mating section where the deck (upper) and the hull (lower) portions are joined.
Course Marshall	Helps the Race Director control the race and assists stopped pilots on the course. Most often is positioned on the course perimeter riding an Aquabike.
Deck	The upper structural body of the Aquabike located above (and including) the upper bond flange.
Fuel Injection	A means of forcing gasoline into a cylinder other than a carburettor. Any unit that does not depend on the engines vacuum to draw fuel into the engine will be considered a fuel injection unit.
HIN	Hull Identification Number. A unique serial number generated by the manufacturer and affixed to each Aquabike.
Hull	The lower structural body of the Aquabike located below (and including) the lower bond flange.
I.R.C.	International Race Committee
Moto	When the number of entries is less than or equal to the maximum number of Aquabikes allowed on the course at one time, there is no qualifying and the moto system is in effect. The moto system uses results of two or more separate races to mathematically determine overall results.
N.A.	National Authority (recognised by the UIM as the country's sole authority for Aquabike racing).
OEM	Original Equipment Manufacturer. OEM parts are defined as those that were installed on each model of Aquabike at the time of manufacture.
O.O.D.	Officer Of the Day
PFD	Personal Flotation Device. A device used to keep pilots afloat.
R.C.	Race Committee
R.D.	Race Director
Pilot	Competitor
Sponson	Added vertical surface on the hull abaft the beam designed to maintain the direction of the bike in the turns.
Starting Area	The place near the starting line where Aquabikes and pilots wait for their scheduled race.
Starting Line	A straight boundary, either real or imaginary, that denotes the beginning point of the race.

101 - UIM EVENT SANCTIONS AND THE SPORTS CALENDAR

101.01 - EVENT SANCTION REQUIREMENTS AND FEES

All international powerboating events must be sanctioned by the UIM and by the National Authority. An International Sanction is a written authorization which permits an organizing body to conduct an international event under the rules of the UIM. Written approval by the UIM of the registration of an international event on the UIM annual calendar, subject to payment of a fee determined annually by the General Assembly, constitutes the granting of an International UIM Sanction for that event. Permission to organise these meetings is only given by the UIM upon payment of these fees. No permission is to be granted to National Authorities who are in arrears of payment. All requests to organise an international event must be sent to the UIM Secretariat before the time set by the deadline in the rules. The organisation of an event cannot be granted if the title, the classes to race, the registered race course and the date of the event are not given. The titled meetings have priority over all other meetings before the closing of the registrations for the sports calendar. However, when the sports calendar is finalised, all the powerboating meetings are on an equal footing. The UIM provided such events do not clash with other UIM titled meetings at the sole discretion of UIM.

101.02 - OTHER MEETINGS

It is forbidden to organise national championships for series and classes which are in the programme of a UIM titled meeting taking place the same day. The calendar of national or local events is not to be submitted to the U.I.M. The interested National Authorities take responsibility for their own calendar. No UIM national authority in the same continent shall have an international race on its calendar of the same class, as a UIM World or Continental Championship on the same date, based upon dates sanctioned at the UIM General Assembly.

101.03 - DEADLINE DATES

10 September: Forwarding of dates and venues of titled events by the NAs.

Forwarding of request for ordinary international events, complete with dates and venues.

November calendar Meeting: Drawing-up of the international calendar.

15 December: Publishing of the international calendar.

101.04 - LATE REQUEST, CHANGE OF DATE AND CANCELLATION

Titled events

Late request: a late request will be considered only if the title is still vacant or if the title or the event has been cancelled by the NA to whom it was granted or by the UIM. If the title is granted, the organiser will pay the normal inscription fee.

Late forwarding of date or venue : the inscription fee will be raised by 50%

Change of date: the inscription fee will be raised by 25 %.

The U.I.M. give its assent to the new date. The request for a change of date must be received by the UIM secretariat not less than 90 days before the calendar date. The new date will be approved and announced not less than 30 days after the date on which the request was received. At less than 90 days before the calendar date, the date cannot be changed. The event will be cancelled or run as an ordinary event, but no part of the calendar fee will be refunded.

Cancellation: if the title or the event is cancelled 90 days or more before the calendar date, 50 % of the inscription fee will be refunded. In a later cancellation there will be no refunding. A cancelled title will be treated like a title not yet requested. If the titled event is cancelled less than 30 days before the calendar date, the National Authority may not be allowed to organise a titled event the following year.

Ordinary events

Late request: the inscription fee will be raised by 25%.

Change of date: the inscription fee will be raised by 25%.

Cancellation: If the event is cancelled 30 days or more before the calendar date, 50% of the inscription fee will be refunded. In later cancellations there will be no refunding.

102 - UIM COMMISSIONER

102.01 - GENERAL

The presence of a UIM Commissioner is required at any international titled meeting. The function of the Commissioner must be fulfilled most carefully. As soon as UIM gets the Commissioners agreement, the Secretary General of the UIM will send a letter to the National Authority informing them that the Commissioner has been designated for the events referred in the letter.

No commissioner will be appointed to an event organised by his National Authority, unless a derogation agreed by Aquabike Committee.

The UIM Commissioner sent to the competitions must come from a Nation near to the organising one and not from different continents.

National Authorities are requested to send yearly to the UIM Secretariat a list of candidate Commissioners with the following data:

- Name, address, telephone, telefax and/or e-mail
- languages spoken
- languages read and understood
- at what times the candidate is at disposal
- knowledge in sports and technical matters.

102.02 - FUNCTIONS

The U.I.M. Commissioner

- assists the local organiser and more particularly the Officer of the Day;
- is a voting member of the international jury;
- when there are two Commissioners - only one can vote;
- approves last minute amendments to the advance-programme;
- ensure that the course is in accordance with the water registration;
- takes part in important decision-making during the race with the Officer of the Day, the Deputy O.O.D. and the 2nd Commissioner, if any;
- takes part in urgent decision-making with the Officer of the Day and the organising promoter, in matters related to the overall organisation.

The UIM Commissioner is entitled to take action with the O.O.D. and race organising committee if safety conditions are not met. In some cases, he will even be entitled to request that the event be suspended if safety conditions are not improved.

If the race is suspended, the UIM ceases to be responsible for any further race/heats and if it is a UIM titled event, then the results will be null and void. Further action may be taken against the relevant National Authority. The legality of the fuel is solely under the judgement of the UIM Commissioner, based on all tests made available to him.

GUIDELINES for UIM Commissioners

- The commissioner must always be aware that he is the sole representative of UIM.

On the day prior to the first race/practise day, a meeting shall be held between the UIM Commissioner and the race organisers/officials, and the promoter (if any) to review all aspects of the race organisation. Time for the meeting will be at 18.00, unless otherwise agreed.

The commissioner should also ask for

- * programme
- * list of jury members and National Authority delegates
- * list of entries with names and nationalities.
- He must meet the O.O.D. and Jury Chairman.
- He must assist the O.O.D. to resolve all race problems.
- He must be present at any drivers meeting.
- He must check and approve the race course to comply with UIM and the advance regulations. This must be completed with the O.O.D. and/or Safety Officer and any official Drivers Representative.
- During the meeting he must keep close contact with O.O.D. and be satisfied that everything is being done correctly according to UIM rules.
- He must ensure a Jury meeting is held promptly and any penalty is imposed according to UIM rules.
- In case of an accident, he must keep all the information on the progress or otherwise of the injured persons and he must send completed UIM accident report form to UIM as soon as possible.
- After completion of the races, he must receive a copy of all classifications and documents to be transferred to UIM.
- He should be present at the Technical Inspection of the winning boat.
- He must survey the weighing of the boats (if applicable), or receive the relevant data.
- He reserves the right to order the exchange of any relevant ECU/CDI unit with another if supplied by the UIM.
- He must be present at the prize giving.
- He shall present any UIM Medals to the winners.

102.03 - AFTER THE RACE

As soon as the results have been verified, the National Authority and the UIM Commissioner forwards these results to the UIM Secretariat.

After the event, he sends his report to the UIM Secretariat by using the official form, within ten days after the race. The official results of the event must be enclosed with the report. The reports from Commissioners, including accident reports, are to be considered as confidential matter and cannot be used for aims other than UIMs, not be communicated to the press or otherwise disclosed for any purpose whatsoever. Should any Commissioner fail to obtain all necessary data and results for transmission to U.I.M., he will note this fact in his report and will urge the organisers to send all required documents by themselves to the Secretariat of U.I.M., as soon as possible.

A copy of the Commissioner's report will be sent, as soon as possible, by the UIM office to all members of Aquabike committee and to the NA of the organiser.

102.04 - ACCOMMODATION AND TRAVEL EXPENSES

The National Authority must remind the organisers that the Commissioner must be accommodated in a good hotel for the whole duration of the event and as long as required by the accomplishment of his mission. The costs of such accommodation are borne by the organisers.

Travel expenses must be compensated by the organisers to the Commissioner from his place of residence to the race venue, calculated upon the basis of a return air ticket, economy class. If the organisers do not offer daily meals and local transportation to the Commissioner, they must pay him/her up to 30 € per day. No other costs are to be reimbursed to the Commissioner unless expressly agreed between the organisers and the Commissioner. Reimbursement shall be done by the organisers directly to the Commissioner prior to departure.

If the organisers fail to do so, the Commissioner shall invoice the UIM. The UIM then sends the organisers' National Authority an equivalent invoice, adding a 10% surcharge. The invoice must be settled to the UIM within 30 days.

103 - RACES RECOGNISED BY THE UIM

The U.I.M. recognises the following events:

- Titled international events
- Ordinary international events
- International cruises
- National events
- Private or club events

104 - NON APPROVED RACES

Races not organised according to UIM rules are not to be recognised and all officials and drivers who take any part in such races are suspended or excluded if offence recurs. The same applies to powerboating events not approved by National Authorities.

Any driver having competed in a race not approved by the National Authority of that country or forbidden by the National Authority may be suspended for a period to be fixed by the National Authority. In the case of an international meeting being organised by a non-affiliated club which has not asked permission to organise such a meeting, the National Authority must:

- notify the organising club that the drivers can be suspended.
- notify the drivers that they will be suspended in their own country if they take part in international races not approved by the National Authority; the latter may request UIM to extend this suspension to other countries.

A national race, or a race by "invitation" in which a foreign driver is invited to take part must be entered on the UIM Calendar otherwise it becomes an unauthorised event. Invited drivers entering such unauthorised races, may lose their international licences. Remember that drivers having international licences, are only allowed to enter a meeting outside their country provided their National Authority gives them permission to do so.

104.01 - SPECIAL LICENSES

Without prejudice of the foregoing the Council may, on a yearly basis, issue a certain number of Special Licenses for riders and teams, allowing them to compete in races organized by non-UIM entities or under the aegis of entities other than the UIM and its National Authorities.

Such Special Licenses shall be granted to National Authorities, which shall issue them to the riders or teams applying accordingly.

Special Licenses can only be granted to the holders of UIM international licenses. Special Licenses shall be effective upon payment of the relevant fee, to be established by the UIM Council every year, and shall be valid for a maximum of three races in the year they have been issued.

Holders of the Special Licenses shall execute a discharge of liabilities vis-à-vis the UIM and the relevant National Authority. Such discharge of liabilities is condition precedent for the effectiveness of the Special License.

105 - TITLED INTERNATIONAL EVENTS

There are six categories of titled event:

- World Championship events,
- World Cup events,

- Continental Championship events,
- Continental Cup events,
- Grand Prix events,

There can be one World Cup and Continental Cup event per class and per year, provided that a World or Continental Championship is not organised for the class in question.

There can be only one Grand Prix event per country and per year, except when a World Championship series race takes place in that country. No meeting is allowed a title unless authorised to do so by the UIM who draw up the annual list in the official calendar.

UIM aims to protect titled meetings, the Council may refuse to sanction any meeting which takes place at the same time. Such refusal is only notified at the specific request of the National Authority lodging a protest.

During prize presentations and ceremonies at UIM titled events, the UIM medals shall be presented by the highest ranking UIM representative(s) in attendance at the event.

106 - INTERNATIONAL CHAMPIONSHIPS, WORLD AND CONTINENTAL CUPS

106.01 - GENERAL RULES

World Championships are open to all specified U.I.M. classes. There can be only one World Championship per class, per year.

The requests to organise these championship must be sent in due time. The Aquabike committee will allocate the Championships.

No exception is to be allowed to the preceding rule.

MINIMUM criteria for UIM race Course/Venues.

The following are mandatory:

- 1) Organisation to guarantee:
- 2) Full medical rescue as UIM rules,
- 3) Full experienced organisation to UIM rules,
- 4) Computerised timing equipment and experienced staff,
- 5) Adequately controlled pit area on hard surface,
- 6) Adequate toilets and showers (hot).

Other points to be added on experience.

The UIM delivers following requests made by the champions to their National Authorities and transmitted by that National Authority to the UIM Secretariat a "champion's certificate". The cost of such certificate is fixed annually by the General Assembly and is to be paid by the National Authority to the UIM when the request is made. A list of champions is issued annually.

The U.I.M. rules and those of the National Authority are applicable for any point not foreseen by these rules. A non-European may be proclaimed European Champion provided he has had a European licence for more than two years. The same applies for other continents.

A non-European driver can only compete in any UIM European titled event if:

- a) He/she competes on equal terms for any start/prize monies and/or event trophies,
- b) He will not accumulate points for the Series,
- c) His results will be discounted when calculating points to go forward to the final series point count.

Immediately after the Championship, the name of the Champion must be transmitted by fax and/or e-mail to the U.I.M. secretariat.

107 - WORLD CHAMPIONSHIP

World Championships, allocated by the UIM Aquabike Committee are raced under the same rules as the Continental Championships.

120 - RACING LICENCES

120.01 - COMPULSORY LICENCE

No one can take part in a UIM race, establish or improve on a UIM record in international class boats, without being in possession of an international licence from his National Authority. In order to obtain an International licence or Super Licence, following disclaimer must be signed by the licence holder: "The undersigned... Licensed pilot (licence n), participating to UIM sanctioned events, yields the media rights of any coverage by the promoter taken during the event, to the UIM for further use by press, radio or television. The right however remains the property of the undersigned".

120.02 - REGISTRATION

The National Authority establishes each year a list of people to whom international licences have been delivered and this must be sent to the UIM Secretariat. The list must include: the name and surname, the address and email, the class(es) for International Licence only and the Anti-Doping Appendix 3 of UIM Anti Doping Rules duly signed per acceptance. Any person wishing to obtain a licence must apply to the National Authority through his club.

The licence is granted by the National Authority and is marked "International" as decided by the National Authority. Licence holders must have a current UIM rule book.

Any National Authority has the right to deliver licences to:

- its nationals
- nationals of another country affiliated to the UIM only with the written agreement of the National Authority of that nation.

With the approval of the UIM a National Authority may also deliver licences to persons belonging to a country which is not yet affiliated to the UIM. Drivers are only permitted to hold licences from one National Authority. A National Authority may refuse to give a licence. Notification of this is sent to all affiliated clubs and to the UIM.

Severe sanctions should be applied by national authorities that do not comply with.

120.03 - VALIDITY OF LICENCES

Licences are valid from the 1st of January until the 31 st of December each year, unless local circumstances require other dates, but validity should always be shown on the licence itself, and must be for one year. A licence is valid in any country affiliated to the Union and entitles the holder to enter or drive in his boat in all competitions organised in any affiliated country, provided he complies with what is stated in the UIM general racing rules. However, for any event held under special rules, the licence holder must abide by the rules in question.

120.04 - COST OF LICENCE

The cost of the yearly licence is to be fixed by the National Authority.

120.05 - EXAMINATION OF LICENCES

At any meeting, the holder must produce his licence at the request of any official of the meeting.

120.06 - CANCELLATION OF LICENCE

Anybody who takes part in an unauthorised meeting loses his licence. However, if the unauthorised meeting is held in waters of a country other than the one which has delivered the licence, both National Authorities must agree as to the duration of the suspension. The UIM decides finally in case of dispute.

120.07 - PSEUDONYM

The use of a pseudonym must be requested to the National Authority and the National Authority marks the pseudonym on the licence.

A licence holder, as long as he is listed under a pseudonym, may not take part in any sports event under any other name.

Changing a pseudonym is subject to the same formalities as the adoption of it. Anyone who has chosen a pseudonym may not return to his actual name until the National Authority has agreed and has delivered a new licence. The driver may only race under his name or the pseudonym written on the licence.

200 - GENERAL RACING RULES GENERAL

200.01 - INTERPRETATION OF THE RULES

In all cases unforeseen by the international rules, the National Authority is to judge bearing in mind the spirit of the rules.

In case of conflicting rules, those rules concerning the series are to prevail.

The rules contained herein shall be used and strictly adhered to at all N.A. and UIM sanctioned events. All members and racing personnel, including mechanics, staging area personnel and promoters are deemed to be fully aware of all rules and will be expected to abide by them at all times. All entries are subject to technical and safety inspection prior to an event.

A pilot in a N.A. sanctioned event shall have no claim for damages or recompense of any kind for any advertising, exploiting his name, picture or the picture of his A.B. or exploiting the achievements of any product used by the pilot relating to the pilots participating in the vent.

A N.A. sanctioned event is a competitive event, the conduct of which is governed by N.A. officials in accordance with the UIM rules, as it may be amended from time to time, and Special Rules that may be published by N.A. specifically for the event, and any applicable agreement to which N.A. is a party. By submitting his entry application and taking part in any activity relating to the event, a pilot agrees to abide by the decisions of those officials relating to the event, except as provided in the UIM By-Laws and Rules.

Such pilot further agrees that it is his obligation to inspect the racing area to determine that it is in a safe and raceable condition and that he voluntarily assumes the risks of and has no claim for damages against N.A. or UIM, its promoters or their officers, officials or employees by reason of damage to either the A.B., the pilot and/or pit crew. All such pilots assume full responsibility for any injuries sustained, including death and property damage, any time they are in the racing area, practice course or pits, etc. to themselves or any other pilot.

While on the water, a pilot will be governed by all rules and from the time of arriving at the race area until leaving the race area.

201 - ORGANIZATION

201.01

The rights of organisation of Aquabike UIM – ABP races and championships are owned and ruled by UIM which has granted the management of the competition to the UIM council.

The council may update these rules whenever necessary on request of the aquabike daily Management Committee.

201.02

The Aquabike daily management committee is responsible for the championship daily management. This committee is composed of the promoter (1 vote), the Aquabike committee chairman (casting vote), the team owners representative (1 vote), and the drivers representative (1 vote only on safety issues)

The Aquabike UIM – ABP world and continental championships are governed solely by the UIM international rules for aquabike.

201.03

An Aquabike protest judge will be nominated for each event and will adjudicate on all protests.

The protest judge must be named prior to the event.

201.04

The Officer of the Day must speak fluent English.

201.05

The U.I.M. flag must be flown from a prominent position at each event.

202 - APPROVAL FOR UIM CHAMPIONSHIPS

The UIM Aquabike Commission approves all championships. After this approval, the UIM office will send an invoice to the N.A. to be paid for the calendar fee.

203 - ENTRIES

203.01 - AGE REQUIREMENTS

Minimum age limit for racing is 15 years old (except derogation by UIM and for the *junior's categories* in the continental championships). Pilots below the age of 15 are required to have parent(s) or *legal* guardian signature on minor release form. Minor release forms are available on request at the race registration or at N.A. Only one form per race season is necessary. Birth certificates **should** be required for age verification. *Is considered the age of the pilot on the 31 December of the relevant year.*

203.02 - ENTRIES - UIM SUPERLICENCE

203.02.01 - SUPERLICENCE CONDITIONS

The World Superlicence or the Continental Superlicence is to be requested 4 weeks before the first event with a photograph.

Superlicence will be issued through the UIM Secretariat only. The pilot must have a valid licence delivered by a National Authority recognized by the UIM and following the UIM activities in aquabike racing.

The holder of a World or Continental Superlicence cannot be refused by the organising National Authority except in case of serious fault during the season.

203.02.02 - SUPERLICENCE CRITERIA

- Four national races or international ordinary races
- Sports CV with official results
- To provide a valid attestation of Civil Responsibility insurance in and out race for a minimum amount of 1.000.000 Euro and with the exception of coverage of the pilots and their aquabike amongst drivers

203.02.03 - YEARLY SUPERLICENCE FEE

- World Superlicense 150 Euro
- Continental Superlicense 75 Euro

203.02.04 - DAILY LICENCE FEE

- World Championship 50 Euro
- Continental Championship 25 Euro

The daily Licence is valid for one race only and cannot be deducted when a World or Continental Superlicence is taken.

203.02.05

The UIM Superlicence gives to the drivers the following rights :

- To cash the travel proportional money for the first 10 drivers for World Championships, according to the UIM-ABP format
- To cash the travel proportional money for the first 3 drivers for Continental Championship
- To get a trophy if he is between the first 3 drivers for World and Continental Championships
- To get the UIM points if he is between the 15th first drivers for World and Continental Championships

203.03 - PILOTS BRIEFING

203.03.01

It is mandatory that a pilots briefing is held before the start of the event. The drivers which are absent from this meeting will not be allowed to participate to the event. The UIM Commissioner will sanction the drivers that arrive too late to the pilots briefing with a penalty of 100 Euro. This penalty must be paid before the event starts. All penalties collected during the season will be paid into a fund to help drivers. The drivers must sign up at the beginning of the pilots briefing and will receive the final race instruction. Drivers and team members should wear team uniform.

203.03.02

In sanctioned races when on account of local conditions, special racing rules not provided by these rules, or changes in these rules are deemed necessary by the International Committee for a particular race, these changes must be announced at the pilots briefing.

