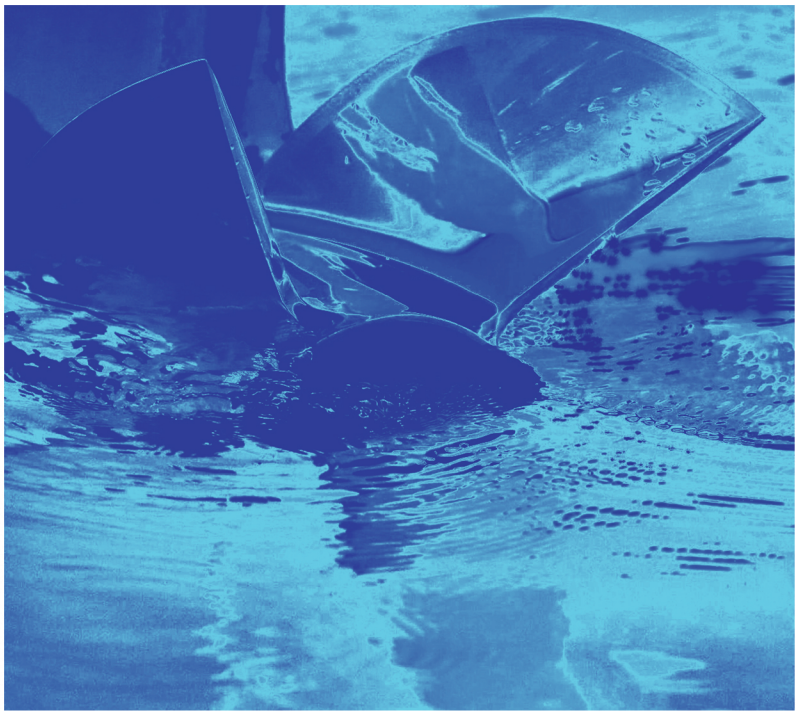


OFFSHORE RULES 2017









UIM
UNION INTERNATIONALE MOTONAUTIQUE

OFFSHORE RULES
2017

PUBLISHED ON 23/12/16

AMENDMENTS PUBLISHED ON 11/04/17
(pages 162, 365, 368, 379, 380, 382, 387 and 400)

AMENDMENTS PUBLISHED ON 09/06/17
(pages 168 and 173)

World Champions

UIM
UNION INTERNATIONALE MOTONAUTIQUE

2016

Class 1



Arif
AL ZAFFAIN
UAE

Class 1



Nadir
BIN HENDI
UAE

XCAT



Arif
AL ZAFFAIN
UAE

XCAT



Nadir
BIN HENDI
UAE

Class 3A



Jack
BOBIN
United
Kingdom

Class 3A



Barry
CULVER
United
Kingdom

Class 3B



Fredrik
GROTH
FYRÖ
Sweden

Class 3B



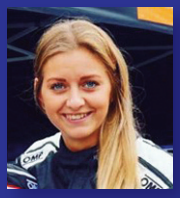
Hanna
THORÉN
Sweden

Class 3C



Jan
TRYGVE
BRAATEN
Norway

Class 3C



Linnea
CARLSSON
Sweden

Class 3D



François
PINELLI
France

Class 3D



Saul
BUBACCO
Italy

European Champions

UIM
UNION INTERNATIONALE MOTONAUTIQUE

2016

Class 3A



Johan
TORSELL
Sweden

Class 3A



Eva
PETERSSON
Sweden

Class 3B



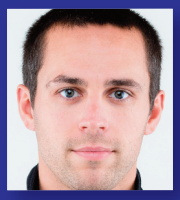
Annika
WRENKLER
Sweden

Class 3B



Thomas
WRENKLER
Sweden

Class 3C



Mikael
BENGTSSON
Sweden

Class 3C



Marie
BENGTSSON
Sweden

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CODE OF ETHICS

2017

1. PREAMBLE

The UIM is committed to the highest standards of conduct in sport administration and competition. To meet this commitment, the UIM has developed a Code of Ethics to express the core values of both the organisation and the sport of Powerboating. Such values and ethics underpin the UIM's policies, procedures and rules. Observance of the code is vital to the integrity of Powerboating. The UIM Code of Ethics is inspired to the ethical principles of the Olympic Movement of which the UIM is member.

The UIM Code of Ethics comprises five pillars. It imposes obligations in terms of respect and responsibility to competitors, teams, promoters, participants and all other UIM accredited persons.

This Code shall apply to all UIM members (either national federation or any other similar affiliated entity), UIM staff, persons elected or appointed to any position within the organization of the UIM or the Continental Organizations, and other individuals engaged in UIM activities, including drivers, competitors, team managers, team members etc. (collectively referred to herein as "Participants"). It shall also apply to consultants and contractually-connected persons/firms, including those representing or serving UIM.

Unless otherwise specified, infringements are punishable regardless of whether they have been committed deliberately or negligently.

Acts amounting to attempted infringements are also punishable. In the case of acts amounting to attempted infringements, the Executive Committee may reduce the sanction envisaged for the actual infringement accordingly. It will determine the extent of the mitigation as it sees fit; it shall not go below the general lower limit of the fine applicable to the concerned infringement.

The fact that a natural person is not anymore a member of the UIM or has left a member of the UIM neither cancel out liability nor prevents from carrying out disciplinary proceedings. The same provision applies to legal persons members of the UIM.

THE ETHICAL PILLARS OF THE UIM

1.1 Equality

Discrimination and harassment against others on grounds of race, disability, marital status, sex, sexuality, age, political or religious conviction are not condoned in Powerboating.

All forms of harassment, be they physical, mental, professional or sexual, are strictly prohibited.

Powerboating promotes the inclusion of men and women equally.

1.2 Fair Play

Fair play is the guiding principle in the sport of Powerboating. All Participants taking part in Powerboating shall behave with fairness and honesty.

All Participants shall operate within and abide by the rules of the sport.

All doping practices at all levels are strictly prohibited. The provisions against doping in the Anti-Doping Code shall be scrupulously observed. Powerboating is committed to be a drug free sport.

1.3 Respect

Powerboating shall be characterised by mutual respect and self-responsibility. All Participants involved in powerboating shall be treated with dignity.

The contribution that people make to the sport shall be recognised.

In pursuing the sport's goals, the governance of Powerboating shall be mindful of the physical and psychological well-being of its members.

Violence and abusive behaviour are not tolerated.

1.4 Integrity

All persons subject to this Code shall use due care and diligence in fulfilling their roles for, and on behalf of, the UIM or Powerboating in general.

Decisions by the UIM will be made in accordance with established procedures, objectively, fairly and with honesty and integrity.

Conflicts of interest must be avoided.

1.4.1 Conflicts of interest

In discharging their duties to UIM, all Participants shall act for the benefit of UIM when making decisions that affect, or may affect, UIM and to do so without reference to their own personal interests, either financial or otherwise.

When performing an activity for UIM or before being elected or appointed, the candidate or Participant shall disclose to the Executive Committee any personal interests that could be linked with their prospective UIM activities. The Executive Committee may draw the attention of the candidate or Participant to potential conflicts of interest that it identifies.

Participants shall avoid any situation that could lead to conflicts of interest. Potential conflicts of interest arise:

a) if Participants have, or appear to have, private or personal interests that detract from their ability to perform their duties with integrity in an independent and purposeful manner. Private or personal interests include gaining any possible advantage for the persons bound by this Code themselves, their family, relatives, friends and acquaintances;

b) if the opinion or decision of an Official, acting alone or within an organisation, is influenced by, or may be reasonably considered as liable to be influenced by relations that such Official has, has had or is on the point of having, with another person or organisation that would be affected by the person's opinion or decision;

c) if an Official is also involved in the executive day to day running of Continental/National federations of powerboating sports.

In the following non-exhaustive list of examples, the circumstances in which a conflict of interests could arise are personal and/or material involvement (salary, shareholding, various benefits) with:

a) suppliers of the party concerned;

b) sponsors, broadcasters, various contracting parties;

c) organisations liable to benefit from the assistance of the party concerned (including subsidy, approval clause or election).

Participants shall not perform their duties in matters with an existing or potential conflict of interest. Should a conflict of interest, or the appearance of a conflict of interest, arise, or if there is a danger of such conflict arising, the individual concerned must refrain from taking any further part in the handling of the matter. If it is unclear whether such a conflict of interest exists in any given situation, the matter may be submitted to the Ethics Panel.

If an objection is made concerning an existing or potential conflict of interest of a Participant, it shall be reported immediately to the Ethics Panel for appropriate measures.

If an Official neglects to declare a situation of a potential conflict of interest, any interested party in the UIM may refer the matter to the Executive Committee. When such a situation regards the President or any member of the Executive Committee, the member concerned shall abstain from taking part in the meetings of the Executive Committee where his position is to be adjudged, without prejudice of his right of defence.

1.4.2 Corruption

No Participant shall, directly or indirectly, solicit, accept or offer any concealed remuneration, commission, gifts, benefit or service of any nature connected with their participation in powerboating activities or with their function as an Official.

No Participant shall, directly or indirectly bribe or attempt to bribe third parties or urge or incite others to do so in order to gain an advantage for them or a third party.

No Participant shall solicit or accept benefits, entertainment or gifts in exchange for, or as a condition of, the exercise of their duties, or as an inducement for performing an act associated with their duties or responsibilities, except that gifts, hospitality or other benefits associated with their official duties and responsibilities may be accepted if such gifts, hospitality or other benefits:

a) are within the bounds of propriety, a normal expression of courtesy, or within the normal standards of hospitality;

b) would not bring suspicion on the Official's objectivity and impartiality; and

c) would not compromise the integrity of UIM.

No Participant may be involved with any company, association, firm or person whose activity is inconsistent with the objectives or interests of UIM. If it is unclear, whether this kind of a connection exists in any given situation, the matter shall be submitted to the Executive Committee for a decision.

1.4.3 Betting

Anyone subject to this Code shall not bet on Powerboating either directly or indirectly and shall not use any privileged, sensitive or inside information they may have in order to profit or facilitate third persons to profit from such information.

Anyone subject to this Code shall not perform corrupt practices relating to the sport of Powerboating, including improperly influencing either the course of an event (partially or entirely) or the outcomes and results of an event or race.

Anyone subject to this Code is forbidden from having stakes, either actively or passively, in any entity or, organization that promotes, brokers, arranges or conducts such activities or transactions.

Anyone subject to this Code shall exercise due care and diligence in fulfilling their roles for, or on behalf of UIM and not disclose information received if such disclosure is made maliciously in order to damage the interests of UIM or to obtain an unjust advantage or profit.

No UIM staff, governance bodies and other committee or commission member shall make adverse comments on a policy adopted by the UIM once the UIM decision has been taken.

1.5 Environment

The UIM is committed to raise environmental performance of power boating and make our sport a vector of environmental protection and sustainable development.

UIM looks to youth to breed a future for sportsmanship and safety while nurturing a passion and respect for water and its environment.

The UIM will promote the optimal use of resources and materials, efficient logistics and transport, reduction of polluting discharges to water and emissions to air.

2. GENERAL CONDUCT REGULATIONS

2.1 Basic rules

All Participants shall show commitment to an ethical attitude while fulfilling their task. They shall pledge to behave in accordance with the ethical pillars of the UIM.

Participants may not abuse their position as part of their function in any way, especially to take advantage of their function for private aims or gains.

2.2 Representational duties

Participants shall represent UIM honestly, respectably and with integrity.

2.3 Conduct towards government and private organizations

In dealings with government institutions, national and international organizations, associations and groupings, Participants shall, in addition to observing the basic rules of art.2.1, remain politically neutral, in accordance with the principles and objectives of UIM and act in a manner compatible with their function and integrity.

2.4 Ban on discrimination

Participants may not act in a discriminatory manner, especially with regard to ethnicity, race, culture, politics, religion, gender or language.

2.5 Eligibility and dismissal

Only those persons who demonstrate a high degree of ethics and integrity and pledge to observe the provisions of this Code without reservation are eligible to serve as UIM officials. Anyone who do not comply with these conditions are either no longer eligible or shall be removed from office.

2.6 Protection of personal rights

During the course of their activities, Participants shall ensure that the personal rights of those persons whom they contact and with whom they deal are protected, respected and safeguarded.

2.7 Loyalty and confidentiality

While performing their duties, participants shall remain loyal to UIM Depending on their function, any information divulged to officials during the course of their duties shall be treated as confidential. Any information or opinions shall be passed on in accordance with the principles and objectives of UIM.

3. PROCEEDINGS

The UIM Executive Committee shall have exclusive jurisdiction on any infringement of the rules contemplated in this Code. Anyone who has interest can refer to the UIM Executive Committee the infringement of this Code of Ethics. Proceedings before the UIM Executive Committee shall be without particular formalities, provided that the right of defence and the principles of fair process are always respected.

The UIM Executive Committee appoints an investigator, who may, but not necessarily has to a member of the Executive Committee. The Investigator shall investigate the case and deliver to the UIM Executive Committee a written report. Such report shall be sent to the party or the parties concerned, with an invitation to submit defensive briefs and appear before the Executive Committee at the discussion hearing.

At the discussion hearing parties may be assisted by an attorney. The Executive Committee members and the appointed Investigator may attend the hearing also by video or tele-conference.

The infringements of the rules of this Code shall be sanctioned as follows:

i) First violation, up to six months suspension and up to Euro 5,000 fine;

ii) Second violation, from six months up to two years suspension and from Euro 5,000 up to Euro 10,000 fine;

iii) Third violation, life ban and Euro 15,000 fine;

iv) Highly serious infringements shall be sanctioned with no less than a two years suspension and then Euro 15,000 fine.

Should the infringement be committed by a consultant or any other contracted party of the UIM, the relevant contract shall be immediately terminated de iure.

Should the infringement be committed to obtain an illicit benefit, including sport outcomes, the relevant results, such as titles, prizes etc. shall not be awarded or revoked if already awarded.

The Executive Committee may reduce the sanctions envisaged for each actual infringement in accordance with the extent of the mitigation as it sees fit. In any event the sanction shall not go below the general lower limit of the fine applicable to the concerned infringement.

The parties to the proceedings shall keep strictly confidential and shall not disclose any information received or appraised during the proceedings. The decision taken by the UIM Executive Committee shall be published on the UIM website. The sanctioned party shall have 21 days as of the publication of the decision on the UIM website to appeal the decision before the Court of Arbitration for Sport in Lausanne.

4. ENFORCEMENT

This Code of Ethics is an integral and binding part of the UIM By-Laws and has entered into force and is fully effective since approval by the General Assembly on 26th October 2014.

ANTI-DOPING RULES

2017

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UIM ANTI-DOPING RULES

INTRODUCTION

Preface

At the UIM General Assembly the UIM accepted the revised (2015) UIM Anti-Doping Rules based on the 2015 World Anti-Doping *Code.* These Anti-Doping Rules are adopted and implemented in accordance with UIM's responsibilities under the *Code*, and in furtherance of UIM's continuing efforts to eradicate doping in sport.

These Anti-Doping Rules are sport rules governing the conditions under which sport is played. Aimed at enforcing anti-doping principles in a global and harmonized manner, they are distinct in nature from criminal and civil laws, and are not intended to be subject to or limited by any national requirements and legal standards applicable to criminal or civil proceedings. When reviewing the facts and the law of a given case, all courts, arbitral tribunals and other adjudicating bodies should be aware of and respect the distinct nature of these Anti-Doping Rules implementing the *Code* and the fact that these rules represent the consensus of a broad spectrum of stakeholders around the world as to what is necessary to protect and ensure fair sport.

Fundamental Rationale for the Code and UIM's Anti-Doping Rules

Anti-doping programs seek to preserve what is intrinsically valuable about sport. This intrinsic value is often referred to as "the spirit of sport". It is the essence of Olympism, the pursuit of human excellence through the dedicated perfection of each person's natural talents. It is how we play true. The spirit of sport is the celebration of the human spirit, body and mind, and is reflected in values we find in and through sport, including:

- Ethics, fair play and honesty
- Health
- Excellence in performance
- Character and education
- Fun and joy
- Teamwork
- Dedication and commitment
- Respect for rules and laws
- Respect for self and other *Participants*
- Courage
- Community and solidarity

Doping is fundamentally contrary to the spirit of sport.

Scope of these Anti-Doping Rules

These Anti-Doping Rules shall apply to UIM and to each of its *National Associations.* They also apply to the following *Drivers*, *Driver Support Personnel* and other *Persons*, each of whom is deemed, as a condition of his/her membership, accreditation and/or participation in the sport, to have agreed to be bound by these Anti-Doping Rules, and to have submitted to the authority of UIM to enforce these Anti-Doping Rules and to the jurisdiction of the hearing panels specified in Article 8 and Article 13 to hear and determine cases and appeals brought under these Anti-Doping Rules:

a. all *Drivers* and *Driver Support Personnel* who are members of UIM, or of any *National Association*, or of any member or affiliate organization of any *National Association* (including any clubs, teams, associations or leagues);

b. all *Drivers* and *Driver Support Personnel* participating in such capacity in *Events*, *Competitions* and other activities organized, convened, authorized or recognized by UIM, or any *National Association*, or any member or affiliate organization of any *National Association* (including any clubs, teams, associations or leagues), wherever held;

c. any other *Driver* or *Driver Support Personnel* or other *Person* who, by virtue of an accreditation, a licence or other contractual arrangement, or otherwise, is subject to the jurisdiction of UIM, or of any *National Association*, or of any member or affiliate organization of any *National Association* (including any clubs, teams, associations or leagues), for purposes of anti-doping; To be eligible for participation in *International Events*, a competitor must have a Powerboat Racing UIM licence issued by his or her *National Association*. The UIM licence will only be issued to competitors who have personally signed the Appendix 3 consent form, in the actual form approved by the UIM. All forms from *Minors* must be counter-signed by their legal guardians. and

d. *Drivers* who are not regular members of UIM or of one of its *National Associations* but who want to be eligible to compete in a particular *International Event*. UIM may include such *Drivers* in its *Registered Testing Pool* so that they are required to provide information about their whereabouts for purposes of *Testing* under these Anti-Doping Rules for at least one month prior to the *International Event* in question.

Within the overall pool of *Drivers* set out above who are bound by and required to comply with these Anti-Doping Rules, the following *Drivers* shall be considered to be *International-Level Drivers* for purposes of these Anti-Doping Rules, and therefore the specific provisions in these Anti-Doping Rules applicable to *International-Level Drivers* (as regards *Testing* but also as regards *TUEs*, whereabouts information, results management, and appeals) shall apply to such *Drivers*:

a. *Drivers* who are part of the UIM *Registered Testing Pool*;

b. *Drivers* who have an UIM international license.

ARTICLE 1 DEFINITION OF DOPING

Doping is defined as the occurrence of one or more of the anti-doping rule violations set forth in Article 2.1 through Article 2.10 of these Anti-Doping Rules.

ARTICLE 2 ANTI-DOPING RULE VIOLATIONS

The purpose of Article 2 is to specify the circumstances and conduct which constitute anti-doping rule violations. Hearings in doping cases will proceed based on the assertion that one or more of these specific rules have been violated.

Drivers or other *Persons* shall be responsible for knowing what constitutes an anti-doping rule violation and the substances and methods which have been included on the *Prohibited List*.

The following constitute anti-doping rule violations:

2.1 Presence of a *Prohibited Substance* or its *Metabolites* or *Markers* in an *Driver's Sample*

2.1.1 It is each *Driver's* personal duty to ensure that no *Prohibited Substance* enters his or her body. *Drivers* are responsible for any *Prohibited Substance* or its *Metabolites* or *Markers* found to be present in their *Samples*. Accordingly, it is not necessary that intent, *Fault*, negligence or knowing *Use* on the *Driver's* part be demonstrated in order to establish an anti-doping rule violation under Article 2.1.

[Comment to Article 2.1.1: An anti-doping rule violation is committed under this Article without regard to a Driver's Fault. This rule has been referred to in various CAS decisions as "Strict Liability". A Driver's Fault is taken into consideration in determining the Consequences of this anti-doping rule violation under Article 10. This principle has consistently been upheld by CAS.]

2.1.2 Sufficient proof of an anti-doping rule violation under Article 2.1 is established by any of the following: presence of a *Prohibited Substance* or its *Metabolites* or *Markers* in the *Driver's* A *Sample* where the *Driver* waives analysis of the B *Sample* and the B *Sample* is not analyzed; or, where the *Driver's* B *Sample* is analyzed and the analysis of the *Driver's* B *Sample* confirms the presence of the *Prohibited Substance* or its *Metabolites* or *Markers* found in the *Driver's* A *Sample*; or, where the *Driver's* B *Sample* is split into two bottles and the analysis of the second bottle confirms the presence of the *Prohibited Substance* or its *Metabolites* or *Markers* found in the first bottle.

[Comment to Article 2.1.2: The Anti-Doping Organization with results management responsibility may, at its discretion, choose to have the B Sample analyzed even if the Driver does not request the analysis of the B Sample.]

2.1.3 Excepting those substances for which a quantitative threshold is specifically identified in the *Prohibited List*, the presence of any quantity of a *Prohibited Substance* or its *Metabolites* or *Markers* in a *Driver's Sample* shall constitute an anti-doping rule violation.

2.1.4 As an exception to the general rule of Article 2.1, the *Prohibited List* or *International Standards* may establish special criteria for the evaluation of *Prohibited Substances* that can also be produced endogenously.

2.2 *Use* or *Attempted Use* by a *Driver* of a *Prohibited Substance* or a *Prohibited Method*

[Comment to Article 2.2: It has always been the case that Use or Attempted Use of a Prohibited Substance or Prohibited Method may be established by any reliable means. As noted in the Comment to Article 3.2, unlike the proof required to establish an anti-doping rule violation under Article 2.1, Use or Attempted Use may also be established by other reliable means such as admissions by the Driver, witness statements, documentary evidence, conclusions drawn from longitudinal profiling, including data collected as part of the Driver Biological Passport, or other analytical information which does not otherwise satisfy all the requirements to establish "Presence" of a Prohibited Substance under Article 2.1. For example, Use may be established based upon reliable analytical data from the analysis of an A Sample (without confirmation from an analysis of a B Sample) or from the analysis of a B Sample alone where the Anti-Doping Organization provides a satisfactory explanation for the lack of confirmation in the other Sample.]

2.2.1 It is each *Driver*'s personal duty to ensure that no *Prohibited Substance* enters his or her body and that no *Prohibited Method* is *Used*. Accordingly, it is not necessary that intent, *Fault*, negligence or knowing *Use* on the *Driver*'s part be demonstrated in order to establish an anti-doping rule violation for *Use* of a *Prohibited Substance* or a *Prohibited Method*.

2.2.2 The success or failure of the *Use* or *Attempted Use* of a *Prohibited Substance* or *Prohibited Method* is not material. It is sufficient that the *Prohibited Substance* or *Prohibited Method* was *Used* or *Attempted* to be *Used* for an anti-doping rule violation to be committed.

[Comment to Article 2.2.2: Demonstrating the "Attempted Use" of a Prohibited Substance or a Prohibited Method requires proof of intent on the Driver's part. The fact that intent may be required to prove this particular anti-doping rule violation does not undermine the Strict Liability principle established for violations of Article 2.1 and violations of Article 2.2 in respect of Use of a Prohibited Substance or Prohibited Method.

A Driver's "Use" of a Prohibited Substance constitutes an anti-doping rule violation unless such substance is not prohibited Out-of-Competition and the Driver's Use takes place Out-of-Competition. (However, the presence of a Prohibited Substance or its Metabolites or Markers in a Sample collected In-Competition is a violation of Article 2.1 regardless of when that substance might have been administered).]

2.3 Evading, Refusing or Failing to Submit to *Sample* Collection

Evading *Sample* collection, or without compelling justification refusing or failing to submit to *Sample* collection after notification as authorized in these Anti-Doping Rules or other applicable anti-doping rules.

[Comment to Article 2.3: For example, it would be an anti-doping rule violation of "evading Sample collection" if it were established that a Driver was deliberately avoiding a Doping Control official to evade notification or Testing. A violation of "failing to submit to Sample collection" may be based on either intentional or negligent conduct of the Driver, while "evading" or "refusing" Sample collection contemplates intentional conduct by the Driver.]

2.4 Whereabouts Failures

Any combination of three missed tests and/or filing failures, as defined in the International Standard for Testing and Investigations, within a twelve-month period by a *Driver* in *a Registered Testing Pool.*

2.5 *Tampering* or *Attempted Tampering* with any part of *Doping Control*

Conduct which subverts the *Doping Control* process but which would not otherwise be included in the definition of *Prohibited Methods. Tampering* shall include, without limitation, intentionally interfering or attempting to interfere with a *Doping Control* official, providing fraudulent information to an *Anti-Doping Organization*, or intimidating or attempting to intimidate a potential witness.

[Comment to Article 2.5: For example, this Article would prohibit altering identification numbers on a Doping Control form during Testing, breaking the B bottle at the time of B Sample analysis, or altering a Sample by the addition

of a foreign substance. Offensive conduct towards a Doping Control official or other Person involved in Doping Control which does not otherwise constitute Tampering shall be addressed in the disciplinary rules of sport organizations.]