The pilots briefing shall include the following items, after the pilots roll call :

1. Thank you to all the people who have made the event possible (sponsors, Town Mayor, Officers, Venue Owner, etc..).
2. Short presentation of the main organising Officers and their duties.
3. Short presentation of the Commentator, UIM Commissioners and the Protest judge.
4. Programme timing for all races.
5. Start and Finish procedures.
6. Information regarding the elimination heats.
7. Flag positions and descriptions.
8. Race area, riding direction, riding to the start area, riding after the chequered flag, number of laps or duration, etc..
9. Security items : fire fighting points, ambulance and personnel, rescue boats, rules of conduct in the pits, etc..
10. Location of information board, results, etc..
11. Time and place of Prize Giving Ceremony.
12. Questions.
13. Circuit description.
14. Prize fund.

203.04 - ADVERTISING

According to the rules of the National Authority.

An advertising space of 25 x 10 cm to be located at the front of the AB will be reserved for the sponsor(s) of the event.

204 - SAFETY RULES

According to the legislation and the rules and regulations enforced in the country where the race is being organised.

204.01

The Officer of the Day of a UIM event must require that :

All Officials must be present and must be active during the event.

Adequate facilities are available for the efficient conduct of the race before the sanctioned testing or racing begins.

Ambulances, rescue and transport that meets the requirements of the local authority shall be present at all times during testing or the racing. (see also rule 800.07.02).

A minimum of 2 Aquabikes and more if conditions warrant, must be active during the event (Testing and Race). Only authorised personnel shall attend to safety and/or patrol A.B.'s.

204.02 - RESCUE BOAT

Signals and safety on the water circuit must be done by Aquabikes or by turbine propelled boats (no underwater propeller).

Following points are MANDATORY :

1. The aquabike must have a BOW STRAP attached to the front or bow eye opening. This will enable the Course Marshall to quickly attach the tow line to the race boat when it has ceased to function. The tow straps must be strong enough to be pulled under a load
2. The Course Marshall will tow the aquabike back to the pits area or the main event beach and release the boat over there. This will only be done when all hazardous traffic is clear and there is an open pathway.
3. The pilot of an aquabike must at any moment of the event have a helmet and a lifejacket when he is on the water.
4. When a pilot needs to leave the race course, he must go outside the circuit and return to the pits area at slow speed and without crossing the circuit.
5. In case of injury and assistance is required, remain sit down on your aquabike with one arm straight up over your head (for ski class drivers, stay close to your aquabike waiving the same arm manoeuvre)
6. When the Course Marshall points his arm and finger towards one pilot, this is the signal that one pilot is being overtaken and lapped by another pilot. The slower pilot(s) must make way for the overtaking pilot(s) to ensure safe overtaking (blue flag).
7. In case the pilot gets separated from his aquabike, the Course Marshall will guarantee safe entry into a zone where assistance can be given. The Course Marshall will go near by the pilot asking for his left hand and will assist the pilot toward the back of his aquabike as soon as the conditions are safe.
8. If your aquabike is idling or not functioning properly and one would become a hazard to the other competitors, the Course Marshall has the right to tow any driver and /or his boat out of the race course
9. If any aquabike parts or goggles are discovered and retrieved during the race or on the race course, they will be transported and placed at the technical inspection tent or along the main event beach nearby the starting line.

The rescue craft shall have radio communication with the O.O.D. or his assistant.

The rescue crew shall lift all accident victims from the water in as nearly a horizontal position as possible on a Stokes, or backboard type lifter.

The rescue boat staff shall consist of a minimum of two persons.

Race Committee shall never place a man in the water or a man in a stopped A.B. as a course marker.

No event shall be started if there is a warning of other boats in the area in which the race course is situated with the exception of a protected course, which may be accepted at the discretion of the Race Committee.

No RED articles, such as clothing, umbrellas or placards shall be allowed in the vicinity of the starters or judges stand and the patrol A.B. during the running of any event.

No pilot shall participate in a race nor shall an official serve in an official capacity after having consumed alcohol or controlled substances or while intoxicated.

The O.O.D. shall have the authority to stop any event as he deems necessary to ensure the safety to participants, spectators and/or officials because of technical problems.

204.03 - DOPING TEST CONSUMPTION OF ALCOHOL

Competitors shall not be under the influence of alcohol while competing and practising

Testing when carried out shall be by using an alcoholmeter.

A competitor shall, if requested by an authorised official, submit to an alcohol test. Written notification of selection for testing will be handed to a competitor by an authorised official. Refusal or failure to do so may be taken as if a positive test had been ordered and dealt with accordingly.

For international races, any competitor found to have more than BAK 0,15 0/00 (0,15 g/L blood // AAK 0,00 mg/L air) 1 hour before and during testing or race shall be immediately suspended and disqualified from the whole event. A format report shall be forwarded to the NA of the competitor.

If in an organising country, the legal requirements of the above numbers are lower, then these numbers have to be announced in the advance regulations and prevail.

204.04 - ANTI-DOPING REGULATIONS

Anti-doping regulations based upon the world anti-doping code.

See separate section in this rulebook.

206 - RACE NUMBERS

Each pilot is designated a Race Number at the beginning of the season. A pilot's Race Number remains the same for the entirety of the Championship. As of the first race, a set of self-adhesive numbers and a dossard will be given to each pilot. These must be used as instructed and kept in good condition throughout the season.

Race number "1" in each class is reserved to the reigning World Champion.

The size of numbers will be 30cm x 30cm. Numbers will be printed black (Arial Black) on white background for all categories. Numbers will be provided by the organiser. The pilot will stick it on his Aquabike in a visible way at the front of his machine, on the right and on the left hand side.

Experience has shown that the pilot should wear a number on his back (as is done in skiing) to be more easily identified by the timer. Only numbers provided by the promoter will be allowed.

207 - DISCLAIMER

By participating in UIM governed races any participant (driver, team member, spectator, race official or other involved person) acknowledges the following:

U.I.M. is the governing rule making body of U.I.M. racing events which are responsibly organized by clubs, national authorities of UIM, contracted promoters or other organizers. These organizers do not act on behalf of the UIM and UIM is not responsible for any act or omission of such organizer and shall not be liable to the participant accordingly.

The U.I.M. sport and technical rules are intended to minimize risks but they cannot provide the highest possible safety standards at all times. Residual risks might remain.

Enforcement of the rules by UIM or other race officials and in particular but not limited to the technical scrutineering does not guarantee the safety of racing or the safety of the scrutineered boat. Scrutineering is not intended as a construction/ condition survey. The racing license issued by the National Authority or a super license issued by the UIM does not guarantee that a driver is physically able to race safely nor that he has sufficient experience or education.

Teams and drivers are solely responsible for their own safety including but not limited to their physical and educational ability to race in the relevant class, the safety of their boats and other gear and the safety of their racing activity. This responsibility includes racing with prudence and taking technical measures which are not mandatory in the rules but deemed necessary.

UIM shall not be liable for any damage, injury or death due to inadequate rules, breach of existing rules by participants or failure to enforce rules by the race officials.

300 - SPORT RULES

The UIM Aquabike rules are applicable when the pilot and his team enter the paddock until the moment they leave at the end of the race.

The free practice and training are similar to the races and the same rules are applicable.

The pilot can test with the machine during the hours and in the area specified in the program and with the authorization of the race direction

In every country there are areas where it is forbidden to navigate or where the speed is limited. These areas must be strictly mentioned in the race instructions.

During prize presentations and ceremonies at UIM titled events, the UIM medals shall be presented by the highest ranking UIM representative(s) in attendance at the event.

301 - RACE SCHEDULE

301.01 - POSTPONEMENTS

The Race Committee shall adhere to the racing schedule as advertised in the advance programme unless some real emergency, such as adverse weather or shifting buoys, necessitates a postponement. The Race Committee should publicly announce all postponements as far in advance as possible.

The Race Committee may postpone an event, race or heat.

Should unfavourable weather or circumstances make a postponement advisable, an event, race or heat may be re-run beyond the sanction. The Race Committee, at their discretion, shall decide whether the event, race or heat postponement shall be considered a new race, and hence open to all entrants or restricted to the valid entries at the time registration was closed.

Should it be necessary to postpone a race during an event programme, the red flag will be permanently displayed at the official starting line and at such points on the race course as are authorised by these rules.

If a race is cancelled by the O.O.D. for any reason he deems warranted, points will be awarded on the basis of heats completed.

302 - RACING FORMAT

302.01 - UIM CATEGORIES

Categories		2 Strokes	4 Strokes	Turbo	Power	Comments
<i>Ski Future Electric</i>	SFE					<i>Age 5 - 7 years</i>
<i>Ski Juniors</i>	GP200		Max 200 cc		Max 16 hp	<i>Age 8 -10 years</i>
<i>Ski Juniors</i>	GP3.1	Max 800cc			Max 85 hp	<i>Age 8 -9 years</i>
<i>Ski Juniors</i>	GP3.2	Max 800cc			Max 85 hp	<i>Age 10 -12 years</i>
<i>Ski Juniors</i>	GP3.3	Max 800cc			Max 85 hp	<i>Age 13 -15 years</i>
<i>Ski Division</i>	GP3	Max 800cc			Max 85 hp	
<i>Ski Division</i>	GP2	Max 850cc	Max 1602cc	Max 750cc		*Turbo
<i>Ski Division</i>	GP1	Max 1300cc	Max 1620cc	Max 1000cc		
<i>Runabout</i>	GP4		950cc		Max 90 hp	
<i>Runabout</i>	GP3	Max 1300cc	Max 2000cc		Max 200 hp	
<i>Runabout</i>	GP2	Max 2600cc	Max 2600cc	Max 2000cc		<i>*Supercharged</i>
<i>Runabout</i>	GP1	Max 2600cc	Max 2600cc	Max 2000cc		
<i>Freestyle</i>	Free					

* Turbo No authorized modification

The cubic capacity cannot exceed the cubic origin capacity given by the manufacturer (GP2 – GP3)

302.01.01 - WORLD CHAMPIONSHIP

<i>Ski juniors</i>	GP3.3
<i>Ski juniors</i>	GP3.2
<i>Ski juniors</i>	GP3.1
Ski women	GP1
<i>Ski division</i>	GP3
<i>Ski division</i>	GP2
Ski division	GP1
<i>Runabout</i>	GP3
<i>Runabout</i>	GP2
Runabout	GP1
Freestyle	Free

302.01.02 - JET RAID / OFFSHORE / ENDURANCE WORLD CHAMPIONSHIP

<i>Runabout</i>	GP3
<i>Runabout</i>	GP2
Runabout	GP1

302.01.03 - WORLD RECORD

Ski division	GP1
Runabout	GP1

302.01.04 - WORLD PARALLEL SLALOM

Ski division	GP1
Runabout	GP1

302.01.05 - CONTINENTAL CHAMPIONSHIP

<i>Ski juniors</i>	GP3.3
<i>Ski juniors</i>	GP3.2
<i>Ski juniors</i>	GP3.1
<i>Ski Women</i>	GP1
Ski division	GP3
Ski division	GP2
Ski division	GP1
<i>Ski Veterans</i>	GP1 (40 or more years old)
<i>Runabout</i>	GP4
Runabout	GP3
Runabout	GP2
Runabout	GP1
<i>Runabout Veterans</i>	GP1 (40 or more years old)
Freestyle	Free

302.01.06 - JET RAID / OFFSHORE / ENDURANCE CONTINENTAL CHAMPIONSHIP

Runabout GP2

Runabout GP1

Runabout GP3

Runabout Veterans

Ski division GP3

Ski division GP2

Ski division GP1

Ski Women GP2

Ski Veterans

Veterans: drivers over 45 years. Experience of minimum one year in a national/international championship.

302.02 - DURATION

302.02.01 - CIRCUIT WORLD CHAMPIONSHIP

Ski Juniors GP3.3 15 minutes + 1 Lap

Ski Juniors GP3.2 15 minutes + 1 Lap

Ski Juniors GP3.1 15 minutes + 1 Lap

Ski Women GP1 15 minutes + 1 lap

Ski division GP3 15 minutes + 1 lap

Ski division GP2 15 minutes + 1 lap

Ski Division GP1 17 minutes + 1 Lap

Runabout GP3 20 minutes + 1 lap

Runabout GP2 20 minutes + 1 lap

Runabout GP1 25 minutes + 1 Lap

Freestyle Free 3 minutes / Pilot (Maximum)

302.02.02 - CIRCUIT CONTINENTAL CHAMPIONSHIP

Ski Juniors GP3.3 12 minutes + 1 Lap

Ski Juniors GP3.2 12 minutes + 1 Lap

Ski Juniors GP3.1 12 minutes + 1 Lap

Ski Women GP1 15 minutes + 1 lap

Ski Division GP3 15 minutes + 1 Lap

Ski Division GP2 15 minutes + 1 Lap

Ski Division GP1 15 minutes + 1 Lap

Ski Veterans GP1 15 minutes + 1 lap

Runabout GP4 15 minutes + 1 lap

Runabout GP3 15 minutes + 1 lap

Runabout GP2 15 minutes + 1 Lap

Runabout GP1 20 minutes + 1 Lap

Runabout Veterans GP1 20 minutes + 1 lap

Freestyle Free 3 minutes / Pilot (Maximum)

302.03 - PILOTS

According to the security of the site other arrangements can be made by the International Committee.

302.03.01 - CIRCUIT WORLD CHAMPIONSHIP

Ski juniors	GP3.3	Maximum 15 pilots
<i>Ski juniors</i>	GP3.2	Maximum 15 pilots
<i>Ski juniors</i>	GP3.1	Maximum 15 pilots
<i>Ski Women</i>	GP1	Maximum 30 pilots
<i>Ski division</i>	GP3	Maximum 25 pilots
<i>Ski division</i>	GP2	Maximum 25 pilots
Ski division	GP1	Maximum 30 pilots
<i>Runabout</i>	GP3	Maximum 20 pilots
<i>Runabout</i>	GP2	Maximum 20 pilots
Runabout	GP1	Maximum 25 pilots
Freestyle	Free	Maximum 10 pilots

302.03.02 - CIRCUIT CONTINENTAL CHAMPIONSHIP

Ski juniors	GP3.3	Maximum 15 pilots
<i>Ski juniors</i>	GP3.2	Maximum 15 pilots
<i>Ski Juniors</i>	GP3.1	Maximum 15 pilots
<i>Ski Women</i>	GP1	Maximum 22 pilots
<i>Ski division</i>	GP3	Maximum 22 pilots
Ski division	GP2	Maximum 22 pilots
Ski division	GP1	Maximum 22 pilots
<i>Ski Veterans</i>	GP1	Maximum 22 pilots
<i>Runabout</i>	GP4	Maximum 18 pilots
<i>Runabout</i>	GP3	Maximum 18 pilots
Runabout	GP2	Maximum 18 pilots
Runabout	GP1	Maximum 18 pilots
<i>Runabout Veterans</i>	GP1	Maximum 18 pilots
Freestyle	Free	Maximum 10 pilots

303 - CIRCUIT DEFINITION

The race Course will be set in an approximate area of 250000 m2 and will be composed of turn buoys.

The minimum number of turn buoys for a world championship circuit race is 25.

The minimum number of turn buoys for a continental championship circuit race is 20.

One or more alternative courses are part of the circuit.

303.01 - COURSE MARKER BUOYS

All riders must negotiate the A.B. completely around the course marker buoys **as instructed in the Riders Briefing**.

All buoys of the Championship will be round, inflatable and with minimum dimension of 65 cm x 65 cm.

Main course

Red buoy	Left-hand turn
White or yellow buoy	Right-hand turn
Chequered buoy	Arrival
Black buoy	According to specification in the Briefing

Alternate Course

Yellow, blue, green Buoys as specified in the briefing

In the event that a buoy is missing or is displaced during a race, the Race Committee will replace it whenever it is possible. If the buoy cannot be replaced, the rider will take the next buoy by the shortest path while ignoring the missing or out of place buoy.

303.02 - MISSING TURN BUOYS

Any rider riding an A.B. over the course marker buoy will be judged as missing the buoy no matter what side of the A.B. the buoy re-appears.

A rider that misses a buoy must, when he takes again the circuit, yield the passage to the A.B. arriving normally on the circuit under penalty of sanctions for dangerous driving.

A rider that misses a buoy directing the AB straight to the next one and reaching it is considered to have CUT the course.

A rider who misses a buoy on the circuit must take the penalty buoy in the same Lap.

In case of missing a buoy and not passing the black buoy, the rider will be penalised adding a penalty (Art. 312).

If the rider misses two buoys in the same Lap he can pass the Black buoy only one time, he will be penalised for the second buoy according to the rule (Art 312).

304 - FLAG SIGNALS

304.01 - GENERAL

The use of flags is the primary communication between Pilots and Officials.

Flags will be displayed by the Commissioners, both on start/stop line and in peripheral A.B.'s. It is of primary concern to be aware of flags displayed. Pilots not adhering to flag signals may be disqualified or have other penalties.

304.02 - GREEN FLAG

Signifies the circuit is free and start of the race.

304.03 - YELLOW FLAG

Warns of safety hazard on the course. Pilots are allowed to continue racing in a safe manner (considerable decrease in speed, all pilots holding position). A pilot will be disqualified if he continues to race in an unsafe manner (not slowing down or trying to overtake another pilot).

304.04 - RED FLAG

Signifies the event will stop immediately regardless of position of machines on the course. Pilots are to return to the starting line unless instructed differently at the pilots briefing. In the event of single injury being the reason for the red flag, that pilot could be disqualified from the day events.

304.05 - BLACK FLAG

A Black flag is shown to disqualify a rider from that heat. It must be used with a number board indicating the racing number of the competitor who has to stop racing immediately and return to the pits.

304.06 - WHITE FLAG

When the white flag is displayed, pilots have entered their last lap.

304.07 - BLUE FLAG

The flag Marshall shall show the blue flag to signal that a pilot is being overtaken and lapped by a faster pilot. The slower pilot must make way for the overtaking pilot to pass safely. This blue flag exposed by the race direction and from marshalls equals the marshalls when pointing the finger whistling to the rider (Rule 204.02-06); if not respected, the driver will be disqualified.

304.08 - CHEQUERED FLAG

Race completed.

305 - START / FINISH

305.01 - START

The start will be either a quay, jetty or beach, or a rolling start.

Every driver must be ready for the starting procedure 30 minutes before the scheduled time.

305.02 - START PROCEDURE

QUAY, BEACH, JETTY START

In case of a quay, jetty, beach start, the starting grid will be organized with the fastest classified in the pole position chosen the position of the starting grid.

Once all riders will be lined up in the correct order, the starter will show a 2' board (turn your engines on) and check all riders. At this point any rider have the chance (by raising the hand) to call a 2' countdown if they need. If no rider calls the 2' Countdown the starter will start the race immediately show a 1' board (ready to go) and will start the race from 0 to 3 seconds.

The race can be started by start lights, flag or elastic band.

Once started, all riders must maintain their lane until the marker buoys placed at 50% of the distance of the 1st hole shot.

ROLLING START

In case of a rolling start the Departure will be given according to the Start Grid below:

1st Line Pilots classified from 1 to 5 in the Pole Position

2nd Line *Pilots classified from 6 to 15 in the Pole Position*

3rd Line *All other pilots who participated in the Pole Position*

4th Line *All pilots who could not participate to the Pole Position or have changed AB.*

It is the Riders responsibility to make sure they respect line and position during the start procedure.

The start will be given by a boat or Rescue Marshall by flag signal.

Once started, all riders must maintain their lane until the 1st hole shot.

305.03 - RACE INTERRUPTION

In case of interruption before the 2/3 of the race has been run, a new departure will be given. In case of interruption after the 2/3 of the race has been run, the classification will be according to the positions of the lap preceding the stoppage of race.

A new departure is considered like a new race. The starting order will be the same as the original race start.

The pilot who is the cause of the race interruption will not be authorized to take again the departure.

305.04 - FINISH

After the winner passes the chequered flag, the race is finished.

A rider and his A.B. shall be considered a unit in order to finish. The pilot must pass the chequered flag riding his A.B. The rider who does not pass the finishing line or which did not carry out the 2/3 of the race **of the laps of the first** will not be classified.

305.05 - PODIUM

After the winner passes the chequered flag, the race is finished.

The first three riders should go to the podium according to race instructions. The riders **must attend the podium ceremony** with the Wetsuits, the helmet and the official **racing bib**.

306 - MODIFICATIONS OF THE RACE INSTRUCTIONS AND NOTIFICATIONS

The modifications of the race instructions as well as all the other modifications including the Race Committee notifications and decisions will be displayed on the special information board (see race instructions). This posting will take place on a written official notification so that each pilot can consult this board before and after each event.

307 - CLOSED PIT

307.01 - TECHNICAL CHECK

At the end of each race the first five classified pilots will present themselves at the closed pit and will remain at disposal of UIM Technical Commissioner in accordance with the following rules :

It is not allowed to do any change or work on the Aquabike before technical inspection. Any pilots that will not follow this rule will be disqualified.

A driver who enters the closed Pit without authorization will be disqualified from the race.

307.02

Refuelling, mechanical intervention, work on the hull are strictly forbidden in the closed pit.

308 - RIDING RULES

308.01 - BLOCKING OR RECKLESS / DANGEROUS RIDING

The deliberate blocking of a faster machine is cause for disqualification or a one lap penalty at the discretion of the O.O.D. Any reckless/dangerous riding, unnecessary bumping, crowding, chopping, blocking, deliberate striking, breaking a course marker buoy or unsportsmanlike conduct on the course or off may subject the pilot to disqualification and other sanctions and if in the case of a team effort, the complete team may be penalised.

308.02 - CONTROL OF MACHINE DURING RACE

It is forbidden to ride an A.B. in a direction opposite to which the event is being run. A pilot who has spun out is permitted to turn the A.B. around and to continue the event provided such action is taken only when the course is clear and must give the right of way to other pilots on the course. Pilots running in the wrong direction must be blackflagged and disqualified.