2.6 *Possession* of a *Prohibited Substance* or a *Prohibited Method*

2.6.1 *Possession* by an *Driver In-Competition* of any *Prohibited Substance* or any *Prohibited Method*, or *Possession* by an *Driver Out-of-Competition* of any *Prohibited Substance* or any *Prohibited Method* which is prohibited *Out-of-Competition* unless the *Driver* establishes that the *Possession* is consistent with a Therapeutic Use Exemption ("*TUE*") granted in accordance with Article 4.4 or other acceptable justification.

2.6.2 *Possession* by an *Driver Support Person In-Competition* of any *Prohibited Substance* or any *Prohibited Method*, or *Possession* by an *Driver Support Person Out-of-Competition* of any *Prohibited Substance* or any *Prohibited Method* which is prohibited *Out-of-Competition* in connection with an *Driver*, *Competition* or training, unless the *Driver Support Person* establishes that the *Possession* is consistent with a *TUE* granted to an *Driver* in accordance with Article 4.4 or other acceptable justification.

[Comment to Articles 2.6.1 and 2.6.2: Acceptable justification would not include, for example, buying or Possessing a Prohibited Substance for purposes of giving it to a friend or relative, except under justifiable medical circumstances where that Person had a physician's prescription, e.g., buying Insulin for a diabetic child.]

[Comment to Article 2.6.2: Acceptable justification would include, for example, a team doctor carrying Prohibited Substances for dealing with acute and emergency situations.]

2.7 *Trafficking* or *Attempted Trafficking* in any *Prohibited Substance* or *Prohibited Method*

2.8 *Administration* or *Attempted Administration* to any *Driver In-Competition* of any *Prohibited Substance* or *Prohibited Method*, or *Administration* or *Attempted Administration* to any *Driver Out-of-Competition* of any *Prohibited Substance* or any *Prohibited Method* that is *prohibited Out-of-Competition.*

2.9 Complicity

Assisting, encouraging, aiding, abetting, conspiring, covering up or any other type of intentional complicity involving an anti-doping rule violation, *Attempted* anti-doping rule violation or violation of Article 10.12.1 by another *Person*.

2.10 Prohibited Association

Association by an *Driver* or other *Person* subject to the authority of an *Anti-Doping Organization* in a professional or sport-related capacity with any *Driver Support Person* who:

2.10.1 If subject to the authority of an *Anti-Doping Organization*, is serving a period of *Ineligibility*; or

2.10.2 If not subject to the authority of an *Anti-Doping Organization* and where *Ineligibility* has not been addressed in a results management process pursuant to the *Code*, has been convicted or found in a criminal, disciplinary or professional proceeding to have engaged in conduct which would have constituted a violation of anti-doping rules if *Code*-compliant rules had been applicable to such *Person.* The disqualifying status of such *Person* shall be in force for the longer of six years from the criminal, professional or disciplinary decision or the duration of the criminal, disciplinary or professional sanction imposed; or

2.10.3 Is serving as a front or intermediary for an individual described in Article 2.10.1 or 2.10.2.

In order for this provision to apply, it is necessary that the *Driver* or other *Person* has previously been advised in writing by an *Anti-Doping Organization* with jurisdiction over the *Driver* or other *Person*, or by *WADA*, of the *Driver Support Person*'s disqualifying status and the potential *Consequence* of prohibited association and that the *Driver* or other *Person* can reasonably avoid the association. The *Anti-Doping Organization* shall also use reasonable efforts to advise the *Driver Support Person* who is the subject of the notice to the *Driver* or other *Person* that the *Driver Support Person* may, within 15 days, come forward to the *Anti-Doping Organization* to explain that the criteria described in Articles 2.10.1 and 2.10.2 do not apply to him or her. (Notwithstanding Article 17, this Article applies even when the *Driver Support Person's* disqualifying conduct occurred prior to the effective date provided in Article 20.7.)

The burden shall be on the *Driver* or other *Person* to establish that any association with *Driver Support Personnel* described in Article 2.10.1 or 2.10.2 is not in a professional or sport-related capacity.

Anti-Doping Organizations that are aware of *Driver Support Personnel* who meet the criteria described in Article 2.10.1, 2.10.2, or 2.10.3 shall submit that information to *WADA*.

[Comment to Article 2.10: Drivers and other Persons must not work with coaches, trainers, physicians or other Driver Support Personnel who are Ineligible on account of an anti-doping rule violation or who have been criminally convicted or professionally disciplined in relation to doping. Some examples of the types of association which are prohibited include: obtaining training, strategy, technique, nutrition or medical advice; obtaining therapy, treatment or prescriptions; providing any bodily products for analysis; or allowing the Driver Support Person to serve as an agent or representative. Prohibited association need not involve any form of compensation.]

ARTICLE 3 PROOF OF DOPING

3.1 Burdens and Standards of Proof

UIM shall have the burden of establishing that an anti-doping rule violation has occurred. The standard of proof shall be whether UIM has established an anti-doping rule violation to the comfortable satisfaction of the hearing panel bearing in mind the seriousness of the allegation which is made. This standard of proof in all cases is greater than a mere balance of probability but less than proof beyond a reasonable doubt. Where these Anti-Doping Rules place the burden of proof upon the *Driver* or other *Person* alleged to have committed an anti-doping rule violation to rebut a presumption or establish specified facts or circumstances, the standard of proof shall be by a balance of probability.

[Comment to Article 3.1: This standard of proof required to be met by UIM is comparable to the standard which is applied in most countries to cases involving professional misconduct.]

3.2 Methods of Establishing Facts and Presumptions

Facts related to anti-doping rule violations may be established by any reliable means, including admissions. The following rules of proof shall be applicable in doping cases:

[Comment to Article 3.2: For example, UIM may establish an anti-doping rule violation under Article 2.2 based on the Driver's admissions, the credible testimony of third Persons, reliable documentary evidence, reliable analytical data from either an A or B Sample as provided in the Comments to Article 2.2, or conclusions drawn from the profile of a series of the Driver's blood or urine Samples, such as data from the Driver Biological Passport.]

3.2.1 Analytical methods or decision limits approved by *WADA* after consultation within the relevant scientific community and which have been the subject of peer review are presumed to be scientifically valid. Any *Driver* or other *Person* seeking to rebut this presumption of scientific validity shall, as a condition precedent to any such challenge, first notify *WADA* of the challenge and the basis of the challenge. *CAS* on its own initiative may also inform *WADA* of any such challenge. At *WADA*'s request, the *CAS* panel shall appoint an appropriate scientific expert to assist the panel in its evaluation of the challenge. Within 10 days of *WADA*'s receipt of such notice, and *WADA*'s receipt of the *CAS* file, *WADA* shall also have the right to intervene as a party, appear amicus curiae, or otherwise provide evidence in such proceeding.

3.2.2 *WADA*-accredited laboratories, and other laboratories approved by *WADA*, are presumed to have conducted *Sample* analysis and custodial procedures in accordance with the International Standard for Laboratories. The *Driver* or other *Person* may rebut this presumption by establishing that a departure from the International Standard for Laboratories occurred which could reasonably have caused the *Adverse Analytical Finding*. If the *Driver* or other *Person* rebuts the preceding presumption by showing that a departure from the International Standard for Laboratories occurred which could reasonably have caused the *Adverse Analytical Finding*, then UIM shall have the burden to establish that such departure did not cause the *Adverse Analytical Finding*.

[Comment to Article 3.2.2: The burden is on the Driver or other Person to establish, by a balance of probability, a departure from the International Standard for Laboratories that could reasonably have caused the Adverse Analytical Finding. If the Driver or other Person does so, the burden shifts to UIM to prove to the comfortable satisfaction of the hearing panel that the departure did not cause the Adverse Analytical Finding.]

3.2.3 Departures from any other *International Standard* or other anti-doping rule or policy set forth in the *Code* or these Anti-Doping Rules which did not cause an *Adverse Analytical Finding* or other anti-doping rule violation shall not invalidate such evidence or results. If the *Driver* or other *Person* establishes a departure from another *International Standard* or other anti-doping rule or policy which could reasonably have caused

an anti-doping rule violation based on an *Adverse Analytical Finding* or other anti-doping rule violation, then UIM shall have the burden to establish that such departure did not cause the *Adverse Analytical Finding* or the factual basis for the anti-doping rule violation.

3.2.4 The facts established by a decision of a court or professional disciplinary tribunal of competent jurisdiction which is not the subject of a pending appeal shall be irrebuttable evidence against the *Driver* or other *Person* to whom the decision pertained of those facts unless the *Driver* or other *Person* establishes that the decision violated principles of natural justice.

3.2.5 The hearing panel in a hearing on an anti-doping rule violation may draw an inference adverse to the *Driver* or other *Person* who is asserted to have committed an anti-doping rule violation based on the *Driver's* or other *Person*'s refusal, after a request made in a reasonable time in advance of the hearing, to appear at the hearing (either in person or telephonically as directed by the hearing panel) and to answer questions from the hearing panel or UIM.

ARTICLE 4 THE PROHIBITED LIST

4.1 Incorporation of the *Prohibited List*

These Anti-Doping Rules incorporate the *Prohibited List*, which is published and revised by *WADA* as described in Article 4.1 of the *Code*.

[Comment to Article 4.1: The current Prohibited List is available on WADA's website at www.wada-ama.org.]

4.2 *Prohibited Substances* and Prohibited Methods Identified on the *Prohibited List*

4.2.1 *Prohibited Substances* and *Prohibited Methods*

Unless provided otherwise in the *Prohibited List* and/or a revision, the *Prohibited List* and revisions shall go into effect under these Anti-Doping Rules three months after publication by *WADA*, without requiring any further action by UIM or its *National Associations.* All *Drivers* and other *Persons* shall be bound by the *Prohibited List*, and any revisions thereto, from the date they go into effect, without further formality. It is the responsibility of all *Drivers* and other *Persons* to familiarize themselves with the most up-to-date version of the *Prohibited List* and all revisions thereto.

4.2.2 *Specified Substances*

For purposes of the application of Article 10, all *Prohibited Substances* shall be *Specified Substances* except substances in the classes of anabolic agents and hormones and those stimulants and hormone antagonists and modulators so identified on the *Prohibited List*. The category of *Specified Substances* shall not include *Prohibited Methods*.

[Comment to Article 4.2.2: The Specified Substances identified in Article 4.2.2 should not in any way be considered less important or less dangerous than other doping substances. Rather, they are simply substances which are more likely to have been consumed by a Driver for a purpose other than the enhancement of sport performance.]

4.3 WADA's Determination of the *Prohibited List*

WADA's determination of the *Prohibited Substances* and *Prohibited Methods* that will be included on the *Prohibited List*, the classification of substances into categories on the *Prohibited List*, and the classification of a substance as prohibited at all times or *In-Competition* only, is final and shall not be subject to challenge by an *Driver* or other *Person* based on an argument that the substance or method was not a masking agent or did not have the potential to enhance performance, represent a health risk or violate the spirit of sport.

4.4 Therapeutic Use Exemptions (*"TUEs"*)

4.4.1 The presence of a *Prohibited Substance* or its *Metabolites* or *Markers*, and/or the *Use* or *Attempted Use*, *Possession* or *Administration* or *Attempted Administration* of a *Prohibited Substance* or *Prohibited Method*, shall not be considered an anti-doping rule violation if it is consistent with the provisions of a *TUE* granted in accordance with the International Standard for Therapeutic Use Exemptions.

4.4.2 If an *International-Level Driver* (as defined in the Scope of these Anti-Doping Rules) is using a *Prohibited Substance* or a *Prohibited Method* for therapeutic reasons:

4.4.2.1 Where the *Driver* already has a *TUE* granted by his or her *National Anti-Doping Organization* for the substance or method in question, that *TUE* is automatically valid for international-level *Competition* provided that such *TUE* decision has been reported in accordance with Article 5.4 of the International Standard for Therapeutic Use Exemption and is therefore available for review by WADA.

[Comment to Article 4.4.2.1: Further to Articles 5.6 and 7.1(a) of the International Standard for Therapeutic Use Exemptions, UIM may publish notice on its website [insert website address] that it will automatically recognize TUE decisions (or categories of such decisions, e.g., as to particular substances or methods) made by National Anti-Doping Organizations. If a Driver's TUE falls into a category of automatically recognized TUEs, then he/she does not need to apply to UIM for recognition of that TUE.]

If UIM refuses to recognize a TUE granted by a National Anti-Doping Organization only because medical records or other information are missing that are needed to demonstrate satisfaction of the criteria in the International Standard for Therapeutic Use Exemptions, the matter should not be referred to WADA. Instead, the file should be completed and re-submitted to UIM.]

4.4.2.2 If the *Driver* does not already have a *TUE* granted by his/her *National Anti-Doping Organization* for the substance or method in question, the *Driver* must apply directly to UIM for a *TUE* in accordance with the process set out in the International Standard for Therapeutic Use Exemptions, using the form posted on UIM website at http://www.uimpowerboating.com/. If UIM denies the *Driver*'s application, it must notify the *Driver* promptly, with reasons. If UIM grants the *Driver*'s application, it shall notify not only the *Driver* but also his/her *National Anti-Doping Organization*. If the *National Anti-Doping Organization* considers that the *TUE* granted by UIM does not meet the criteria set out in the International Standard for Therapeutic Use Exemptions, it has 21 days from such notification to refer the matter to *WADA* for review in accordance with Article 4.4.6. If the *National Anti-Doping Organization* refers the matter to *WADA* for review, the *TUE* granted by UIM remains valid for international-level *Competition* and *Out-of-Competition Testing* (but is not valid for national-level *Competition*) pending *WADA*'s decision. If the *National Anti-Doping Organization* does not refer the matter to *WADA* for review, the *TUE* granted by UIM becomes valid for national-level *Competition* as well when the 21-day review deadline expires.

[Comment to Article 4.4.2: UIM may agree with a National Anti-Doping Organization that the National Anti-Doping Organization will consider TUE applications on behalf of UIM.]

4.4.3 If UIM chooses to test a *Driver* who is not an *International-Level Driver*, UIM shall recognize a *TUE* granted to that *Driver* by his or her *National Anti-Doping Organization*. If UIM chooses to test a *Driver* who is not an *International-Level* or a *National-Level Driver*, UIM shall permit that *Driver* to apply for a retroactive *TUE* for any *Prohibited Substance* or *Prohibited Method* that he/she is using for therapeutic reasons.

4.4.4 An application to UIM for grant of a *TUE* should be made as soon as the need arises. For substances prohibited *In-Competition* only, the *Driver* should apply for a *TUE* at least 30 days before the *Driver's* next *Competition* unless it is an emergency or exceptional situation.

A *Driver* may only be granted retroactive approval for his/her Therapeutic *Use* of a *Prohibited Substance* or *Prohibited Method* (i.e., a retroactive *TUE*) if:

a. Emergency treatment or treatment of an acute medical condition was necessary; or

b. Due to other exceptional circumstances, there was insufficient time or opportunity for the *Driver* to submit, or for the TUE Committee to consider, an application for the *TUE* prior to *Sample* collection; or

c. The applicable rules required the *Driver* or permitted the *Driver* (see *Code* Article 4.4.5) to apply for a retroactive *TUE*; or

d. It is agreed, by *WADA* and by the *Anti-Doping Organization* to whom the application for a retroactive *TUE* is or would be made, that fairness requires the grant of a retroactive *TUE*.

UIM shall appoint a standing panel of at least 3 physicians to consider applications for the grant or recognition of *TUEs* (the **"**TUE Committee**"**). Upon UIM's receipt of a *TUE* request, the UIM's Anti-Doping Administrator or its delegate shall appoint the *TUE Committee* which will consider such request. The TUE Committee shall promptly evaluate and decide upon the application in accordance with the relevant

provisions of the International Standard for Therapeutic Use Exemptions and the eventual specific UIM protocols posted on its website. Subject to Article 4.4.6 of these Rules, its decision shall be the final decision of UIM, and shall be reported to *WADA* and other relevant *Anti-Doping Organizations*, including the *Driver*'s *National Anti-Doping Organization*, through *ADAMS*, in accordance with the International Standard for Therapeutic Use Exemptions.

[Comment to Article 4.4.4: The submission of false or misleadingly incomplete information in support of a TUE application (including but not limited to the failure to advise of the unsuccessful outcome of a prior application to another Anti-Doping Organization for such a TUE) may result in a charge of Tampering or Attempted Tampering under Article 2.5.

A Driver should not assume that his/her application for grant or recognition of a TUE (or for renewal of a TUE) will be granted. Any Use or Possession or Administration of a Prohibited Substance or Prohibited Method before an application has been granted is entirely at the Driver's own risk.]

4.4.5 Expiration, Cancellation, Withdrawal or Reversal of a *TUE*

4.4.5.1 A *TUE* granted pursuant to these Anti-Doping Rules: (a) shall expire automatically at the end of any term for which it was granted, without the need for any further notice or other formality; (b) may be cancelled if the *Driver* does not promptly comply with any requirements or conditions imposed by the TUE Committee upon grant of the *TUE*; (c) may be withdrawn by the TUE Committee if it is subsequently determined that the criteria for grant of a *TUE* are not in fact met; or (d) may be reversed on review by *WADA* or on appeal.

4.4.5.2 In such event, the *Driver* shall not be subject to any *Consequences* based on his/her *Use* or *Possession* or *Administration* of the *Prohibited Substance* or *Prohibited Method* in question in accordance with the *TUE* prior to the effective date of expiry, cancellation, withdrawal or reversal of the *TUE*. The review pursuant to Article 7.2 of any subsequent *Adverse Analytical Finding* shall include consideration of whether such finding is consistent with *Use* of the *Prohibited Substance* or *Prohibited Method* prior to that date, in which event no anti-doping rule violation shall be asserted.

4.4.6 Reviews and Appeals of *TUE* Decisions

4.4.6.1 *WADA* shall review any decision by UIM to grant a *TUE* that is referred *to WADA* by the *Driver's National Anti-Doping Organization*. *WADA* may review any other *TUE* decisions at any time, whether upon request by those affected or on its own initiative. If the *TUE* decision being reviewed meets the criteria set out in the International Standard for Therapeutic Use Exemptions, *WADA* will not interfere with it. If the *TUE* decision does not meet those criteria, *WADA* will reverse it.

4.4.6.2 Any *TUE* decision by UIM (or by a *National Anti-Doping Organization* where it has agreed to consider the application on behalf of UIM) that is not reviewed by *WADA*, or that is reviewed by *WADA* but is not reversed upon review, may be appealed by the *Driver* and/or the *Driver's National Anti-Doping Organization* exclusively to *CAS*, in accordance with Article 13.

Comment to Article 4.4.6.2: In such cases, the decision being appealed is the UIM's TUE decision, not WADA's decision not to review the TUE decision or (having reviewed it) not to reverse the TUE decision. However, the deadline to appeal the TUE decision does not begin to run until the date that WADA communicates its decision. In any event, whether the decision has been reviewed by WADA or not, WADA shall be given notice of the appeal so that it may participate if it sees fit.

4.4.6.3 A decision by *WADA* to reverse a *TUE* decision may be appealed by the *Driver,* the *National Anti-Doping Organization* and/or UIM exclusively to *CAS*, in accordance with Article 13.

4.4.6.4 A failure to take action within a reasonable time on a properly submitted application for grant or recognition of a *TUE* or for review of a *TUE* decision shall be considered a denial of the application.

ARTICLE 5 TESTING AND INVESTIGATIONS

5.1 Purpose of *Testing* and Investigations

Testing and investigations shall only be undertaken for anti-doping purposes. They shall be conducted in conformity with the provisions of the International Standard for Testing and Investigations and the eventual specific protocols of UIM supplementing that *International Standard*.

5.1.1 *Testing* shall be undertaken to obtain analytical evidence as to the *Driver*'s compliance (or non-compliance) with the strict *Code* prohibition on the presence/*Use* of a *Prohibited Substance* or *Prohibited Method*. Test distribution planning, *Testing*, post-*Testing* activity and all related activities conducted by UIM shall be in conformity with the International Standard for Testing and Investigations. UIM shall determine the number of finishing placement tests, random tests and target tests to be performed, in accordance with the criteria established by the International Standard for Testing and Investigations. All provisions of the International Standard for Testing and Investigations shall apply automatically in respect of all such *Testing.*

5.1.2 Investigations shall be undertaken:

5.1.2.1 in relation to *Atypical Findings*, Atypical Passport Findings and *Adverse Passport Findings*, in accordance with Articles 7.4 and 7.5 respectively, gathering intelligence or evidence (including, in particular, analytical evidence) in order to determine whether an anti-doping rule violation has occurred under Article 2.1 and/or Article 2.2; and

5.1.2.2 in relation to other indications of potential anti-doping rule violations, in accordance with Articles 7.6 and 7.7, gathering intelligence or evidence (including, in particular, non-analytical evidence) in order to determine whether an anti-doping rule violation has occurred under any of Articles 2.2 to 2.10.

5.1.3 UIM may obtain, assess and process anti-doping intelligence from all available sources, to inform the development of an effective, intelligent and proportionate test distribution plan, to plan Target Testing, and/or to form the basis of an investigation into a possible anti-doping rule violation(s).

5.2 Authority to conduct Testing

5.2.1 Subject to the jurisdictional limitations for *Event Testing* set out in Article 5.3 of the *Code*, UIM shall have *In-Competition* and *Out-of-Competition Testing* authority over all of the *Drivers* specified in the Introduction to these Anti-Doping Rules (under the heading "Scope").

5.2.2 UIM may require any *Driver* over whom it has *Testing* authority (including any *Driver* serving a period of *Ineligibility*) to provide a *Sample* at any time and at any place.

Comment to Article 5.2.2: Unless the Driver has identified a 60-minute time-slot for Testing between the hours of 11pm and 6am, or has otherwise consented to Testing during that period, UIM will not test a Driver during that period unless it has a serious and specific suspicion that the Driver may be engaged in doping. A challenge to whether UIM had sufficient suspicion for Testing in that period shall not be a defense to an anti-doping rule violation based on such test or attempted test.

5.2.3 *WADA* shall have *In-Competition* and *Out-of-Competition Testing* authority as set out in Article 20.7.8 of the *Code*.

5.2.4 If UIM delegates or contracts any part of *Testing* to a *National Anti-Doping Organization* (directly or through a *National Association*), that *National Anti-Doping Organization* may collect additional *Samples* or direct the laboratory to perform additional types of analysis at the *National Anti-Doping Organization*'s expense. If additional *Samples* are collected or additional types of analysis are performed, UIM shall be notified.

5.3 *Event Testing*

5.3.1 Except as provided in Article 5.3 of the *Code*, only a single organization should be responsible for initiating and directing *Testing* at *Event Venues* during an *Event Period*. At *International Events*, as defined in Appendix 1 of these anti-doping rules, the collection of *Samples* shall be initiated and directed by UIM (or any other international organization which is the ruling body for the *Event*). At the request of UIM (or any other international organization which is the ruling body for an *Event*), any *Testing* during the *Event Period* outside of the *Event Venues* shall be coordinated with UIM (or the relevant ruling body of the *Event*).

5.3.2 If an *Anti-Doping Organization* which would otherwise have *Testing* authority but is not responsible for initiating and directing *Testing* at an *Event* desires to conduct *Testing* of *Drivers* at the *Event Venues* during the *Event Period*, the *Anti-Doping Organization* shall first confer with UIM (or any other international organization which is the ruling body of the *Event*) to obtain permission to conduct and coordinate such *Testing*. If the *Anti-Doping Organization* is not satisfied with the response from UIM (or any other international organization which is the ruling body of the *Event*), the *Anti-Doping Organization* may ask *WADA* for permission to conduct *Testing* and to determine how to coordinate such *Testing*, in accordance

with the procedures set out in the International Standard for Testing and Investigations. *WADA* shall not grant approval for such *Testing* before consulting with and informing UIM (or any other international organization which is the ruling body for the *Event*). *WADA*'s decision shall be final and not subject to appeal. Unless otherwise provided in the authorization to conduct *Testing*, such tests shall be considered *Out-of-Competition* tests. Results management for any such test shall be the responsibility of the *Anti-Doping Organization* initiating the test unless provided otherwise in the rules of the ruling body of the *Event*.

5.4 Test Distribution Planning

Consistent with the International Standard for Testing and Investigations, and in coordination with other *Anti-Doping Organization*s conducting *Testing* on the same *Driver*s, UIM shall develop and implement an effective, intelligent and proportionate test distribution plan that prioritizes appropriately between disciplines, categories of *Drivers*, types of *Testing*, types of *Samples* collected, and types of *Sample* analysis, all in compliance with the requirements of the International Standard for Testing and Investigations. UIM shall provide *WADA* upon request with a copy of its current test distribution plan.

UIM shall ensure that *Driver Support Personnel* and/or any other *Person* with a conflict of interest are not involved in test distribution plan for their *Drivers* or in the process of selection of *Drivers* for *Testing*

5.5 Coordination of Testing

Where reasonably feasible, *Testing* shall be coordinated through *ADAMS* or another system approved by *WADA* in order to maximize the effectiveness of the combined *Testing* effort and to avoid unnecessary repetitive *Testing*.

5.6 *Driver* Whereabouts Information

5.6.1 UIM may identify a *Registered Testing Pool* of those *Drivers* who are required to comply with the whereabouts requirements of Annex I to the International Standard for Testing and Investigations, and shall make available through *ADAMS,* a list which identifies those *Driver*s included in its *Registered Testing Pool* either by name or by clearly defined, specific criteria. UIM shall coordinate with *National Anti-Doping Organizations* the identification of such *Driver*s and the collection of their whereabouts information. UIM shall review and update as necessary its criteria for including *Drivers* in its *Registered Testing Pool*, and shall revise the membership of its *Registered Testing Pool* from time to time as appropriate in accordance with the set criteria. *Drivers* shall be notified before they are included in a *Registered Testing Pool* and when they are removed from that pool. Each *Driver* in the *Registered Testing Pool* shall do the following, in each case in accordance with Annex I to the International Standard for Testing and Investigations: (a) advise UIM of his/her whereabouts on a quarterly basis; (b) update that information as necessary so that it remains accurate and complete at all times; and (c) make him/herself available for *Testing* at such whereabouts.

5.6.2 For purposes of Article 2.4, a *Driver's* failure to comply with the requirements of the International Standard for Testing and Investigations shall be deemed a filing failure or a missed test (as defined in the International Standard for Testing and Investigations) where the conditions set forth in the International Standard for Testing and Investigations for declaring a filing failure or missed test are met.

5.6.3 A *Driver* in UIM's *Registered Testing Pool* shall continue to be subject to the obligation to comply with the whereabouts requirements of Annex I to the International Standard for Testing and Investigations unless and until (a) the *Driver* gives written notice to UIM that he/she has retired or (b) UIM has informed him or her that he/she no longer satisfies the criteria for inclusion in UIM's *Registered Testing Pool*.

5.6.4 Whereabouts information relating to a *Driver* shall be shared (through *ADAMS*) with *WADA* and other *Anti-Doping Organizations* having authority to test that *Driver*, shall be maintained in strict confidence at all times, shall be used exclusively for the purposes set out in Article 5.6 of the *Code*, and shall be destroyed in accordance with the International Standard for the Protection of Privacy and Personal Information once it is no longer relevant for these purposes.

5.6.5 Each *National Association* shall use its best efforts to ensure that *Drivers* in the UIM's *Registered Testing Pool* submit whereabouts information as required. However, the ultimate responsibility for providing whereabouts information rests with each *Driver*.

5.6.6. Testing Pool

UIM may identify a Testing Pool of those *Drivers* who are required to comply with the UIM whereabouts requirements. A list which identifies those *Drivers* either by name or by clearly defined, specific criteria shall be made available through the UIM website.

Drivers shall be notified through their *National Federations* before they are included in the Testing Pool and when they are removed from that pool. Each *Driver* in the Testing Pool shall provide to UIM or to the concerned *National Federation* at least the following information:

a) An up-to-date mailing and e-mail address,

b) Training whereabouts (including usual training venue/s addresses and usual timing of the training) and

c) All national team activities (including training, camps and matches with accurate schedules and addresses)

The *Drivers* included in the Testing Pool shall provide the information on a regular basis, by the relevant deadline communicated by the UIM or by its *National Federations*. The collecting of whereabouts shall be coordinated with the *National Federation* and the *National Anti-Doping Organisation* and the UIM may delegate the responsibility to collect Testing Pool *Driver* whereabouts information to its *National Federations*.

More information about UIM Testing Pools and the current whereabouts requirements can be found on the UIM website.

5.7 Selection of *Drivers* to be *Tested*

5.7.1 At its International *Competitions* or *Events*, UIM shall determine the number of finishing tests, random tests and target tests to be performed.

5.7.2 In order to ensure that *Testing* is conducted on a No Advance Notice *Testing* basis, the *Driver* selection decisions shall only disclosed in advance of *Testing* to those who need to know in order for such *Testing* to be conducted.

5.7.3 At minimum the following *Drivers* shall be tested for each *Competition* at an *International Event*:

Each *Driver* finishing in one of the top three placements in random disciplines in the *Competition*, plus one other *Driver* in the *Competition* selected at random.

5.8 Retired *Drivers* Returning to *Competition*

5.8.1 A *Driver* in UIM's *Registered Testing Pool* who has given notice of retirement to UIM may not resume competing in *International Events* or *National Events* until he/she has given UIM written notice of his/her intent to resume competing and has made him/herself available for *Testing* for a period of six months before returning to *Competition*, including (if requested) complying with the whereabouts requirements of Annex I to the International Standard for Testing and Investigations. *WADA*, in consultation with UIM and the *Driver's National Anti-Doping Organization*, may grant an exemption to the six-month written notice rule where the strict application of that rule would be manifestly unfair to a *Driver*. This decision may be appealed under Article 13. Any competitive results obtained in violation of this Article 5.7.1 shall be *Disqualified*.

5.8.2 If a *Driver* retires from sport while subject to a period of *Ineligibility*, the *Driver* shall not resume competing in *International Events* or *National Events* until the *Driver* has given six months prior written notice (or notice equivalent to the period of *Ineligibility* remaining as of the date the *Driver* retired, if that period was longer than six months) to UIM and to his/her *National Anti-Doping Organization* of his/her intent to resume competing and has made him/herself available for *Testing* for that notice period, including (if requested) complying with the whereabouts requirements of Annex I to the International Standard for Testing and Investigations.

5.8.3 An *Driver* who is not in UIM's *Registered Testing Pool* who has given notice of retirement to UIM may not resume competing unless he/she notifies UIM and his/her *National Anti-Doping Organization* at least six months before he/she wishes to return to *Competition* and makes him/herself available for unannounced *Out-of-Competition Testing*, including (if requested) complying with the whereabouts requirements of Annex I to the International Standard for Testing and Investigations, during the period before actual return to *Competition*.

5.9 *Independent Observer Program*

UIM and the organizing committees for UIM *Events*, as well as the *National Associations* and the organizing committees for *National Events,* shall authorize and facilitate the *Independent Observer Program* at such *Events*.

ARTICLE 6 ANALYSIS OF SAMPLES

Samples shall be analyzed in accordance with the following principles:

6.1 Use of Accredited and Approved Laboratories

For purposes of Article 2.1, *Samples* shall be analyzed only in laboratories accredited or otherwise approved by *WADA*. The choice of the *WADA*-accredited or *WADA*-approved laboratory used for the *Sample* analysis shall be determined exclusively by UIM.

Comment to Article 6.1: Violations of Article 2.1 may be established only by Sample analysis performed by a laboratory accredited or otherwise approved by WADA. Violations of other Articles may be established using analytical results from other laboratories so long as the results are reliable.

6.2 Purpose of Analysis of *Samples*

6.2.1 *Samples* shall be analyzed to detect *Prohibited Substances* and *Prohibited Methods* and other substances as may be directed by *WADA* pursuant to the Monitoring Program described in Article 4.5 of the *Code*; or to assist UIM in profiling relevant parameters in an *Driver*'s urine, blood or other matrix, including DNA or genomic profiling; or for any other legitimate anti-doping purpose. *Samples* may be collected and stored for future analysis.

[Comment to Article 6.2.1: For example, relevant profile information could be used to direct Target Testing or to support an anti-doping rule violation proceeding under Article 2.2, or both.]

6.2.2 UIM shall ask laboratories to analyze *Samples* in conformity with Article 6.4 of the *Code* and Article 4.7 of the International Standard for Testing and Investigations.

6.3 Research on Samples

No *Sample* may be used for research without the *Driver's* written consent. *Samples* used for purposes other than Article 6.2 shall have any means of identification removed such that they cannot be traced back to a particular *Driver*.

6.4 Standards for Sample Analysis and Reporting

Laboratories shall analyze *Samples* and report results in conformity with the International Standard for Laboratories. To ensure effective *Testing*, the Technical Document referenced at Article 5.4.1 of the *Code* will establish risk assessment-based *Sample* analysis menus appropriate for particular sports and sport disciplines, and laboratories shall analyze *Samples* in conformity with those menus, except as follows:

6.4.1 UIM may request that laboratories analyze its *Samples* using more extensive menus than those described in the Technical Document.

6.4.2 UIM may request that laboratories analyze its *Samples* using less extensive menus than those described in the Technical Document only if it has satisfied *WADA* that, because of the particular circumstances of its sport, as set out in its test distribution plan, less extensive analysis would be appropriate.

6.4.3 As provided in the International Standard for Laboratories, laboratories at their own initiative and expense may analyze *Samples* for *Prohibited Substances* or *Prohibited Methods* not included on the *Sample* analysis menu described in the Technical Document or specified by the *Testing* authority. Results from any such analysis shall be reported and have the same validity and consequence as any other analytical result.

[Comment to Article 6.4: The objective of this Article is to extend the principle of "intelligent Testing" to the Sample analysis menu so as to most effectively and efficiently detect doping. It is recognized that the

resources available to fight doping are limited and that increasing the Sample analysis menu may, in some sports and countries, reduce the number of Samples which can be analyzed.]

6.5 Further Analysis of *Samples*

Any *Sample* may be stored and subsequently subjected to further analysis for the purposes set out in Article 6.2: (a) by *WADA* at any time; and/or (b) by UIM at any time before both the A and B *Sample* analytical results (or A *Sample* result where B *Sample* analysis has been waived or will not be performed) have been communicated by UIM to the *Driver* as the asserted basis for an Article 2.1 anti-doping rule violation. Such further analysis of *Samples* shall conform with the requirements of the International Standard for Laboratories and the International Standard for Testing and Investigations.

ARTICLE 7 RESULTS MANAGEMENT

7.1 Responsibility for Conducting Results Management

7.1.1 The circumstances in which UIM shall take responsibility for conducting results management in respect of anti-doping rule violations involving *Drivers* and other *Persons* under its jurisdiction shall be determined by reference to and in accordance with Article 7 of the *Code*.

7.1.2 The UIM Anti-Doping Administrator or its delegate will conduct the review discussed in articles 7.2, 7.3, 7.4, 7.5 and 7.6. The review prescribed in article 7.7 should be conducted by a Doping Review Panel consisting of a Chair (who may be the UIM Anti-Doping Administrator or its delegate) and at least 2 other members with experience in anti-doping.

7.2 Review of *Adverse Analytical Findings* From Tests Initiated by UIM

Results management in respect of the results of tests initiated by UIM (including tests performed by *WADA* pursuant to agreement with UIM) shall proceed as follows:

7.2.1 The results from all analyses must be sent to UIM in encoded form, in a report signed by an authorized representative of the laboratory. All communication must be conducted confidentially and in conformity with *ADAMS*.

7.2.2 Upon receipt of an *Adverse Analytical Finding*, UIM Anti-Doping Administrator or its delegate shall conduct a review to determine whether: (a) an applicable *TUE* has been granted or will be granted as provided in the International Standard for Therapeutic Use Exemptions, or (b) there is any apparent departure from the International Standard for Testing and Investigations or International Standard for Laboratories that caused the *Adverse Analytical Finding*.

7.2.3 If the review of an *Adverse Analytical Finding* under Article 7.2.2 reveals an applicable *TUE* or departure from the International Standard for Testing and Investigations or the International Standard for Laboratories that caused the *Adverse Analytical Finding*, the entire test shall be considered negative and the *Driver*, the *Driver*'s *National Anti-Doping Organization* and *WADA* shall be so informed.

7.3 Notification After Review Regarding *Adverse Analytical Findings*

7.3.1 If the review of an *Adverse Analytical Finding* under Article 7.2.2 does not reveal an applicable *TUE* or entitlement to a *TUE* as provided in the International Standard for Therapeutic Use Exemptions, or departure from the International Standard for Testing and Investigations or the International Standard for Laboratories that caused the *Adverse Analytical Finding*, UIM Anti-Doping Administrator or its delegate shall promptly notify the *Driver*, and simultaneously the *Driver's National Anti-Doping Organization* and *WADA*, in the manner set out in Article 14.1, of: (a) the *Adverse Analytical Finding*; (b) the anti-doping rule violated; (c) the *Driver*'s right to promptly request the analysis of the B *Sample* or, failing such request, that the B *Sample* analysis may be deemed waived; (d) the scheduled date, time and place for the B *Sample* analysis if the *Driver* or UIM chooses to request an analysis of the B *Sample*; (e) the opportunity for the *Driver* and/or the *Driver*'s representative to attend the B *Sample* opening and analysis in accordance with the International Standard for Laboratories if such analysis is requested; (f) the *Driver*'s right to request copies of the A and B *Sample* laboratory documentation package which includes information as required by the International Standard for Laboratories. ;(g) the *Driver's* right to request a hearing or, failing such request within the deadline specified in the notification, that the hearing may be deemed waived; (h) the

opportunity for the *Driver* to provide written explanation about the overall circumstances of the case or to dispute (within a specific deadline indicated in the notification) the UIM assertion that an anti-doping rule violation has occurred; (i) the imposition of a mandatory *Provisional Suspension* (in cases described in article 7.9.1); (j) the imposition of the optional *Provisional Suspension* in cases where UIM decides to impose it in accordance with art. 7.9.2; (k) the opportunity to accept voluntarily a *Provisional Suspension* pending the resolution of the matter, in all cases where a *Provisional Suspension* has not been imposed; (l) the *Driver's* opportunity to promptly admit the anti-doping rule violation and consequently request the reduction in the period of *Ineligibility* as described in art 10.6.3; and (m) the *Driver's* opportunity to cooperate and provide *Substantial Assistance* in discovering or establishing Anti-Doping Rule Violations as described in art 10.6.1.

If UIM decides not to bring forward the *Adverse Analytical Finding* as an anti-doping rule violation, it shall so notify the *Driver*, the *Driver*'s *National Anti-Doping Organization* and *WADA*.

7.3.2 Where requested by the *Driver* or UIM Anti-Doping Administrator or its delegate, arrangements shall be made to analyze the B *Sample* in accordance with the International Standard for Laboratories. A *Driver* may accept the A *Sample* analytical results by waiving the requirement for B *Sample* analysis. UIM may nonetheless elect to proceed with the B *Sample* analysis.

7.3.3 The *Driver* and/or his representative shall be allowed to be present at the analysis of the B *Sample*. Also, a representative of UIM as well as a representative of the *Driver*'s *National Association* shall be allowed to be present.

7.3.4 If the B *Sample* analysis does not confirm the A *Sample* analysis, then (unless UIM takes the case forward as an anti-doping rule violation under Article 2.2) the entire test shall be considered negative and the *Driver*, the *Driver*'s *National Anti-Doping Organization* and *WADA* shall be so informed.

7.3.5 If the B *Sample* analysis confirms the A *Sample* analysis, the findings shall be reported to the *Driver*, the *Driver*'s *National Anti-Doping Organization* and to *WADA*.

7.4 Review of Atypical Findings

7.4.1 As provided in the International Standard for Laboratories, in some circumstances laboratories are directed to report the presence of *Prohibited Substances*, which may also be produced endogenously, as *Atypical Findings*, i.e., as findings that are subject to further investigation.

7.4.2 Upon receipt of an *Atypical Finding*, UIM Anti-Doping Administrator or its delegate shall conduct a review to determine whether: (a) an applicable *TUE* has been granted or will be granted as provided in the International Standard for Therapeutic Use Exemptions, or (b) there is any apparent departure from the International Standard for Testing and Investigations or International Standard for Laboratories that caused the *Atypical Finding*.

7.4.3 If the review of an *Atypical Finding* under Article 7.4.2 reveals an applicable *TUE* or a departure from the International Standard for Testing and Investigations or the International Standard for Laboratories that caused the *Atypical Finding*, the entire test shall be considered negative and the *Driver*, the *Driver*'s *National Anti-Doping Organization* and *WADA* shall be so informed.

7.4.4 If that review does not reveal an applicable *TUE* or a departure from the International Standard for Testing and Investigations or the International Standard for Laboratories that caused the *Atypical Finding*, UIM Anti-Doping Administrator or its delegate shall conduct the required investigation or cause it to be conducted. After the investigation is completed, either the *Atypical Finding* will be brought forward as an *Adverse Analytical Finding*, in accordance with Article 7.3.1, or else the *Driver,* the *Driver*'s *National Anti-Doping Organization* and *WADA* shall be notified that the *Atypical Finding* will not be brought forward as an *Adverse Analytical Finding*.

7.4.5 UIM Anti-Doping Administrator or its delegate will not provide notice of an *Atypical Finding* until it has completed its investigation and has decided whether it will bring the *Atypical Finding* forward as an *Adverse Analytical Finding* unless one of the following circumstances exists:

7.4.5.1 If UIM Anti-Doping Administrator or its delegate determines the B *Sample* should be analyzed prior to the conclusion of its investigation, it may conduct the B *Sample* analysis after notifying the *Driver*, with such notice to include a description of the *Atypical Finding* and the information described in Article 7.3.1(d)-(f).

7.4.5.2 If UIM is asked (a) by a *Major Event Organization* shortly before one of its *International Events*, or (b) by a sport organization responsible for meeting an imminent deadline for selecting

team members for an *International Event*, to disclose whether any *Driver* identified on a list provided by the *Major Event Organization* or sport organization has a pending *Atypical Finding*, UIM shall so advise the *Major Event Organization* or sports organization after first providing notice of the *Atypical Finding* to the *Driver.*

7.5 Review of *Atypical Passport Findings* and *Adverse Passport Findings*

Review of *Atypical Passport Findings* and *Adverse Passport Findings* shall take place as provided in the International Standard for Testing and Investigations and International Standard for Laboratories. At such time as UIM Anti-Doping Administrator or its delegate is satisfied that an anti-doping rule violation has occurred, it shall promptly give the *Driver* (and simultaneously the *Driver's National Anti-Doping Organization* and *WADA*) notice of the anti-doping rule violation asserted and the basis of that assertion.

7.6 Review of Whereabouts Failures

The UIM Anti-Doping Administrator or its delegate shall review potential filing failures and missed tests, as defined in the International Standard for Testing and Investigations, in respect of *Drivers* who file their whereabouts information with UIM, in accordance with Annex I to the International Standard for Testing and Investigations. At such time as the UIM Anti-Doping Administrator or its delegate is satisfied that an Article 2.4 anti-doping rule violation has occurred, it shall promptly give the *Driver* (and simultaneously the *Driver's National Anti-Doping Organization* and *WADA*) notice that it is asserting a violation of Article 2.4 and the basis of that assertion.

7.7 Review of Other Anti-Doping Rule Violations Not Covered by Articles 7.2-7.6

The UIM Doping Review Panel shall conduct any follow-up investigation required into a possible anti-doping rule violation not covered by Articles 7.2- 7.6. At such time as the UIM Doping Review Panel is satisfied that an anti-doping rule violation has occurred, it shall promptly give the *Driver* or other *Person* (and simultaneously the *Driver's* or other *Person's National Anti-Doping Organization* and *WADA*) notice of the anti-doping rule violation asserted and the basis of that assertion.

7.8 Identification of Prior Anti-Doping Rule Violations

Before giving a *Driver* or other *Person* notice of an asserted anti-doping rule violation as provided above, UIM shall refer to *ADAMS* and contact *WADA* and other relevant *Anti-Doping Organizations* to determine whether any prior anti-doping rule violation exists.

7.9 *Provisional Suspensions*

7.9.1 Mandatory *Provisional Suspension:* If analysis of an A *Sample* has resulted in an *Adverse Analytical Finding* for a *Prohibited Substance* that is not a *Specified Substance*, or for a *Prohibited Method*, and a review in accordance with Article 7.2.2 does not reveal an applicable *TUE* or departure from the International Standard for Testing and Investigations or the International Standard for Laboratories that caused the *Adverse Analytical Finding*, a *Provisional Suspension* shall be imposed upon or promptly after the notification described in Articles 7.2, 7.3 or 7.5.

7.9.2 Optional *Provisional Suspension:* In case of an *Adverse Analytical Finding* for a *Specified Substance*, or in the case of any other anti-doping rule violations not covered by Article 7.9.1, UIM Anti-Doping Administrator or its delegate may impose a *Provisional Suspension* on the *Driver* or other *Person* against whom the anti-doping rule violation is asserted at any time after the review and notification described in Articles 7.2–7.7 and prior to the final hearing as described in Article 8.

7.9.3 Where a *Provisional Suspension* is imposed pursuant to Article 7.9.1 or Article 7.9.2, the *Driver* or other *Person* shall be given either: (a) an opportunity for a *Provisional Hearing* either before or on a timely basis after imposition of the *Provisional Suspension*, upon request by the *Driver* or other *Person*; or (b) an opportunity for an expedited final hearing in accordance with Article 8 on a timely basis after imposition of the *Provisional Suspension.* Where the *Driver* or other *Person* requests a *Provisional Hearing*, the hearing panel will be an ad-hoc panel, the UIM *Provisional Suspension* Panel appointed by UIM. The UIM *Provisional Suspension* Panel is composed by three members (one Chair and two members) with experience in anti-doping. One of the three members shall be a lawyer.

Furthermore, the *Driver* or other *Person* has a right to appeal from the *Provisional Suspension* in accordance with Article 13.2 (save as set out in Article 7.9.3.1).

7.9.3.1 The *Provisional Suspension* may be lifted if the *Driver* or other *Person* demonstrates to the hearing panel that the violation is likely to have involved a *Contaminated Product*. A hearing panel's decision not to lift a mandatory *Provisional Suspension* on account of the *Driver's* assertion regarding a *Contaminated Product* shall not be appealable.

7.9.3.2 The *Provisional Suspension* shall be imposed (or shall not be lifted) unless the *Driver* or other *Person* establishes that: (a) the assertion of an anti-doping rule violation has no reasonable prospect of being upheld, e.g., because of a patent flaw in the case against the *Driver* or other *Person*; or (b) the *Driver* or other *Person* has a strong arguable case that he/she bears *No Fault or Negligence* for the anti-doping rule violation(s) asserted, so that any period of *Ineligibility* that might otherwise be imposed for such a violation is likely to be completely eliminated by application of Article 10.4; or (c) some other facts exist that make it clearly unfair, in all of the circumstances, to impose a *Provisional Suspension* prior to a final hearing in accordance with Article 8. This ground is to be construed narrowly, and applied only in truly exceptional circumstances. For example, the fact that the *Provisional Suspension* would prevent the *Driver* or other *Person* participating in a particular *Competition* or *Event* shall not qualify as exceptional circumstances for these purposes.

7.9.4 If a *Provisional Suspension* is imposed based on an A *Sample Adverse Analytical Finding* and subsequent analysis of the B *Sample* does not confirm the A *Sample* analysis, then the *Driver* shall not be subject to any further *Provisional Suspension* on account of a violation of Article 2.1. In circumstances where the *Driver* (or the *Driver's* team) has been removed from a *Competition* based on a violation of Article 2.1 and the subsequent B *Sample* analysis does not confirm the A *Sample* finding, then if it is still possible for the *Driver* or team to be reinserted, without otherwise affecting the *Competition*, the *Driver* or team may continue to take part in the *Competition*. In addition, the *Driver* or team may thereafter take part in other *Competitions* in the same *Event.*

7.9.5 In all cases where a *Driver* or other *Person* has been notified of an anti-doping rule violation but a *Provisional Suspension* has not been imposed on him or her, the *Driver* or other *Person* shall be offered the opportunity to accept a *Provisional Suspension* voluntarily pending the resolution of the matter.

Comment to Article 7.9: Drivers and other Persons shall receive credit for a Provisional Suspension against any period of Ineligibility which is ultimately imposed. See Articles 10.11.3.1 and 10.11.3.2.

7.10 Resolution Without a Hearing

7.10.1 Agreement between parties

At any time during the results management process the *Driver* or other *Person* may agree with UIM on the *Consequences* which are either mandated by the *Code* or which the UIM Anti-Doping Administrator or its delegate considers appropriate where discretion as to *Consequence*s exists under these Rules and the *Code*. The agreement shall state the full reasons for any period of *Ineligibility* agreed upon, including (if applicable) a justification for why the discretion as to *Consequences* was applied.

Such agreement shall be deemed to be a decision made under these Anti-Doping Rules within the meaning of Article 13. The decision will be reported to the parties with a right to appeal under Article 13.2.3 as provided in Article 14.2.2 and shall be published in accordance with Article 14.3.2.

7.10.2 Waiver of hearing

A *Driver* or other *Person* against whom an anti-doping rule violation is asserted may waive a hearing expressly.

Alternatively, if the *Driver* or other *Person* against whom an anti-doping rule violation is asserted fails to request the hearing and/or to dispute that assertion within the deadline specified in the notice sent by the UIM Anti-Doping Administrator or its delegate asserting the violation, then he/she shall be deemed to have waived a hearing.

7.10.3 Process in case of *Driver's* waiving of hearing

In cases where Article 7.10.2 applies, a hearing before a hearing panel shall not be required. Instead UIM's Doping Administrator or its delegate will refer the case to the UIM Doping Hearing Panel for adjudication, transmitting all the available documents of the case.

The UIM's Doping Hearing Panel is composed by at least three members (one Chair and two members) nominated by UIM.

The UIM's Doping Hearing Panel shall promptly issue a written decision (in accordance with Article 8.2) confirming the commission of the anti-doping rule violation and the *Consequences* imposed as a result, and setting out the full reasons for any period of *Ineligibility* imposed, including (if applicable) a justification for why the maximum potential period of *Ineligibility* was not imposed. The UIM shall send copies of that decision to other *Anti-Doping Organizations* with a right to appeal under Article 13.2.3, and shall *Publicly Disclose* that decision in accordance with Article 14.3.2.

7.11 Notification of Results Management Decisions

In all cases where UIM has asserted the commission of an anti-doping rule violation, withdrawn the assertion of an anti-doping rule violation, imposed a *Provisional Suspension*, or agreed with a *Driver* or other *Person* on the imposition of *Consequences* without a hearing, UIM shall give notice thereof in accordance with Article 14.2.1 to other *Anti-Doping Organizations* with a right to appeal under Article 13.2.3.