308.03 - OBSTRUCTION

If for any reason, a pilot is forced to stop on or near the course during a heat, it is the pilot's first duty to remove the A.B. from the course so not to endanger or obstruct other pilots.

308.04 - OVERTAKING

A pilot must be prepared for another A.B. to overtake and must always be aware of other A.B.'s approaching from behind. The overtaking pilot must consider the safest route to pass and must do so without forcing the other pilot to suddenly alter the course.

308.05 - ACCIDENTS

Flipped pilots, if uninjured should clasp hands above head as an "OK" signal.

No pilot or representative thereof shall hold any other pilot or representative liable for any personal injuries or damage resulting from an accident or racing occurring in a sanctioned race.

308.06 - INJURED PILOTS / DAMAGED

An injured or otherwise incapacitated pilot shall be prohibited from racing unless, in the O.O.D's judgement following an examination by qualified medical personnel, the pilot is determined not to be a danger to himself or any other competitor. It is up to the decision of the O.O.D. to deem a damaged A.B. as safe to continue competition. The O.O.D's decision is final.

308.07 - REPORT

The O.O.D. shall report all accidents requiring medical attention to the N.A. Race Officials will assist local authorities in completing their reports where necessary. Reports will also be sent to the UIM through the Commissioner.

309 - RESERVE NUMBER

310 - CLASSIFICATION AND POINTS SYSTEM

310.01 - FINAL CLASSIFICATION

The final classification of the World and Continental Championship will be done with the addition of the points of each Run in each Race.

In the event of equality, it is the number of better positions which will be determining, if the equality remains, it is the classification of the last Race which will be determining.

310.02 - RACE CLASSIFICATION

The race classification of the World and Continental Championship will be done with the addition of the points of each Run. In the event of equality, it is the classification of the last Run which will be determining.

310.03 - UIM POINTS

The assignment of the points for every race will be according to following scale :

1st	25 pts	6th	10 pts	11th	5 pts
2nd	20 pts	7th	9 pts	12th	4 pts
3rd	16 pts	8th	8 pts	13th	3 pts
4th	13 pts	9th	7 pts	14th	2 pts
5th	11 pts	10th	6 pts	15th	1 pts

310.04 - UIM WORLD CHAMPIONSHIPS TITLE

To allot a title of World Champion, the competition must have a minimum of ***four Nations participating, and two Nations by classes.***

310.05 - UIM CONTINENTAL CHAMPIONSHIPS TITLE

To allot a title of Continental Champion, the competition must have a minimum of four Nations participating, and two Nations by classes.

310.06 - FINAL CLASSIFICATION

To be classified in the World Championships or Continental Championships, the driver must participate in all races except in cases of force majeure.

311 - RACE PROPORTIONAL TRAVEL MONEY

The proportional Travel Monies and the classification reimbursements are defined by the promoter and published in the specific UIM-ABP Format.

312 - FINES, PENALTIES AND DISQUALIFICATION

312.01 - PENALTIES

Penalties can only be applied *the Race Direction according to the information given* by a commissioner to the buoys or an official of the race. A report of penalty will be handed to the Race *Direction*.

The following Penalties may be applied :

312.01.01 - FINES

Late arrival at briefing	100 € of penalty
Not correctly dressed at the briefing	100 € of penalty
Late at start line	100 € of penalty
Not respecting rule 305.05	6 points <i>of the Championship standing</i> and Proportional reduction of the Travel Money
<i>Destroying a buoy</i>	500 € penalty

312.01.02 - RACE PENALTIES

<i>Missing a buoy</i>	penalty buoy to be taken on same lap
Not respecting <i>penalty buoy</i>	1 Lap
<i>Cutting the course</i>	2 laps and yellow card
<i>Unsportsmanlike driving</i>	1 Lap and Yellow Card or Disqualified*
<i>Dangerous driving</i>	1 Lap and Yellow Card or Disqualified*
<i>Ignoring signals</i>	1 Lap and Yellow Card or Disqualified*
<i>Disobeying Race Control orders</i>	1 Lap and Yellow Card or Disqualified*

**Penalty given function of the gravity of the fault*

312.01.03 - PRACTICE AND POLE POSITION PENALTIES

<i>Missing a buoy</i>	Current lap cancelled
<i>Cutting the course</i>	Best lap cancelled and yellow card or disqualified from the session*
<i>Unsportsmanlike driving</i>	Best lap cancelled and yellow card or disqualified from the session*
<i>Dangerous driving</i>	Best lap cancelled and yellow card or disqualified from the session*
<i>Ignoring signals/obstructing riders</i>	Best lap cancelled and yellow card or disqualified from the session*
<i>Disobeying Race Control orders</i>	Best lap cancelled and yellow card or disqualified from the session*

**Penalty given according to the the fault*

312.01.04 - RACE START PENALTIES

DRIVE THROUGH

In case of anticipated start the race direction may decide to apply the drive through penalty. The rider receiving a drive through penalty will be informed by the race direction, his racing number will be shown together with yellow and black flags. The rider has 2 laps to complete his drive through once the penalty has been issued. If the drive through penalty will not be respected a 1 lap penalty will be imposed.

The procedure for the drive through will be different race by race and will be instructed during the riders Briefing.

TIME PENALTY

The race direction or protest judge may apply a Time penalty (calculated on the basis of the duration of a Drive Through) at the end of the race.

Drive through or Time penalty may apply for the following:

- **Anticipated start**
- **Not respecting position at the start**
- **Not maintaining the lane until holeshot**
- **Missing hole shot**

312.01.05 - FINAL CLASSIFICATION ACCORDING TO THE PENALTIES

The final classification is done in the order:

- 1) A number of the Laps
- 2) Time of arrival (Electronic Timing)
- 3) Order of arrival (Manual Timing)

If a pilot receives a penalty in time the final classification will be made by taking into account the number of Laps and then the final time of arrival corrected.

If a pilot receives a penalty out of Lap the classification will be made by taking account the number of Laps corrected and then the final time of arrival.

FOR EXAMPLE with 1 Lap to Nr 3

Arrival	Rang	Nr	Pos	Time	Correction	Rang	Nr	Pos	Time
1	10	6L	15:00			1	10	6L	15:00
2	21	6L	15:10			2	21	6L	15:10
3	35	6L	15:30			3	44	6L	15:40
4	44	6L	15:40			4	45	6L	16:00
5	45	6L	16:00			5	56	5L	15:20
6	56	5L	15:20	(6L -1L = 5L)		6	35	5L	15:30
7	17	5L	15:50			7	17	5L	15:50
8	81	4L	16:10			8	81	4L	16:10

312.02 - DISQUALIFICATION

A disqualification, for whatever reasons, may only be pronounced by the Officer of the Day, Race Director or a UIM commissioner. In the event of disqualification, according to the gravity of the fault, the case can be denounced at the UIM Aquabike Committee which will be able to take other sanctions going until the withdrawal of the super license.

312.02.01 - DISQUALIFICATION

Non conformity of race number	Disqualified
Not present at the briefing	Disqualified
Not wearing the racing vest	Disqualified
Aquabike not conform	Disqualified
<i>Invading other alternate course</i>	<i>Disqualified</i>

320 - WORLD CHAMPIONSHIP CIRCUIT

320.01 - DEFINITION

The World Championship Circuit Aquabike Class Pro is opened with the categories Ski Juniors GP3.3, Ski Juniors GP3.2, Ski Juniors GP3.1, Ski division **GP3, GP2 and GP1**, Ski Women's GP1, Runabout **GP3, GP2 and GP1** and Freestyle. It can be held on one or more rounds in the world.

320.02 - INSCRIPTION

To take part in the World Championship the pilot must be registered with the UIM Promoter and sign the Format UIM-ABP contract of the discipline.

320.03 - MANDATORY TRAINING

To take the departure of the race, the pilot must have participated in one training of at least 3 laps during the free practices, training or Warm Up.

320.04 - QUALIFYING HEATS

The qualifications will define the participants for the categories Ski Division and Runabout, according to the number of inscribed pilots.

The qualification will be as follows:

Ski juniors 15 pilots 10 minutes + 1 Lap

Ski division 20 pilots 12 minutes + 1 Lap

Runabout 15 pilots 18 minutes + 1 Lap

The pilots under UIM-ABP contract are automatically qualified.

320.05 - POLE POSITION

The Pole Position determines the order of the Start Grid for the Grand Prix. Participating to the Pole Position is mandatory except in case of force majeure. A pilot which cannot participate will be classified as last in the starting grid.

Establishment of start-grid positions from the time trial(s).

Q1: All AB may run laps at any time during the first 15 minutes of the hour. At the end of the first 15 minutes, only the fastest 10 AB will remain in the water, the excluded AB will fill the final grid places. They may complete as many laps as they want at any time during that period. If a driver is deemed by the officials to have stopped unnecessarily on the circuit or impeded another driver during qualifying, his times may be cancelled.

Q2: After a 5-minute break, the times will be reset and the 10 remaining AB will then run in a 10-minute session – again they may complete as many laps as they want at any time during that period. If a driver is deemed by the officials to have stopped unnecessarily on the circuit or impeded another driver during qualifying, his times may be cancelled.

320.06 - GRAND PRIX

The Grand Prix will proceed according to the Advance program which must be sent to the pilots at least 30 days before the race.

The advance Program publication must be approved by the UIM Promoter and the UIM General Commissioner.

320.07 - PROGRAM

Day 1: Drivers Briefing

Free Practice

Pole Position

Day 2: Drivers Briefing

Race Heat 1

Day 3: Drivers Briefing

Race heat 2

321 - FREESTYLE WORLD AND CONTINENTAL CHAMPIONSHIPS

321.01 - DEFINITION

The Grand Prix of Freestyle will take place in 2 heats. Every competitor will have 3 minutes maximum for his exhibition. The duration of the exhibition is defined during the meeting pilots. The provisional overall classification of the World and Continental Championship will determine the order for departure.

321.02 - CONDUCT

The departure is given by blowing a horn and the presentation of the green flag. The pilot indicates to the Jury that he is ready to start his exhibition by raising an arm or the duration is taken into account since the first figure. To signal to the pilot the remaining 30 seconds, a brief horn blow will be given and the green and red flags will be shown. The end will be indicated by a long horn blow and the presentation of the red flag. A tolerance of 3 seconds is admitted.

321.03 - JURY

The jury will be composed of minimum 5 members and 1 timing officer.

The points will be allocated according to the following system:

On a total of a hundred point:

- 30 points maximum will be allocated for the total number of figures executed
 - 1 point every figure executed
- 35 points maximum will be allocated on the variety of figures according to the following:
 - Aerials: 4 points every different figure executed
 - On water: 2 point every different figure executed
- 5 points maximum will be allocated for figures where extremities (no hands etc) are released (1x figure)
- 30 points will be allocated by the judges on the quality of execution, the pilot's imagination, the use of the water plan and the sequence between the figures. Every judge will dispose of 10 points maximum, the highest and the lowest score will be automatically eliminated

In case a figure is not finished, or if the pilot falls into the water not holding his aquabike there will be no allocation of points.

The judges may unanimously decide to allocate 10 extra point to the freestyle that is performing new freestyle or a particularly spectacular show.

In Case of Equality the score given by the judges will determine the positions.

321.04

If during the exhibition, a competitor enters in the jury zone, in danger the public or the officials, or damages the facilities, he will be classified last of the Grand Prix.

322 - WORLD CHAMPIONSHIP PARALLEL SLALOM

322.01 - DEFINITION

The Parallel Slalom World Championship will proceed on one or more races.

- 1) Ski division, first race
- 2) Runabout, second race and the last race with
- 3) Ski division and Runabout last race

322.02 - CONDUCT

The result of the Pole Position (when possible a slalom pole position will be held, its conduct to be specified at the riders briefing) will determine the 16 pilots (8 Runabout – 8 Ski division) participating in the Parallel The Parallel Slalom will proceed by direct elimination in two rounds, one on each circuit. In case of equality a third round will determine the winner. The Starting position for the 3rd round will be decided by flipping a coin.

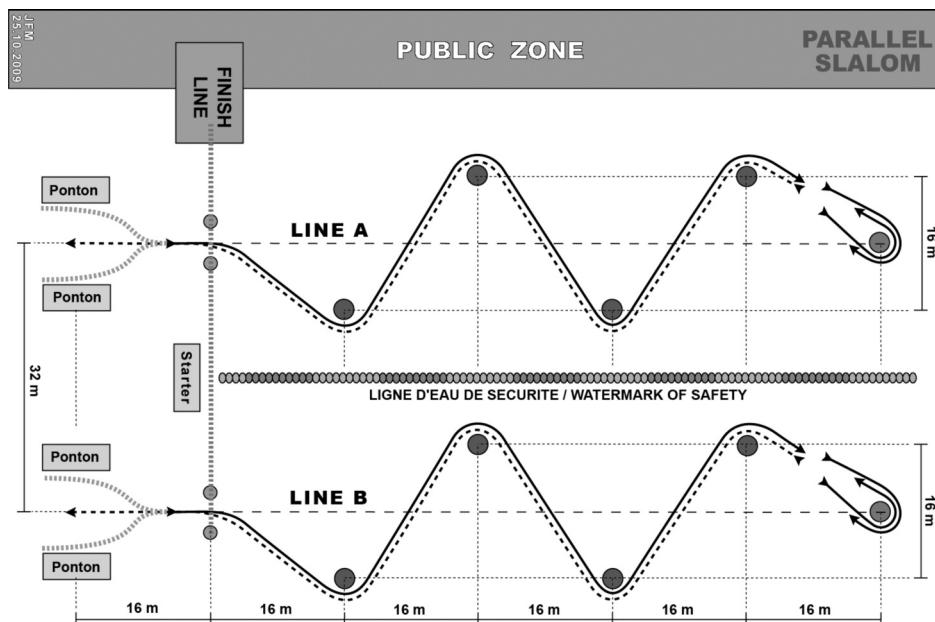
Final 1/4 8 Pilots

Final 1/2 4 Pilots

Final 3-4 2 Pilots*

Final 1/1 2 Pilots

*The pilots eliminated from the ½ Final will dispute the 3rd and 4th place



322.03 - PROPORTIONAL TRAVEL MONEY

The proportional Travel Money is assigned to the first four driver's classified in accordance to the UIM-ABP Formats.

323 - WOMENS SKI WORLD CHAMPIONSHIP

323.01 - DEFINITION

The Women's Ski GP1 category will be open in so far as there will at least be 10 pilots committed.

323.02 - CONDUCT

The Women's World Championship will proceed at the same time as the Ski GP1 category if the number of participants is not sufficient. UIM Aquabike World Championship Circuit rules are applicable.

323.03 - CLASSIFICATION

A separate final classification will be made at the end of each race. The addition of the points obtained with each race will determine the Women's World championship winner.

324 - SKI JUNIORS WORLD CHAMPIONSHIP

324.01 - DEFINITION

The objective of the category is to make the young people aware of this sport. The age to take part in the competitions is fixed ***between 7*** and 16 years. According to the legislation of the organizing country the minimum age will be adapted and in this case the race cannot be taken into account for the final classification. The Ski Juniors' categories will be open in so far as there are at least 8 pilots committed. The inscription is free and it do not have there "Proportional Travel Money"

324.02 - PROGRESS

The duration of a race is 15 minutes and the number of participants is limited to 15 pilots to decrease the risk of accident. UIM Aquabike Rules 2016 Continental Championship Circuit is applicable.

325 - CONTINENTAL CHAMPIONSHIP CIRCUIT

325.01 - DEFINITION

The Continental Championship Aquabike Class Pro is opened with the categories Ski Juniors GP3.3, ***Ski Juniors GP3.2***, ***Ski Juniors GP3.1***, Ski Womens ***GP1***, Ski division ***GP3***, GP2 and GP1, ***Ski Veterans GP1***, ***Runabout GP4***, ***GP3***, GP2 and GP1, ***Runabout Veterans GP1*** and Freestyle. It can be held on one or more Races.

Each Race can have several heats.

325.02 - RIGHTS OF INSRIPTION

For the Continental Championships the pilot will have paid a right of inscription

- 1) 100 € for each race and for each category or it engages.
- 2) 25 € for the transponder each race and for each category
- 3) The pilot must deposit a guarantee for the transponder.
- 4) For the Freestyle pilot's engagement is free.

325.03 - MANDATORY TRAINING

To take the departure of the race, the pilot must have participated in one training of at least 3 laps during the practices, training or the Warm Up.

325.04 - CONTINENTAL CHAMPIONSHIP TECHNICAL AND SPORT RULES

For the Continental Championship the sport and technical rules of the World Championship shall apply.
Qualifying, pole position and race format will be announced in the advance program of the race.

326 - CONTINENTAL CHAMPIONSHIP PARALLEL SLALOM

326.01 - DEFINITION

The Parallel Slalom Continental Championship will proceed on one or more races.

- 1) *Ski division, first race*
- 2) *Runabout, second race and the last race with*
- 3) *Ski division and Runabout last race*

326.02 - CONDUCT

The result of the Pole Position (when possible a slalom pole position will be held, its conduct to be specified at the riders briefing) will determine the 16 pilots (8 Runabout – 8 Ski division) participating in the Parallel.

The Parallel Slalom will proceed by direct elimination in two rounds, one on each circuit. In case of equality a third round will determine the winner. The Starting position for the 3rd round will be decided by flipping a coin.

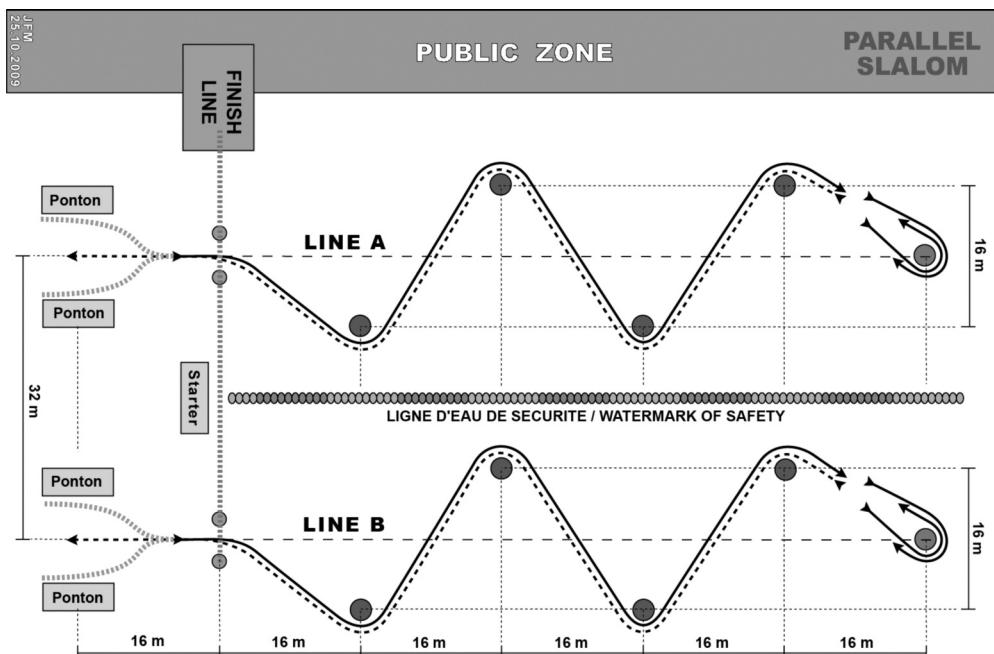
Final 1/4 8 Pilots

Final 1/2 4 Pilots

*Final 3-4 2 Pilots**

Final 1/1 2 Pilots

**The pilots eliminated from the ½ Final will dispute the 3rd and 4th place*



328 - JET RAID, OFFSHORE AND ENDURANCE DEFINITION - WORLD AND CONTINENTAL CHAMPIONSHIPS

328.01 - DEFINITION JET RAID

Race in several heats conducted on different paths. The total distance of each heat must be at least 110 km. The total distance of the race must be within 250 and 1500 km. Departure, refueling and Finish for each heat must take place in different places.

328.02 - DEFINITION OFFSHORE

Race at sea in several heats conducted on different paths. The total distance of each heat must be at least 110 km. Departure, refueling and Finish for each heat can take place in the same or different places.

328.03 - DEFINITION ENDURANCE

Race at circuit, in several laps and different heats. The circuit must be at least 5 km (minimum) and maximum 20 km. The minimum number of heats is 2 and 5 in minimum 2 days. The total time of the race is a minimum of 40 minutes and maximum of 60 minutes. Departure, Arrival and refuelling are in the same place.

For Skis full proof half the time and track.

329 - PROCEDURE

329.01 - RIGHT OF ENGAGEMENT

The right of engagement will be announced in the advance program.

329.02 - PROPORTIONAL TRAVEL MONEY

The scale and the amount of the proportional travel money will be defined in the advance program.

329.03 - PASSAGE CONTROL

The Passage controls are given at the time of the briefing. The passage is compulsory. A pilot who does not pass to the control of passage will be penalized or disqualified; the sanction will be specified with the Pilots meeting.

329.04 - CLASSIFICATION

The final classification will be done by adding the Time or the Points of all Run. For each round the advance program will define the circuit, the duration of each heat, the zones of refueling and the zones of neutralization.