7.12 Retirement from Sport

If a *Driver* or other *Person* retires while UIM is conducting the results management process, UIM retains jurisdiction to complete its results management process. If a *Driver* or other *Person* retires before any results management process has begun, and UIM would have had results management authority over the *Driver* or other *Person* at the time the *Driver* or other *Person* committed an anti-doping rule violation, UIM has authority to conduct results management in respect of that anti-doping rule violation.

[Comment to Article 7.12: Conduct by a Driver or other Person before the Driver or other Person was subject to the jurisdiction of any Anti-Doping Organization would not constitute an anti-doping rule violation but could be a legitimate basis for denying the Driver or other Person membership in a sports organization.]

ARTICLE 8 RIGHT TO A FAIR HEARING

8.1 Principles for a Fair Hearing

8.1.1 When UIM sends a notice to a *Driver* or other *Person* asserting an anti-doping rule violation, and there is no agreement in accordance with Article 7.10.1 or the *Driver* or other *Person* does not waive a hearing in accordance with Article 7.10.2, then the case shall be referred to the UIM Doping Hearing Panel for hearing and adjudication.

8.1.2 Hearings shall be scheduled and completed within a reasonable time. Where a *Provisional Suspension* has been imposed or otherwise accepted by the *Driver* or other *Person* the hearings should be expedited, in all cases the hearing should be held within 6 months from the notification of the *Driver* or other *Person* that an anti-doping rule violation is being asserted. Hearings held in connection with *Event*s that are subject to these Anti-Doping Rules may be conducted by an expedited process where permitted by the hearing panel.

Comment to Article 8.1.2: For example, a hearing could be expedited on the eve of a major Event where the resolution of the anti-doping rule violation is necessary to determine the Driver's eligibility to participate in the Event, or during an Event where the resolution of the case will affect the validity of the Driver's results or continued participation in the Event.

8.1.3 The UIM Doping Hearing Panel shall determine the procedure to be followed at the hearing.

The hearing process shall respect the following principles:

a) the right of each party to be represented by counsel (at the party's own expenses) or to be accompanied by a *Person* chosen by each party;

b) the right to respond to the asserted anti-doping rule violation and make submissions with respect to the resulting *Consequences*;

c) the right of each party to present evidence, including the right to call and question witnesses; and,

d) the *Driver*'s or other *Person*'s right to an interpreter at the hearing.

The UIM's Doping Hearing Panel shall have jurisdiction to determine which party shall bear the responsibility for the cost of the interpreter.

8.1.4 *WADA* and the *National Association* of the *Driver* or other *Person* may attend the hearing as observers. In any event, UIM shall keep *WADA* fully apprised as to the status of pending cases and the result of all hearings.

8.1.5 The UIM Doping Hearing Panel shall act in a fair and impartial manner towards all parties at all times.

8.2 Decisions

8.2.1 The UIM Doping Hearing Panel shall issue a written decision within 30 days from the date of the end of the hearing or from the date the case has been referred to the panel when the hearing has been waived in accordance with art 7.10.2. The decision shall include the full reasons for the decision and for any period of *Ineligibility* imposed, including (if applicable) a justification for why the greatest potential *Consequences* were not imposed.

The decision shall be written in English.

8.2.2 The decision may be appealed to the *CAS* as provided in Article 13. Copies of the decision shall be provided to the *Driver* or other *Person* and to other *Anti-Doping Organizations* with a right to appeal under Article 13.2.3.

8.2.3 If no appeal is brought against the decision, then (a) if the decision is that an anti-doping rule violation was committed, the decision shall be *Publicly Disclosed* as provided in Article 14.3.2; but (b) if the decision is that no anti-doping rule violation was committed, then the decision shall only be *Publicly Disclosed* with the consent of the *Driver* or other *Person* who is the subject of the decision. UIM shall use reasonable efforts to obtain such consent, and if consent is obtained, shall *Publicly Disclose* the decision in its entirety or in such redacted form as the *Driver* or other *Person* may approve.

The principles contained at Article 14.3.6 shall be applied in cases involving a *Minor*.

8.3 Single Hearing Before *CAS*

Cases asserting anti-doping rule violations may be heard directly at *CAS*, with no requirement for a prior hearing, with the consent of the *Driver*, UIM, *WADA*, and any other *Anti-Doping Organization* that would have had a right to appeal a first instance hearing decision to *CAS*.

Comment to Article 8.3: Where all of the parties identified in this Article are satisfied that their interests will be adequately protected in a single hearing, there is no need to incur the extra expense of two hearings. An Anti-Doping Organization that wants to participate in the CAS hearing as a party or as an observer may condition its approval of a single hearing on being granted that right.

ARTICLE 9 AUTOMATIC DISQUALIFICATION OF INDIVIDUAL RESULTS

An anti-doping rule violation in *Individual Sports* in connection with an *In-Competition* test automatically leads to *Disqualification* of the result obtained in that *Competition* with all resulting *Consequences*, including forfeiture of any medals, points and prizes.

[Comment to Article 9: For Team Sports, any awards received by individual players will be Disqualified. However, Disqualification of the team will be as provided in Article 11. In sports which are not Team Sports but where awards are given to teams, Disqualification or other disciplinary action against the team when one or more team members have committed an anti-doping rule violation shall be as provided in the applicable rules of the International Federation.]

ARTICLE 10 SANCTIONS ON INDIVIDUALS

10.1 *Disqualification* of Results in the *Event* during which an Anti-Doping Rule Violation Occurs

An anti-doping rule violation occurring during or in connection with an *Event* may, upon the decision of the ruling body of the *Event*, lead to *Disqualification* of all of the *Driver's* individual results obtained in that *Event* with all *Consequences*, including forfeiture of all medals, points and prizes, except as provided in Article 10.1.1.

Factors to be included in considering whether to *Disqualify* other results in an *Event* might include, for example, the seriousness of the *Driver*'s anti-doping rule violation and whether the *Driver* tested negative in the other *Competitions*.

[Comment to Article 10.1: Whereas Article 9 Disqualifies the result in a single Competition in which the Driver tested positive (e.g., the 100 meter backstroke), this Article may lead to Disqualification of all results in all races during the Event (e.g., the FINA World Championships).]

10.1.1 If the *Driver* establishes that he or she bears *No Fault or Negligence* for the violation, the *Driver's* individual results in the other *Competitions* shall not be *Disqualified*, unless the *Driver's* results in *Competitions* other than the *Competition* in which the anti-doping rule violation occurred were likely to have been affected by the *Driver's* anti-doping rule violation.

10.2 *Ineligibility* for Presence, *Use* or *Attempted Use*, or *Possession* of a *Prohibited Substance* or *Prohibited Method*

The period of *Ineligibility* for a violation of Articles 2.1, 2.2 or 2.6 shall be as follows, subject to potential reduction or suspension pursuant to Articles 10.4, 10.5 or 10.6:

10.2.1 The period of *Ineligibility* shall be four years where:

10.2.1.1 The anti-doping rule violation does not involve a *Specified Substance*, unless the *Driver* or other *Person* can establish that the anti-doping rule violation was not intentional.

10.2.1.2 The anti-doping rule violation involves a *Specified Substance* and UIM can establish that the anti-doping rule violation was intentional.

10.2.2 If Article 10.2.1 does not apply, the period of *Ineligibility* shall be two years.

10.2.3 As used in Articles 10.2 and 10.3, the term "intentional" is meant to identify those *Drivers* who cheat. The term therefore requires that the *Driver* or other *Person* engaged in conduct which he or she knew constituted an anti-doping rule violation or knew that there was a significant risk that the conduct might constitute or result in an anti-doping rule violation and manifestly disregarded that risk. An anti-doping rule violation resulting from an *Adverse Analytical Finding* for a substance which is only prohibited *In-Competition* shall be rebuttably presumed to be not intentional if the substance is a *Specified Substance and* the *Driver* can establish that the *Prohibited Substance* was *Used Out-of-Competition*. An anti-doping rule violation resulting from an *Adverse Analytical Finding* for a substance which is only prohibited *In-Competition* shall not be considered intentional if the substance is not a *Specified Substance* and the *Driver* can establish that the *Prohibited Substance* was *Used Out-of-Competition* in a context unrelated to sport performance.

10.3 *Ineligibility* for Other Anti-Doping Rule Violations

The period of *Ineligibility* for anti-doping rule violations other than as provided in Article 10.2 shall be as follows, unless Articles 10.5 or 10.6 are applicable:

10.3.1 For violations of Article 2.3 or Article 2.5, the period of *Ineligibility* shall be four years unless, in the case of failing to submit to *Sample* collection, the *Driver* can establish that the commission of the anti-doping rule violation was not intentional (as defined in Article 10.2.3), in which case the period of *Ineligibility* shall be two years.

10.3.2 For violations of Article 2.4, the period of *Ineligibility* shall be two years, subject to reduction down to a minimum of one year, depending on the *Driver*'s degree of *Fault*. The flexibility between two years and one year of *Ineligibility* in this Article is not available to *Drivers* where a pattern of last-minute whereabouts changes or other conduct raises a serious suspicion that the *Driver* was trying to avoid being available for *Testing*.

10.3.3 For violations of Article 2.7 or 2.8, the period of *Ineligibility* shall be a minimum of four years up to lifetime *Ineligibility*, depending on the seriousness of the violation. An Article 2.7 or Article 2.8 violation involving a *Minor* shall be considered a particularly serious violation and, if committed by *Driver Support Personnel* for violations other than for *Specified Substances*, shall result in lifetime *Ineligibility* for *Driver Support Personnel*. In addition, significant violations of Article 2.7 or 2.8 which may also violate non-sporting laws and regulations, shall be reported to the competent administrative, professional or judicial authorities.

[Comment to Article 10.3.3: Those who are involved in doping Drivers or covering up doping should be subject to sanctions which are more severe than the Drivers who test positive. Since the authority of sport organizations is generally limited to Ineligibility for accreditation, membership and other sport benefits,

reporting Driver Support Personnel to competent authorities is an important step in the deterrence of doping.]

10.3.4 For violations of Article 2.9, the period of *Ineligibility* imposed shall be a minimum of two years, up to four years, depending on the seriousness of the violation.

10.3.5 For violations of Article 2.10, the period of *Ineligibility* shall be two years, subject to reduction down to a minimum of one year, depending on the *Driver* or other *Person*'s degree of *Fault* and other circumstances of the case.

[Comment to Article 10.3.5: Where the "other Person" referenced in Article 2.10 is an entity and not an individual, that entity may be disciplined as provided in Article 12.]

10.4 Elimination of the Period of *Ineligibility* where there is *No Fault or Negligence*

If a *Driver* or other *Person* establishes in an individual case that he or she bears *No Fault or Negligence*, then the otherwise applicable period of *Ineligibility* shall be eliminated.

[Comment to Article 10.4: This Article and Article 10.5.2 apply only to the imposition of sanctions; they are not applicable to the determination of whether an anti-doping rule violation has occurred. They will only apply in exceptional circumstances, for example where a Driver could prove that, despite all due care, he or she was sabotaged by a competitor. Conversely, No Fault or Negligence would not apply in the following circumstances: (a) a positive test resulting from a mislabeled or contaminated vitamin or nutritional supplement (Drivers are responsible for what they ingest (Article 2.1.1) and have been warned against the possibility of supplement contamination); (b) the Administration of a Prohibited Substance by the Driver's personal physician or trainer without disclosure to the Driver (Drivers are responsible for their choice of medical personnel and for advising medical personnel that they cannot be given any Prohibited Substance); and (c) sabotage of the Driver's food or drink by a spouse, coach or other Person within the Driver's circle of associates (Drivers are responsible for what they ingest and for the conduct of those Persons to whom they entrust access to their food and drink). However, depending on the unique facts of a particular case, any of the referenced illustrations could result in a reduced sanction under Article 10.5 based on No Significant Fault or Negligence.]

10.5 Reduction of the Period of *Ineligibility* based on *No Significant Fault or Negligence*

10.5.1 Reduction of Sanctions for *Specified Substances* or *Contaminated Products* for Violations of Article 2.1, 2.2 or 2.6.

10.5.1.1 *Specified Substances*

Where the anti-doping rule violation involves a *Specified Substance*, and the *Driver* or other *Person* can establish *No Significant Fault or Negligence*, then the period of *Ineligibility* shall be, at a minimum, a reprimand and no period of *Ineligibility*, and at a maximum, two years of *Ineligibility*, depending on the *Driver*'s or other *Person*'s degree of *Fault*.

10.5.1.2 *Contaminated Products*

In cases where the *Driver* or other *Person* can establish *No Significant Fault or Negligence* and that the detected *Prohibited Substance* came from a *Contaminated Product*, then the period of *Ineligibility* shall be, at a minimum, a reprimand and no period of *Ineligibility*, and at a maximum, two years *Ineligibility*, depending on the *Driver*'s or other *Person*'s degree of *Fault*.

[Comment to Article 10.5.1.2: In assessing that Driver's degree of Fault, it would, for example, be favorable for the Driver if the Driver had declared the product which was subsequently determined to be contaminated on his or her Doping Control form.]

10.5.2 Application of *No Significant Fault or Negligence* beyond the Application of Article 10.5.1

If a *Driver* or other *Person* establishes in an individual case where Article 10.5.1 is not applicable that he or she bears *No Significant Fault or Negligence*, then, subject to further reduction or elimination as provided in Article 10.6, the otherwise applicable period of *Ineligibility* may be reduced based on the *Driver* or other *Person's* degree of *Fault*, but the reduced period of *Ineligibility* may not be less than one-half of the period of *Ineligibility* otherwise applicable. If the otherwise applicable period of *Ineligibility* is a lifetime, the reduced period under this Article may be no less than eight years.

[Comment to Article 10.5.2: Article 10.5.2 may be applied to any anti-doping rule violation except those Articles where intent is an element of the anti-doping rule violation (e.g., Article 2.5, 2.7, 2.8 or 2.9) or an element of a particular sanction (e.g., Article 10.2.1) or a range of Ineligibility is already provided in an Article based on the Driver or other Person's degree of Fault.]

10.6 Elimination, Reduction, or Suspension of Period of *Ineligibility* or other *Consequences* for Reasons Other than *Fault*

10.6.1 *Substantial Assistance* in Discovering or Establishing Anti-Doping Rule Violations

10.6.1.1 UIM may, prior to a final appellate decision under Article 13 or the expiration of the time to appeal, suspend a part of the period of *Ineligibility* imposed in an individual case in which it has results management authority where the *Driver* or other *Person* has provided *Substantial Assistance* to an *Anti-Doping Organization*, criminal authority or professional disciplinary body which results in: (i) the *Anti-Doping Organization* discovering or bringing forward an anti-doping rule violation by another *Person*, or (ii) which results in a criminal or disciplinary body discovering or bringing forward a criminal offense or the breach of professional rules committed by another *Person* and the information provided by the *Person* providing *Substantial Assistance* is made available to UIM. After a final appellate decision under Article 13 or the expiration of time to appeal, UIM may only suspend a part of the otherwise applicable period of *Ineligibility* with the approval of *WADA*. The extent to which the otherwise applicable period of *Ineligibility* may be suspended shall be based on the seriousness of the anti-doping rule violation committed by the *Driver* or other *Person* and the significance of the *Substantial Assistance* provided by the *Driver* or other *Person* to the effort to eliminate doping in sport. No more than three-quarters of the otherwise applicable period of *Ineligibility* may be suspended. If the otherwise applicable period of *Ineligibility* is a lifetime, the non-suspended period under this Article must be no less than eight years. If the *Driver* or other *Person* fails to continue to cooperate and to provide the complete and credible *Substantial Assistance* upon which a suspension of the period of *Ineligibility* was based, UIM shall reinstate the original period of *Ineligibility*. If UIM decides to reinstate a suspended period of *Ineligibility* or decides not to reinstate a suspended period of *Ineligibility*, that decision may be appealed by any *Person* entitled to appeal under Article 13.

10.6.1.2 To further encourage *Drivers* and other *Persons* to provide *Substantial Assistance* to *Anti-Doping Organizations*, at the request of UIM or at the request of the *Driver* or other *Person* who has (or has been asserted to have) committed an anti-doping rule violation, *WADA* may agree at any stage of the results management process, including after a final appellate decision under Article 13, to what it considers to be an appropriate suspension of the otherwise-applicable period of *Ineligibility* and other *Consequences*. In exceptional circumstances, *WADA* may agree to suspensions of the period of *Ineligibility* and other *Consequences* for *Substantial Assistance* greater than those otherwise provided in this Article, or even no period of *Ineligibility*, and/or no return of prize money or payment of fines or costs. *WADA*'s approval shall be subject to reinstatement of sanction, as otherwise provided in this Article. Notwithstanding Article 13, *WADA*'s decisions in the context of this Article may not be appealed by any other *Anti-Doping Organization*.

10.6.1.3 If UIM suspends any part of an otherwise applicable sanction because of *Substantial Assistance*, then notice providing justification for the decision shall be provided to the other *Anti-Doping Organizations* with a right to appeal under Article 13.2.3 as provided in Article 14.2. In unique circumstances where *WADA* determines that it would be in the best interest of anti-doping, *WADA* may authorize UIM to enter into appropriate confidentiality agreements limiting or delaying the disclosure of the *Substantial Assistance* agreement or the nature of *Substantial Assistance* being provided.

[Comment to Article 10.6.1: The cooperation of Drivers, Driver Support Personnel and other Persons who acknowledge their mistakes and are willing to bring other anti-doping rule violations to light is important to clean sport. This is the only circumstance under the Code where the suspension of an otherwise applicable period of Ineligibility is authorized.]

10.6.2 Admission of an Anti-Doping Rule Violation in the Absence of Other Evidence

Where a *Driver* or other *Person* voluntarily admits the commission of an anti-doping rule violation before having received notice of a *Sample* collection which could establish an anti-doping rule violation (or, in the case of an anti-doping rule violation other than Article 2.1, before receiving first notice of the admitted violation pursuant to Article 7) and that admission is the only reliable evidence of the violation at the time

of admission, then the period of *Ineligibility* may be reduced, but not below one-half of the period of *Ineligibility* otherwise applicable.

[Comment to Article 10.6.2: This Article is intended to apply when a Driver or other Person comes forward and admits to an anti-doping rule violation in circumstances where no Anti-Doping Organization is aware that an anti-doping rule violation might have been committed. It is not intended to apply to circumstances where the admission occurs after the Driver or other Person believes he or she is about to be caught. The amount by which Ineligibility is reduced should be based on the likelihood that the Driver or other Person would have been caught had he/she not come forward voluntarily.]

10.6.3 Prompt Admission of an Anti-Doping Rule Violation after being Confronted with a Violation Sanctionable under Article 10.2.1 or Article 10.3.1

A *Driver* or other *Person* potentially subject to a four-year sanction under Article 10.2.1 or 10.3.1 (for evading or refusing *Sample Collection* or *Tampering* with *Sample Collection*), by promptly admitting the asserted anti-doping rule violation after being confronted by UIM, and also upon the approval and at the discretion of both *WADA* and UIM, may receive a reduction in the period of *Ineligibility* down to a minimum of two years, depending on the seriousness of the violation and the *Driver* or other *Person's* degree of *Fault*.

10.6.4 Application of Multiple Grounds for Reduction of a Sanction

Where a *Driver* or other *Person* establishes entitlement to reduction in sanction under more than one provision of Article 10.4, 10.5 or 10.6, before applying any reduction or suspension under Article 10.6, the otherwise applicable period of *Ineligibility* shall be determined in accordance with Articles 10.2, 10.3, 10.4, and 10.5. If the *Driver* or other *Person* establishes entitlement to a reduction or suspension of the period of *Ineligibility* under Article 10.6, then the period of *Ineligibility* may be reduced or suspended, but not below one-fourth of the otherwise applicable period of *Ineligibility*.

[Comment to Article 10.6.4: The appropriate sanction is determined in a sequence of four steps. First, the hearing panel determines which of the basic sanctions (Articles 10.2, 10.3, 10.4, or 10.5) apply to the particular anti-doping rule violation. Second, if the basic sanction provides for a range of sanctions, the hearing panel must determine the applicable sanction within that range according to the Driver or other Person's degree of Fault. In a third step, the hearing panel establishes whether there is a basis for elimination, suspension, or reduction of the sanction (Article 10.6). Finally, the hearing panel decides on the commencement of the period of Ineligibility under Article 10.11. Several examples of how Article 10 is to be applied are found in Appendix 2.]

10.7 Multiple Violations

10.7.1 For a *Driver* or other *Person*'s second anti-doping rule violation, the period of *Ineligibility* shall be the greater of:

a) six months;

b) one-half of the period of *Ineligibility* imposed for the first anti-doping rule violation without taking into account any reduction under Article 10.6; or

c) twice the period of *Ineligibility* otherwise applicable to the second anti-doping rule violation treated as if it were a first violation, without taking into account any reduction under Article 10.6.

The period of *Ineligibility* established above may then be further reduced by the application of Article 10.6.

10.7.2 A third anti-doping rule violation will always result in a lifetime period of *Ineligibility*, except if the third violation fulfills the condition for elimination or reduction of the period of *Ineligibility* under Article 10.4 or 10.5, or involves a violation of Article 2.4. In these particular cases, the period of *Ineligibility* shall be from eight years to lifetime *Ineligibility*.

10.7.3 An anti-doping rule violation for which a *Driver* or other *Person* has established *No Fault or Negligence* shall not be considered a prior violation for purposes of this Article.

10.7.4 Additional Rules for Certain Potential Multiple Violations

10.7.4.1 For purposes of imposing sanctions under Article 10.7, an anti-doping rule violation will only be considered a second violation if UIM can establish that the *Driver* or other *Person* committed the second anti-doping rule violation after the *Driver* or other *Person* received notice pursuant to Article 7, or after UIM made reasonable efforts to give notice of the first anti-doping rule violation. If UIM

cannot establish this, the violations shall be considered together as one single first violation, and the sanction imposed shall be based on the violation that carries the more severe sanction.

10.7.4.2 If, after the imposition of a sanction for a first anti-doping rule violation, UIM discovers facts involving an anti-doping rule violation by the *Driver* or other *Person* which occurred prior to notification regarding the first violation, then UIM shall impose an additional sanction based on the sanction that could have been imposed if the two violations had been adjudicated at the same time. Results in all *Competitions* dating back to the earlier anti-doping rule violation will be *Disqualified* as provided in Article 10.8.

10.7.5 Multiple Anti-Doping Rule Violations during Ten-Year Period

For purposes of Article 10.7, each anti-doping rule violation must take place within the same ten-year period in order to be considered multiple violations.

10.8 *Disqualification* of Results in *Competitions* Subsequent to *Sample* Collection or Commission of an Anti-Doping Rule Violation

In addition to the automatic *Disqualification* of the results in the *Competition* which produced the positive *Sample* under Article 9, all other competitive results of the *Driver* obtained from the date a positive *Sample* was collected (whether *In-Competition* or *Out-of-Competition*), or other anti-doping rule violation occurred, through the commencement of any *Provisional Suspension* or *Ineligibility* period, shall, unless fairness requires otherwise, be *Disqualified* with all of the resulting *Consequences* including forfeiture of any medals, points and prizes.

[Comment to Article 10.8: Nothing in these Anti-Doping Rules precludes clean Drivers or other Persons who have been damaged by the actions of a Person who has committed an anti-doping rule violation from pursuing any right which they would otherwise have to seek damages from such Person.]

10.9 Allocation of *CAS* Cost Awards and Forfeited Prize Money

The priority for repayment of *CAS* cost awards and forfeited prize money shall be: first, payment of costs awarded by *CAS*; and second, reimbursement of the expenses of UIM.

10.10 Financial Consequences

Where a *Driver* or other *Person* commits an anti-doping rule violation, UIM may, in its discretion and subject to the principle of proportionality, elect to a) recover from the *Driver* or other *Person* costs associated with the anti-doping rule violation, regardless of the period of *Ineligibility* imposed and/or b) fine the *Driver* or other *Person* in an amount up to $_1000_____ U.S. Dollars, only in cases where the maximum period of *Ineligibility* otherwise applicable has already been imposed.

The imposition of a financial sanction or the UIM‘s recovery of costs shall not be considered a basis for reducing the *Ineligibility* or other sanction which would otherwise be applicable under these Anti-Doping Rules or the *Code*.

10.11 Commencement of *Ineligibility* Period

Except as provided below, the period of *Ineligibility* shall start on the date of the final hearing decision providing for *Ineligibility* or, if the hearing is waived or there is no hearing, on the date *Ineligibility* is accepted or otherwise imposed.

10.11.1 Delays Not Attributable to the *Driver* or other *Person*

Where there have been substantial delays in the hearing process or other aspects of *Doping Control* not attributable to the *Driver* or other *Person*, UIM may start the period of *Ineligibility* at an earlier date commencing as early as the date of *Sample* collection or the date on which another anti-doping rule violation last occurred. All competitive results achieved during the period of *Ineligibility*, including retroactive *Ineligibility*, shall be *Disqualified*.

[Comment to Article 10.11.1: In cases of anti-doping rule violations other than under Article 2.1, the time required for an Anti-Doping Organization to discover and develop facts sufficient to establish an anti-doping rule violation may be lengthy, particularly where the Driver or other Person has taken affirmative action to avoid detection. In these circumstances, the flexibility provided in this Article to start the sanction at an earlier date should not be used.]