The classification can be done in two ways:

- 1) Addition of the time of each Run (Time)
- 2) Additions of the points of each Run (UIM Points)

329.05 - TIME LIMIT

For each heat the time limits will be given according to the real time of the first classified according to the following rule:

Run duration for the 1st Arrival + 1/3 (1st Time) = Limit Time

For example

Run duration 1 st Arrival	45'	60'	75'	90'	105'	120'	135'	150'	165'	180'
+ 1/3 (1st Time)	15'	20'	25'	30'	35'	40'	45'	50'	55'	60'
= Limit Time	60'	80'	90'	120'	140'	160'	180'	200'	220'	240'

The rider not passing the checkered flag before the end of the time limit will be penalized accordingly:

Limit Time x 2 (Time addition)

Disqualified from the heat (Points addition)

329.06 - RACE CHECK POINTS - BUOYS

The pilot must cross check points - buoys as mentioned during the riders briefing. The rider not respecting a check point will be penalized in the following way:

- 1) Check point passed on the wrong side
 - 2 minutes (Time addition)
 - 5 points (Points addition)
- 2) Check point missed between 10 and 50 meters
 - 4 minutes (Time addition)
 - 10 points (Points addition)
- 3) Missed Buoy
 - Limit Time x 2 (Time addition)
 - Disqualified from the heat (Points addition)

329.07 - WITHDRAWAL IN A HEAT

- 1) Limit Time x 2 (Time addition)
- 2) Disqualified from the heat (Points addition)

329.08 - PIT STOP

The rider must reduce his speed to 5 knots in the area between the two entry buoys and the two exit buoys. To take again the circuit, the rider must absolutely leave the priority to the running rider.

Penalties for excessive speed:

- 2 minutes (Time addition)
- 10 points (Points addition)

329.09 - ASSISTANCE

For reasons of safety, assistance is limited to 4 assistants identified by badges which will give access to them to the starting grid, the zone of refueling and the park of assistance.

Penalties:

- 2 minutes (Time addition)
- 10 points (Points addition)

329.10 - MECHANICAL REPAIR

- 1) If the rider has broken down on the circuit, he is authorized to carry out a repair and to take again the race under condition of having been given no external aid.
- 2) If the rider must carry out a repair in the zone of refueling he can be assisted by a mechanic. In this case he it is the rider or the mechanic who carries out repair.
- 3) If the rider must carry out a repair in the starting zone, during the starting procedure it can be assisted by a mechanic. In this case it is the pilot or the mechanic who carries out repair. As soon as the departure is given, lays out it 15 minutes to repair its machine and to take the Departure. Passed this time he will be considered as withdrawal.

329.11 - CLOSED PIT

- 1) The pilot must put his machine in the closed pit at the latest 5 hours after his arrival. If a repair must be carried out he must do it during this time.
- 2) The closed Pit will be open at the latest 60 minutes before put out of starting grid. During this period the access to the machine is free.

329.12 - CHANGE OF AQUABIKE

For all the categories, the change of Aquabike is authorized before the departure in the following conditions:

- 1) Only the UIM technical Commissioner or a UIM Commissioner can authorize a change of Aquabike.
- 2) The Aquabike must be in conformity with the category in question same mark and must have passed the official technical inspection.
- 3) In theory the pilot keeps the number and the transponder of the old Aquabike, if an exemption is granted, it must be transmitted to the time Keeper.

As soon as the first departure is given, the pilot is not authorized any more to change the Aquabike, **or** hull and/or engine.

329.13 - REFUELLING

The refueling must be done in the area defined in the pilot's briefing. The UIM General Commissioner can forbid each refueling method judged dangerous. The decision is irrevocable. A tissue absorbing oils and fuels will have obligatorily to be placed at the time of the operations of filling around the openings likely to inopportune flow of fuel. Moreover if caps must be open to reach the openings of filling, the cavities thus opened will have to be closed to avoid any inopportune introduction of fuel or fuel vapor. The filling must be carried out by arm can with a maximum capacity of 70 liters it will have to be approved to resist hydrocarbons. It is prohibited to use straps to support the can. The simultaneous filling will be limited to two cans. The pressurization is prohibited, only gravity must be used.

329.14 - FUELING SYSTEM MODIFICATION

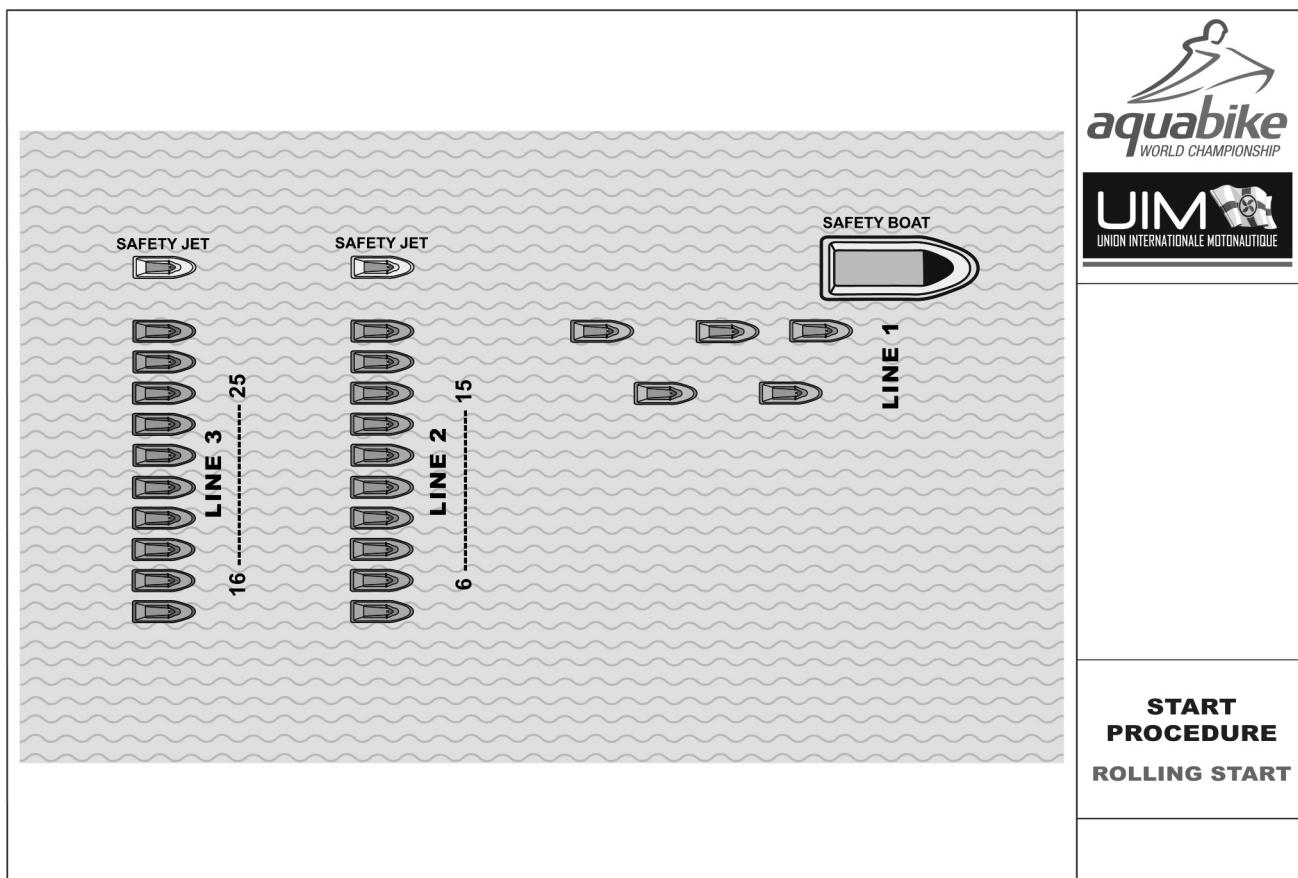
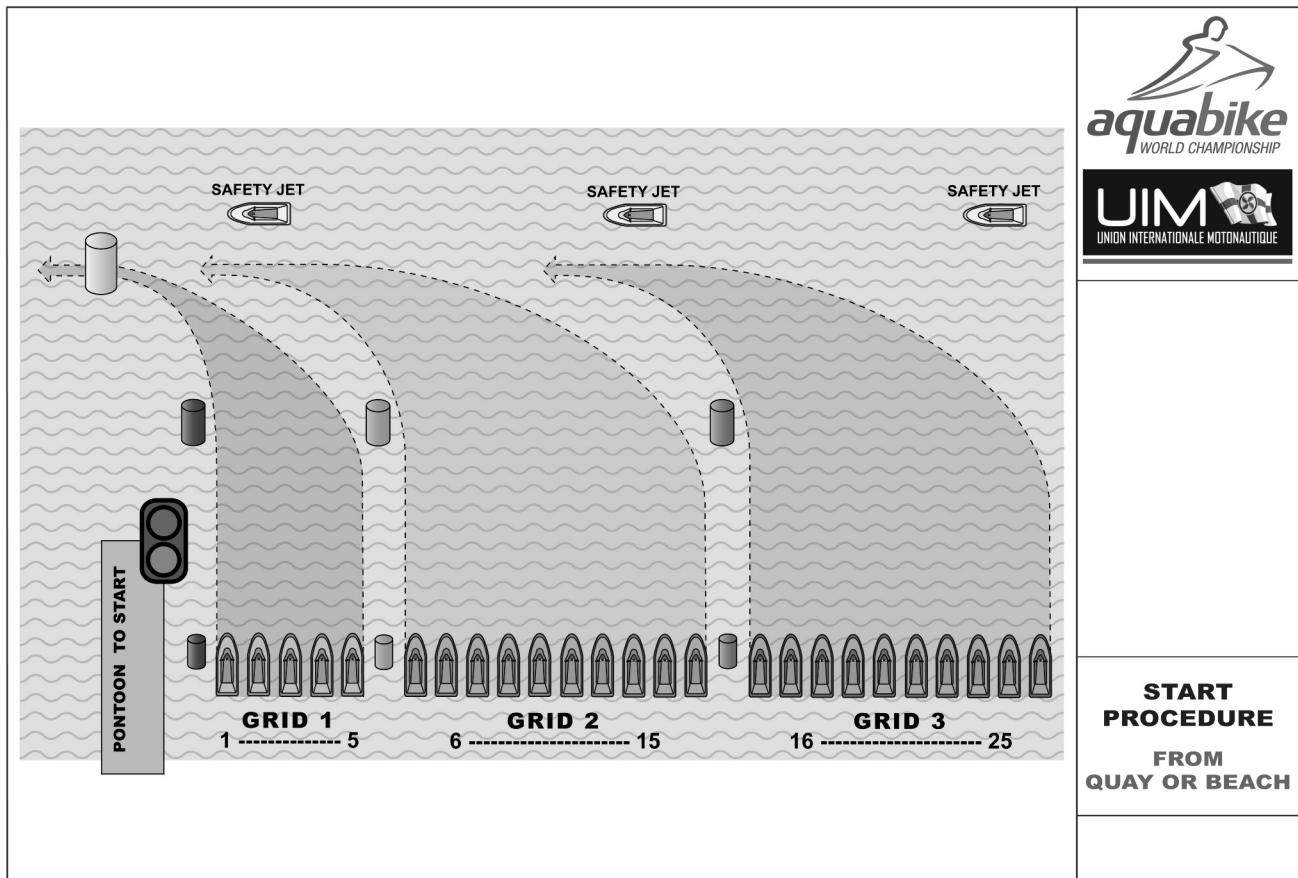
For the Jet Raid, Offshore and Endurance races, the fuel filling system (stopper and connection to the tank) can be modified or after market. This system must be fixed at the surface of the hull. The filling in an internal cavity of the hull is prohibited.

329.15 - PERSONAL EQUIPMENT

For the Jet Raid, Offshore and Endurance races, the requirements of the personal equipment are mentioned in the race instructions. (UIM Rules 507.13).

For safety reasons, the pilot must wear a helmet without a visor.

The driver assistants will wear closed shoes to the hold of launching on the pre-grid in the area of assistance and on the start line. (UIM Rules 507.14).



330 - UIM INTERNATIONAL RANKING

330.01 - DEFINITION

The UIM International Ranking is the addition of all points a Rider can earn in one year, from 1 January to 31 December, for all competitions sanctioned by the UIM and proceeding according to UIM Aquabike rules.

330.02 - SCORING

Depending on the qualification of the competition a number of points is awarded based on the final ranking. A rider who participates in several categories in a competition can accumulate points in each category.

The assignment of the points for every race will be according to following scale:

330.02.01 - WORLD CHAMPIONSHIP

Rang	Points	Rang	Points	Rang	Points	Rang	Points	Rang	Points	Rang	Points
1 st	400	6 th	200	11 th	160	16 th	120	21 th	80	26 th	40
2 nd	360	7 th	192	12 th	152	17 th	112	22 th	72	27 th	32
3 rd	320	8 th	184	13 th	144	18 th	104	23 th	64	28 th	24
4 th	280	9 th	176	14 th	136	19 th	96	24 th	56	29 th	16
5 th	240	10 th	168	15 th	128	20 th	88	25 th	48	30 th	8

330.02.02 - CONTINENTAL CHAMPIONSHIP

Rang	Points	Rang	Points	Rang	Points	Rang	Points	Rang	Points	Rang	Points
1 st	200	6 th	100	11 th	80	16 th	60	21 th	40	26 th	20
2 nd	180	7 th	96	12 th	76	17 th	56	22 th	36	27 th	16
3 rd	160	8 th	92	13 th	72	18 th	52	23 th	32	28 th	12
4 th	140	9 th	88	14 th	68	19 th	48	24 th	28	29 th	8
5 th	120	10 th	84	15 th	64	20 th	44	25 th	24	30 th	4

330.02.03 - INTERNATIONAL ORDINARY RACES

Rang	Points	Rang	Points	Rang	Points	Rang	Points	Rang	Points	Rang	Points
1 st	100	6 th	50	11 th	40	16 th	30	21 th	20	26 th	10
2 nd	90	7 th	48	12 th	38	17 th	28	22 th	18	27 th	8
3 rd	80	8 th	46	13 th	36	18 th	26	23 th	16	28 th	6
4 th	70	9 th	44	14 th	34	19 th	24	24 th	14	29 th	4
5 th	60	10 th	42	15 th	32	20 th	22	25 th	12	30 th	2

330.02.04 - NATIONAL CHAMPIONSHIP

Rang	Points	Rang	Points	Rang	Points	Rang	Points	Rang	Points	Rang	Points
1 st	100	6 th	50	11 th	40	16 th	30	21 th	20	26 th	10
2 nd	90	7 th	48	12 th	38	17 th	28	22 th	18	27 th	8
3 rd	80	8 th	46	13 th	36	18 th	26	23 th	16	28 th	6
4 th	70	9 th	44	14 th	34	19 th	24	24 th	14	29 th	4
5 th	60	10 th	42	15 th	32	20 th	22	25 th	12	30 th	2

330.02.05 - REGIONAL CHAMPIONSHIP

Rang	Points	Rang	Points	Rang	Points	Rang	Points	Rang	Points	Rang	Points
1 st	50	6 th	25	11 th	20	16 th	15	21 th	10	26 th	5
2 nd	45	7 th	24	12 th	19	17 th	14	22 th	9	27 th	4
3 rd	40	8 th	23	13 th	18	18 th	13	23 th	8	28 th	3
4 th	35	9 th	22	14 th	17	19 th	12	24 th	7	29 th	2
5 th	30	10 th	21	15 th	16	20 th	11	25 th	6	30 th	1

330.03 - CLASSIFICATION

The International ranking is updated bimonthly and the official results are published on the official web site UIM and APB. At the end of the year, the final ranking gives the final result for the year and the first three listed are titrated during the official award ceremony of the UIM.

330.04 - PROCEDURE

The National Authorities must submit weekly official results of each competition, National and Regional race to the UIM Secretariat.

The secretariat will forward all results to APB, which will make the classification and promptly publish the results.

400 - JURISDICTION

401.01 - DEFINITIONS

Jurisdiction applies to:

The UIM Offshore, Circuit, Aquabike and Pleasure Navigation Rules.

401.02

No claim for damages arising from an infringement of any of the UIM rules or the advance notice or any of the race instructions or race bulletins shall be adjudicated upon by any race committee or appeal authority, but shall be subject to the jurisdiction of the courts.

The crew of a racing powerboat which acknowledges infringing a rule does not thereby admit liability for damages.

The findings of fact, and the decision of the protest committee shall be relevant only to the purposes of the powerboat racing rules and shall not be referred to in any proceedings for damage without the written consent of all parties to the protest.

402 - JUDICIAL BODIES

402.03 - THE UIM APPEALS BOARD

The UIM will decide on Appeals arising from International events according to the provisions laid out in Rule 405.1.

In each case, the UIM Executive Committee, or in case of an appeal lodged against an Executive Committee's decision, the appointed neutral Council member will nominate three members, one to be Chairman after consultation of the relevant commission. The members must not be from the National Authorities of the parties to the case.

One member will act as Clerk to the Board.

403 - PROTEST PROCEDURES

403.01 - VALIDITY OF PROTESTS

Only a driver may protest against facts pertaining only to the races in which he takes part.

Joint protests signed by several drivers will not be considered.

All protests must be in writing - type written or hand written in printed characters in English.

It must state the reason for the protest and be accompanied by any relevant documents that shall provide evidence within the given time and any protest fee as stipulated by the Race Organiser.

All protests must be signed by the protester.

The protest must be handed to the Race Secretariat who must, in the presence of the protester, record the time of receipt.

Any costs involved in verification are to be borne by the losing party.

A written protest can be withdrawn by the protester; he then loses the protest fee.

403.02 - PROTEST FEE

The amount of the Protest fee must be decided by the National Authorities and it must be published in the advance programme. The maximum amount for a Protest fee will be decided by the UIM General Assembly. It will be 80 €, or an equivalent sum in the national currency.

403.04 - TIME OF LODGING A PROTEST/ PROTEST PERIOD

A protest regarding the qualification of a boat, a motor, or a driver must be made before the *first* drivers briefing. Starting in a race is considered as acceptance of the conditions and the eligibility of the other competitors. The only exception to the above is when the protester can prove the facts were not given to him before the drivers briefing, then a protest can be lodged up to one hour after the posting of the results.

Any other protest must be lodged within one hour of the first results being posted with the following exceptions:

A protest of a driver (driver "A") against another driver (driver "B") can be lodged within 30 minutes after the posting of the protest form according to rule 404.03 if driver "B" has been penalized and himself protested against this penalty. Without lodging such a protest driver "A" shall not be entitled to appeal against the protest judge decision.

A protest against any other decision, posted after the posting of the first results can be lodged within one hour after the posting of this decision.

403.05 - JUDGEMENT

Protest is to be decided by the Protest judge.

In the event of a protest, penalties may be agreed, rejected or changed by the protest judge.

If a protest is upheld by the Protest judge, the fee must be returned to the protester.

Any judgement pronounced by the Protest judge stays in effect until altered by the Appeal Board.

403.06 - NOTIFICATION OF DECISION

All decisions by the protest judge, the minutes of the meeting and the justification of the decision must be notified to the concerned parties in writing, including their right of appeal.

403.07 - AVAILABILITY OF DOCUMENTS

All documents relevant to any decision by the Protest judge must be filed with the organising N.A. and held available for a higher authority until the time limit for an appeal has expired.

404 - HEARING OF THE PROTEST

404.01 - RIGHT TO A HEARING

Any person being party to a protest, or being charged for an offence against the rules shall have the right to be heard before the Protest judge in order to defend himself.

404.02 - WITNESSES AND EVIDENCE

It is the responsibility of the parties involved in a protest to ensure that witnesses appearing on their behalf together with any other evidence are present and the Protest judge at his/her sole discretion may take their availability into account when determining the time of the hearing.

Any costs incurred by the appearance of witnesses shall be borne by the respective parties unless decided otherwise by the Protest judge.

404.03 - THE HEARING PROCEDURE

The following procedure must be followed in all hearings unless otherwise stated elsewhere in these rules:

- A copy of the protest must be posted in the same way as the results. The time of posting must be noted on this copy.

- Together with a copy of the protest, the **Protest Judge** must give written notice to all parties of where and when the hearing will take place. Reasonable time shall be allowed to the parties for the preparation to the hearing.
If any party duly notified, fails to appear without giving an acceptable reason, judgement can be rendered by default i.e. the missing party shall lose the protest.
- Written minutes must be taken.
- All parties to the case are entitled to be present and to hear and question all evidence at the hearing up to the time the Protest judge makes its decision.
- If the hearing meeting involves a junior (less than 18 years of age) then he/she must be accompanied throughout the meeting by an adult (parent/guardian).
- The protest shall be read out to the parties.
- A party to the hearing who believes that a member of the Jury is an “interested party” or otherwise not suitable to decide upon the protest shall object at the beginning of the hearing and before he/her states his/her own case. Failing to do so will result in acceptance of the relevant jury member unless the party can prove that the circumstances and facts resulting in the ineligibility of the jury member came to his/her knowledge only after this moment. In this case the party has to object immediately after having obtained the relevant information.
- Then the **Protest Judge** shall decide, whether all formal requirements of the protest are fulfilled (403.01 – 403.04 and possible additional rules of the relevant class). Failures shall lead to the protest being void. The parties shall be given the opportunity to give statements if failures are found and before a final decision on the formal legality of the protest is taken.
- The parties shall be invited to state their cases. The parties may call witnesses. Each witness, after having given his account of the case, may be questioned by all parties and by the Protest judge. Any other evidence available may be presented.
- The witnesses shall withdraw and the parties shall be invited to make a final statement of their cases.
- The Protest judge may recall any party, previous witness or new witness and call on any other evidence to verify the facts.
- The parties must be present during the whole of the recall and must be given the opportunity to question any new evidence after which they may re-make their final statements.
- After all evidence has been assessed the **situation with the protest** may be discussed. The hearing will then be closed and the Jury shall debate the case and take a decision in a closed meeting and no other person but the jury members have a right to be present.
- For further procedure see rules 403.05-403.07.

405 - THE APPEALS PROCEDURE

Unless stipulated differently below, the rules for the protest procedure shall apply to the appeals procedure as well. With reference to the 405 appeals procedures, any time limits which end on a Saturday or Sunday shall end on the following Monday. If the Appellant misses any time limit the appeal will be rejected as void.

405.01 - APPEAL BOARD

The members of the Appeal Board may hold other sports functions and consist of a Chairman and two members. The Appeal Board sits whenever the Chairman calls a meeting.

405.02 - INTERESTED PARTIES

No member of an Appeal Board who has taken part as a competitor or Official in the race concerning which a judgement is to be given, or knows himself to have directly or indirectly an interest in one of the parties involved, may judge the appeal.

405.03 - RIGHT OF APPEAL

A decision by a Protest judge may be appealed by the parties involved in the hearing meeting when they consider that an injustice has been made against them and/or fresh evidence has been made available that may alter the decision of the Protest judge.

A driver can also appeal:

- a penalty imposed against him

without the prior lodging of a protest, but only if this was not possible, because the protest judge has had dissolved herself/himself before or within the protest period.

405.04 - NOTICE OF INTENTION TO APPEAL

The intention to appeal must be notified in writing to the Secretariat of the UIM by the interested party within four days of the day following the Protest judge decision or in the case of a decision against which a driver can appeal without the prior lodging of a protest within four days of the day following the notification of this decision to the NA of the driver or if earlier to the driver himself.

405.05 - TIME LIMIT

All appeal documents and fees must be received within ten days from the date when the notice to appeal was received by the UIM Secretariat.

405.06 - LODGING OF AN APPEAL

The appeal must be sent by telefax, letter or E-mail and it must be signed by the appellant. The reasons for the appeal must be stated.

Address, telephone, e-mail and/or fax should be clearly mentioned on the appeal, so that the UIM can send any correspondence directly to the driver with copy to relevant N.A.

405.07 - NOTIFICATION OF THE PARTIES OF THE APPEAL

The UIM Secretariat must within two days from receiving the appeal, notify by telefax or letter the other parties that an appeal has been lodged and that they may send a rejoinder.

Eventual rejoinders must be received within ten days from receiving this notification.

405.08 - TIME LIMIT FOR DECISIONS ON APPEALS

All appeals must be determined no later than forty-five days after the date when the appeal documents and fees were received by the UIM Secretariat.

405.09 - APPEAL BOARD DECISIONS

The Appeal Board takes its own decision based on every information available. The decision of the protest judge may be upheld, changed or not upheld. The decision of the Appeal Board is final.

405.10 - COSTS

The appeal fee is 2000 €. In addition the driver has to pay 3000 € to the UIM for possible costs of the appeal committee (meetings, telephone, fax, laboratory, experts or other costs of the appeal procedure). The appeal fee for a single championship/ invitation race (not a Formula race, or a WOC race or similar) is 1000 €, in addition the driver has to pay 1000 €, to the UIM for possible costs of the appeal committee.

If during the procedure further costs arise, the Appellant has to deposit the missing amount accordingly with 14 days from notification.

The driver who appeals has to pay for the meeting costs anyway if the appeal is upheld or not. If the costs of the appeal committee is less than 3000 € then the difference will be paid back to the driver.

The appeal fee of 2000 € will be refunded if the appeal is upheld. If the original decision is changed by the appeal board (405.09), it can decide to refund a percentage of the appeal fee if appropriate. If there is an infringement to rule 405.05, the Chairman of the Appeal Board can decide that the appeal is not considered valid since the expiry dates were not respected. In this case 50 % of the received appeal fee will be reimbursed to the appellant.

The driver may agree to forego an Appeal Committee meeting and for the appeal to be handled through telephone, E-mail and fax, if possible, in order to minimise the cost for the appeal.

406 - PENALTIES

406.01 - GENERAL

Any proven breach of applicable Rules may be penalised.

If the rules do not determine a special penalty for the relevant breach, the penalty to be given has to be proportional to the seriousness of the breach. The proportionality is at the discretion of the decision maker.

The UIM Executive Committee or the relevant National Authority shall only impose penalties, when they deem the relevant infringement to be so serious, that it has to be penalized although the deadlines for penalizing or lodging a protest have already expired. After the expiry of the aforementioned deadlines, a penalty for an ordinary breach of the rules shall in general not be imposed.

The Protest judge or the Appeal Board following a protest or an appeal can (only) impose penalties, which can be imposed by the O.O.D..

406.02 - DEADLINES FOR PENALIZING

The first posted results are provisional for one hour.

The National Authority and/or the UIM Executive Committee can only impose penalties within 3 month from the day, the infringement occurred.

These deadlines are not valid for penalties imposed by the O.O.D. for the reason of post race technical scrutinizing and under the condition that this is stated on the results sheet.

In this case, the results will remain provisional until one hour after the finalization of the post race scrutineering.

The date and time of finalization of the post race scrutineering must be recorded by the UIM Technical Commissioner or other technical scrutinizer in charge.

If the post race scrutineering can not be finalized until the end of the event and the O.O.D. has already left the race site, the penalty has to be imposed as soon as possible after the receipt of the scrutinizing results.

406.03 - UNACCEPTABLE BEHAVIOUR

In order to protect the interests of the sporting community, the following actions may also be penalised by the O.O.D., by the UIM Executive Committee or by the NA of the Licence Holder.

- any deliberate act taken to gain unfair advantage.
- any false act made or statement given with the intention of suppressing facts required for the proper conduct of the race.
- any attempt to bribe or the taking of a bribe.
- any abusive or unsportsmanlike behaviour.

406.04 - REPRIMAND

A Reprimand is a notice of disapproval of an unacceptable action. It must be recorded by the Race Secretariat. A reprimand must be witnessed. A reprimand automatically constitutes warning that if the offence recurs, a heavier penalty will be given. A Reprimand is valid for 12 month.

A reprimand can be given by the O.O.D., or the National Authority of the Licence Holder.

406.05 - YELLOW / RED / BLUE CARDS

A yellow/ or red cards may be given by the O.O.D. or UIM Commissioner.

All yellow/red cards received in all UIM disciplines and classes count towards the drivers CV ***and shall be accumulated.***

A yellow or red card will be confirmed on UIM form which will be posted with the results and if it is confirmed it must be included in the commissioners report. The recipient must be notified privately before a red card is posted.

The driver has one hour from the posting of the penalty to protest (rule 403). If the protest is not upheld he can make an appeal (rule 405).

Yellow/red cards can only be given for bad behaviour on the water including :

- up to two yellow cards at a time for dangerous driving ;
- one red card for extreme blatant dangerous driving.

A driver who receives a red card is immediately disqualified from that event.

Receiving a third yellow card equals to a red card.

A driver with a red card shall lose the right to take part in any UIM activities on the water for two months.

In addition he is not eligible for the first UIM titled race in any discipline and class subsequent to the receipt of the red card.

Further penalties may be applied on a national level by the driver's NA.

All yellow cards will remain valid for the four ***UIM*** events in which he competes following the date on which the last yellow card was delivered.

Yellow/red cards must be notified to the UIM and the drivers' National Authority within three days.

The UIM will notify all National Authorities when a driver has a red card and is therefore suspended from international competition.

To be applied to all people in the paddock:

A blue card can be given by the UIM commissioner/***OOD*** for any offensive, unsportsman, abrasive etc, behavior during any official activity (briefing, race control during event etc.). All blue cards will remain valid for the two events in which the rider competes following the date on which the last blue card was delivered.

A second blue card will immediately remove the offender from that activity.

Following the subject activity, the Daily Management Committee will meet and determine if further disciplinary action is justified. The Daily Management Committee's decisions can be appealed to the AB protest judge.

406.06 - DISQUALIFICATION

Disqualification deletes a competitor from the results of the heat or race where the offence occurred.

Disqualification is done by the O.O.D..

406.07 - TEMPORARY SUSPENSION

Temporary suspension suspends a competitor, a competitor together with crew, a crew member, or an Official from all or part of an event. Temporary Suspension may be given for serious indiscipline.

Temporary Suspension will be imposed by the O.O.D..

406.08 - PROLONGED SUSPENSION

Prolonged suspension can be imposed on a competitor, an Official or an organisation for deliberate fraud, repeated or very serious indiscipline or very serious misconduct.

Prolonged Suspension can be imposed only by the NA of the licence holder or organisation, or by the UIM Executive Committee.

A Prolonged Suspension is always international. The NA must immediately inform the UIM of a Prolonged Suspension and the UIM must inform all other NA's.

406.09 - EXCLUSION

Exclusion means a permanent loss of all rights to take part in any activities falling under the UIM and its affiliated organisations. A person or an organisation who has committed a moral or sporting offence of extreme gravity is liable to be excluded.

A sentence of exclusion can be pronounced only by the NA of the licence holder or organisation, or by the UIM Executive Committee.

Exclusion is always International. The NA must immediately inform the UIM when it has imposed a sentence of Exclusion and the UIM must inform all other NA's.

In the case of suspension, prolonged suspension or exclusion, all National Authorities and therefore their affiliated clubs bind themselves to respect the decision and apply it in their own country.

407 - PRIORITY OF THESE RULES

The course of the UIM has to be exhausted, before the dispute can be brought before civil court.

408 - POWERBOAT PROTEST FORM

PART A is for you, the driver, to complete and hand in within the specified time limit.

PART B is for you, the driver, to complete and give to the Protest Committee Chairman at the beginning of the Protest Meeting.

PART C is for the Protest Committee to complete.

PART A SECTION 1

NAME OF EVENT: _____ DATE OF RACE OR HEAT: _____

HEAT NUMBER: _____ CLASS: _____

SECTION 2

YOUR NAME (PROTESTOR): _____

YOUR BOAT NUMBER: _____ BOAT NAME: _____

SECTION 3

I (the Protestor) am protesting against: (tick ✓ as appropriate)

To seek redress from the Race Organising Committee for actions or omissions.

Another driver, name: _____ Boat No: _____

The Results as posted

SECTION 4

Which rule has been infringed _____

Time of incident: _____

On which lap was the incident _____

Where was the incident _____

SECTION 5

Your signature _____

Time of signature _____

SECTION 6

You must see this section completed by the official receiving this Protest:

Name of official: _____

Time Protest received: _____

PART B SECTION 7

Either, explain incident with another driver; in writing and by drawing;

Or, explain your reason for Protesting against the Race Committee:

Part B cont/d.....

409 - ARBITRATION

409.01 - GENERAL

A party of the appeal procedure has the right to ask for a final arbitration at the CAS (Court of Arbitration for Sport). The commencement of the arbitration procedure requires the acceptance of the mandate by the CAS. In the event that the CAS refuses to accept the mandate for arbitration the decision of the Appeal Board remains final. The CAS procedure must abide by the following rules.

409.02 - PARTIES OF THE ARBITRATION PROCEDURE

- a. The UIM will be party of the arbitration procedure and will be represented by the chairman of the Appeal Board.
- b. Any other party of the appeal procedure shall be notified of the arbitration procedure and may join the arbitration procedure as party by written declaration to the UIM office or directly to the CAS.

409.03 - DEADLINES FOR ARBITRATION

The intention to ask for arbitration must be notified in writing to the secretariat of the UIM by the interested party within 7 days of the day following the notification of the appeal decision.

A written justification for the claim for arbitration must be received by the Secretariat of the UIM within 14 days from the day the intention to ask for arbitration was received by the UIM secretariat.

The notification and the justification must be signed by the party.

409.04 - FEE AND COSTS

The UIM arbitration fee is 1.525,00 EUR. The CAS may decide to refund/ partly refund this fee according to rule 405.10.

Regardless of the final outcome of the arbitration procedure all costs arising out from the arbitration by the CAS (e.g. invoices from the CAS or from experts mandated by or on the initiative of the CAS, travel, accommodation and communication costs of the UIM representative or similar) are borne by the party who asks for arbitration unless differently foreseen below.

This party must deposit an amount that covers all such possible costs no later than 14 days after being notified of the amount. The Secretary General has to determine this amount after consultation with the CAS and taking into consideration an amount of 2.290,00 EUR for possible costs arising to the UIM. The deposit has to be paid by bank transfer to the UIM or directly to the CAS as determined by the UIM Secretary General. If during the procedure further costs arise, the party who asks for arbitration has to deposit the missing amount accordingly within 14 days from notification.

A party according to rule 409.02. b. bears the costs that arise from the performance of its rights as party of the arbitration procedure including but not limited to travel and accommodation costs, consulting fees and similar.

409.05 - FURTHER PROCEDURE

The CAS will be mandated by the parties involved but only through the UIM secretariat. The UIM will assist the party by drafting and transferring the mandate to the CAS. The UIM must not transfer any mandate to the CAS unless the arbitration documents and fees according to rules 409.03 and 409.04 will be received in due time.

If the interested party misses any deadline, this party loses the procedure and the decision of the Appeal Board will be automatically upheld. The UIM secretariat in this case will not submit the mandate to the CAS or withdraw any mandate that might have been submitted. In this case the interested party has to pay 50% of the arbitration fee and any costs according to rule 409.04.

The further procedure shall be determined by the CAS.

409.06

The decision of the CAS will be final and it shall not be subject to any further jurisdiction.

500 - TECHNICAL RULES

The Technical Officers are to make sure that the hull and engine conform to the certificate and rules, and make sure that the drivers carry the homologation sheets of the engines or hulls used.

They check and control safety devices for boats and drivers as provided for in the rules.

Special attention must be paid to the automatic engine shut-off and that the racing number conform with the rules.

After the race, they must do all necessary checks, all infringement must be communicated in writing to the UIM Commissioner and to the O.O.D.

500.01 - PERSONAL WATERCRAFT

Personal Watercraft (PWC) shall mean a mono Hull vessel which uses an inboard engine powering a water-jet pump as its primary source of motive power. It is designed to be operated by a person sitting, standing or kneeling on the vessel rather than inside it. They are steered from the front directing a rear jet by fully enclosed prop drive system.

500.02 - HOMOLOGATION

500.02.01 Homologation GP4 - GP3 - GP2 - GP1

To take part in the various **GP4-GP3-GP2-GP1** U.I.M. - ABP Championships, the Aquabike must be marketed and available on the market. It must have been at least manufactured with 50 specimens. The Aquabike must have a certificate of homologation attesting that the characteristics are in conformity with the chart provided by the manufacturer. The certificate of homologation must be carried out by the official services of navigation of the manufacturer country or by an independent private expert. To take part in the U.I.M. - ABP Championships, the Aquabike must be in conformity with U.I.M. technical Rules.

500.02.02 Homologation GP1

To take part in the various GP1 U.I.M. - ABP Championships, the AB prototype must have a U.I.M. issued logbook reporting its characteristics and history. A U.I.M. logbook can be issued by the U.I.M. technical commissioner and will expire after 4 years. The logbook should be presented at every technical inspection prior to any GP1 U.I.M. – ABP event.

500.02.03 Homologation Jet Raid – Endurance – Offshore Runabout GP1

To take part in the various Jet Raid-Endurance-Offshore U.I.M. - ABP Championships, the Aquabike must comply with the navigation rules from the country of origin. Other requirements may be instructed in the advance program.

500.03 - SKI DIVISION

The Ski Division includes PWC which are designed for one person to stand on and are controlled from a pivoting handle pole.

500.04 - RUNABOUT

The Runabout Division includes PWC which are designed for one or more people and have a seat.

501 - CATEGORY GP4

501.01 - DEFINITION

- 01) *Intended to promote interest in stock personal watercraft competition and to enable individuals to become active competitors with relatively modest investment and maintenance costs. Watercraft competing in this class must conform to the specifications which follow:*
- 02) *All watercraft must remain strictly stock, except where rules allow or require substitutions or modifications.*
Substitutions or modifications not listed here are not permitted. Some original equipment components may not comply with rules. Hull Identification Numbers must be displayed as furnished by the manufacturer.
- 03) *When rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the watercraft operates safely in competition.*
- 04) *Sound level shall not exceed 86 dB(A) at 24m.*
- 05) *Gasoline must be in conformity with the criteria defined by art. 505.*

501.02 - RUNABOUT

Watercraft competing in the Runabout Division must conform to the following criteria:

- 01) *The maximum engine cubic capacity:*
 - a) *Atmospheric 4 Strokes 950 cc*
- 02) *The maximum engine power: 90 hp*
- 03) *Dry weight must be greater than 180 kg*
- 04) *Hull length cannot exceed 360 cm*
- 05) *Hull width must be between 96.5 cm and 127 cm*

501.03 - HULL

Definition:

- a) **Deck:** *The upper structural body of the Aquabike located above (and including) the upper bond flange.*
- b) **Hull:** *The lower structural body of the Aquabike located below (and including) the lower bond flange.*
- c) **Bonding:** *The bonding area is the section that connects the Deck (upper) and the Hull (bottom)*

- 01) *All watercraft must have a flexible tow loop attached to the bow. The tow loop should be made of a flexible material (e.g., nylon strap, rope, etc.) so as not to create a hazard. Tow hooks which protrude beyond the plane of the hull must be removed.*
- 02) *Hull and deck repairs may be made. However, these repairs must not alter the original configuration by more than 5 mm.*
- 03) *Handles, drop-in type storage buckets, bolt-on type mirrors and gauges may be modified, aftermarket or removed, provided a hazard is not created.*
- 04) *All runabout watercraft must be equipped maximum with two sponsons. Original equipment sponsons may be modified, aftermarket, removed or repositioned. Overall length of each sponson shall not exceed 152,4 cm in a single or two sponson configuration in line, each side. Sponsons shall not protrude from the side of the hull by more than 100 mm when measured in a level horizontal plane.*
- 05) *The vertical channel created by the underside of the sponson shall not exceed:*
Runabout 63.5 mm

06) **No part of the sponson shall extend downward below the point at which the side of the hull intersects the bottom surface of the hull by more than:**
Runabout 63.5 mm

07) **Aftermarket or modified sponsons must exceed 6 mm. in thickness. All leading edges must be radiused so as not to create a hazard. Sponsons may not be attached to the planning surfaces of the hull. Fins, rudders, wings and other appendages that may create a hazard will not be allowed.**

08) **Replacement bumpers may be used provided a hazard is not created.**

09) **A soft, flexible water - spray deflector may be attached to the hull sides or to the bond flange provided a hazard is not created. No part of the deflector may extend beyond the perimeter of the original equipment bumper or side moldings as measured using a plumb line.**

10) **Handlebar, throttle, throttle cable, and grips may be modified or aftermarket. Handlebar cover may be modified or removed. Original switches must be used but switch housings may be modified or aftermarket.**
The handlebar must be padded at the mounting bracket or, if it has a crossbar, the crossbar must be padded. Aftermarket steering cables are allowed.

11) **Original equipment seat base must be used. Seat cover may be changed. Padding can be removed or added.**

12) **Padding and/or mat kits may be added and custom painting is allowed. The surface finish of any metal component outside the hull area above the bond flange may be polished, shot panned or painted.**

13) **Original bilge pump may be modified or disconnected. Aftermarket bilge draining systems that do not create a hazard are allowed.**

14) **No other modifications to the hood will be allowed.**

15) **Replacement of general maintenance parts (e.g., gaskets, seals, spark plugs, spark plug wires, spark plug caps, wiring, water hoses, fuel lines, clamps and fasteners) shall not be restricted to original equipment providing the following:**

- a) **Replacement gaskets may be used but must be of the same type (e.g., sheet, O-ring, etc.) as their OEM counterparts. Base gasket cannot be thicker than 0.8 mm and the intake and exhaust diagram must stay as originally.**
- b) **Stripped threads must be repaired to the original size.**
- c) **Replacement hoses must maintain their original inside diameter.**
- d) **Fasteners (e.g., bolts, nuts and washers) may not be substituted with titanium pieces unless originally equipped. Fasteners may integrate locking mechanisms. With sand filter not of origin is authorized.**

501.04 - ENGINE 4 STROKES

01) **Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted or cleaned with abrasive material such as steel wool or Scotch- Brite®. Repairs to the cylinder head affecting one cylinder bank are allowed.**

02) **Crankshaft must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.**

03) **Camshaft(s) must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.**

04) **No water exit can be added to the cylinder head, the cylinder or the casing. Derivations of water exit can be modified and/or replaced but must be directed in bottom and/or backwards not to create a danger to other competitors.**

05) **The valves used in the system of cooling must be of the fixed or automatic type (for example thermostats, regulating pressure etc). The systems of electronic injection of water are not authorized unless they are of origin.**

06) *The manually ordered devices (some is the means of order) which change the water run-off of cooling are not authorized. The kits of rinsing of the engine are authorized.*

501.05 - AIR/FUEL DELIVERY 4 STROKES

01) *Carbureted induction systems: Flame arresters that meet USCG, UL-1111 or SAE J-1928 Marine backfire flame arrester test standards must be installed.*

501.06 - IGNITION AND ELECTRONICS 4 STROKES

01) *Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.*

02) *The electronic control unit must be original. Engine temperature sensors may be disabled.*

03) *Aftermarket spark plugs with a different heat rating may be used.*

501.07 - DRIVELINE

01) *Impeller may be modified or aftermarket, providing that the original diameter is maintained. Replacement wear rings that are within OEM internal diameter specifications may be used. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet. Visibility spout must be removed or plugged.*

02) *No modification interns that it is, including grinding, surfacing, polishing, machining, shot blasting, etc, is not authorized on one of the components of the transmission (ex: stator, cone of exit, etc).*

03) *The reverse gear can be dismounted.*

502 - CATEGORY GP3

502.01 - DEFINITION

01) Intended to promote interest in stock personal watercraft competition and to enable individuals to become active competitors with relatively modest investment and maintenance costs. Watercraft competing in this class must conform to the specifications which follow:

02) All watercraft must remain strictly stock, except where rules allow or require substitutions or modifications. Substitutions or modifications not listed here are not permitted. Some original equipment components may not comply with rules. Hull Identification Numbers must be displayed as furnished by the manufacturer.

03) When rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the watercraft operates safely in competition.