10.11.2 Timely Admission

Where the *Driver* or other *Person* promptly (which, in all events, for a *Driver* means before the *Driver* competes again) admits the anti-doping rule violation after being confronted with the anti-doping rule violation by UIM, the period of *Ineligibility* may start as early as the date of *Sample* collection or the date on which another anti-doping rule violation last occurred. In each case, however, where this Article is applied, the *Driver* or other *Person* shall serve at least one-half of the period of *Ineligibility* going forward from the date the *Driver* or other *Person* accepted the imposition of a sanction, the date of a hearing decision imposing a sanction, or the date the sanction is otherwise imposed. This Article shall not apply where the period of *Ineligibility* has already been reduced under Article 10.6.3.

10.11.3 Credit for *Provisional Suspension* or Period of *Ineligibility* Served

10.11.3.1 If a *Provisional Suspension* is imposed and respected by the *Driver* or other *Person*, then the *Driver* or other *Person* shall receive a credit for such period of *Provisional Suspension* against any period of *Ineligibility* which may ultimately be imposed. If a period of *Ineligibility* is served pursuant to a decision that is subsequently appealed, then the *Driver* or other *Person* shall receive a credit for such period of *Ineligibility* served against any period of *Ineligibility* which may ultimately be imposed on appeal.

10.11.3.2 If a *Driver* or other *Person* voluntarily accepts a *Provisional Suspension* in writing from UIM and thereafter respects the *Provisional Suspension*, the *Driver* or other *Person* shall receive a credit for such period of voluntary *Provisional Suspension* against any period of *Ineligibility* which may ultimately be imposed. A copy of the *Driver* or other *Perso*n's voluntary acceptance of a *Provisional Suspension* shall be provided promptly to each party entitled to receive notice of an asserted anti-doping rule violation under Article 14.1.

[Comment to Article 10.11.3.2: A Driver's voluntary acceptance of a Provisional Suspension is not an admission by the Driver and shall not be used in any way as to draw an adverse inference against the Driver.]

10.11.3.3 No credit against a period of *Ineligibility* shall be given for any time period before the effective date of the *Provisional Suspension* or voluntary *Provisional Suspension* regardless of whether the *Driver* elected not to compete or was suspended by his or her team.

10.11.3.4 In *Team Sports*, where a period of *Ineligibility* is imposed upon a team, unless fairness requires otherwise, the period of *Ineligibility* shall start on the date of the final hearing decision providing for *Ineligibility* or, if the hearing is waived, on the date *Ineligibility* is accepted or otherwise imposed. Any period of team *Provisional Suspension* (whether imposed or voluntarily accepted) shall be credited against the total period of *Ineligibility* to be served.

[Comment to Article 10.11: Article 10.11 makes clear that delays not attributable to the Driver, timely admission by the Driver and Provisional Suspension are the only justifications for starting the period of Ineligibility earlier than the date of the final hearing decision.]

10.12 Status During *Ineligibility*

10.12.1 Prohibition Against Participation During *Ineligibility*

No *Driver* or other *Person* who has been declared *Ineligible* may, during the period of *Ineligibility*, participate in any capacity in a *Competition* or activity (other than authorized anti-doping education or rehabilitation programs) authorized or organized by UIM or any *National Association* or a club or other member organization of UIM or any *National Association*, or in *Competitions* authorized or organized by any professional league or any international or national level *Event* organization or any elite or national-level sporting activity funded by a governmental agency.

An *Driver* or other *Person* subject to a period of *Ineligibility* longer than four years may, after completing four years of the period of *Ineligibility*, participate as a *Driver* in local sport events not sanctioned or otherwise under the jurisdiction of a *Code Signatory* or member of a *Code Signatory*, but only so long as the local sport event is not at a level that could otherwise qualify such *Driver* or other *Person* directly or indirectly to compete in (or accumulate points toward) a national championship or *International Event*, and does not involve the *Driver* or other *Person* working in any capacity with *Minors*.

A *Driver* or other *Person* subject to a period of *Ineligibility* shall remain subject to *Testing*.

[Comment to Article 10.12.1: For example, subject to Article 10.12.2 below, an Ineligible Driver cannot participate in a training camp, exhibition or practice organized by his or her National Association or a club which is a member of that National Association or which is funded by a governmental agency. Further, an Ineligible Driver may not compete in a non-Signatory professional league (e.g., the National Hockey League, the National Basketball Association, etc.), Events organized by a non-Signatory International Event organization or a non-Signatory national-level event organization without triggering the Consequences set forth in Article 10.12.3. The term "activity" also includes, for example, administrative activities, such as serving as an official, director, officer, employee, or volunteer of the organization described in this Article. Ineligibility imposed in one sport shall also be recognized by other sports (see Article 15.1, Mutual Recognition).]

10.12.2 Return to Training

As an exception to Article 10.12.1, a *Driver* may return to train with a team or to use the facilities of a club or other member organization of UIM*'s* member organization during the shorter of: (1) the last two months of the *Driver's* period of *Ineligibility*, or (2) the last one-quarter of the period of *Ineligibility* imposed.

[Comment to Article 10.12.2: In many Team Sports and some individual sports (e.g., ski jumping and gymnastics), a Driver cannot effectively train on his/her own so as to be ready to compete at the end of the Driver's period of Ineligibility. During the training period described in this Article, an Ineligible Driver may not compete or engage in any activity described in Article 10.12.1 other than training.]

10.12.3 Violation of the Prohibition of Participation During *Ineligibility*

Where a *Driver* or other *Person* who has been declared *Ineligible* violates the prohibition against participation during *Ineligibility* described in Article 10.12.1, the results of such participation shall be *Disqualified* and a new period of *Ineligibility* equal in length up to the original period of *Ineligibility* shall be added to the end of the original period of *Ineligibility*. The new period of *Ineligibility* may be adjusted based on the *Driver* or other *Person*'s degree of *Fault* and other circumstances of the case. The determination of whether a *Driver* or other *Person* has violated the prohibition against participation, and whether an adjustment is appropriate, shall be made by the *Anti-Doping Organization* whose results management led to the imposition of the original period of *Ineligibility*. This decision may be appealed under Article 13.

Where a *Driver Support Person* or other *Person* assists a *Person* in violating the prohibition against participation during *Ineligibility*, UIM shall impose sanctions for a violation of Article 2.9 for such assistance.

10.12.4 Withholding of Financial Support during *Ineligibility*

In addition, for any anti-doping rule violation not involving a reduced sanction as described in Article 10.4 or 10.5, some or all sport-related financial support or other sport-related benefits received by such *Person* will be withheld by UIM and its *National Associations*.

10.13 Automatic Publication of Sanction

A mandatory part of each sanction shall include automatic publication, as provided in Article 14.3.

[Comment to Article 10: Harmonization of sanctions has been one of the most discussed and debated areas of anti-doping. Harmonization means that the same rules and criteria are applied to assess the unique facts of each case. Arguments against requiring harmonization of sanctions are based on differences between sports including, for example, the following: in some sports the Drivers are professionals making a sizable income from the sport and in others the Drivers are true amateurs; in those sports where a Driver's career is short, a standard period of Ineligibility has a much more significant effect on the Driver than in sports where careers are traditionally much longer. A primary argument in favor of harmonization is that it is simply not right that two Drivers from the same country who test positive for the same Prohibited Substance under similar circumstances should receive different sanctions only because they participate in different sports. In addition, flexibility in sanctioning has often been viewed as an unacceptable opportunity for some sporting organizations to be more lenient with dopers. The lack of harmonization of sanctions has also frequently been the source of jurisdictional conflicts between International Federations and National Anti-Doping Organizations.]

ARTICLE 11 CONSEQUENCES TO TEAMS

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ARTICLE 12 SANCTIONS AND COSTS ASSESSED AGAINST SPORTING BODIES

12.1 UIM has the authority to withhold some or all funding or other non-financial support to *National Federations* that are not in compliance with these Anti-Doping Rules.

12.2 *National Associations* shall be obligated to reimburse UIM for all costs (including but not limited to laboratory fees, hearing expenses and travel) related to a violation of these Anti-Doping Rules committed by a *Driver* or other *Person* affiliated with that *National Association*.

12.3 UIM may elect to take additional disciplinary action against *National Associations* with respect to recognition, the eligibility of its officials and *Drivers* to participate in International Events and fines based on the following:

12.3.1 Four or more violations of these Anti-Doping Rules (other than violations involving Article 2.4) are committed by *Drivers* or other *Persons* affiliated with a *National Association* within a 12-month period in testing conducted by UIM or *Anti-Doping Organizations* other than the *National Association* or its *National Anti-Doping Organization*. In such event UIM may in its discretion elect to: (a) ban all officials from that *National Association* for participation in any UIM activities for a period of up to two years and/or (b) fine the *National Association* in an amount up to _10000_____ Euros. (For purposes of this Rule, any fine paid pursuant to Rule 12.3.2 shall be credited against any fine assessed.)

12.3.1.1 If four or more violations of these Anti-Doping Rules (other than violations involving Articles 2.4) are committed in addition to the violations described in Article 12.3.1 by *Drivers* or other *Persons* affiliated with a *National Association* within a 12-month period in *Testing* conducted by UIM or *Anti-Doping Organizations* other than the *National Association* or its *National Anti-Doping Organization,* then UIM may suspend that *National Association's* membership for a period of up to 4 years.

12.3.2 More than one *Driver* or other *Person* from a *National Association* commits an *Anti-Doping Rule* violation during an *International Event.* In such event UIM may fine that *National Association* in an amount up to _10000_____ Euros.

12.3.3 A *National Association* has failed to make diligent efforts to keep the IF informed about an *Driver's* whereabouts after receiving a request for that information from UIM. In such event UIM may fine the *National Association* in an amount up to 10000_____ Euros per *Driver* in addition to all of the UIM costs incurred in *Testing* that *National Association's Drivers*.

ARTICLE 13 APPEALS

13.1 Decisions Subject to Appeal

Decisions made under these Anti-Doping Rules may be appealed as set forth below in Article 13.2 through 13.7 or as otherwise provided in these Anti-Doping Rules, the *Code* or the International Standards. Such decisions shall remain in effect while under appeal unless the appellate body orders otherwise. Before an appeal is commenced, any post-decision review provided in the *Anti-Doping Organization*'s rules must be exhausted, provided that such review respects the principles set forth in Article 13.2.2 below (except as provided in Article 13.1.3).

13.1.1 Scope of Review Not Limited

The scope of review on appeal includes all issues relevant to the matter and is expressly not limited to the issues or scope of review before the initial decision maker.

13.1.2 *CAS* Shall Not Defer to the Findings Being Appealed

In making its decision, *CAS* need not give deference to the discretion exercised by the body whose decision is being appealed.

[Comment to Article 13.1.2: CAS proceedings are de novo. Prior proceedings do not limit the evidence or carry weight in the hearing before CAS.]

13.1.3 *WADA* Not Required to Exhaust Internal Remedies

Where *WADA* has a right to appeal under Article 13 and no other party has appealed a final decision within UIM's process, *WADA* may appeal such decision directly to *CAS* without having to exhaust other remedies in UIM's process.

[Comment to Article 13.1.3: Where a decision has been rendered before the final stage of UIM's process (for example, a first hearing) and no party elects to appeal that decision to the next level of UIM's process

(e.g., the Managing Board), then WADA may bypass the remaining steps in UIM's internal process and appeal directly to CAS.]

13.2 Appeals from Decisions Regarding Anti-Doping Rule Violations, *Consequences, Provisional Suspensions*, Recognition of Decisions and Jurisdiction

A decision that an anti-doping rule violation was committed, a decision imposing *Consequences* or not imposing *Consequences* for an anti-doping rule violation, or a decision that no anti-doping rule violation was committed; a decision that an anti-doping rule violation proceeding cannot go forward for procedural reasons (including, for example, prescription); a decision by *WADA* not to grant an exception to the six month notice requirement for a retired *Driver* to return to *Competition* under Article 5.7.1; a decision by *WADA* assigning results management under Article 7.1 of the *Code*; a decision by UIM not to bring forward an *Adverse Analytical Finding* or an *Atypical Finding* as an anti-doping rule violation, or a decision not to go forward with an anti-doping rule violation after an investigation under Article 7.7; a decision to impose a *Provisional Suspension* as a result of a *Provisional Hearing*; UIM's failure to comply with Article 7.9; a decision that UIM lacks jurisdiction to rule on an alleged anti-doping rule violation or its *Consequences*; a decision to suspend, or not suspend, a period of *Ineligibility* or to reinstate, or not reinstate, a suspended period of *Ineligibility* under Article 10.6.1; a decision under Article 10.12.3; and a decision by UIM not to recognize another *Anti-Doping Organization*'s decision under Article 15, may be appealed exclusively as provided in Articles 13.2 – 13.7.

13.2.1 Appeals Involving *International-Level Drivers* or *International Events*

In cases arising from participation in an *International Event* or in cases involving *International-Level Drivers*, the decision may be appealed exclusively to *CAS*.

[Comment to Article 13.2.1: CAS decisions are final and binding except for any review required by law applicable to the annulment or enforcement of arbitral awards.]

13.2.2 Appeals Involving Other *Drivers* or Other *Persons*

In cases where Article 13.2.1 is not applicable, the decision may be appealed to a national-level appeal body, being an independent and impartial body established in accordance with rules adopted by the *National Anti-Doping Organization* having jurisdiction over the *Driver* or other *Person*. The rules for such appeal shall respect the following principles: a timely hearing; a fair and impartial hearing panel; the right to be represented by counsel at the *Person*'s own expense; and a timely, written, reasoned decision. If the *National Anti-Doping Organization* has not established such a body, the decision may be appealed to *CAS* in accordance with the provisions applicable before such court.

13.2.3 *Persons* Entitled to Appeal

In cases under Article 13.2.1, the following parties shall have the right to appeal to *CAS*: (a) the *Driver* or other *Person* who is the subject of the decision being appealed; (b) the other party to the case in which the decision was rendered; (c) UIM; (d) the *National Anti-Doping Organization* of the *Person's* country of residence or countries where the *Person* is a national or license holder; (e) the International Olympic Committee or International Paralympic Committee, as applicable, where the decision may have an effect in relation to the Olympic Games or Paralympic Games, including decisions affecting eligibility for the Olympic Games or Paralympic Games; and (f) *WADA*.

In cases under Article 13.2.2, the parties having the right to appeal to the national-level appeal body shall be as provided in the *National Anti-Doping Organization*'s rules but, at a minimum, shall include the following parties: (a) the *Driver* or other *Person* who is the subject of the decision being appealed; (b) the other party to the case in which the decision was rendered; (c) UIM; (d) the *National Anti-Doping Organization* of the *Person*'s country of residence; (e) the International Olympic Committee or International Paralympic Committee, as applicable, where the decision may have an effect in relation to the Olympic Games or Paralympic Games, including decisions affecting eligibility for the Olympic Games or Paralympic Games; and (f) *WADA*. For cases under Article 13.2.2, *WADA*, the International Olympic Committee, the International Paralympic Committee, and UIM shall also have the right to appeal to *CAS* with respect to the decision of the national-level appeal body. Any party filing an appeal shall be entitled to assistance from *CAS* to obtain all relevant information from the *Anti-Doping Organization* whose decision is being appealed and the information shall be provided if *CAS* so directs.

Notwithstanding any other provision herein, the only *Person* who may appeal from a *Provisional Suspension* is the *Driver* or other *Person* upon whom the *Provisional Suspension* is imposed.

13.2.4 Cross Appeals and other Subsequent Appeals Allowed

Cross appeals and other subsequent appeals by any respondent named in cases brought to *CAS* under the *Code* are specifically permitted. Any party with a right to appeal under this Article 13 must file a cross appeal or subsequent appeal at the latest with the party's answer.

[Comment to Article 13.2.4: This provision is necessary because since 2011, CAS rules no longer permit a Driver the right to cross appeal when an Anti-Doping Organization appeals a decision after the Driver's time for appeal has expired. This provision permits a full hearing for all parties.]

13.3 Failure to Render a Timely Decision

Where, in a particular case, UIM fails to render a decision with respect to whether an anti-doping rule violation was committed within a reasonable deadline set by *WADA*, *WADA* may elect to appeal directly to *CAS* as if UIM had rendered a decision finding no anti-doping rule violation. If the *CAS* hearing panel determines that an anti-doping rule violation was committed and that *WADA* acted reasonably in electing to appeal directly to *CAS*, then *WADA*'s costs and attorney fees in prosecuting the appeal shall be reimbursed to *WADA* by UIM.

[Comment to Article 13.3: Given the different circumstances of each anti-doping rule violation investigation and results management process, it is not feasible to establish a fixed time period for UIM to render a decision before WADA may intervene by appealing directly to CAS. Before taking such action, however, WADA will consult with UIM and give UIM an opportunity to explain why it has not yet rendered a decision.]

13.3.1 Failure of *National Association* to Render a Timely Decision

Where, in a particular case, a UIM affiliated *National Association* fails to render a decision with respect to whether an anti-doping rule violation (for which the *National Association* is the competent Results Management Authority) was committed within a reasonable deadline set by UIM, UIM may decide to assume jurisdiction for the matters and conduct Results Management Authority in accordance with these Anti-Doping Rules.

Should this occur, the *National Association* is liable for the costs incurred by UIM for the management of the case.

13.4 Appeals Relating to *TUEs*

TUE decisions may be appealed exclusively as provided in Article 4.4.

13.5 Notification of Appeal Decisions

Any *Anti-Doping Organization* that is a party to an appeal shall promptly provide the appeal decision to the *Driver* or other *Person* and to the other *Anti-Doping Organizations* that would have been entitled to appeal under Article 13.2.3 as provided under Article 14.2.

13.6 Appeal from Decisions Pursuant to Article 12

Decisions by UIM pursuant to Article 12 may be appealed exclusively to *CAS* by the *National Association*.

13.7 Time for Filing Appeals

13.7.1 Appeals to *CAS*

The time to file an appeal to *CAS* shall be twenty-one days from the date of receipt of the decision by the appealing party. The above notwithstanding, the following shall apply in connection with appeals filed by a party entitled to appeal but which was not a party to the proceedings that led to the decision being appealed:

a) Within fifteen days from notice of the decision, such party/ies shall have the right to request a copy of the case file from the body that issued the decision;

b) If such a request is made within the fifteen-day period, then the party making such request shall have twenty-one days from receipt of the file to file an appeal to CAS.

The above notwithstanding, the filing deadline for an appeal filed by *WADA* shall be the later of:

a) Twenty-one days after the last day on which any other party in the case could have appealed; or

b) Twenty-one days after *WADA*'s receipt of the complete file relating to the decision.

13.7.2 Appeals Under Article 13.2.2

The time to file an appeal to an independent and impartial body established at national level in accordance with rules established by the *National Anti-Doping Organization* shall be indicated by the same rules of the *National Anti-Doping Organization*.

The above notwithstanding, the filing deadline for an appeal or intervention filed by *WADA* shall be the later of:

a) Twenty-one days after the last day on which any other party in the case could have appealed, or

b) Twenty-one days after *WADA*'s receipt of the complete file relating to the decision.

ARTICLE 14 CONFIDENTIALITY AND REPORTING

14.1 Information Concerning *Adverse Analytical Findings*, *Atypical Findings*, and Other Asserted Anti-Doping Rule Violations

14.1.1 Notice of Anti-Doping Rule Violations to *Driver*s and other *Person*s

Notice to *Drivers* or other *Persons* of anti-doping rule violations asserted against them shall occur as provided under Articles 7 and 14 of these Anti-Doping Rules. Notice to a *Driver* or other *Person* who is a member of a *National Association* may be accomplished by delivery of the notice to the *National Association*.

14.1.2 Notice of Anti-Doping Rule Violations to *National Anti-Doping Organizations* and *WADA*

Notice of the assertion of an anti-doping rule violation to *National Anti-Doping Organizations* and *WADA* shall occur as provided under Articles 7 and 14 of these Anti-Doping Rules, simultaneously with the notice to the *Driver* or other *Person*.

14.1.3 Content of an Anti-Doping Rule Violation Notice

Notification of an anti-doping rule violation under Article 2.1 shall include: the *Driver*'s name, country, sport and discipline within the sport, the *Driver*'s competitive level, whether the test was *In-Competition* or *Out-of-Competition*, the date of *Sample* collection, the analytical result reported by the laboratory, and other information as required by the International Standard for Testing and Investigations.

Notice of anti-doping rule violations other than under Article 2.1 shall include the rule violated and the basis of the asserted violation.

14.1.4 Status Reports

Except with respect to investigations which have not resulted in notice of an anti-doping rule violation pursuant to Article 14.1.1, *National Anti-Doping Organization*s and *WADA* shall be regularly updated on the status and findings of any review or proceedings conducted pursuant to Article 7, 8 or 13 and shall be provided with a prompt written reasoned explanation or decision explaining the resolution of the matter.

14.1.5 Confidentiality

The recipient organizations shall not disclose this information beyond those *Person*s with a need to know (which would include the appropriate personnel at the applicable *National Olympic Committee*, *National Association*, and team in a *Team Sport*) until UIM has made *Public Disclosure* or has failed to make *Public Disclosure* as required in Article 14.3.

14.1.6 UIM shall ensure that information concerning *Adverse Analytical Findings*, *Atypical Findings*, and other asserted anti-doping rule violations remains confidential until such information is *Publicly Disclosed* in accordance with Article 14.3, and shall include provisions in any contract entered into between UIM and any of its employees (whether permanent or otherwise), contractors, agents and consultants, for the protection of such confidential information as well as for the investigation and disciplining of improper and/or unauthorised disclosure of such confidential information.

14.2 Notice of Anti-Doping Rule Violation Decisions and Request for Files

14.2.1 Anti-doping rule violation decisions rendered pursuant to Article 7.11, 8.2, 10.4, 10.5, 10.6, 10.12.3 or 13.5 shall include the full reasons for the decision, including, if applicable, a justification for why the greatest possible *Consequences* were not imposed. Where the decision is not in English or French, UIM shall provide a short English or French summary of the decision and the supporting reasons.

14.2.2 An *Anti-Doping Organization* having a right to appeal a decision received pursuant to Article 14.2.1 may, within fifteen days of receipt, request a copy of the full case file pertaining to the decision.

14.3 *Public Disclosure*

14.3.1 The identity of any *Driver* or other *Person* who is asserted by UIM to have committed an anti-doping rule violation may be *Publicly Disclose*d by UIM only after notice has been provided to the *Driver* or other *Person* in accordance with Article 7.3, 7.4, 7.5, 7.6 or 7.7 and simultaneously to *WADA* and the *National Anti-Doping* Organization of the *Driver* or other *Person* in accordance with Article 14.1.2.

14.3.2 No later than twenty days after it has been determined in a final appellate decision under Article 13.2.1 or 13.2.2, or such appeal has been waived, or a hearing in accordance with Article 8 has been waived, or the assertion of an anti-doping rule violation has not been timely challenged, UIM must *Publicly Report* the disposition of the matter, including the sport, the anti-doping rule violated, the name of the *Driver* or other *Person* committing the violation, the *Prohibited Substance* or *Prohibited Method* involved (if any), and the *Consequences* imposed. UIM must also *Publicly Report* within twenty days the results of final appeal decisions concerning anti-doping rule violations, including the information described above.

14.3.3 In any case where it is determined, after a hearing or appeal, that the *Driver* or other *Person* did not commit an anti-doping rule violation, the decision may be *Publicly Disclosed* only with the consent of the *Driver* or other *Person* who is the subject of the decision. UIM shall use reasonable efforts to obtain such consent. If consent is obtained, UIM shall *Publicly Disclose* the decision in its entirety or in such redacted form as the *Driver* or other *Person* may approve.

14.3.4 Publication shall be accomplished at a minimum by placing the required information on the UIM's website or publishing it through other means and leaving the information up for the longer of one month or the duration of any period of *Ineligibility*.

14.3.5 Neither UIM, nor its *National Associations*, nor any official of either body, shall publicly comment on the specific facts of any pending case (as opposed to general description of process and science) except in response to public comments attributed to the *Driver* or other *Person* against whom an anti-doping rule violation is asserted, or their representatives.

14.3.6 The mandatory *Public Reporting* required in Article 14.3.2 shall not be required where the *Driver* or other *Person* who has been found to have committed an anti-doping rule violation is a *Minor*. Any optional *Public Reporting* in a case involving a *Minor* shall be proportionate to the facts and circumstances of the case.

14.3.7 Except where expressly stated otherwise, a notice under these Anti-Doping Rules shall only be effective if it is in writing. Faxes and email are permitted.

14.3.8 Any notice given under these Anti-Doping Rules shall, in the absence of earlier receipt, be deemed to have been duly given as follows:

a) if delivered personally, on delivery;

b) if sent by first class post, two clear business days after the date of posting;

c) if sent by airmail, six clear business days after the date of posting;

d) if sent by facsimile, at the expiration of 48 hours after the time it was sent;

e) if sent by email, at the time at which it was sent.

14.4 Statistical Reporting

UIM shall publish at least annually a general statistical report of its *Doping Control* activities, with a copy provided to *WADA*. UIM may also publish reports showing the name of each *Driver* tested and the date of each *Testing*.

14.5 *Doping Control* Information Clearinghouse

To facilitate coordinated test distribution planning and to avoid unnecessary duplication in *Testing* by the various *Anti-Doping Organization*s, UIM shall report all *In-Competition* and *Out-of-Competition* tests on such *Driver*s to the *WADA* clearinghouse, using *ADAMS*, as soon as possible after such tests have been conducted. This information will be made accessible, where appropriate and in accordance with the applicable rules, to the *Driver*,

the *Driver*'s *National Anti-Doping Organization* and any other *Anti-Doping Organizations* with *Testing* authority over the *Driver*.

14.6 Data Privacy

14.6.1 UIM may collect, store, process or disclose personal information relating to *Drivers* and other *Persons* where necessary and appropriate to conduct their anti-doping activities under the *Code*, the International Standards (including specifically the International Standard for the Protection of Privacy and Personal Information) and these Anti-Doping Rules.

14.6.2 Any *Participant* who submits information including personal data to any *Person* in accordance with these Anti-Doping Rules shall be deemed to have agreed, pursuant to applicable data protection laws and otherwise, that such information may be collected, processed, disclosed and used by such *Person* for the purposes of the implementation of these Anti-Doping Rules, in accordance with the International Standard for the Protection of Privacy and Personal Information and otherwise as required to implement these Anti-Doping Rules.

ARTICLE 15 APPLICATION AND RECOGNITION OF DECISIONS

15.1 Subject to the right to appeal provided in Article 13, *Testing*, hearing results or other final adjudications of any *Signatory* which are consistent with the *Code* and are within that *Signatory's* authority shall be applicable worldwide and shall be recognized and respected by UIM and all its *National Associations*.

[Comment to Article 15.1: The extent of recognition of TUE decisions of other Anti-Doping Organizations shall be determined by Article 4.4 and the International Standard for Therapeutic Use Exemptions.]

15.2 UIM and its *National Associations* shall recognize the measures taken by other bodies which have not accepted the *Code* if the rules of those bodies are otherwise consistent with the *Code*.

[Comment to Article 15.2: Where the decision of a body that has not accepted the Code is in some respects Code compliant and in other respects not Code compliant, UIM and its National Associations shall attempt to apply the decision in harmony with the principles of the Code. For example, if in a process consistent with the Code a non-Signatory has found an Driver to have committed an anti-doping rule violation on account of the presence of a Prohibited Substance in his or her body but the period of Ineligibility applied is shorter than the period provided for in these Anti-Doping Rules, then UIM shall recognize the finding of an anti-doping rule violation and may conduct a hearing consistent with Article 8 to determine whether the longer period of Ineligibility provided in these Anti-Doping Rules should be imposed.]

15.3 Subject to the right to appeal provided in Article 13, any decision of UIM regarding a violation of these Anti-Doping Rules shall be recognized by all *National Associations*, which shall take all necessary action to render such decision effective.

ARTICLE 16 INCORPORATION OF UIM ANTI-DOPING RULES AND OBLIGATIONS OF NATIONAL ASSOCIATIONS

16.1 All *National Associations* and their members shall comply with these Anti-Doping Rules. All *National Associations* and other members shall include in their regulations the provisions necessary to ensure that UIM may enforce these Anti-Doping Rules directly as against *Drivers* under their anti-doping jurisdiction (including *National-Level Drivers*). These Anti-Doping Rules shall also be incorporated either directly or by reference into each *National Association's* rules so that the *National Association* may enforce them itself directly as against *Drivers* under its anti-doping jurisdiction (including *National-Level Drivers*).

16.2 All *National Associations* shall establish rules requiring all *Drivers* and each *Driver Support Personnel* who participates as coach, trainer, manager, team staff, official, medical or paramedical personnel in a *Competition* or activity authorized or organized by a *National Association* or one of its member organizations to agree to be bound by these Anti-Doping Rules and to submit to the results management authority of the *Anti-Doping Organization* responsible under the *Code* as a condition of such participation.

16.3 All *National Associations* shall report any information suggesting or relating to an anti-doping rule violation to UIM and to their *National Anti-Doping Organizations*, and shall cooperate with investigations conducted by any *Anti-Doping Organization* with authority to conduct the investigation.

16.4 All *National Association*s shall have disciplinary rules in place to prevent *Driver Support Personnel* who are *Using Prohibited Substances* or *Prohibited Methods* without valid justification from providing support to *Drivers* under the jurisdiction of UIM or the *National Association*.

16.5 All *National Associations* shall be required to conduct anti-doping education in coordination with their *National Anti-Doping Organizations.*

16.6 Statistical Reporting

National Associations shall report to the UIM Anti-Doping Administrator or its delegate within the first three (3) months of each year, results of all *Doping Controls* within their jurisdiction sorted by *Driver* and identifying each date on which the *Driver* was tested, the entity conducting the test, and whether the test was *In-Competition* or *Out-of-Competition*.

16.7 UIM may periodically publish *Testing* data received from *National Associations* as well as comparable data from *Testing* under UIM's jurisdiction. UIM shall publish annually a general statistical report of its *Doping Control* activities during the calendar year with a copy provided to *WADA*.

16.8 Every *National Association* shall report to the UIM Anti-Doping Administrator or its delegate promptly the names of *Drivers* who have signed a written acknowledgement and agreement to these Anti-Doping Rules (appendix 3 of these anti-doping rules).

ARTICLE 17 STATUTE OF LIMITATIONS

No anti-doping rule violation proceeding may be commenced against a *Driver* or other *Person* unless he or she has been notified of the anti-doping rule violation as provided in Article 7, or notification has been reasonably attempted, within ten years from the date the violation is asserted to have occurred.

ARTICLE 18 UIM COMPLIANCE REPORTS TO WADA

UIM will report to *WADA* on UIM's compliance with the *Code* in accordance with Article 23.5.2 of the *Code*.

ARTICLE 19 EDUCATION

UIM shall plan, implement, evaluate and monitor information, education and prevention programs for doping-free sport on at least the issues listed at Article 18.2 of the *Code*, and shall support active participation by *Drivers* and *Driver Support Personnel* in such programs.

19.1 UIM may decide to request *Drivers* to perform educational activities before and/or during their participation to select *Events* (ex: Youth World Championships). The list of *Events* in which *Drivers* will be required to perform educational activities as a condition of participation will be published in the UIM website.

The *Drivers* who have not performed the educational activities will be asked to provide valid justifications for having failed to participate in the educational activity.

UIM Anti-Doping Administrator or its delegate should evaluate those justifications on a case by case basis and may decide to request to impose disciplinary sanctions if it deemed appropriate.

ARTICLE 20 AMENDMENT AND INTERPRETATION OF ANTI-DOPING RULES

20.1 These Anti-Doping Rules may be amended from time to time by UIM.

20.2 These Anti-Doping Rules shall be interpreted as an independent and autonomous text and not by reference to existing law or statutes.

20.3 The headings used for the various Parts and Articles of these Anti-Doping Rules are for convenience only and shall not be deemed part of the substance of these Anti-Doping Rules or to affect in any way the language of the provisions to which they refer.

20.4 The *Code* and the *International Standards* shall be considered integral parts of these Anti-Doping Rules and shall prevail in case of conflict.

20.5 These Anti-Doping Rules have been adopted pursuant to the applicable provisions of the *Code* and shall be interpreted in a manner that is consistent with applicable provisions of the *Code*. The Introduction shall be considered an integral part of these Anti-Doping Rules.

20.6 The comments annotating various provisions of the *Code* and these Anti-Doping Rules shall be used to interpret these Anti-Doping Rules.

20.7 These Anti-Doping Rules have come into full force and effect on [1 January 2015] (the "Effective Date"). They shall not apply retroactively to matters pending before the Effective Date; provided, however, that:

20.7.1 Anti-doping rule violations taking place prior to the Effective Date count as "first violations" or "second violations" for purposes of determining sanctions under Article 10 for violations taking place after the Effective Date.

20.7.2 The retrospective periods in which prior violations can be considered for purposes of multiple violations under Article 10.7.5 and the statute of limitations set forth in Article 17 are procedural rules and should be applied retroactively; provided, however, that Article 17 shall only be applied retroactively if the statute of limitations period has not already expired by the Effective Date. Otherwise, with respect to any anti-doping rule violation case which is pending as of the Effective Date and any anti-doping rule violation case brought after the Effective Date based on an anti-doping rule violation which occurred prior to the Effective Date, the case shall be governed by the substantive anti-doping rules in effect at the time the alleged anti-doping rule violation occurred unless the panel hearing the case determines the principle of "lex mitior" appropriately applies under the circumstances of the case.

20.7.3 Any Article 2.4 whereabouts failure (whether a Filing Failure or a Missed Test, as those terms are defined in the International Standard for Testing and Investigations) prior to the Effective Date shall be carried forward and may be relied upon, prior to expiry, in accordance with the International Standard for Testing and Investigation, but it shall be deemed to have expired 12 months after it occurred.

20.7.4 With respect to cases where a final decision finding an anti-doping rule violation has been rendered prior to the Effective Date, but the *Driver* or other *Person* is still serving the period of *Ineligibility* as of the Effective Date, the *Driver* or other *Person* may apply to the *Anti-Doping Organization* which had results management responsibility for the anti-doping rule violation to consider a reduction in the period of *Ineligibility* in light of these Anti-Doping Rules. Such application must be made before the period of *Ineligibility* has expired. The decision rendered may be appealed pursuant to Article 13.2. These Anti-Doping Rules shall have no application to any case where a final decision finding an anti-doping rule violation has been rendered and the period of *Ineligibility* has expired.

20.7.5 For purposes of assessing the period of *Ineligibility* for a second violation under Article 10.7.1, where the sanction for the first violation was determined based on rules in force prior to the Effective Date, the period of *Ineligibility* which would have been assessed for that first violation had these Anti-Doping Rules been applicable, shall be applied.

ARTICLE 21 INTERPRETATION OF THE CODE

21.1 The official text of the *Code* shall be maintained by *WADA* and shall be published in English and French. In the event of any conflict between the English and French versions, the English version shall prevail.

21.2 The comments annotating various provisions of the *Code* shall be used to interpret the *Code*.

21.3 The *Code* shall be interpreted as an independent and autonomous text and not by reference to the existing law or statutes of the *Signatories* or governments.

21.4 The headings used for the various Parts and Articles of the *Code* are for convenience only and shall not be deemed part of the substance of the *Code* or to affect in any way the language of the provisions to which they refer.

21.5 The *Code* shall not apply retroactively to matters pending before the date the *Code* is accepted by a *Signatory* and implemented in its rules. However, pre-*Code* anti-doping rule violations would continue to count as "first violations" or "second violations" for purposes of determining sanctions under Article 10 for subsequent post-*Code* violations.

21.6 The Purpose, Scope and Organization of the World Anti-Doping Program and the *Code* and Appendix 1, Definitions, and Appendix 2, Examples of the Application of Article 10, shall be considered integral parts of the *Code*.

ARTICLE 22 ADDITIONAL ROLES AND RESPONSIBILITIES OF DRIVERS AND OTHER PERSONS

22.1 Roles and Responsibilities of *Drivers*

22.1.1 To be knowledgeable of and comply with these Anti-Doping Rules.

22.1.2 To be available for *Sample* collection at all times.

[Comment to Article 22.1.2: With due regard to a Driver's human rights and privacy, legitimate anti-doping considerations sometimes require Sample collection late at night or early in the morning. For example, it is known that some Drivers use low doses of EPO during these hours so that it will be undetectable in the morning.]

22.1.3 To take responsibility, in the context of anti-doping, for what they ingest and *Use*.

22.1.4 To inform medical personnel of their obligation not to *Use Prohibited Substance*s and *Prohibited Method*s and to take responsibility to make sure that any medical treatment received does not violate these Anti-Doping Rules.

22.1.5 To disclose to their *National Anti-Doping Organization* and to UIM any decision by a non-*Signatory* finding that the *Driver* committed an anti-doping rule violation within the previous ten years.

22.1.6 To cooperate with *Anti-Doping Organizations* investigating anti-doping rule violations.

22.1.7 Failure by any *Driver* to cooperate in full with *Anti-Doping Organizations* investigating anti-doping rule violations may result in a charge of misconduct under UIM's disciplinary rules/code of conduct.

22.2 Roles and Responsibilities of *Driver Support Personnel*

22.2.1 To be knowledgeable of and comply with these Anti-Doping Rules.

22.2.2 To cooperate with the *Driver Testing* program.

22.2.3 To use his or her influence on *Driver* values and behavior to foster anti-doping attitudes.

22.2.4 To disclose to his or her *National Anti-Doping Organization* and to UIM any decision by a non-*Signatory* finding that he or she committed an anti-doping rule violation within the previous ten years.

22.2.5 To cooperate with *Anti-Doping Organizations* investigating anti-doping rule violations.

22.2.6 Failure by any *Driver Support Personnel* to cooperate in full with *Anti-Doping Organizations* investigating anti-doping rule violations may result in a charge of misconduct under UIM's disciplinary rules/code of conduct.

22.2.7 *Driver Support Personnel* shall not *Use* or *Possess* any *Prohibited Substance* or *Prohibited Method* without valid justification.

22.2.8 *Use* or *Possession* of a *Prohibited Substance* or *Prohibited Method* by a *Driver Support Personnel* without valid justification may result in a charge of misconduct under UIM's disciplinary rules/code of conduct.

APPENDIX 1 DEFINITIONS

ADAMS: The Anti-Doping Administration and Management System is a Web-based database management tool for data entry, storage, sharing, and reporting designed to assist stakeholders and *WADA* in their anti-doping operations in conjunction with data protection legislation.

Administration: Providing, supplying, supervising, facilitating, or otherwise participating in the *Use* or *Attempted Use* by another *Person* of a *Prohibited Substance* or *Prohibited Method*. However, this definition shall not include the actions of bona fide medical personnel involving a *Prohibited Substance* or *Prohibited Method* used for genuine and legal therapeutic purposes or other acceptable justification and shall not include actions involving *Prohibited Substances* which are not prohibited in *Out-of-Competition Testing* unless the circumstances as a whole demonstrate that such *Prohibited Substances* are not intended for genuine and legal therapeutic purposes or are intended to enhance sport performance.

Adverse Analytical Finding: A report from a *WADA*-accredited laboratory or other *WADA*-approved laboratory that, consistent with the International Standard for Laboratories and related Technical Documents, identifies in a *Sample* the presence of a *Prohibited Substance* or its *Metabolites* or *Markers* (including elevated quantities of endogenous substances) or evidence of the *Use* of a *Prohibited Method*.

Adverse Passport Finding: A report identified as an *Adverse Passport Finding* as described in the applicable *International Standards*.

Anti-Doping Organization: A *Signatory* that is responsible for adopting rules for initiating, implementing or enforcing any part of the *Doping Control* process. This includes, for example, the International Olympic Committee, the International Paralympic Committee, other *Major Event Organizations* that conduct *Testing* at their *Events*, *WADA*, International Federations, and *National Anti-Doping Organizations.*

Driver: Any *Person* who competes in sport at the international level (as defined by each International Federation), or the national level (as defined by each *National Anti-Doping Organization*). An *Anti-Doping Organization* has discretion to apply anti-doping rules to a *Driver* who is neither an *International-Level Driver* nor a *National-Level Driver*, and thus to bring them within the definition of "*Driver*." In relation to *Drivers* who are neither *International-Level* nor *National-Level Drivers*, an *Anti-Doping Organization* may elect to: conduct limited *Testing* or no *Testing* at all; analyze *Samples* for less than the full menu of *Prohibited Substances*; require limited or no whereabouts information; or not require advance *TUEs*. However, if an Article 2.1, 2.3 or 2.5 anti-doping rule violation is committed by any *Driver* over whom an *Anti-Doping Organization* has authority who competes below the international or national level, then the *Consequences* set forth in the *Code* (except Article 14.3.2) must be applied. For purposes of Article 2.8 and Article 2.9 and for purposes of anti-doping information and education, any *Person* who participates in sport under the authority of any *Signatory*, government, or other sports organization accepting the *Code* is a *Driver*.

[Comment: This definition makes it clear that all International- and National-Level Drivers are subject to the anti-doping rules of the Code, with the precise definitions of international- and national-level sport to be set forth in the anti-doping rules of the International Federations and National Anti-Doping Organizations, respectively. The definition also allows each National Anti-Doping Organization, if it chooses to do so, to expand its anti-doping program beyond International- or National-Level Drivers to competitors at lower levels of Competition or to individuals who engage in fitness activities but do not compete at all. Thus, a National Anti-Doping Organization could, for example, elect to test recreational-level competitors but not require advance TUEs. But an anti-doping rule violation involving an Adverse Analytical Finding or Tampering results in all of the Consequences provided for in the Code (with the exception of Article 14.3.2). The decision on whether Consequences apply to recreational-level Drivers who engage in fitness activities but never compete is left to the National Anti-Doping Organization. In the same manner, a Major Event Organization holding an Event only for masters-level competitors could elect to test the competitors but not analyze Samples for the full menu of Prohibited Substances. Competitors at all levels of Competition should receive the benefit of anti-doping information and education.]

Driver Biological Passport: The program and methods of gathering and collating data as described in the International Standard for Testing and Investigations and International Standard for Laboratories.

Driver Support Personnel: Any coach, trainer, manager, agent, team staff, official, medical, paramedical personnel, parent or any other *Person* working with, treating or assisting a *Driver* participating in or preparing for sports *Competition*.

Attempt: Purposely engaging in conduct that constitutes a substantial step in a course of conduct planned to culminate in the commission of an anti-doping rule violation. Provided, however, there shall be no anti-doping rule violation based solely on an *Attempt* to commit a violation if the *Person* renounces the *Attempt* prior to it being discovered by a third party not involved in the *Attempt*.

Atypical Finding: A report from a *WADA*-accredited laboratory or other *WADA*-approved laboratory which requires further investigation as provided by the International Standard for Laboratories or related Technical Documents prior to the determination of an *Adverse Analytical Finding*.

Atypical Passport Finding: A report described as an *Atypical Passport Finding* as described in the applicable *International Standards*.

CAS: The Court of Arbitration for Sport.

Code: The World Anti-Doping Code.

Competition: A single race, match, game or singular sport contest. For stage races and other sport contests where prizes are awarded on a daily or other interim basis the distinction between a *Competition* and an *Event* will be as provided in the rules of the applicable International Federation.

Consequences of Anti-Doping Rule Violations ("Consequences"): A *Driver's* or other *Person's* violation of an anti-doping rule may result in one or more of the following: (a) *Disqualification* means the *Driver's* results in a particular *Competition* or *Event* are invalidated, with all resulting *Consequences* including forfeiture of any medals, points and prizes; (b) *Ineligibility* means the *Driver* or other *Person* is barred on account of an anti-doping rule violation for a specified period of time from participating in any *Competition* or other activity or funding as provided in Article 10.12.1; (c) *Provisional Suspension* means the *Driver* or other *Person* is barred temporarily from participating in any *Competition* or activity prior to the final decision at a hearing conducted under Article 8; (d) *Financial Consequences* means a financial sanction imposed for an anti-doping rule violation or to recover costs associated with an anti-doping rule violation; and (e) *Public Disclosure or Public Reporting* means the dissemination or distribution of information to the general public or *Persons* beyond those *Persons* entitled to earlier notification in accordance with Article 14. Teams in *Team Sports* may also be subject to *Consequences* as provided in Article 11 of the *Code*.

Contaminated Product: A product that contains a *Prohibited Substance* that is not disclosed on the product label or in information available in a reasonable Internet search.

Disqualification: See *Consequences of Anti-Doping Rule Violations* above.

Doping Control: All steps and processes from test distribution planning through to ultimate disposition of any appeal including all steps and processes in between such as provision of whereabouts information, *Sample* collection and handling, laboratory analysis, *TUEs*, results management and hearings.

Event: A series of individual *Competitions* conducted together under one ruling body (e.g., the Olympic Games, UIM World Championships, or Pan American Games).

Event Venues: Those venues so designated by the ruling body for the *Event*. For the sport of UIM, the *Event Venue* is considered the official training, accommodation and competition venues for the *Event*.

Event Period: The time between the beginning and end of an *Event*, as established by the ruling body of the *Event*.

Fault: *Fault* is any breach of duty or any lack of care appropriate to a particular situation. Factors to be taken into consideration in assessing an *Driver* or other *Person*'s degree of *Fault* include, for example, the *Driver*'s or other *Person*'s experience, whether the *Driver* or other *Person* is a *Minor*, special considerations such as impairment, the degree of risk that should have been perceived by the *Driver* and the level of care and investigation exercised by the *Driver* in relation to what should have been the perceived level of risk. In assessing the *Driver's* or other *Person's* degree of *Fault*, the circumstances considered must be specific and relevant to explain the *Driver's* or other *Person's* departure from the expected standard of behavior. Thus, for example, the fact that an *Driver* would lose the opportunity to earn large sums of money during a period of *Ineligibility,* or the fact that the *Driver* only has a short time left in his or her career, or the timing of the sporting calendar, would not be relevant factors to be considered in reducing the period of *Ineligibility* under Article 10.5.1 or 10.5.2.

[Comment: The criteria for assessing a Driver's degree of Fault is the same under all Articles where Fault is to be considered. However, under Article 10.5.2, no reduction of sanction is appropriate unless, when the degree of Fault is assessed, the conclusion is that No Significant Fault or Negligence on the part of the Driver or other Person was involved.]

Financial Consequences: see *Consequences of Anti-Doping Rule Violations*, above.

In-Competition: "*In-Competition*" means the period commencing twelve hours before a *Competition* in which the *Driver* is scheduled to participate through the end of such *Competition* and the *Sample* collection process related to such *Competition*.

[Comment: An International Federation or ruling body for an Event may establish an "In-Competition" period that is different than the Event Period.]

Independent Observer Program: A team of observers, under the supervision of *WADA*, who observe and provide guidance on the *Doping Control* process at certain *Events* and report on their observations.

Individual Sport: Any sport that is not a *Team Sport.*

Ineligibility: See *Consequences of Anti-Doping Rule Violations* above.

International Event: An *Event* or *Competition* where the International Olympic Committee, the International Paralympic Committee, an International Federation, a *Major Event Organization,* or another international sport organization is the ruling body for the *Event* or appoints the technical officials for the *Event.*

International-Level Driver: *Athletes* who compete in sport at the international level, as defined by each International Federation, consistent with the International Standard for Testing and Investigations. For the sport of UIM *International-Level Athletes* are defined as set out in the Scope section of the Introduction to these Anti-Doping Rules.

[Comment: Consistent with the International Standard for Testing and Investigations, the International Federation is free to determine the criteria it will use to classify Drivers as International-Level Drivers, e.g., by ranking, by participation in particular International Events, by type of license, etc. However, it must publish those criteria in clear and concise form, so that Drivers are able to ascertain quickly and easily when they will become classified as International-Level Drivers. For example, if the criteria include participation in certain International Events, then the International Federation must publish a list of those International Events.]

International Standard: A standard adopted by *WADA* in support of the *Code*. Compliance with an *International Standard* (as opposed to another alternative standard, practice or procedure) shall be sufficient to conclude that the procedures addressed by the *International Standard* were performed properly. *International Standards* shall include any Technical Documents issued pursuant to the *International Standard*.

Major Event Organizations: The continental associations of *National Olympic Committee*s and other international multi-sport organizations that function as the ruling body for any continental, regional or other *International Event*.

Marker: A compound, group of compounds or biological variable(s) that indicates the *Use* of a *Prohibited Substance* or *Prohibited Method.*

Metabolite: Any substance produced by a biotransformation process.

Minor: A natural *Person* who has not reached the age of eighteen years.

National Anti-Doping Organization: The entity(ies) designated by each country as possessing the primary authority and responsibility to adopt and implement anti-doping rules, direct the collection of *Samples*, the management of test results, and the conduct of hearings at the national level. If this designation has not been made by the competent public authority(ies), the entity shall be the country's *National Olympic Committee* or its designee.

National Event: A sport *Event* or *Competition* involving *International*- or *National-Level Drivers* that is not an *International Event*.

National Association: A national or regional entity which is a member of or is recognized by UIM as the entity governing UIM's sport in that nation or region.

National-Level Driver: *Drivers* who compete in sport at the national level, as defined by each *National Anti-Doping Organization,* consistent with the International Standard for Testing and Investigations.

National Olympic Committee: The organization recognized by the International Olympic Committee. The term *National Olympic Committee* shall also include the National Sport Confederation in those countries where the National Sport Confederation assumes typical *National Olympic Committee* responsibilities in the anti-doping area.

No Fault or Negligence: The *Driver* or other *Person's* establishing that he or she did not know or suspect, and could not reasonably have known or suspected even with the exercise of utmost caution, that he or she had *Used* or been administered the *Prohibited Substance* or *Prohibited Method* or otherwise violated an anti-doping rule. Except in the case of a *Minor*, for any violation of Article 2.1, the *Driver* must also establish how the *Prohibited Substance* entered his or her system.

No Significant Fault or Negligence: The *Driver* or other *Person's* establishing that his or her *Fault* or negligence, when viewed in the totality of the circumstances and taking into account the criteria for *No Fault* or negligence,

was not significant in relationship to the anti-doping rule violation. Except in the case of a *Minor*, for any violation of Article 2.1, the *Driver* must also establish how the *Prohibited Substance* entered his or her system.

[Comment: For Cannabinoids, a Driver may establish No Significant Fault or Negligence by clearly demonstrating that the context of the Use was unrelated to sport performance.]

Out-of-Competition: Any period which is not *In-Competition*.

Participant: Any *Driver* or *Driver Support Person*.

Person: A natural *Person* or an organization or other entity.