04) Sound level shall not exceed 86 dB(A) at 24m.

05) Gasoline must be in conformity with the criteria defined by art. 505.

502.02 - SKI DIVISION

Watercraft competing in the Ski Division must conform to the following criteria:

01) The maximum engine cubic capacity:

a) Atmospheric 2 Strokes 800 cc

02) The maximum engine power: 85 **Hp**

03) Dry weight must be greater than 114 kg

- 04) Hull length cannot exceed 310 cm
- 05) Hull width must be between 50.8 cm and 76.2 cm
- 06) For the Ski division homologated before September 1, 1998, the weight minimum must be 168 kg

502.03 - RUNABOUT

Watercraft competing in the Runabout Division must conform to the following criteria:

- 01) The maximum engine cubic capacity:
 - a) Atmospheric 2 Strokes 1300 cc
 - b) Atmospheric 4 Strokes **2000 cc**
- 02) The maximum engine power: **200 Hp**
- 03) Dry weight must be greater than 216 kg
- 04) Hull length cannot exceed 360 cm
- 05) Hull width must be between 96.5 cm and 127 cm
- 06) For Endurance only, the Hull length cannot exceed 394 cm

502.04 - HULL

Definition:

- a) Deck The upper structural body of the Aquabike located above (and including) the upper bond flange.
- b) Hull The lower structural body of the Aquabike located below (and including) the lower bond flange.
- c) Bonding The bonding area is the section that connects the Deck (upper) and the Hull (bottom)

- 01) All watercraft must have a flexible tow loop attached to the bow. The tow loop should be made of a flexible material (e.g., nylon strap, rope, etc.) so as not to create a hazard. Tow hooks which protrude beyond the plane of the hull must be removed.
- 02) Hull and deck repairs may be made. However, these repairs must not alter the original configuration by more than 5 mm.
- 03) Handles, drop-in type storage buckets, bolt-on type mirrors and gauges may be modified, aftermarket or removed, provided a hazard is not created.
- 04) All ski watercraft may be equipped maximum with two sponsons. All runabout watercraft must be equipped maximum with two sponsons. Original equipment sponsons may be modified, aftermarket, removed or repositioned. Overall length of each sponson shall not exceed 152,4cm in a single or two sponson configuration in line, each side. Sponsons shall not protrude from the side of the hull by more than 100 mm when measured in a level horizontal plane.
- 05) The vertical channel created by the underside of the sponson shall not exceed:
 - a) Ski 50.0 mm.
 - b) Runabout 63.5 mm
- 06) No part of the sponson shall extend downward below the point at which the side of the hull intersects the bottom surface of the hull by more than:
 - a) Ski 50.0 mm.
 - b) Runabout 63.5 mm
- 07) Aftermarket or modified sponsons must exceed 6 mm. in thickness. All leading edges must be radiused so as not to create a hazard. Sponsons may not be attached to the planning surfaces of the hull. Fins, rudders, wings and other appendages that may create a hazard will not be allowed.

- 08) Ski Division Sponsons may be attached to the inside of the bond flange, but no part of the sponson may extend more than 50 mm below the lower part of the bond flange (bumper removed). Sponsons attached to the inside of the bond flange shall not protrude outside the bond flange (bumper removed) when measured in a level horizontal plane.
- 09) Replacement bumpers may be used provided a hazard is not created.
- 10) A soft, flexible water - spray deflector may be attached to the hull sides or to the bond flange provided a hazard is not created. No part of the deflector may extend beyond the perimeter of the original equipment bumper or side moldings as measured using a plumb line.
- 11) Handlebar, throttle, throttle cable, and grips may be modified or aftermarket. Handlebar cover may be modified or removed. Original switches must be used but switch housings may be modified or aftermarket. Steering shaft, steering shaft holder and handlebar holder may be aftermarket. The handlebar must be padded at the mounting bracket or, if it has a crossbar, the crossbar must be padded. Quick turn steering modifications to alter steering ratio are allowed. Aftermarket steering cables are allowed.
- 12) Ski Division only: Handle pole and mounting bracket may be modified or aftermarket provided it functions as originally designed. Handle pole attaching point may be reinforced. Handle pole spring allowed.
- 13) Runabout only: Original equipment seat base must be used. Seat cover may be changed. Padding can be removed or added.
- 14) Padding and/or mat kits may be added and custom painting is allowed. The surface finish of any metal component outside the hull area above the bond flange may be polished, shot panned or painted.
- 15) Original bilge pump may be modified or disconnected. Aftermarket bilge draining systems that do not create a hazard are allowed.
- 16) No other modifications to the hood will be allowed.
- 17) The intercooler reinforcement plate can be changed, modified or added.
- 18) The front engine support can be reinforced.
- 19) Replacement of general maintenance parts (e.g., gaskets, seals, spark plugs, spark plug wires, spark plug caps, wiring, water hoses, fuel lines, clamps and fasteners) shall not be restricted to original equipment providing the following:
 - a) Replacement gaskets may be used but must be of the same type (e.g., sheet, O-ring, etc.) as their OEM counterparts. Base gasket cannot be thicker than 0.8 mm and the intake and exhaust diagram must stay as originally.
 - b) Stripped threads must be repaired to the original size.
 - c) Replacement hoses must maintain their original inside diameter.
 - d) Fasteners (e.g., bolts, nuts and washers) may not be substituted with titanium pieces unless originally equipped. Fasteners may integrate locking mechanisms. With sand filter not of origin is authorized.
- 20) Intake grate may be modified or aftermarket. Intake grate is required and must be the full-length type with at least one bar running parallel to the drive shaft. Grates may not extend more than 12.00mm (0.47 in.) below the flat plane of the pump intake area. All leading edges must be radiused so as not to create a hazard.
- 21) Pump cover plate may be modified or aftermarket. An extension may be added to the rear of the pump cover plate but shall not exceed the width of the original equipment plate. Modified and aftermarket plates must not extend more than 100.00mm (3.94 in.) beyond the end of the original equipment plate for Ski Division or 177.80mm (7.00 in.) for Runabout Division. The sides of the extension must be connected to the radiused portion of the pump plate so as not to create a hazard. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed. (See diagram in Appendix.)

502.05 - ENGINE 2 STROKES

- 01) External modifications to the engine finish (e.g., plating, polishing and/or painting) are allowed for cosmetic purposes only.

- 02) No internal modifications of any kind, including grinding, surfacing, polishing, machining, shot peening, etc..., will be allowed on any engine components.
- 03) The exhaust system must remain entirely of origin as delivered by the manufacturer.
- 04) Engines may be bored. Replacement piston assemblies may be used provided the original port timing, compression ratio, dome profile, skirt length and shape and type of material are not changed. Replacement piston assemblies must weigh within $\pm 25.00\%$ of original equipment. Engine displacement must not exceed class designation (e.g., 550cc in 550 Limited, 800cc in 800 Limited, etc.). Chamfering of cylinder ports must not exceed 1.00mm (0.04 in.) at a 30 degree maximum angle. (See diagram in Appendix.)
- 05) Crankshaft may be rebuilt using replacement counterweights, crank pins, bearings and connecting rods. Counterweights, crank pins and connecting rods made of non-ferrous metals are not allowed. Stroke and rod length may not be changed. Counterweights on non-rebuildable style crankshafts may be machined to accept a press-through crank pin. Replacement bearings must maintain their original type and dimensions. Replacement counterweights must resemble the original part (i.e., holes and/or pockets not existing on the original part may not be on the replacement part). Total weight of the crankshaft assembly must be within $\pm 5.00\%$ of original equipment. Crankpins may be welded and/or keyed to the counterweights.
- 06) ***Cylinders may be interchanged between homologated watercraft of the same manufacturer. Any modifications to the cylinder or crankcase must be approved, in writing, by the UIM. This provision is only applicable to Two Stroke Ski PWC Homologated.***
- 07) Repairs to cracked or punctured crankcases may be made provided only one damaged area affecting one cylinder bank has been repaired. Crankcase drain and cable may be removed and plugged. No other modifications or repairs are allowed.
- 08) Cooling system may be modified or aftermarket. Aftermarket cooling lines and water bypass systems may be used. Additional cooling supply lines and fittings may be added to the pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other riders. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, solenoids, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.

502.06 - ENGINE 4 STROKES

- 01) Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted or cleaned with abrasive material such as steel wool or Scotch-Brite®. Repairs to the cylinder head affecting one cylinder bank are allowed.
- 02) Crankshaft must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
- 03) Camshaft(s) must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
- 04) No water exit can be added to the cylinder head, the cylinder or the casing. Derivations of water exit can be modified and/or replaced but must be directed in bottom and/or backwards not to create a danger to other competitors.
- 05) The valves used in the system of cooling must be of the fixed or automatic type (for example thermostats, regulating pressure etc). The systems of electronic injection of water are not authorized unless they are of origin.
- 06) The manually ordered devices (some is the means of order) which change the water run-off of cooling are not authorized. The kits of rinsing of the engine are authorized.
- 07) Valve cover may be modified or replaced for cosmetic purposes and/or weight reduction only.

502.07 - AIR/FUEL DELIVERY 2 STROKES

- 01) Aftermarket flame arresters that meet USCG, UL-1111 or SAE J-1928 Marine standards may be used. Carburetor jets (replaceable type), needle valves and needle valve springs may be changed. Choke may

be removed provided additional air intake for the engine is not created. Aftermarket primer system may be installed. No other carburetor modifications will be allowed.

02) The entire fuel system is a closed system. The watercraft must not vent or spill fuel at any attitude with or without the engine running. Original equipment fuel tank, fuel pickup, fuel filler, fuel filter, fuel tap assembly and relief valve must be used and cannot be modified. Fuel petcock may be bypassed. Additional fuel filters may be used. Fuel tank filler cap may be modified or aftermarket provided a hazard is not created.

502.08 - AIR/FUEL DELIVERY 4 STROKES

01) Carbureted induction systems: Flame arresters that meet USCG, UL-1111 or SAE J-1928 Marine backfire flame arrester test standards must be installed. Carburettor jets (replaceable type), needle valves and needle valve springs may be changed. Choke may be removed provided additional air intake for the engine is not created. Aftermarket primer system may be installed. No other carburettor modifications will be allowed.

502.09 - IGNITION AND ELECTRONICS 2 STROKES

01) RPM limiter function may be bypassed or eliminated.

02) CDI unit may be modified or aftermarket.

03) Ignition timing may be changed. Modifications to the original equipment ignition pickup mount will be allowed.

04) Original equipment charging system must be used.

05) No other ignition system modifications will be allowed.

502.10 - IGNITION AND ELECTRONICS 4 STROKES

01) Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.

02) The electronic control unit must be original. Engine temperature sensors may be disabled.

03) Aftermarket spark plugs with a different heat rating may be used.

502.11 - DRIVELINE

01) Impeller may be modified or aftermarket, providing that the original diameter is maintained. Replacement wear rings that are within OEM internal diameter specifications may be used. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet. Visibility spout must be removed or plugged.

02) No modification interns that it is, including grinding, surfacing, polishing, machining, shot blasting, etc, is not authorized on one of the components of the transmission (ex; stator, cone of exit, etc).

03) Runabout, the reverse gear can be dismounted.

503 - CATEGORY GP2

503.01 - DEFINITION

01) Intended to promote interest in personal watercraft competition with a limited number of modifications, and to enable individuals to become active competitors with a relatively modest investment. Watercraft competing in this class must conform to the specifications which follow.

02) All watercraft must remain strictly stock, except where rules allow or require substitutions or modifications. Substitutions or modifications not listed here are not permitted. Some original equipment components may

not comply with rules. Hull Identification Numbers must be displayed as furnished by the manufacturer. All modification permitted in GP3 Class are allowed.

- 03) When rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the watercraft operates safely in competition.
- 04) Sound level shall not exceed 86 dB(A) at 24m.
- 05) Gasoline must be in conformity with the criteria defined by art. 505.

503.02 - SKI DIVISION

PWC competing in the Ski Division must conform to the following criteria:

- 01) The maximum engine cubic capacity:
 - a) Atmospheric 2 Strokes **850 cc**
 - b) Atmospheric 4 Strokes **1602 cc**
 - c) Turbo 750 cc
- 03) Dry weight must be greater than 114 kg
- 04) Hull length cannot exceed 310 cm
- 05) Hull width must be between 50.8 cm and 76.2 cm
- 06) For the Ski division homologated before September 1, 1998, the weight minimum must be 168 kg

503.03 - RUNABOUT

PWC competing in the Runabout must conform to the following criteria:

- 01) The maximum engine cubic capacity:
 - a) Atmospheric 2 Strokes 2600 cc
 - b) Atmospheric 4 Strokes 2600 cc
 - c) Overcharged 4 Strokes 2000 cc
- 02) Dry weight must be greater than 280 kg
- 03) Hull length cannot exceed 360 cm
- 04) Hull width must be between 96.5 cm and 127 cm
- 05) For Endurance only, the Hull length cannot exceed 394 cm

503.04 - EQUIPMENT

Definition

- a) Deck The upper structural body of the Aquabike located above (and including) the upper bond flange.
- b) Hull The lower structural body of the Aquabike located below (and including) the lower bond flange.
- c) Bonding The bonding area is the section that connects the Deck (upper) and the Hull (bottom)

- 01) All watercraft must have a flexible tow loop attached to the bow. The tow loop should be made of a flexible material (e.g., nylon strap, rope, etc.) so as not to create a hazard. Tow hooks, which protrude beyond the plane of the hull, must be removed.
- 02) Hull and deck repairs may be made. However, these repairs must not alter the original configuration by more than 5 mm.

- 03) Handles, drop-in type storage buckets, bolt-on type mirrors and gauges may be modified, aftermarket or removed, provided a hazard is not created
- 04) All ski watercraft may be equipped with two sponsons. All runabout watercraft must be equipped maximum with two sponsons. Original equipment sponsons may be modified, aftermarket, or repositioned. Overall length of each sponson shall not exceed 152,4 cm in a single or two sponsons configuration in line, each side. Sponsons shall not protrude from the side of the hull by more than 100 mm when measured in a level horizontal plane.
- 05) The vertical channel created by the underside of the sponson shall not exceed:
 - a) Ski 50.0 mm.
 - b) Runabout 63.5 mm
- 06) No part of the sponson shall extend downward below the point at which the side of the hull intersects the bottom surface of the hull by more than:
 - a) Ski 50.0 mm.
 - b) Runabout 63.5 mm
- 07) Aftermarket or modified sponsons must exceed 6 mm. in thickness. All leading edges must be radiused so as not to create a hazard. Sponsons may not be attached to the planning surfaces of the hull. Fins, rudders, wings and other appendages that may create a hazard will not be allowed.
- 08) Ski Division only: Sponsons may be attached to the inside of the bond flange, but no part of the sponson may extend more than 50 mm below the lower part of the bond flange (bumper removed).

Sponsons attached to the inside of the bond flange shall not protrude outside the bond flange (bumper removed) when measured in a level horizontal plane.
- 09) Replacement bumpers respecting the original shape may be used provided a hazard is not created.
- 10) A soft, flexible water-spray deflector may be attached to the hull sides or to the bond flange provided a hazard is not created. No part must exceed the perimeter of the bumpers of origin or the external edge of the hull, measured using a plumb line.
- 11) Handlebar, throttle, throttle cable, and grips may be modified or aftermarket. Handlebar cover may be modified or removed. Aftermarket switches and switch housings may be used. Steering shaft, steering shaft holder and handlebar holder may be aftermarket. The handlebar must be padded at the mounting bracket or, if it has a crossbar, the crossbar must be padded. Aftermarket steering cables are allowed.
- 12) Ski Division mobile arm and mounting bracket may be modified or after market provided it functions as originally designed. Mobile arm attaching point may be reinforced. Handle pole spring allowed.
- 13) Runabout seat assembly may be modified or aftermarket. Seat height may be changed.
- 14) Padding and/or mat kits may be added and custom painting is allowed. The surface finish of any metal component outside the hull area above the bond flange may be polished, shot panned or painted.
- 15) Original bilge pump may be modified or disconnected. After market bilge draining systems that do not create a hazard are allowed.
- 16) The front engine support can be reinforced.
- 17) No other modifications to the hood will be allowed.
- 18) **Aftermarket hoods can be used**

503.05 - ENGINE 2 STROKES

- 01) Engines may be bored. Replacement piston assemblies may be used provided the original port timing, compression ratio, dome profile, skirt length and shape and type of material are not changed. Replacement piston assemblies must weigh within $\pm 25.00\%$ of original equipment. Engine displacement must not exceed class designation (e.g., 550cc in 550 Limited, 800cc in 800 Limited, etc.). Chamfering of cylinder ports must not exceed 1.00mm (0.04 in.) at a 30 degree maximum angle. (See diagram in Appendix.) Cylinders may be machined to accept girdle system cylinder heads.

- 02) Crankshaft may be rebuilt using replacement counterweights, crank pins, bearings and connecting rods. Counterweights, crank pins and connecting rods made of non-ferrous metals are not allowed. Stroke and rod length may not be changed. Counterweights on non-rebuildable style crankshafts may be machined to accept a press-through crank pin. Replacement bearings must maintain their original type and dimensions. Replacement counterweights must resemble the original part (i.e., holes and/or pockets not existing on the original part may not be on the replacement part). Total weight of the crankshaft assembly must be within $\pm 5.00\%$ of original equipment. Crankpins may be welded and/or keyed to the counterweights.
- 03) Repairs to cracked or punctured crankcases may be made provided only one damaged area affecting one cylinder bank has been repaired. Crankcase drain and cable may be removed and plugged. No other modifications or repairs are allowed.
- 04) External modifications to the engine finish (e.g., plating, polishing and/or painting) are allowed for cosmetic purposes only.
- 05) No internal modifications of any kind, including grinding, surfacing, polishing, machining, shot peening, etc., will be allowed on any engine components.
- 06) Cylinder head and gasket may be modified or aftermarket.
- 07) Exhaust manifold, head pipe, expansion chamber, gaskets and hose between expansion chamber and OEM water box may be modified/ altered or aftermarket. Exhaust location of the exhaust gases may not be relocated. Original size opening must be maintained for exhaust exit. Original equipment waterbox must be used and may not be modified. No tuned portion of the exhaust shall protrude outside the hull. Through-hull exhaust outlet flap may be removed.
- 08) Cooling system may be modified or aftermarket. Aftermarket cooling lines and water bypass systems may be used. Additional cooling supply lines and fittings may be added to the pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other riders. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, solenoids, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.
- 09) Replacement starter motor and bendix may be used.
- 10) Replacement engine mounts may be used.
- 11) Oil-injection system may be disconnected or removed.
- 12) Replacement of general maintenance parts (e.g., gaskets, seals, spark plugs, spark plug wires, spark plug caps, wiring, water hoses, fuel lines, clamps and fasteners) shall not be restricted to original equipment providing the following:
 - a) Replacement gaskets may be used but must be of the same type (e.g., sheet, o-ring, etc.) as their OEM counterparts. Base gasket cannot be thicker than 1.52mm.
 - b) Stripped threads must be repaired to the original size.
 - c) Fasteners (e.g., bolts, nuts and washers) may not be substituted with titanium pieces unless originally equipped. Fasteners may integrate locking mechanisms.
- 13) Cylinders may be interchanged between homologated watercraft of the same manufacturer subject to restrictions. Any modifications to the cylinder or crankcase must be approved, in writing, by the UIM Technical Commissioner.
- 14) Two Stroke Ski only: If the OEM cylinders or the cylinders allowed not provide for a displacement within 10% of the maximum allowable displacement then an aftermarket cylinder sleeve may be utilized. The aftermarket sleeve must maintain the same port sizes and specifications as the original OEM cylinder sleeve.

503.06 - ENGINE 4 STROKES

- 01) Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted or cleaned with abrasive material such as steel wool or Scotch-Brite®. Repairs to the cylinder head affecting one cylinder bank are allowed.

- 02) Crankshaft must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
- 03) Camshaft(s) must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
- 04) ***Cooling system may be modified or aftermarket. Aftermarket cooling lines and water bypass systems may be used. Additional cooling supply lines and fittings may be added to the pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other riders.*** No water exit can be added to the cylinder head, the cylinder or the casing.
- 05) The valves used in the system of cooling must be of the fixed or automatic type (for example thermostats, regulating pressure etc). The systems of electronic injection of water are not authorized unless they are of origin.
- 06) Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.
- 07) Valve cover may be modified or replaced for cosmetic purposes and/or weight reduction only.
- 08) Runabout : valve sprint, valve washer and valve retainer washer may be modified or aftermarket. The valves itself must retain original.
- 09) ***The HSR-Benelli S4 boost pressure is limited to a scale of 10-14 psi.***

503.07 - AIR/FUEL DELIVERY 2 STROKES

- 01) Carburetor(s) may be modified or aftermarket provided they do not vent or spill fuel at any attitude with or without the engine running. The number of venturis cannot exceed the number of cylinders. No slide-type carburetors. Aftermarket primer may be used. Intake manifold assembly may be modified or aftermarket. Aftermarket crankcase-pressure-operated fuel pumps may be used. Additional carburetor pulse line fittings may be installed on the crankcase.
- 02) Modified or aftermarket vapor/air separators must not exceed 2 in. x 6 in., and must have a return line to the fuel tank open at all times. Additional fuel reservoirs may not be used. Aftermarket or modified electric fuel pumps, not exceeding 4 psi, may be used. When the engine is shut off or stops, the fuel pump must automatically stop. No manually operated on/off-type fuel pumps are allowed.
- 03) Aftermarket fuel-injection systems and components are allowed provided the following regulations are adhered to: High pressure fuel hose meeting SAE J30R9 must be used; A.N. threaded-type fittings or equivalent and non-removable, crimped- type clamps must be used on the high-pressure portion of the system (i.e., hose clamps, tie wraps, etc. are not allowed); only metal-type fuel filters may be used on the high-pressure portion of the system; all other in-line filters must be installed on the low-pressure portion of the system. When the engine is shut off or stops, the fuel pump must automatically stop. No manually operated on/off-type fuel pumps are allowed.
- 04) The entire fuel system is a closed system. The watercraft must not vent or spill fuel at any attitude with or without the engine running. Original equipment fuel tank, fuel filler and relief valve must be used and cannot be modified. The fuel pickup, fuel filter and fuel petcock assembly may be removed and/or after-market parts may be used. Additional fuel filters may be used and fuel cell foam may be added to the original equipment fuel tank. Fuel tank filler cap may be modified or aftermarket provided a hazard is not created.
- 05) Flame arrester(s) which satisfy United States Coast Guard, SAE-J1928 Marine or UL-1111 Marine backfire flame arrester test standards must be installed. Aftermarket flame arresters satisfying one of these test standards will be allowed. Intake silencer may be removed.
- 06) Reed valve assemblies may be modified or aftermarket. Rotary valve may be modified or aftermarket.

503.08 - AIR/FUEL DELIVERY 4 STROKES

- 01) Carbureted induction systems: Flame arresters that meet USCG, UL-1111 or SAE J-1928 Marine backfire flame arrester test standards must be installed. Carburetor jets (replaceable type), needle valves and needle

valve springs may be changed. Choke may be removed provided additional air intake for the engine is not created. Aftermarket primer system may be installed. No other carburetor modifications will be allowed.

503.09 - IGNITION AND ELECTRONICS 2 STROKES

- 01) RPM limiter function may be bypassed or eliminated. CDI unit may be modified or aftermarket. Ignition timing may be changed. Modifications to the original equipment ignition pickup mount will be allowed. Original equipment charging system must be used. No other ignition system modifications will be allowed.
- 02) Flywheel cover may be modified to accept a crankshaft-end bearing support.
- 03) Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.
- 04) Engine temperature sensor may be disconnected and/or removed.
- 05) Relocation of electrical components (e.g., battery, box or housing) is allowed in order to fit an aftermarket exhaust system (only the strict minimum needed).
- 06) Ignition timing may be altered by slotting ignition trigger mounting plate. An adapter plate may be used for the sole purpose of relocating the ignition trigger.
- 07) Aftermarket spark plugs with a different heat rating may be used.
- 08) The alternator and the flywheel may be modified or aftermarket.

503.10 - IGNITION AND ELECTRONICS 4 STROKES

- 01) Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.
- 02) ***RPM limiter function may be bypassed or eliminated. CDI unit may be modified or aftermarket. Ignition timing may be changed. Modifications to the original equipment ignition pickup mount will be allowed. Original equipment charging system must be used. No other ignition system modifications will be allowed.*** Engine temperature sensors may be disabled.
- 03) Aftermarket spark plugs with a different heat rating may be used.

503.11 - DRIVELINE 2 STROKES

- 01) Impeller housing, stator vane assembly, pump mounting plate and/or pump shoe may be modified or aftermarket. No titanium driveshaft, impeller housing or stator vane assemblies. Impeller may be modified or aftermarket. Pump nozzle and directional nozzle may be modified or aftermarket. Overall length of the complete pump and nozzle assembly may be no more than 50.00mm longer than original equipment. Aftermarket nozzle-trim systems may be used.
- 02) Additional cooling fittings may be installed. Visibility spout must be removed or plugged. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet. Couplers, bearing housing and driveshaft may be modified or aftermarket provided they maintain a 1:1 drive ratio between the engine and the pump.
- 03) Runabout, the reverse gear must be dismounted

503.12 - DRIVELINE 4 STROKES

- 01) Replacement wear rings that are within OEM internal diameter specifications may be used. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet. Visibility spout must be removed or plugged.
- 02) No modification interns that it is, including grinding, surfacing, polishing, machining, shot-blasting, etc, is not authorized on one of the components of the transmission (ex; stator, cone of exit, etc).
- 03) Runabout, the reverse gear must be dismounted.

04) *Impeller may be modified or aftermarket.*

503.13 - HSR BENELLI S4 PERFORMANCE

For the HSR Benelli S4 Performance the Kit "S4-140 Kit is permitted on condition that the complete kit is installed without any other modification.

The HSR-Benelli S4 boost pressure is limited to a scale of 10-14 psi.

503.14 - BELASSI B3S DYNAMIC 135 HP

Only the Belassi B3S dynamic 135 HP can race in this category.

504 - CATEGORY GP1

504.01 - DEFINITION

- 01) Intended to promote interest in personal watercraft competition with a higher degree of modification. Watercraft competing in this class must conform to the specifications which follow.
- 02) It is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the watercraft operates safely in competition.
- 03) Sound level shall not exceed 86 dB(A) at 24 m.
- 04) Fuel must consist of gasoline meeting the criteria defined in **Art. 505**.
- 05) Ballast weight may be added prior to competition to meet the required weight limit (**see 504.4.07**).
- 06) The weight control will be done by the fuel tank empty and all other liquids at the race level.
- 07) ***Turbo housing and exhaust manifold must be of the full circulating water type at all times when the engine is running.***

504.02 - SKI DIVISION

PWC competing in the Ski Division must conform to the following criteria:

- 01) The maximum engine cubic capacity:
 - a) Atmospheric 2 Strokes 1300 cc
 - b) Atmospheric 4 Strokes 1620 cc
 - c) Turbo 4 Strokes 1000 cc
- 02) Dry weight must be greater than 114 kg
- 03) Hull length cannot exceed 280 cm
- 04) Hull width cannot exceed 85 cm

504.03 - RUNABOUT

PWC competing in the Runabout must conform to the following criteria:

- 01) The maximum engine cubic capacity:
 - a) Atmospheric 2 Strokes 2600 cc
 - b) Atmospheric 4 Strokes 2600 cc
 - c) Turbo 4 Strokes 2000 cc

- 02) Dry weight must be greater than 280 kg
- 03) Hull length cannot exceed 360 cm
- 04) Hull width cannot exceed 127 cm
- 05) For Endurance only, the Hull length cannot exceed 394 cm

504.04 - EQUIPMENT

- 01) All watercraft must have a flexible tow loop attached to the bow. The tow loop should be made of a flexible material (e.g., nylon strap, rope, etc.) so as not to create a hazard. Tow hooks, which protrude beyond the plane of the hull, must be removed.
- 02) All ski watercraft may be equipped maximum with two sponsons. All runabout watercraft must be equipped maximum with two sponsons. Original equipment sponsons may be modified, aftermarket, removed or repositioned. Overall length of each sponson shall not exceed 152,4cm in a single or two sponson configuration in line, each side. Sponsons shall not protrude from the side of the hull by more than 100 mm when measured in a level horizontal plane.

The vertical channel created by the underside of the sponson shall not exceed:

- a) Ski 50.0 mm.
- b) Runabout 63.5 mm

No part of the sponson shall extend downward below the point at which the side of the hull intersects the bottom surface of the hull by more than:

- a) Ski 50.0 mm.
- b) Runabout 63.5 mm

Sponsons must exceed 6 mm in thickness. All leading edges must be radiused so as not to create a hazard. Sponsons may not be attached to the planning surfaces of the hull. Fins, rudders, wings and other appendages that may create a hazard will not be allowed.

Ski Division Sponsons may be attached to the inside of the bond flange, but no part of the sponson may extend more than 50 mm below the lower part of the bond flange (bumper removed).

Sponsons attached to the inside of the bond flange shall not protrude outside the bond flange (bumper removed) when measured in a level horizontal plane.

- 03) Intake grate is required and must be the full length type with at least one bar running parallel to the drive shaft. Grates may not extend more than 12 mm below the flat plane of the pump intake area. All leading edges must be radiused so as not to create a hazard. The projecting member must be filed not to create a hazard.
- 04) Pump cover plate must not extend more than 100 mm beyond the end of the pump itself. The sides of the extension must be connected to the radiused portion of the pump plate so as not to create a hazard (see diagram in Appendix). Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.
- 05) Trim tabs cannot exceed the width of the planning surface or extend rearward more than 100 mm beyond the transom. All edges must be radiused so as not to create a hazard. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.
- 06) Safety Bumpers are compulsory
- 07) Ballast weight may be added within the normally exposed areas of the hull to alter the handling of the watercraft provided a hazard is not created. Only weight consisting of constant mass (i.e., water or other fluid is not allowed) that does not require the modification or relocation of any parts will be allowed unless such modification or relocation is specified by other rules.
- 08) The Gasoline tank must answer the criteria as safety as regards fuel and not presenting a danger to the pilot and the other users
- 09) During the safety inspection the UIM technical commissioner will judge and prohibit any AB that presents any dangerous modification from taking part to the race event

505 - FUEL TESTS

- 01) Gasoline fuel or fuel / oil mixture may be checked at any time using UIM approved equipment and procedures. Meters and equipment will be calibrated each time in accordance with the UIM fuel testing guidelines obtainable from the UIM Secretariat.
- 02) Non gasoline fuels will be tested in accordance with UIM current procedures. Density test will be performed on non gasoline fuels. Density of the fuel should be less than 0,830 kg/dm3.

506 - CHANGE OF AQUABIKE

For all the categories, the change of Aquabike is authorized before the departure in the following conditions:

- 01) Only the UIM technical Commissioner or a UIM Commissioner can authorize a change of Aquabike.
- 02) The Aquabike must be in conformity with the category in question; and must have passed the technical inspection during the official technical control.
- 03) The pilot that for any reason will change aquabike between ***qualifying session, pole position and Heat 1 or between Heats will start the next session/heat from the last position on the grid.***
- 04) The pilot changing aquabike must maintain his racing number on the Aquabike.
- 05) In Rally Jet or Offshore as soon as the first departure is given, the pilot is not authorized any more to change the Aquabike, ***or*** hull and/or engine.

507 - PERSONAL EQUIPMENT

- 01) A properly fitting helmet that meets the current N.A. standards or current Snell standard is required to be worn by all pilots in competition. Mountain bike helmets are not allowed. An helmet is mandatory, Freestyle excepted. It is further recommended that any helmet involved in an accident be returned to the appropriate manufacturer for inspection.
- 02) A life jacket will be worn by all pilots and at all times when on the water. It is required that the life jacket shall be designed for racing.
- 03) During the tests, the training and the races, it is obligatory to carry an independent dorsal protection, protect tibia, glasses and gloves.
- 04) Every pilot shall verify his flotation equipment to function properly when requested.
- 05) It is required that all jackets have a minimum of two buckle type straps across closures.
- 06) All participants must wear closed footwear when riding A.B.
- 07) A long Wetsuits must be carried during all the competitions, Free practice, training and race except for freestyle. The jeans, sweaters or shorts are prohibited.
- 08) The O.O.D. of an event shall have the authority to prohibit the use of any helmet, life jacket or other equipment which they may consider unsafe, insufficient protection or inadequate.
- 09) No pilot shall participate in an event with any type of splint, including but no limited to, a cast or brace applied to his body without showing written authorization from an approved medical doctor and approval by the O.O.D. at the event.
- 10) It is the responsibility of the pilot to submit his equipment to the Safety Officer of the day for his inspection. If the commissioner the judge, it can forbid a pilot to take the departure with his equipment. In the event of accident a new inspection can be required by the O.O.D.
- 11) All Aquabike will be required to pass a safety inspection before being allowed to compete. The Technical inspector will remove any Aquabike. from competition that does not meet safety requirements. Damaged or broken safety equipment not detected before or during a race, is no grounds for disqualification after completion of that race, unless pilot is black flagged.
- 12) The question of how many Aquabike in each class shall be inspected is left to the discretion of the O.O.D. and the Technical inspector, except in those cases where the procedure is set forth in the Technical Rules for any given class. During the course of the Pilots Meeting, it shall be the duty of the Technical Inspector

to announce how many of the lead Aquabike in each class shall report to the Inspector for inspection immediately after the running of their event.

- 13) For the endurance the requirements of the personal equipment are mentioned in the race instructions.
- 14) The driver assistants will wear closed shoes to the hold of launching on the pre-grid in the area of assistance and on the start line.

600 - RECORDS AND PERFORMANCES

600.01 - GENERAL

All record trials and their control are submitted to the following rules.

The record belongs personally to the driver who has established or beaten it. The record is entered under the name and nationality of the driver.

Any race against the clock, and called kilometre or mile trials or any similar name is prohibited if not conducted in accordance with these rules.

Combining speed records with distance records is not allowed.

No direct or indirect aid is to be provided to the driver who attempts a record.

600.02

World speed records, hour records, distance records and competition records are all records open to all boats and Aquabikes of international classes adopted by UIM.

600.03

National records recognised by UIM are the records established by boats of national classes duly recognised by the national authority (the rules of which have been approved by UIM). The Certificate differs from those issued for World Records.

600.04

The World's Unrestricted Water Speed Record is awarded to the fastest boat in the world piloted by the driver, irrespective of the class of boat; this record is established in conformity with UIM rules.

601 - CLASSES ELIGIBLE FOR RECORDS

601.01

World records may be attempted with the following craft :

- All UIM series and classes
- American Powerboat Association classes
- Prototypes

601.02

A boat can establish a record in its own class only.

601.03

When a class is modified so as to reduce the performance of the class, for example by :

- reducing the cylinder capacity,
- restricting the tuning permitted,
- restricting fuel permitted,
- introducing a minimum weight,

- increasing the minimum weight,
- or any other means, the records established before the modification comes into force will be frozen and a new series of records will be started.

All proposals for new rules, rule changes and UIM General Assembly minutes shall state :

- whether or not records will be frozen,
- the classes to be frozen,
- the date(s) when the classes are to be frozen.

601.04 - QUALIFICATION

For offshore records a boat must have completed the course, taken the chequered flag and finished first, second or third, in an UIM World or UIM Continental Championship race in the class to be attempted and after the date when the class was last frozen.

602 - DEFINITION OF UNITS

602.01 - TIME, DISTANCE AND SPEEDS

The hour is the twenty-fourth part of a terrestrial day. The symbol is letter "h".

The minute of time is the sixtieth part of one hour. The symbol is letters "mn";

The second of time is the sixtieth part of one minute. The symbol is the letter "s".

nautical mile	=	nm
statute mile	=	st.m
kilometre	=	km
nautical mile per hour	=	knot
statute mile per hour	=	mph
kilometre per hour	=	kmh

602.02 - STATUTE MILE, NAUTICAL MILE AND KILOMETRE

The statute mile is an Anglo-Saxon measure.

The nautical mile is used at sea.

The knot is not a unit of length; it expresses the speed of one nautical mile per hour.

One statute mile (st.m) = 5280 feet = 0.8690 nm = 1,609.3 km

One nautical mile (nm) = 6080 feet = 1,852 km = 1.1508 st.m

One kilometre = 3280.844 feet = 1000 metres

604 - BASES (THE COURSE)

604.01

Records may only be established on bases recognised by National Authorities and notified to the UIM in accordance with these rules.

604.02

The base is measured and certified by an official surveyor holding a certificate of competence from a recognised institute, in the presence of a delegate of the National Authority.

The base must be measured by triangulation or electronic distance measuring equipment (EDM), which must have a first class certificate delivered by an Observatory or similar authority. This certificate must not be older than two years.

The official surveyor provides a certificate in duplicate in which the strict adherence to the above requirements is certified.

The certificate is signed by the surveyor and countersigned by the delegate of the National Authority. One of the copies is for retention by the National Authority for its special national records files and the other is sent to UIM for its special world record files.

The base for a record must be a fixed base, as laid out for a national authority or must be measured for a special occasion in waters designated by the driver. It must be defined by fixed marks ashore.

604.03

No distinction is made between records established on the sea, rivers or lakes. Records must not be attempted during the period between half an hour before and half an hour after a change in direction in flow of water over the course (change of tidal flow).

604.04

Any expenses incurred in the laying of a temporary course are defrayed by the entrant attempting the record.

604.05

For speed records there shall be only one attempt on the course at any one time.

An attempt must not start until the director of the trial is satisfied that effective rescue boats are on the course.

605 - CALCULATION OF SPEED

605.01

The National Authority calculates the speed from the data provided by timekeepers. The speed is to be shown in kilometres per hour (kph) and statute miles per hour (mph), even when the attempt takes place on a course of one nautical mile;

The duration of each run is obtained by taking the arithmetical mean of the times recorded by two sets of timing devices the mean time being given to one tenth of a second.

Should one of the timing devices stop or one of the signals fail and only one duration be registered, this duration will be accepted.

605.02

The only duration so obtained serve to calculate the speed of each run. Only two decimal places are to be used.

605.03

The speed of the trial is the arithmetical mean of the speeds, two decimal places being used.

605.04

For speed records established on a distance of one nautical mile (1 nm = 1.852 km = 1.1508 st.m) the following constants are to be used :

Where t is the time in seconds :

the speed in mph = 4142.9 / t

the speed in kph = 6667.2 / t

606 - MARGIN REQUIRED

A record will be valid only if its speed at least equals the speed of the previous record multiplied by 1.003.

607 - MOTORS**607.01**

All accessories and/or elements required by the racing rules for each class of boat attempting to establish or improve a record must be on board during said attempt.

607.02

A boat which holds two certificates for two different classes is entitled to establish world records in those two classes, but shall make two distinct trials, one for each class.

607.03

Immediately after the record trial, the motor(s) or engine(s) must be sealed with a distinctive seal in the presence of the officials who have witnessed the trial.

607.04

Within 48 hours of the trial, two measurers must check that the hulls, motors and equipment are in conformity with the specifications of their class, and this inspection must be carried out in the presence of the Officer of the Day or an Official specifically appointed by the National Authority.

607.05

When attempting to break a UIM class record, the noise level of the motor shall not exceed the authorised level (rule 504).

608 - REQUEST TO ORGANISE**608.01**

All applications for records trials must be made in writing to the National Authority at least one week before the trial and must be accompanied by the fee stipulated by the National Authority.

The National Authority applies to the UIM for homologation of records.

608.02

Only records established under the direct control of a National Authority affiliated to UIM can be recognised.

608.03

Each National Authority decides on the application for records to be established on its territory. The National Authority may refuse to consider a record application but must then explain the reasons in writing.

The National Authority indicates the validity of the record permit.

608.04

It is the duty of the driver to accept responsibility for any safety measures deemed necessary for this attempt.

The officials will not accept any responsibility, they will only record the results and ensure that the rules are complied with.

609 - OFFICIALS**609.01**

The National Authority shall appoint an Official Observer and other duly qualified persons to hold the official functions.

An official so nominated shall not hold any other office than that to which he was nominated. An official shall not himself establish a record.

609.02

The official timekeepers and officials may receive payment for their services at rates fixed by the National Authority.

609.03

Time keeping may only be carried out by timekeepers and officials who have been recognised and authorised by the appropriate National Authority.

The stop-watches or any other apparatus employed must have a first-class certificate delivered by an observatory or similar authority. This certificate must not be older than two years.

Each timekeeper hands to the National Authority a signed report of the record attempt, countersigned by the official observer.

609.04

Timing from aboard anchored boats or aboard competing boats is not allowed.

610 - SPEED RECORDS**610.01**

There is only one world record per class. This record can be established over the nautical mile, land mile or the kilometre, for Aquabikes the distance may be 500 metres.

610.02

The course is covered once in each direction consecutively.

The course is to be marked at either end by two posts in solid material, put up on shore with approved distinguishing marks affixed to them. The two lines uniting the two pairs of posts are parallel to each other and at right angles to the line of the measured course. Steering marks may be placed wherever needed.

1 mile 90°

1 kilometre

1 land mile

610.03

In wide rivers and lakes, the width of the course may be marked off at each end by two buoys, moored at a distance of one hundred metres from each other. The boats must run between these buoys.

610.04

Timing is to be one tenth of a second up to 200 kph. Above 200 kph timing is to be by photoelectric or similar apparatus to one hundredth of a second.

There must be a timekeeper and a timekeeper observer at each position.

Individual timers may be used at each position or a single timer electrically activated from each position.

Where two timers are used at a position the time is the average of the two timers.

The times of day of each attempt must be recorded.

The time elapsing between the two runs must not exceed 20 minutes except for A.B. attempts when the permitted interval is one hour.

610.05

A driver may re-start an attempt because of breakdown or other reason and may stop the engine or boat between runs.

If the attempt has not been completed within four hours of a starting time fixed by the National Authority, the officer in charge may stop the trial.

611 - DISTANCE RECORDS

611.01

Distance records are established on a total course of twelve nautical miles for the outboard series and twenty-four nautical miles for other series, and six nautical miles for Aquabikes.

611.02

In distance records, the base is covered up and down successively in even numbers and the turns are not included in the distance.

The course for distance records may be :

- a course established for speed records;
- a base of three nautical miles maximum, in straight lines with buoys placed at the corners if necessary, no corner to be less than 135 degrees.

The buoys placed at the corners must always be rounded.

611.03

Any base must be defined by two posts set in concrete at either end.

611.04

Timing is to be to one tenth of a second.

The timing of distance records is done by a timekeeper with two timing devices at the starting line. He is assisted by two officials, one with him and one at the other end.

611.05

Stopping the motor or the boat during a distance record attempt is prohibited.

612 - HOUR RECORDS

612.01

The following international and national records are recognised by UIM: 1, 2, 3, 4, 6, 9, 12 and 24 hours duration records for all the series recognised by UIM.

The homologation of a record of lesser duration than that applied for may be granted, but only within such limits as provided for by the above rule.

612.02

The base must not exceed six nautical miles from station to station, that is to say twelve nautical miles up and down, for Aquabikes only, the distance may be 3 nautical miles from station to station, that is to say 6 nautical miles up and down).

612.03

The base is defined by two posts set in concrete at either end.