Possession: The actual, physical *Possession*, or the constructive *Possession* (which shall be found only if the *Person* has exclusive control or intends to exercise control over the *Prohibited Substance* or *Prohibited Method* or the premises in which a *Prohibited Substance* or *Prohibited Method* exists); provided, however, that if the *Person* does not have exclusive control over the *Prohibited Substance* or *Prohibited Method* or the premises in which a *Prohibited Substance* or *Prohibited Method* exists, constructive *Possession* shall only be found if the *Person* knew about the presence of the *Prohibited Substance* or *Prohibited Method* and intended to exercise control over it. Provided, however, there shall be no anti-doping rule violation based solely on *Possession* if, prior to receiving notification of any kind that the *Person* has committed an anti-doping rule violation, the *Person* has taken concrete action demonstrating that the *Person* never intended to have *Possession* and has renounced *Possession* by explicitly declaring it to an *Anti-Doping Organization*. Notwithstanding anything to the contrary in this definition, the purchase (including by any electronic or other means) of a *Prohibited Substance* or *Prohibited Method* constitutes *Possession* by the *Person* who makes the purchase.

[Comment: Under this definition, steroids found in a Driver's car would constitute a violation unless the Driver establishes that someone else used the car; in that event, the Anti-Doping Organization must establish that, even though the Driver did not have exclusive control over the car, the Driver knew about the steroids and intended to have control over the steroids. Similarly, in the example of steroids found in a home medicine cabinet under the joint control of a Driver and spouse, the Anti-Doping Organization must establish that the Driver knew the steroids were in the cabinet and that the Driver intended to exercise control over the steroids. The act of purchasing a Prohibited Substance alone constitutes Possession, even where, for example, the product does not arrive, is received by someone else, or is sent to a third party address.]

Prohibited List: The List identifying the *Prohibited Substances* and *Prohibited Methods*.

Prohibited Method: Any method so described on the *Prohibited List*.

Prohibited Substance: Any substance, or class of substances, so described on the *Prohibited List*.

Provisional Hearing: For purposes of Article 7.9, an expedited abbreviated hearing occurring prior to a hearing under Article 8 that provides the *Driver* with notice and an opportunity to be heard in either written or oral form.

[Comment: A Provisional Hearing is only a preliminary proceeding which may not involve a full review of the facts of the case. Following a Provisional Hearing, the Driver remains entitled to a subsequent full hearing on the merits of the case. By contrast, an "expedited hearing," as that term is used in Article 7.9, is a full hearing on the merits conducted on an expedited time schedule.]

Provisional Suspension: See *Consequences of Anti-Doping Rule Violations* above.

Publicly Disclose or Publicly Report: See *Consequences of Anti-Doping Rule Violations* above.

Regional Anti-Doping Organization: A regional entity designated by member countries to coordinate and manage delegated areas of their national anti-doping programs, which may include the adoption and implementation of anti-doping rules, the planning and collection of *Samples*, the management of results, the review of *TUEs*, the conduct of hearings, and the conduct of educational programs at a regional level.

Registered Testing Pool: The pool of highest-priority *Drivers* established separately at the international level by International Federations and at the national level by *National Anti-Doping Organizations,* who are subject to focused *In-Competition* and *Out-of-Competition Testing* as part of that International Federation's or *National Anti-Doping Organization*'s test distribution plan and therefore are required to provide whereabouts information as provided in Article 5.6 of the *Code* and the International Standard for Testing and Investigations.

Sample or *Specimen*: Any biological material collected for the purposes of *Doping Control*.

[Comment: It has sometimes been claimed that the collection of blood Samples violates the tenets of certain religious or cultural groups. It has been determined that there is no basis for any such claim.]

Signatories: Those entities signing the *Code* and agreeing to comply with the *Code*, as provided in Article 23 of the *Code*.

Specified Substance: See Article 4.2.2.

Strict Liability: The rule which provides that under Article 2.1 and Article 2.2, it is not necessary that intent, *Fault*, negligence, or knowing *Use* on the *Driver's* part be demonstrated by the *Anti-Doping Organization* in order to establish an anti-doping rule violation.

Substantial Assistance: For purposes of Article 10.6.1, a *Person* providing *Substantial Assistance* must: (1) fully disclose in a signed written statement all information he or she possesses in relation to anti-doping rule violations, and (2) fully cooperate with the investigation and adjudication of any case related to that information, including, for example, presenting testimony at a hearing if requested to do so by an *Anti-Doping Organization* or hearing panel. Further, the information provided must be credible and must comprise an important part of any case which is initiated or, if no case is initiated, must have provided a sufficient basis on which a case could have been brought.

Tampering: Altering for an improper purpose or in an improper way; bringing improper influence to bear; interfering improperly; obstructing, misleading or engaging in any fraudulent conduct to alter results or prevent normal procedures from occurring.

Target Testing: Selection of specific *Drivers* for *Testing* based on criteria set forth in the International Standard for Testing and Investigations.

Team Sport: A sport in which the substitution of players is permitted during a *Competition*.

Testing: The parts of the *Doping Control* process involving test distribution planning, *Sample* collection, *Sample* handling, and *Sample* transport to the laboratory.

Trafficking: Selling, giving, transporting, sending, delivering or distributing (or *Possessing* for any such purpose) a *Prohibited Substance* or *Prohibited Method* (either physically or by any electronic or other means) by an *Driver*, *Driver Support Person* or any other *Person* subject to the jurisdiction of an *Anti-Doping Organization* to any third party; provided, however, this definition shall not include the actions of "bona fide" medical personnel involving a *Prohibited Substance* used for genuine and legal therapeutic purposes or other acceptable justification, and shall not include actions involving *Prohibited Substances* which are not prohibited in *Out-of-Competition Testing* unless the circumstances as a whole demonstrate such *Prohibited Substances* are not intended for genuine and legal therapeutic purposes or are intended to enhance sport performance.

TUE: Therapeutic Use Exemption, as described in Article 4.4.

UNESCO Convention: The International Convention against Doping in Sport adopted by the 33rd session of the UNESCO General Conference on 19 October, 2005 including any and all amendments adopted by the States Parties to the Convention and the Conference of Parties to the International Convention against Doping in Sport.

Use: The utilization, application, ingestion, injection or consumption by any means whatsoever of any *Prohibited Substance* or *Prohibited Method*.

WADA: The World Anti-Doping Agency.

[Comment: Defined terms shall include their plural and possessive forms, as well as those terms used as other parts of speech].

APPENDIX 2 EXAMPLES OF THE APPLICATION OF ARTICLE 10

EXAMPLE 1.

Facts: An *Adverse Analytical Finding* results from the presence of an anabolic steroid in an *In-Competition* test (Article 2.1); the *Driver* promptly admits the anti-doping rule violation; the *Driver* establishes *No Significant Fault or Negligence*; and the *Driver* provides *Substantial Assistance*.

Application of *Consequences*:

1. The starting point would be Article 10.2. Because the *Driver* is deemed to have *No Significant Fault* that would be sufficient corroborating evidence (Articles 10.2.1.1 and 10.2.3) that the anti-doping rule violation was not intentional, the period of *Ineligibility* would thus be two years, not four years (Article 10.2.2).

2. In a second step, the panel would analyze whether the *Fault*-related reductions (Articles 10.4 and 10.5) apply. Based on *No Significant Fault or Negligence* (Article 10.5.2) since the anabolic steroid is not a *Specified Substance*, the applicable range of sanctions would be reduced to a range of two years to one year (minimum one-half of the two year sanction). The panel would then determine the applicable period of *Ineligibility* within this range based on the *Driver's* degree of *Fault*. (Assume for purposes of illustration in this example that the panel would otherwise impose a period of *Ineligibility* of 16 months.)

3. In a third step, the panel would assess the possibility for suspension or reduction under Article 10.6 (reductions not related to *Fault*). In this case, only Article 10.6.1 (*Substantial Assistance)* applies. (Article 10.6.3, Prompt Admission, is not applicable because the period of *Ineligibility* is already below the two-year minimum set forth in Article 10.6.3.) Based on *Substantial Assistance*, the period of *Ineligibility* could be suspended by three-quarters of 16 months.* The minimum period of *Ineligibility* would thus be four months. (Assume for purposes of illustration in this example that the panel suspends ten months and the period of *Ineligibility* would thus be six months.)

4. Under Article 10.11, the period of *Ineligibility*, in principle, starts on the date of the final hearing decision. However, because the *Driver* promptly admitted the anti-doping rule violation, the period of *Ineligibility* could start as early as the date of *Sample* collection, but in any event the *Driver* would have to serve at least one-half of the *Ineligibility* period (i.e., three months) after the date of the hearing decision (Article 10.11.2).

5. Since the *Adverse Analytical Finding* was committed in a *Competition*, the panel would have to automatically *Disqualify* the result obtained in that *Competition* (Article 9).

6. According to Article 10.8, all results obtained by the *Driver* subsequent to the date of the *Sample* collection until the start of the period of *Ineligibility* would also be *Disqualified* unless fairness requires otherwise.

7. The information referred to in Article 14.3.2 must be *Publicly Disclosed*, unless the *Driver* is a *Minor*, since this is a mandatory part of each sanction (Article 10.13).

8. The *Driver* is not allowed to participate in any capacity in a *Competition* or other sport-related activity under the authority of any *Signatory* or its affiliates during the *Driver's* period of *Ineligibility* (Article 10.12.1). However, the *Driver* may return to train with a team or to use the facilities of a club or other member organization of a *Signatory* or its affiliates during the shorter of: (a) the last two months of the *Driver's* period of *Ineligibility*, or (b) the last one-quarter of the period of *Ineligibility* imposed (Article 10.12.2). Thus, the *Driver* would be allowed to return to training one and one-half months before the end of the period of *Ineligibility*.

EXAMPLE 2.

Facts: An *Adverse Analytical Finding* results from the presence of a stimulant which is a *Specified Substance* in an *In-Competition* test (Article 2.1); the *Anti-Doping Organization* is able to establish that the *Driver* committed the anti-doping rule violation intentionally; the *Driver* is not able to establish that the *Prohibited Substance* was *Used Out-of-Competition* in a context unrelated to sport performance; the *Driver* does not promptly admit the anti-doping rule violation as alleged; the *Driver* does provide *Substantial Assistance*.

Application of Consequences:

1. The starting point would be Article 10.2. Because the *Anti-Doping Organization* can establish that the anti-doping rule violation was committed intentionally and the *Driver* is unable to establish that the substance was permitted *Out-of-Competition* and the *Use* was unrelated to the *Driver's* sport performance (Article 10.2.3), the period of *Ineligibility* would be four years (Article 10.2.1.2).

2. Because the violation was intentional, there is no room for a reduction based on *Fault* (no application of Articles 10.4 and 10.5). Based on *Substantial Assistance*, the sanction could be suspended by up to three-quarters of the four years.* The minimum period of *Ineligibility* would thus be one year.

3. Under Article 10.11, the period of *Ineligibility* would start on the date of the final hearing decision.

4. Since the *Adverse Analytical Finding* was committed in a *Competition*, the panel would automatically *Disqualify* the result obtained in the *Competition*.

5. According to Article 10.8, all results obtained by the *Driver* subsequent to the date of *Sample* collection until the start of the period of *Ineligibility* would also be *Disqualified* unless fairness requires otherwise.

6. The information referred to in Article 14.3.2 must be *Publicly Disclosed*, unless the *Driver* is a *Minor*, since this is a mandatory part of each sanction (Article 10.13).

7. The *Driver* is not allowed to participate in any capacity in a *Competition* or other sport-related activity under the authority of any *Signatory* or its affiliates during the *Driver's* period of *Ineligibility* (Article 10.12.1). However, the *Driver* may return to train with a team or to use the facilities of a club or other member organization of a *Signatory* or its affiliates during the shorter of: (a) the last two months of the *Driver's* period of *Ineligibility*, or (b) the last one-quarter of the period of *Ineligibility* imposed (Article 10.12.2). Thus, the *Driver* would be allowed to return to training two months before the end of the period of *Ineligibility*.

EXAMPLE 3.

Facts: An *Adverse Analytical Finding* results from the presence of an anabolic steroid in *an Out-of-Competition* test (Article 2.1); the *Driver* establishes *No Significant Fault or Negligence*; the *Driver* also establishes that the *Adverse Analytical Finding* was caused by a *Contaminated Product*.

Application of Consequences:

1. The starting point would be Article 10.2. Because the *Driver* can establish through corroborating evidence that he did not commit the anti-doping rule violation intentionally, i.e., he had *No Significant Fault* in *Using* a *Contaminated Product* (Articles 10.2.1.1 and 10.2.3), the period of *Ineligibility* would be two years (Articles 10.2.2).

2. In a second step, the panel would analyze the *Fault*-related possibilities for reductions (Articles 10.4 and 10.5). Since the *Driver* can establish that the anti-doping rule violation was caused by a *Contaminated Product* and that he acted with *No Significant Fault or Negligence* based on Article 10.5.1.2, the applicable range for the period of *Ineligibility* would be reduced to a range of two years to a reprimand. The panel would determine the period of *Ineligibility* within this range, based on the *Driver's* degree of *Fault*. (Assume for purposes of illustration in this example that the panel would otherwise impose a period of *Ineligibility* of four months.)

3. According to Article 10.8, all results obtained by the *Driver* subsequent to the date of *Sample* collection until the start of the period of *Ineligibility* would be *Disqualified* unless fairness requires otherwise.

4. The information referred to in Article 14.3.2 must be *Publicly Disclosed*, unless the *Driver* is a *Minor*, since this is a mandatory part of each sanction (Article 10.13).

5. The *Driver* is not allowed to participate in any capacity in a *Competition* or other sport-related activity under the authority of any *Signatory* or its affiliates during the *Driver's* period of *Ineligibility* (Article 10.12.1). However, the *Driver* may return to train with a team or to use the facilities of a club or other member organization of a *Signatory* or its affiliates during the shorter of: (a) the last two months of the *Driver's* period of *Ineligibility*, or (b) the last one-quarter of the period of *Ineligibility* imposed (Article 10.12.2). Thus, the *Driver* would be allowed to return to training one month before the end of the period of *Ineligibility*.

EXAMPLE 4.

Facts: A *Driver* who has never had an *Adverse Analytical Finding* or been confronted with an anti-doping rule violation spontaneously admits that she *Used* an anabolic steroid to enhance her performance. The *Driver* also provides *Substantial Assistance*.

Application of Consequences:

1. Since the violation was intentional, Article 10.2.1 would be applicable and the basic period of *Ineligibility* imposed would be four years.

2. There is no room for *Fault*-related reductions of the period of *Ineligibility* (no application of Articles 10.4 and 10.5).

3. Based on the *Driver's* spontaneous admission (Article 10.6.2) alone, the period of *Ineligibility* could be reduced by up to one-half of the four years. Based on the *Driver's Substantial Assistance* (Article 10.6.1) alone, the period of *Ineligibility* could be suspended up to three-quarters of the four years.* Under Article 10.6.4, in considering the spontaneous admission and *Substantial Assistance* together, the most the sanction could be reduced or suspended would be up to three-quarters of the four years. The minimum period of *Ineligibility* would be one year.

4. The period of *Ineligibility*, in principle, starts on the day of the final hearing decision (Article 10.11). If the spontaneous admission is factored into the reduction of the period of *Ineligibility*, an early start of the period of *Ineligibility* under Article 10.11.2 would not be permitted. The provision seeks to prevent a *Driver* from benefitting twice from the same set of circumstances. However, if the period of *Ineligibility* was suspended solely on the basis of *Substantial Assistance*, Article 10.11.2 may still be applied, and the period of *Ineligibility* started as early as the *Driver's* last *Use* of the anabolic steroid.

5. According to Article 10.8, all results obtained by the *Driver* subsequent to the date of the anti-doping rule violation until the start of the period of *Ineligibility* would be *Disqualified* unless fairness requires otherwise.

6. The information referred to in Article 14.3.2 must be *Publicly Disclosed*, unless the *Driver* is a *Minor*, since this is a mandatory part of each sanction (Article 10.13).

7. The *Driver* is not allowed to participate in any capacity in a *Competition* or other sport-related activity under the authority of any *Signatory* or its affiliates during the *Driver's* period of *Ineligibility* (Article 10.12.1). However, the *Driver* may return to train with a team or to use the facilities of a club or other member organization of a *Signatory* or its affiliates during the shorter of: (a) the last two months of the *Driver's* period of *Ineligibility*, or (b) the last one-quarter of the period of *Ineligibility* imposed (Article 10.12.2). Thus, the *Driver* would be allowed to return to training two months before the end of the period of *Ineligibility*.

EXAMPLE 5.

Facts:

A *Driver Support Person* helps to circumvent a period of *Ineligibility* imposed on an *Driver* by entering him into a *Competition* under a false name. The *Driver Support Person* comes forward with this anti-doping rule violation (Article 2.9) spontaneously before being notified of an anti-doping rule violation by an *Anti-Doping Organization.*

Application of Consequences*:*

1. According to Article 10.3.4, the period of *Ineligibility* would be from two up to four years, depending on the seriousness of the violation. (Assume for purposes of illustration in this example that the panel would otherwise impose a period of *Ineligibility* of three years.)

2. There is no room for *Fault*-related reductions since intent is an element of the anti-doping rule violation in Article 2.9 (see comment to Article 10.5.2).

3. According to Article 10.6.2, provided that the admission is the only reliable evidence, the period of *Ineligibility* may be reduced down to one-half. (Assume for purposes of illustration in this example that the panel would impose a period of *Ineligibility* of 18 months.)

4. The information referred to in Article 14.3.2 must be *Publicly Disclosed* unless the *Driver Support Person* is a *Minor*, since this is a mandatory part of each sanction (Article 10.13).

EXAMPLE 6.

Facts: An *Driver* was sanctioned for a first anti-doping rule violation with a period of *Ineligibility* of 14 months, of which four months were suspended because of *Substantial Assistance*. Now, the *Driver* commits a second anti-doping rule violation resulting from the presence of a stimulant which is not a *Specified Substance* in an *In-Competition* test (Article 2.1); the *Driver* establishes *No Significant Fault or Negligence*; and the *Driver* provided *Substantial Assistance*. If this were a first violation, the panel would sanction the *Driver* with a period of *Ineligibility* of 16 months and suspend six months for *Substantial Assistance*.

Application of Consequences:

1. Article 10.7 is applicable to the second anti-doping rule violation because Article 10.7.4.1 and Article 10.7.5 apply.

2. Under Article 10.7.1, the period of Ineligibility would be the greater of:

   a) six months;

   b) one-half of the period of *Ineligibility* imposed for the first anti-doping rule violation without taking into account any reduction under Article 10.6 (in this example, that would equal one-half of 14 months, which is seven months); or

   c) twice the period of *Ineligibility* otherwise applicable to the second anti-doping rule violation treated as if it were a first violation, without taking into account any reduction under Article 10.6 (in this example, that would equal two times 16 months, which is 32 months).

   Thus, the period of *Ineligibility* for the second violation would be the greater of (a), (b) and (c), which is a period of *Ineligibility* of 32 months.

3. In a next step, the panel would assess the possibility for suspension or reduction under Article 10.6 (non-*Fault*-related reductions). In the case of the second violation, only Article 10.6.1 (*Substantial Assistance*) applies. Based on *Substantial Assistance*, the period of *Ineligibility* could be suspended by three-quarters of 32 months.* The minimum period of *Ineligibility* would thus be eight months. (Assume for purposes of illustration in this example that the panel suspends eight months of the period of *Ineligibility* for *Substantial Assistance*, thus reducing the period of *Ineligibility* imposed to two years.)

4. Since the *Adverse Analytical Finding* was committed in a *Competition*, the panel would automatically *Disqualify* the result obtained in the *Competition.*

5. According to Article 10.8, all results obtained by the *Driver* subsequent to the date of *Sample* collection until the start of the period of *Ineligibility* would also be *Disqualified* unless fairness requires otherwise.

6. The information referred to in Article 14.3.2 must be *Publicly Disclosed*, unless the *Driver* is a *Minor*, since this is a mandatory part of each sanction (Article 10.13).

7. The *Driver* is not allowed to participate in any capacity in a *Competition* or other sport-related activity under the authority of any *Signatory* or its affiliates during the *Driver's* period of *Ineligibility* (Article 10.12.1). However, the *Driver* may return to train with a team or to use the facilities of a club or other member organization of a *Signatory* or its affiliates during the shorter of: (a) the last two months of the *Driver's* period of *Ineligibility*, or (b) the last one-quarter of the period of *Ineligibility* imposed (Article 10.12.2). Thus, the *Driver* would be allowed to return to training two months before the end of the period of *Ineligibility*

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* Upon the approval of *WADA* in exceptional circumstances, the maximum suspension of the period of *Ineligibility* for *Substantial Assistance* may be greater than three-quarters, and reporting and publication may be delayed.

APPENDIX 3 CONSENT FORM

As a member of [National Federation]: _____

and/or a participant in an event authorized or recognized by [National Federation or UIM] authorized or recognized event, I hereby declare as follows:

1. I acknowledge that I am bound by, and confirm that I shall comply with, all of the provisions of the UIM Anti-Doping Rules (as amended from time to time), the World Anti-Doping Code (the "Code") and the International Standards issued by the World Anti-Doping Agency, as amended from time to time, and published on WADA's website.
2. I consent and agree to the creation of my profile in the WADA Doping Control Clearing House ("ADAMS"), as requested under the Code to which UIM is a Signatory, and/or any other authorized National Anti-Doping Organization's similar system for the sharing of information, and to the entry on my Doping Control, Whereabouts and Therapeutic Use Exemptions related data in such systems.
3. I acknowledge the authority of UIM [and its member National Federations and/or National Anti-Doping Organizations] under the UIM Anti-Doping Rules to enforce, to manage results under, and to impose sanctions in accordance with the UIM Anti-Doping Rules.
4. I acknowledge and agree that any dispute arising out of a decision made pursuant to the UIM Anti-Doping Rules, after exhaustion of the process expressly provided for in the UIM Anti-Doping Rules, may be appealed exclusively as provided in Article [13] of the UIM Anti-Doping Rules to an appellate body for final and binding arbitration, which in the case of International-Level Athletes is the Court of Arbitration for Sport (CAS).
5. I acknowledge and agree that the decisions of the arbitral appellate body referenced above shall be final and enforceable, and that I will not bring any claim, arbitration, lawsuit or litigation in any other court or tribunal.

I have read and understand the present declaration.

_____	_____
Date	Print Name (Last Name, First Name)
_____	_____
Date of Birth (Day/Month/Year)	Signature (or, if a minor, signature of legal guardian)

ENVIRONMENTAL CODE

2017

The UIM Environmental Code
has been acknowledged by RINA and allowed the UIM to be nominated
"2011 GREEN ASSOCIATION"

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1. GENERAL PRINCIPLES

DEFINITION

1.1

Powerboat activities fall into three main categories: competition, recreation and transport. This code includes competitive activities for members running the UIM racing classes included the UIM rulebooks for offshore, circuit, pleasure navigation and aqua bike. The code is a working document until fully adopted by the UIM General Assembly.

1.2

Competitive powerboat racing events are a major constituent of the international and national sporting calendars, attracting an increasing audience and producing significant economic effects. It is a sport which, like most other sports, and human activities in general, creates an impact on the environment.

1.3

Power boating activities in general, as a means of transport or for recreation, continues to increase, and therefore must also be looked at from an environmental point of view. The UIM will do its best to transfer best practices from competitive power boating to these other areas.

1.4

The UIM considers it to be of major importance to develop a coherent environmental policy, taking into account the legislative and regulatory requirements of each country.

1.5

The UIM will seek to establish at all times the highest environmental standards during the organization of powerboat events at all levels and will promote environmental consciousness among all powerboat racers. The UIM will do so in close co-operation with the National Authorities and all involved stakeholders.

1.6

The UIM environment policy, as defined in this Code, is based on mutual respect of the needs of the environment and of reasonable practices of powerboat sports and powerboat driving in general.

1.7

The UIM seeks close co-operation with international authorities and organizations in order to ensure that there are sufficient facilities for powerboat activities in environmentally acceptable conditions and encourages its member nations to do so at national, regional and local level.

1.8

All national federations affiliated to the UIM shall do their best efforts in order to give proper prominence to environmental matters and to the principles of the UIM Environmental Code.

1.9

According to the above general principles, this Code prescribes regulations and recommendations to improve the relationship between Power boating competitions and the environment.

These regulations and recommendations refer in particular to:

a) Climate emissions in cooperation with guidelines given from the UNEP and minimize to reach zero emissions in the future.

b) Noise, fuel and protection of the water

c) Behaviour of the spectators, organizers, officers and race participants in order to maintain the highest possible standards worldwide

1.10

The UIM encourage all national authorities to issue guidelines in line with the above and taking into considerations o regional and national legislations.

1.11

The non respect of a requirement of the UIM Environmental Code by an organizer or a racer or the person responsible for his racing team is liable to a fine, a disqualification from the event or a suspension. Moreover, the participant/driver/pilot may be liable for the damages caused by his non-respect of the environmental provisions.

2. UIM ENVIRONMENTAL WORKING GROUP (EWG)

2.1 ROLE AND RESPONSIBILITIES

Role

The Environmental Group role is to advise the UIM on what policy should be adopted in terms of environmental protection, alternative energies and support for sustainable development and, through its members, support the UIM programs and activities in this field.