612.04

The boat may be driven by more than one driver, but their names must be filed in the record application.

612.05

Repairs and adjustments which can be carried out on board may be effected on the course.

The same motor or engine and hull must be used throughout the trial.

On the other hand, repairs that cannot be effected on board and refuelling and changing of drivers must be effected at the control station and are to be supervised by an official.

612.06

Any time during which a boat stops during an attempt is included in the elapsed time for the attempt.

Turns are included in the course and are consequently not excluded from the timing.

612.07

Timing is carried out by one or several timekeepers with two timing devices stationed at the start. The timekeeper is assisted by two officials, one stationed with him and one stationed at the other end.

612.08

A driver can claim several different hour records during one trial by selecting the best series of consecutive laps.

612.09

The boat must cross the finishing line at the end of the lap (the last lap) during which the record time has elapsed.

The average speed of the last lap is calculated and the distance which corresponds to the time still to be run is added to the distance covered at the end of the penultimate lap.

The result is shown as the distance covered in the record time and the average speed for that distance.

612.10

Example for a two hour record on a base of six nautical miles (nm), twelve nautical miles per lap :

12 nautical miles (nm) x 1.1508 = 13.81 statute miles (st.m)

boat completes 8 laps in 1h 54mn 40s = 110.48 st.m

ninth lap completed in 13mn 50s = 830 s

time balance 5 mn 20s = 320 s

distance balance = 13,81 st.m : 830x320 = 5.32 st.m

Total distance in 2 h = 115.80 st.m

Average speed = 115.80 / 2 = 57.90 mph

613 - WORLD COMPETITION RECORDS**613.01**

The UIM recognises world records of 5, 10 and 15 statute miles in races for all UIM circuit classes.

No other records may be established during a race.

Unlimited hydroplanes only are entitled to statute mile records established on :

- a single lap course (two laps for APBA Gold Cup races) while qualifying or racing,
- total heat average speed while racing.

614 - PERFORMANCE CERTIFICATES

614.01

UIM may issue Performance Certificates for the best heats made during races for the principal international trophies.

614.02

Application for these is to be made by the National Authority of the country where the race took place and the accuracy of the results, timing course and class is to be certified by them.

614.03

UIM only recognise the results which beat previous performances.

614.04

The amount of the fee for Performance Certificate is decided upon annually by the General Assembly.

614.05

UIM may issue a performance Certificate for speed trials made by boats not included in UIM classes. These trials must, however, be made in accordance with UIM rules.

UIM award Performance certificates for boats of the Production boats Series having established or broken speed, duration, distance or competition records according to the Record Rules.

614.06

For these performances, it is not permissible to remove any of the boat's accessories, or items of comfort, provided by the builder and these are compulsory for racing.

UIM may award Performance certificates for any of the offshore classes, international and national, established at sea on properly measured runs.

615 - HOMOLOGATION OF RECORDS

615.01

Only records homologated by UIM are considered as World Records.

Only records established under the direct control of a National Authority affiliated to UIM can be recognised.

615.02

If a record has been established on the territory of two National Authorities, it will be entered as a record by the National Authority on whose territory the start was made.

As soon as a record trial has taken place, the National Authority communicate the results to the Secretary General of UIM by telegram and confirm it by letter.

The information has no official character and is only transmitted to such National Authorities as apply for it, in order to avoid useless trials.

615.04

The timekeepers and measurers must complete the official UIM record application form which must be signed as correct by O.O.D. and be sent to the National Authority within three days of the trial, seven days for APBA controlled classes.

The National Authority transmits the application for homologation, together with other necessary papers, to the UIM no later than four weeks after the trial, sixteen weeks for APBA controlled classes.

615.05

For a request for homologation to be considered by the UIM, the National Authority must send:

- A plan of the course if not already in possession of the UIM,
- The completed official UIM application form which must include any National Authority calculations,
- A copy of the boat's measurement certificate,
- A photograph of the boat under way with the colours, inscriptions, etc. noted on the reverse ; also to be noted on the reverse, the driver's name, class and speed achieved,
- A list of the full names of the officials with, at least, the names of the Timekeepers,
- Measurers, Rescue Officer, O.O.D. and Observer,
- For offshore boats, a copy of the results in which the boat qualified, as per UIM rule 601.04,
- For attempts on tidal waters, the calculation stating the times of the changes of direction of water along the course (changes in tidal flow) and the source of the information,
- A cheque for the amount due.

615.06

The recognition fee is fixed annually by the General Assembly.

615.07

Pending the official confirmation by UIM, neither the driver, builder nor any other shall publish or cause to be published, circulate or cause to be circulated, the results of the trial, until the delegate of the National Authority has given the actual results in writing, after checking the calculations in the presence of timekeepers.

Even when such authorisation has been received, results may only be published with the addition of the words "Subject to official certification by UIM" in as large and prominent type as that in which any part of the notification itself is printed.

Neglect to comply with the above regulations automatically entails the refusal to recognise the record. The National Authority have the right to penalise whoever is responsible.

615.08

UIM issues annually a list of world records, changes being made known, when they occur, by means of newsletters.

UIM keeps a registered list of all word records and delivers a certificate for each new record.

616 - PROTESTS

The right to lodge a protest against a record is admitted under same rules as for racing. See Racing Rules.

700 - ENVIRONMENTAL REGULATIONS

All organisers and pilots in UIM Aquabike Racing events shall conform to the following regulations :

701 - RE-FUELLING

All re-fuelling must be completed away from the water. Every care must be taken not to spill fuel or oil. It is recommended to use an absorbent carpet to avoid any spillage on to the ground.

702 - ENVIRONMENTAL CARE IN RACE AREAS

Every organiser must appoint a responsible person or persons to make necessary arrangements to control the environment of the whole race area.

There must be large containers in the pits where waste, such as cans, containers, oil waste can be placed. One person must be responsible for this and to authorise the proper removal after the race meeting with the Local Authorities.

It is mandatory to inform the pilots of all these environmental matters at the pilots meeting.

All fuel tanks which are transported must be :

1. Tight
2. Mention the racing number -7 cm height
3. Placed in a protected area and at a minimum distance of 5 m of any flames

A special designated area may be reserved by the O.O.D. to assemble all fuel tanks.

800 - RECOMMENDATIONS FOR ORGANISING AN AQUABIKE CHAMPIONSHIP

800.01 - INFRASTRUCTURE

It is important that organisers thoroughly understand that they are holding an event which is open from the Friday at midday until after the prize-giving of the Sunday evening is over. The overall infrastructure and Race Head Quarters must therefore be effectively operational for the duration of that period.

800.02 - RACE HEAD QUARTERS

Imperatively the premises or shelter must be closed and weatherproof. Mains electricity (220V - 10A), a photocopier supplied with 1500 sheets of A4 paper, and a sufficient number of chairs and tables must also be provided. If the shelter is exterior and of a provisional nature, effective means of closing the area both by day and by night is essential. Night surveillance is also a necessity.

800.03 - CONTROL TOWER

It must be of robust construction, with a minimum surface of 5m x 5m, and weatherproof to the extent of being suitable for housing a computer timing system. Mains electricity of 220V - 10A must be laid on and tables and chairs for eight people must be present. If Race Headquarters is not in the immediate vicinity a further photocopier equipped with 500 sheets of A4 paper must be supplied.

800.04 - PADDOCK

In order for the Paddock to be well managed, it is important that there be a Paddock Director, present on site right from the Friday morning. The Director will see to it that the various teams are allocated their designated areas. The Paddock Director will also oversee the setting up and correct functioning of water, electricity, showers and WC facilities. Those facilities should be operational from the Friday midday until the following Monday morning.

800.05 - NECESSARY ON SITE PERSONNEL

800.05.01 RACE CONTROL	1 Officer of the Day (O.O.D.) 1 Assistant Officer of the Day
800.05.02 SECRETARIAT	1 Race Secretary "French - English"
800.05.03 RESULTATS	2 Line Marshals 2 Lap Marshals 1 Voice Order Announcer
800.05.04 BUOY CONTROL	5 Land-based Judges
800.05.05 PADDOCK	1 Paddock Director 1 Assistant Paddock Director
800.05.06 CONSTRUCTION	4 persons for circuit set-up

800.06 - REQUIRED INFRASTRUCTURE

800.06.01 RACE CONTROL	1 Timing Podium (min 5m x 3m) 2 Tables et 8 Chairs 1 Weatherproof Shelter Electricity : 220 Volts 10 Ampères
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	Official Results & Notices Board (1m x 1.5m)
800.06.02 SECRETARIAT	1 local (minimum 5m x 5m)
	1 Photocopier + 1500 sheets A4
	1 Telephone et 1 Fax (Secretariat)
	4 tables et 8 chairs
	Electricity 220 Volts 10 Amps
800.06.03 CONSTRUCTION	1 circuit set-up boat
	Closure barriers for Race Control
	Closure barriers for Competitors Paddock

800.07 - EMERGENCY REQUIREMENTS

800.07.01 SECURITY	3 Security Jets + towing & signals equipment
	3 Pilots with Safety Officer Qualifications
	2 Rescue Craft
	2 Pilot & 4 Rescue Officers
800.07.02 MEDICAL	2 On-site Medical Doctors (Minimum)
	2 Equipped Ambulances
	4 Qualified Ambulance Personnel
800.07.03 TRANSMISSION	1 Radio Transmission HQ: Frequency 1-2
	5 Race Control (Freq. 1)
	7 Security 3 Jets,2 Craft,
	2 Doctors : (Freq. 2)
800.07.04 ENVIRONMENT	1 Dedicated competitors' fuel stocking area
	1 Fuelling point equipped with adequate protection
	A Sufficient Quantity of Fire Extinguishers
	A Sufficient Quantity of Refuse Collection

UIM HYDRO-FLY

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01. DEFINITION

Hydro-Fly is an activity that consists mainly in the use of the Aquabike together with a jet equipment composed by a support, two hydro-jet nozzles and a pair of wakeboard shoes. The rider, standing on the support, is connected to the water craft by a tube. With this connection, the vehicle is able to give the pressure needed to the hydrodynamic support of the rider while making several maneuvers, ability competitions and time trials in a sport field prearranged by UIM/Local organiser.

02. KIT COMPONENTS

The basic kit components are the following:

- **Shoes-bar;**
- **Wakeboard shoes;**
- **A rotation system (made of particular plastic ball bearings anti-corrosion, that allow the elimination of impurities such as sand, seaweeds...);**
- **Hoses with handles (optional), to connect to the arms by Velcro;**
- **1 big tubing (18 or 23 meters) leading pressurized water from the water craft to the nozzles of the shoes-bar;**
- **A 180° bowed tubing that inverts the water jet from the water craft;**
- **1 fixing plate directly connected from the 180° bowed tubing to the Aquabike hydro-jet;**
- **1 rapid attack system that allows the shoes-bar to be removed from the Aquabike.**

The ELECTRONICAL or WIRELESS KIT components (optional) are the following:

- **1 accelerator remote control with START/STOP SWITCH button that sends an electronic/wireless signal to an electronic card installed into the Aquabike;**
- **1 electric wire connected to an electronic card (optional);**

- 1 electronic system managing the fuel supply and the power needed through 4 scales of values (25-50-75-100 % of power supplied); (control unit with a mechanical mechanism connected to the original accelerator system by a wire with sheath)

03. AQUABIKE

Runabout

180 hp minimum

04. RIDER REQUIREMENTS

Riders (drivers) are given a driver card by instructors recognized by N.A. Only the instructors recognized by N.A. are allowed to issue driver cards, thanks to which every rider can take part in UIM events with a suitable insurance coverage.

05. CATEGORIES

Rider

Veteran (more than 40 years old)

Lady

06. COMPETITION AREA

Each competition is supposed to take place in a protected area, suitable to compete in still waters.

The rectangular competition field (100x50 meters) is enclosed by 4 non-connected buoys. The 100 meters side is parallel to the shore. The area is approximately 10 meters away from the shore and with a minimum depth of 3 meters.

A floating dock, placed in a protected area, works as drop zone and parking and it allows every participant to give fuel and to take off from both sides.

UIM Commissioner is responsible for the coordination of each preparatory phase before every competition.

07. COMPETITION PROGRAM

Qualification round

Each rider has the right to take part in a 1 minute and 30 seconds qualification round.

The order by which competitors perform is decided randomly once every inscription form is provided.

After each qualification, the jury gives a score to the competitors. After each round, the competitor's score is posted on a digital board so that everyone (competitors and audience) can look at it. Right after each performance, the following competitor is allowed to have 30 seconds to warm-up. During this period of time, the riders may point out possible anomalies linked to the equipment they're given and they can also get used to the weather and waters conditions.

The rider is supposed to stay in low taxi position (as it were, he can move into the water waist-deep or lower) until the sound or visual signal coming from the jury gives the start for the warm-up.

During this moment, the riders are allowed to practice maneuvers and figures for which they won't be given any score. After 30 seconds, the jury give two short acoustic signals and they raise a green flag that indicates the beginning of a round. During each round, 30 seconds before the end, the judges give a short signal and they raise a yellow flag so that the rider knows how much time is left before the

competition ends. Later on, to indicate that the competition is over, the judges give a double long-duration acoustic signal and they raise a red flag.

After that, the rider has to leave the competition area in low taxi position.

Once the rider have left the competition field, his shoes are never supposed to stay above the water surface.

After each round is over (but not after your own), the rider will be allowed to look at the scores given by the jury.

During the qualification round, each rider is free to perform both single figures and combo (that is, a combination of at least 2 figures in a sequence without any pause). If the rider repeats once (or more than once) the same figure/combo, he will be given a score only for the best one. When registering, riders will know the highest score for each figure so that both the competitors and the audience will get to know the result of every single competition. The list of the figures cannot be modified once the final score is published.

07.01. ROUND OF SIXTEEN

(16 riders)

Each rider is given a 2 minutes and 30 seconds competition (with no warm-up) starting with the two acoustic signals and the green-flag raising by the jury.

During each round, 30 seconds before the end, the jury give a short signal and they raise a yellow flag so that the rider knows how much time is left before the competition ends. Later on, to indicate that the competition is over, the judges give a double long-duration acoustic signal and they raise a red flag.

The riders perform by descending order from the 16th to the 1st depending on the score they were given after the qualification round.

07.02. QUARTER FINALS

(8 riders)

Each riders is given a 3 minutes competition (with no warm-up) starting with the two acoustic signals and the green-flag raising by the jury.

During each round, 30 seconds before the end, the judges give a short signal and they raise a yellow flag so that the rider knows how much time is left before the competition ends. Later on, to indicate that the competition is over, the jury give a double long-duration acoustic signal and they raise a red flag.

The riders perform by descending order from the 8th to the 1st depending on the score they got. Each rider can perform freely both figures and combos.

07.03. SEMI-FINALS

Each competitor is given a 4 minutes competition (with no warm-up) starting with the two acoustic signals and the green-flag raising by the jury.

During each round, 30 seconds before the end, the jury give a short signal and they raise a yellow flag so that the rider knows how much time is left before the competition ends. Later on, to indicate that the competition is over, the judges give a double long-duration acoustic signal and they raise a red flag.

The riders perform by descending order from the 4th to the 1st depending on the score they got. Each rider can perform freely both figures and combos.

07.04. FINALS

Each competitor is given a 4 minutes competition (with no warm-up) starting with the two acoustic signals and the green-flag raising by the jury.

During each round, 30 seconds before the end, the jury give a short signal and they raise a yellow flag so that the rider knows how much time is left before the competition ends. Later on, to indicate that the competition is over, the jury give a double long-duration acoustic signal and they raise a red flag.

The riders perform by descending order from the 2nd to the 1st depending on the score they got. Each rider can perform freely both figures and combos.

08. COMPETITION CODE AND DISQUALIFICATIONS

In case of mechanical/electronic malfunction, verified by the commissioner of the competition, the rider will do the heat once again.

If the Aquabike turns during the round, the rider's performance is over and he is disqualified from the competition.

If a rider, or the Aquabike, goes out of the competition field during the round, there will be a 20 points reduction; if the rider lifts himself up out of the competition field, there will be a 10 points reduction. If a rider repeats the mistake, he will be disqualified.

09. SCORE SYSTEM

The riders are judged by a jury of 3 judges chosen by the UIM Commissioner, together with the COL that will give the score according to the following criterion:

DOLPHIN

SIMPLE DOLPHIN: 4

BACKFLIP DOLPHIN: 6

COMBO DOLPHIN (at least 3 dives in a sequence): 15

SUPER COMBO DOLPHIN (simple + backflip): 25

2) TWIST

360° SIMPLE TWIST: 3

720° DOUBLE TWIST: 5

1080° TRIPLE TWIST: 8

1440° QUADRUPLE TWIST: 10

1800° 5° TWIST: 12 (the same for a greater number of tailspins)

You're given a full score for the twists only if the maneuver ends out of the water, except for the case in which the trick ends with a dive.

3) SLALOM

3 in sequence: 2

4 in sequence: 3

5 in sequence: 4

6 in sequence: 5 (the same for a greater number of slaloms)

During the slalom, the height has to be as low as possible and the foam has to be plentiful; for the execution, high speed is needed.

4) SUPERMAN

SUPERMAN DIVING: 15

SUPERMAN: 25

DOUBLE SUPERMAN: 40

5) BACKFLIP

BACK-FLIP: 25

DOUBLE BACK-FLP: 45

TRIPLE BACK-FLIP: 70

09.01. COMBO EVOLUTION (COMBINED FIGURE)

Each combo adds 2 points to every single maneuver; therefore, if a single Dolphin gives the rider 5 points and a Twist gives him 3 points, the result will be $(5+2) + (3+2) = 12$

TWIST-DOLPHIN

TWIST-BACKFLIP

BACKFLIP-DOLPHIN

SLALOM-TWIST

SUPERMAN-BACKFLIP

COMBO BACKFLIP

10. JUDGMENT CRITERIA

The score of every maneuver starts from the highest value for a technically perfect performance, even though each maneuver may get different values according to how well it has been performed. Even if the rider performs the same maneuver more than once during his performance, he will be given a score for the best one. The total score is evaluated according to the following criteria:

FLIGHT STYLE AND TECHNICAL (right position of the body, originality and imagination in the execution of the performance): this parameter considers both the technical of the rider, whether during the phases of simple flight or during the acrobatic maneuvers, and the rider's posture, together with his ability in performing harmoniously.

The score may vary from 0 to 300.

COMBO EVOLUTION (right combination of maneuvers): according to this parameter, a judge considers the combination of maneuvers depending on how successful they have been, their level of difficulty, their speed and the height at which they've been performed.

The score may vary from 0 to 400.

FREE STYLE EVOLUTION (right execution of every single maneuver): this parameter considers every single maneuver according to the height, the precision and the speed they have been performed with.

The score may vary from 0 to 300.

In case of a tie, the competitor with a higher technical score is going to take the lead. If the technical score is the same, both riders will get to the next rounds. In the event of a tie of the technical scores between the 1st and the 4th place, it will be considered also the score a rider got in the previous phase.

11. CLAIMS

Once the final scores will be published, the riders are given 30 minutes to possibly complain about them. The claims accepted are only those that may change the place of a rider. If a rider wants to complain about his own score, he has to fill out an official form and to pay a 200 euro fee to the office; the protest judges will then examine the request. If the protest judge confirms the inaccuracy of the score, the rider will be given a new score and he will get his money back. Otherwise, the rider will lose his money and his place won't change.

12. GENERAL RULES OF PERFORMANCE AND SUPPORTING ACCESSORIES

Customized supporting items (both clothes and accessories, such as cloaks, masks, hats, etc...) are not allowed. If a pilot (or a team) has particular needs or requirements for the clothes to wear, he has to tell the jury before the competition has started. Once the competition has begun, judges won't consider any requirements more. During the competition, all the riders are supposed to wear a wetsuit, lifejacket, helmets, gloves and boots. These items have several colors and designs. A competition jumpsuit, a helmet and a life jacket are required.

13. EQUIPMENT

During the competition and only during the rounds (not during the training sessions), the following equipment will be provided to every competitor:

Flyboard (with no manual stabilizer) + EMK + Shoes S/M – L/XL

if a competitor wants to use his own equipment, the pilot is supposed to have the following items:

Wakeboard shoes of the rider's choice

14. THE CHAMPION

The rider who collected the highest point will be the Hydro-fly champion. The score system is:

<i>1st place</i>	<i>25 points</i>
<i>2nd place</i>	<i>20 points</i>
<i>3rd place</i>	<i>16 points</i>
<i>4th place</i>	<i>13 points</i>
<i>5th place</i>	<i>11 points</i>
<i>6th place</i>	<i>10 points</i>
<i>7th place</i>	<i>9 points</i>
<i>8th place</i>	<i>8 points</i>
<i>9th place</i>	<i>7 points</i>
<i>10th place</i>	<i>6 points</i>
<i>11th place</i>	<i>5 points</i>
<i>12th place</i>	<i>4 points</i>
<i>13th place</i>	<i>3 points</i>
<i>14th place</i>	<i>2 points</i>
<i>15th place</i>	<i>1 point</i>
<i>16th place</i>	<i>1 point</i>

15. ENROLLMENT TO THE CHAMPIONSHIP

Every rider has to fill out an enrollment form through UIM/Local organiser to take part in the championship.

Any correspondence regarding the UIM-APB Class Pro Series must be sent to the following address :

UNION INTERNATIONALE MOTONAUTIQUE
STADE LOUIS II - ENTRÉE H
MC 98000 MONACO
Fax (377) 92.05.04.60
E-mail : uim@uimpowerboating.com
Website : www.uimpowerboating.com

The Rules and/or regulations set forth herein are designed to provide for the orderly conduct of competitive events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all UIM events. By participating in the events, all UIM members are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

The rules are published on the UIM Website :

www.uimpowerboating.com

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Dream...



Train...



Race...