Responsibilities

- Raise awareness on environment, alternative energies and sustainable development among UIM National Authorities and UIM stakeholders

- Disseminate knowledge and ensure know-how transfer in the above areas

- Promote environmental responsibility in the planning and staging of UIM events

- Ensure compliance of UIM affiliated members with the Environmental Code

- Promote the creation of an Environmental Working Group within National Federations

- Organize environmental seminars and establish a high profile network of correspondents

- Prepare an annual environmental report

- Presentation of the EWG work and findings at the UIM Council and General Assembly

- Advice the national environmental working groups on how to tackle environmental issues

- Liaise with external institutions such as public authorities, environmental organizations and other sporting bodies

3. ENVIRONMENTAL STEWARD

3.1 ROLE AND RESPONSIBILITIES

Role

At the UIM titled events there should be an official called the Environmental Steward who shall deal only with environmental aspects and who must have successfully completed a seminar organized by the UIM Environmental Working Group (hereafter EWG).

Responsibilities

- Ensure that the UIM Environmental Code is respected.

- Have access to all information concerning the event, and must be able to give prior, during and after the event, recommendations to the OOD on all aspects of the event which may have potential environmental consequences.

- Draw up in an appropriate manner a report on the basis of a check-list and send it to the UIM Secretariat. A copy should also be handed to the OOD and the UIM Environmental Delegate if present at the event. In case of a first non-respect of this point, the Environmental Steward will receive a warning from the UIM or its national federation. In case of a second offence, the UIM may pronounce against the Environmental Steward a suspension of up to 12 months.

- Instruct officials during national seminars for the various disciplines, as well as for racers and organizers.

- In case of non-respect or violation of the provisions mentioned in the present Code, he must immediately first inform the OOD.

4. UIM ENVIRONMENTAL DELEGATE

4.1 ROLE AND RESPONSIBILITIES

Role

The UIM Environmental Delegate is a member of and is nominated by the EWG. There is a need to find the premises for the Environmental Delegate to be able to operate. The UIM Commissioner will handle the environmental observations on title championships and include the observations in their report.

Responsibilities

- Observe and verify the application of the Environmental Code.

- Inform the OOD of any violation of the Environmental Code in order to pronounce sanctions relative to the infraction.

- Identify areas of “good practice” and make recommendations or proposals of modifications of the Environmental Code.

- Perform inspections of the racecourse and its facilities at any time before, during or after the event.

- Prepare a report summing up all important aspects of the event that relate to the environment.

- Any serious failure of the Environmental Steward towards the obligations and due diligence mentioned in article 2 of the present Code noticed by the UIM Environmental Delegate will be examined and, in case of need, sanctioned by the EWG with withdrawal of the Environmental Steward’s license for a period of up to 12 months.

An educational program is mandatory for the UIM environmental delegates.

5. NOISE

5.1 INTRODUCTION

Concerns regarding noise at powerboat events are not limited to the machines themselves. In addition to the expected engine noise, organizers and environmental stewards must be aware of the magnitude of sound from public address systems, crowds and other sources associated with an event. Minimizing excessive noise associated with powerboat activity and taking public reaction to noise in consideration is the responsibility of all concerned: drivers, clubs, organizers and officials.

5.2 NOISE OF POWERBOATS

Sound is a measurable phenomenon created when a source, such as a powerboat engine, causes the air to vibrate. In contrast, noise is an individual interpretation of the impact of that sound. A sound enjoyed by one may be annoying or even harmful to another. Powerboats with high sound levels are almost always considered noisy. The Environmental Steward must understand the difference between the two and how sound is quantified. The decibel (dB) is the unit used to express sound pressure levels and they are measured on several scales. Powerboat sound is tested on the “A” weighted scale and is expressed as dB (A). Sound pressure levels increase at a logarithmic rate (very quickly) while the human ear interprets that increase more slowly. As a consequence, each time the number of identical sound sources is doubled (as with many powerboats at the starting line), the sound pressure level measurement is increased by only 3 dB(A). Sound levels decrease as the distance from the source increases. A doubling of the distance from the source to the ear causes a loss of 6 dB (A). Temperature, geography, elevation, humidity and the frequency of the sound waves also contribute to the rate of energy loss. Such things as foliage, uneven ground and sea and large obstacles, such as walls, cars or embankments will reflect sound and affect sound levels in the immediate area.

The UIM recommends:

a) To avoid all unnecessary running of engines.

b) To reduce as much as possible the sound levels in all disciplines and ensure that all applicable regulations are strictly respected.

c) The UIM shall always promote research on the question of sound level in relation to powerboat sports.

d) The UIM will aim to set regulations stipulating the maximum permitted noise levels for each class. Noise levels should be set for the different classes in cooperation with the different commissions. When the limit has been set the regulations shall be monitored and sanctioned strictly.

5.3 SOUND LEVEL MEASUREMENTS

Environmental Stewards and event organizers should be familiar with local ordinances governing both event and powerboat sound levels. For details of specific sound levels for each discipline refer to the relevant rules. The UIM noise control method and sound levels are also recommended for national or club events.

5.4 PUBLIC ADDRESS SYSTEM

a) Separate public-address systems for drivers’ paddock and the public areas/enclosures are preferable and should never produce a higher sound than the hearing damage threshold level 83 dB(A) when measured in a public area and should also not exceed 3 dB(A) above the background and sea sound levels when measured at the nearest dwelling house.

b) Position of loud-speakers: slanted towards the ground and directed towards the centre of the course.

c) Maintain sound level as low as possible. The whole system must be ready and tested 30 minutes before the start of the practice. The sound system often causes more annoyance outside the track area than the actual event. Make arrangements with the people in charge of the sound system to reduce the sound volume between races/practice sessions.

6. FUEL

It is recommended that regular unleaded fuel, available at the service stations, or other cleaner fuels provided by the organizers, without additives, except oil for two stroke engines, is used.

The use of alternative energies such as bio fuels, hydrogen or electricity, as long as they are not more noxious for the environment, must be encouraged for all disciplines in conformity with the relevant technical regulations. For the purposes of protecting the environment, provisions regarding fuel storage mentioned in the relevant rules must be respected.

Transition implementation – When a Class has more than 50% of the entries using EPA engines at a World Championship then the non EPA engines are phased out.

For details, refer to the technical rules of the various sporting disciplines.

7. PROTECTION OF GROUND AND WATER

a) Measures must be taken to prevent leaks of fuel, oil, cleaning, degreasing, cooling and brake fluids, etc. into the ground and water or vapour into the air.

b) Containers/facilities to recover rubbish, oils, chemicals, detergents, etc. must be provided.

c) The use of an environmental mat, (or other effective device) protecting the ground and water, is compulsory to be used where servicing of machines is permitted by the organizer, amongst others in the paddock and repair areas. Any infraction of this rule will be reported to the OOD who will fine the driver/pilot responsible a maximum of USD 1000 or any other amount mentioned in the regulation or appendix of the discipline.

d) Provision must be made for the treatment of spillage and the disposal of contaminated material by the organizers.

e) It is strictly forbidden to empty onto the ground and water waste fluids from vehicles or boats located in the drivers' paddock and the campsite. Waste water may only be disposed of at the circuit a proper facility to this effect. Any infraction to this rule will be reported to the OOD who will fine the driver/pilot responsible a maximum of USD 500. Other sanctions may be pronounced by the OOD or the UIM Commissioner.

f) Do not leave on the spot sustainable evidence of any event, club or boating activity.

7.1 ENVIRONMENTAL MAT

The Environmental Mat is compulsory for all disciplines. It must be composed of an absorbent part and an impermeable part. Its use will be compulsory everywhere where work on powerboats is allowed by the organizers.

8. CLEANING OF POWERBOATS

a) Cleaning of engine and motor parts, where permitted by the regulations, must only be carried out at places with cleaning facilities.

b) Only certified non toxic solvent, without the addition of chemical products (for example detergent), is permitted when cleaning the boats.

c) The cleaning area must be built with a non-porous surface and a proper drain with an oil-divider to prevent pollution of the ground and water. Any infraction of this rule will be reported to the Officer of the Day (OOD) who will fine the driver/pilot responsible a maximum of USD 500. – or any other amount mentioned in the regulation or appendix of the discipline.

9. ACTION TO BE TAKEN BY DRIVERS / PARTICIPANTS

a) Each driver is responsible for the waste generated by his team during the event.

b) Where organizers provide the necessary containers for waste they must be used as directed.

c) Waste must be retained by the team until the approved facilities provided by organizers can be used.

d) Where refuelling or servicing of a powerboat is being undertaken at events, driver/participants must provide and use an environment mat to protect the ground and water. This environmental mat must also be compulsory when an electrical generator or any other device with a thermal engine is used by the driver/pilot or the team. These mats must be removed by the driver/pilots/competitors after use.

e) Any infringement by the participant or driver/pilot (who is responsible for his team) of the UIM regulations can result in a fine, disqualification from the event or suspension, and may also result in the participant or driver/pilot being liable for any costs of rectification.

10. REQUIREMENTS TO ENCOURAGE ENVIRONMENTAL BEHAVIOUR BY THE SPECTATORS

Visitors to a powerboat circuit, track, event or gathering can play an important role in keeping the environment clean and undamaged. Here are some suggestions:

a) In co-operation with the local authorities, select the routes to and from circuits, tracks, etc., which will cause as little annoyance as possible for the surrounding areas.

b) Provide clear signs to circuits, tracks and venues.

c) Avoid parking on vulnerable places (verges, green lanes).

d) Avoid parking in long grass.

e) Promote the use of public transportation in publications and promotional releases i.e. web or other forums.

f) Avoid too high concentrations of people in order to preserve vulnerable places i.e. wildlife and bird reservation.

g) Provide sufficient sanitary facilities and safe cleaning and deposit systems.

h) Inform the spectators about responsible behaviour on the site.

i) Specify in contracts with catering firms a requirement to sell drinks and food packaged in recyclable, reusable or biodegradable material, and to provide and maintain sufficient waste containers. Promote cooperation with caterers that have high standards on ethical and ecological food.

j) Manage the events in such a way that only footsteps remain on the soil.

11. ACTION TO BE TAKEN BY INTERNATIONAL ORGANIZERS

Promote environmental behaviour among all persons involved within the organization and promote environmentally friendly work within the secretariat and the administration to save paper and energy.

Venues creating participants more than 50 and/or spectators more 20 000, shall make a more comprehensive written environmental plan including the following points:

1. Use of resources (energy, chemicals and materials)
2. Impact on environment and climate emissions
3. Carbon offsetting all activities related to events from
4. Recycling and reduction of waste
5. Travelling and accommodation for spectators and guests
6. Birds, animals and wildlife
7. Visual environment

Any organizer of an event under the authority of the UIM is subject to its regulation and jurisdiction. Any clearly established infraction or inobservance of the prescriptions and obligations for the organizers are subject to the penalties laid down in the present Environmental Code or in other UIM disciplinary procedures.

Infringement of Article 11 will be reported to the UIM ExCO who can fine the organizer a minimum of USD 1000 or any other amount mentioned in the regulation or appendix of the specific discipline.

11.1 ENVIRONMENTAL PROVISIONS

Make arrangements to prevent pollution of the ground and water in the drivers' dry/wet pits and surrounding areas. Look after the protection of verges along the access roads, parking, and fencing off (tape) vulnerable areas. The facilities for practice, racing, gatherings and the surroundings must be protected as much as possible from pollution and annoyance. Having regard to the expected number of spectators, provide and maintain sufficient and clean sanitation, with proper provisions for waste and water.

Measures must also be taken to prevent:

a) Leakage of fuel, oil, cleaning, degreasing, cooling and brake fluids, etc. into the ground and water or vapour into the air.

b) Waste from participants, their teams, spectators and selling points not being collected in waste-bins or containers and being left on the ground and water at the site.

c) Sanitary facilities being connected improperly to the sewerage.

d) Waste collected and removed in an illegal way.

e) UIM sound levels for powerboats during practice or event being exceeded.

f) Inordinate sound levels at tourist gatherings.

g) The maximum number of events and/or practicing time being exceeded.

11.2 LOGBOOK / CHECK-LIST

It is important for every motor sport event organizer to maintain a "logbook" in which is written all activities and measures that have been taken, what meetings have taken place and with whom, what permissions have been sought and those that have been granted relative to the use and maintenance of the facilities for powerboat sport or other event. If permission is only given for use of the facilities for a certain period of time, the exact time when it is in use must also be noted. Together with the logbook it is useful to use a check-list for the management of the facilities, to stimulate an environment friendly behaviour by the spectators and an environment friendly use of the facilities during events. This check-list must include at least the following points:

a) An assessment of the environmental impact of the event on the circuit and its surroundings, having regard to the number of competitors and the expected number of spectators.

b) Cleaning area with high-pressure cleaners for powerboats.

c) Distribution of waste bags to participants and their teams.

d) Containers for used oil, cooling fluid or any other liquid.

e) Containers for spectators' general litter.

f) Sanitary facilities.

g) Judicious positioning of loud speakers.

h) Provision of adequate and appropriate direction signs to the event.

i) Provision of containers or waste bags in the pits of the mechanics' area and collection of the contents during and after the event.

11.3 PUBLICITY/ADVERTISING

a) The UIM suggest aggressive use of the Web and media instead of prints/posters on paper.

b) Do not attach posters to trees, in country areas and/or protected urban-sites nor in places and areas which are not appropriate.

c) Place billboards only after having obtained permission from the owner of the property.

d) Take local and governmental regulations into account when placing billboards.

e) Do not distribute leaflets/pamphlets under windscreen wipers of cars, on powerboats, nor to spectators (do not allow others to do so during your event).

11.4 DRIVER PADDOCK / SERVICE AREAS / TIME CONTROL AREAS

a) Present every participant on arrival with a rubbish bag and instructions.

b) Provide sufficient containers for the rubbish bags and set recycling stations accessible to the public and participating teams.

c) Ensure that there are enough containers with fixed funnels to collect used oil.

d) Provide recognizable containers for oil filters and cleaning rags; collect separately.

e) Provide and maintain sufficient and clean sanitation, with proper provisions for waste and water, for both men and women.

f) If cleaning of powerboats is allowed, a special wash area designed to ensure the ground and water is not polluted must be provided in accordance with the rules of the discipline concerned.

g) The use of an environmental mat is compulsory when a generator or any other device with a thermal engine is used.

11.5 AFTER THE EVENT

a) Signposts, billboards and posters must be removed after the event.

b) Waste left behind on the site and the surroundings must be cleaned up and removed as soon as possible.

c) Clear away and dispose of any broken branches or shrubs.

d) Clear away tape, buoys and rope/weights around the track.

e) Arrange for separate removal of oil-containers, cleaning rags, oil filters and waste-containers.

f) The infraction or inobservance by the organizer of obligations mentioned in the present Environmental Code are subject to sanctions laid down in this Code and can result in a fine or suspension of approval to organize UIM events. The organizer will also be liable for any costs of rectification.

11.6 GENERAL REGULATIONS FOR THE MANAGEMENT OF VENUES

a) Keep up the maintenance of the venue and take care that it is kept clean and tidy at all times.

b) Cordon off sensitive areas.

c) Appoint a member of the Organizing Board to be in charge of all environmental aspects and maintain the environment logbook.

d) Ensure proper disposal of waste from sanitary facilities.

e) Take all necessary care when making changes/adjustments to the site and consult the appropriate authorities.

f) When locating the starting areas, take acoustic impacts into account.

g) Never use building waste, rubble, etc. for the construction of noise barriers, etc.

h) In case of the use of materials from outside, have them checked by the appropriate authorities to ensure that they are not polluted.

i) Following every event and at regular intervals, make an evaluation of the impact of the event on the environment; make a report of it in the logbook; and make recommendations to correct any shortcomings and errors.

12. RECOMMENDATIONS TO ALL SEA/LAKE/RIVER USERS

12.1 INTRODUCTION

We must voluntarily moderate and add a greater degree of responsibility to our natural desire for individual mobility. We should try to achieve results on the basis of freedom of thought and movement, and exploit every opportunity to combine the pleasure of Powerboating more effectively with ecological and economic needs.

12.2 DRIVER CONDUCT

a) Individual power boaters should develop driving habits to ensure full integration with other types of sea, lake and river users.

b) Ride safely and avoid aggressive driving.

c) Save petrol and reduce pollution by avoiding unnecessary idling of engines.

d) Limit noise pollution

e) Noise annoyance. Use exhaust system (towards/into water) which minimize noise and keep audio systems at a low level.

f) Protect wildlife and its natural habitat

g) Ensure that your used oil, batteries and other recyclable items are properly recycled or collected.

h) Remember that our seas/lakes/rivers belong to the overall community.

13. UIM ENVIRONMENTAL AWARD

In order to encourage a greater awareness of environmental concerns, the UIM has created an Environmental Award to reward a significant contribution to the protection of the environment. This Award may be given each year according to the following rules:

a) By “year”, the EWG understands that the year taken into consideration to award the prize starts on 1 January and ends on 30 September. The candidatures must arrive at the UIM Secretariat by the 5 October at the latest.

b) This distinction is granted for rewarding individuals, clubs, organizers, manufacturers or other organizations that have made a significant contribution or done something important to enhance environmental awareness in the field of Power boating

c) Candidatures for the Environmental Award will be submitted to the UIM by October 5th at the latest. The EWG may also propose a candidate.

d) The candidatures received will be examined by the UIM Environment Group prior to submitting them to the ExCo. The recipient can be invited to the UIM GA to receive his/her (their) distinction.

e) These nominations should be submitted, along with a description of the occurrence qualifying for the Award, to the UIM Secretariat within the set deadline

14. UIM TRIANNUAL WORLD CIRCUMNAVIGATION RACE

Every three years the UIM may organize a world circumnavigation race. The race shall be performed on alternative energy and sustainability principles.

15. GREEN LOGO

The UIM have approved this Green Logo

101 - UIM EVENT SANCTIONS AND THE SPORTS CALENDAR

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.

Payment of these fees must be made within three months after the fixing of the International calendar. It is compulsory even if the meeting does not take place.

Permission to organise these meetings is only delivered by the UIM upon payment of these fees. No permission is to be granted to National Authorities in arrears of payment.

International events organised by clubs affiliated to a National Authority and which have not been entered for reserved dates on the Sports Calendar may have to pay a fine up to five times the usual fees.

The registration fee is to be doubled for any meeting requested after the deadline dates set by the rules.

All requests to organise an International championship must be sent to the UIM Secretariat before the time set by the deadline in the rules.

The National Authority where the event starts shall be the main sanctioning body and responsible to the UIM.

All National Authorities through whose waters the event passes must also approve the event.

When compiling the Offshore Calendar due attention is to be paid to the confidential reports of the UIM Commissioners before granting the authorisation to organise titled meetings.

The organisers must name the series and classes which may participate and also give the name and address of the organisers and/or the responsible person (s) who are in a position to supply information about the event. They must also name the type of races: titled, championship, etc., the locality, as well as the date of the inscriptions.

Such information must be provided as soon as possible.

Fees for multi-class events :

For Championship events held for one class or sub-class, there shall be one inscription fee.

For Championship events for two or more classes or sub-classes, the fee shall be doubled.

Championship events for 1.3 and 2 litre classes or Offshore 1.0 and 1.3 litre classes, when raced together shall require only one fee.

These “events” may have up to three races (heats), providing they are all run at the same venue and do not exceed the time interval between races (heats) as allowed for in the relevant Championship series rules.

101.02 - OTHER MEETINGS

It is to be noted that the offshore Calendar also lists the registered ordinary International meetings.

The calendar of national or local events is not to be submitted to the UIM The interested National Authorities take responsibility for their own calendar.

The organisation of an event cannot be granted if the title, the locality and the date of said event are not given.

The UIM does its utmost to avoid clashes between ordinary meetings. However, whether the interested parties agree or disagree, the UIM lists all requests for dates, leaving the organisers to sort out their responsibilities.

The titled meetings have priority over all other meetings before the closing of the registrations for the Offshore Calendar.

However, when the Offshore Calendar is finalised all the motor boating meetings are on an equal footing.

A titled meeting which has been cancelled does not count any longer for the title. If the organisers decide to run the race in spite of the cancellation, the race must be considered as an ordinary International race.

No national championship race may be run at the same week-end as a UIM World, Continental, or Regional Championship race, in the same continent, for the class concerned.

For a World Championship, no national championship race may be run on the week-end before the World Championship, run in the same continent.

This is providing the championship race has been announced in accordance to UIM dates.

101.03 - DEADLINE DATES

10th September : the deadline date for the UIM Secretariat to receive from the N.A., the dates for the championship races and ordinary International meetings they wish to enter in the Offshore Calendar for the following year. Also at this time, requests may be lodged for any World or Continental Championship not yet allocated or cancelled before this date.

15th November : the deadline date for the UIM Secretariat to send, to all concerned, the final Offshore Calendar for that calendar year.

1st March : the deadline date for the UIM Secretariat to receive from the National Authorities, requests for Continental or World Championships 1 year in advance. It is not necessary to add the locality; the nation is sufficient. These championships will be allocated by Cominoff at the Mid term Cominoff meeting".

Requests in writing, e-mail or by fax to the UIM Secretariat will be accepted.

Any change of date of a Continental or World Championship, notified after 28th February, in the year that the event is to be run, may be penalised by the payment of a fine up to five times the amount of the registration fee (to be determined by Cominoff).

101.04 - CANCELLATION

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

However, if cancellation is due to insufficient participation and is not fault of the organiser, Cominoff may review this.

102 - WORLD CHAMPIONSHIPS

World Championships are open to all UIM classes as well as A.P.B.A. classes. There can be only one World Championship per class, per year. Cominoff will allocate the Championships.

103 - RACES RECOGNISED BY THE UIM

The UIM recognises the following events:

- Titled International meetings
- Ordinary International meetings
- National and local meetings
- Private meetings or club meetings
- International cruises
- Titled offshore races
- Ordinary offshore races

104 - NON APPROVED RACES

All 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 motor boating 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 the 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 in 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

The word “International” defines the type of race. It is impossible to know beforehand the number of the countries which will participate.

There are three categories of titled meetings:

- World Championships

- Continental Championships and Hemispheric Championship

- Special events as approved by UIM Cominoff

No meeting is allowed a title unless authorised to do so by the UIM who draw up the annual list.

The UIM has the right to refuse a title if it thinks that the organisation, the venue or the amount of prizes are not acceptable.

All championship events are allocated with the following minimum criteria:

- Experienced officials and organisation per UIM rules
- Medical rescue per UIM rules
- Adequate timing system for racing with experienced staff
- Events to be run in area with good places for pits and harbour, ample water areas as well as good spectators’ areas and services
- Adequate toilets and showers (hot)
- Accommodation and food places must also be located nearby.

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

In order to promote new series and classes, new hulls, motors or engines, new ideas regarding propulsion and new concepts of racing, the Cominoff may, provided the request to organise be accompanied by an amount equal to double the fee of an ordinary meeting, approve the organisation of International contests for such boats, motors or engines, type of propulsion and races of a kind not yet known to the UIM provided such events do not clash with other UIM titled meetings.

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.

120 - RACING LICENCES

120.01 - COMPULSORY LICENCE

No one can take part in a race, establish or improve on a record, or test drive at any titled event as a driver or crew in International class boats, without being in possession of a licence from his National Authority.

Anyone responsible for controlling a boat in any competition and holding the necessary driver's licence issued by the National Authority is considered to be the driver.

Any driver or crew member that rides in a boat fitted with restraints must partake in a suitable Driver immersion training annually prior to being issued with his current licence. Such licensed persons shall have their licenses endorsed as "Driver immersion training : expiry date ..../..../.... (day/month/year)".

120.01.01

In order to obtain an International licence or Super Licence, following disclaimer must be signed by the licence holder :

"The undersigned ... licensed driver (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 press, radio or television. The right however remain the property of the undersigned.

In addition I herewith agree and acknowledge the following:

UIM is the governing rule making body of UIM 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 UIM 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."

The signed disclaimer can be requested by the UIM commissioner at any UIM sanctioned event.

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, the class(es) for International Licences only and the Appendix 3 Anti-doping consent form of UIM Anti Doping Rules duly signed per acceptance.

These lists may be sent to others National Authorities upon request.

Licence numbers are given annually by the National Authority to the owners and drivers entered on the list.

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.

The digital version of the currently valid UIM Offshore rulebook must be made available by the National Authority to the licencees together with the international licence.

Any National Authority has the right to deliver licences to:

- its nationals;

- nationals of another country affiliated to the UIM but with the 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 Union.

Nobody is allowed more than one driver’s licence.

A National Authority may refuse to give a licence without having to state the reason. Notification of this is sent to all affiliated clubs and to UIM.

120.03 - VALIDITY OF LICENCES

Licences are valid from the 1 st. January until the 31 st. December each year, unless local circumstances require other dates, but validity should always be shown on the licence itself.

An International licence is valid in any country affiliated to the Union and entitles the holder to enter or drive 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 special rules.

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 from the National Authority and the National Authority marks the pseudonym on the licence.

A licence holder, so 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.

120.08 - ELECTION OF DRIVERS REPRESENTATIVE

There may be a Driver's Representative from each International racing class.

The election of each representative must be held in the presence of an UIM Official. Candidates must be real drivers. To be eligible, they must have obtained the following minimum experience :

Have competed in International races and be regularly racing. Candidates must be nominated by their National Authority, prior to the mid term meeting and selected by Cominoff.

Driver's Representatives are elected for a 1 year term, beginning January and ending the following December. They should be available to attend Cominoff meetings at least annually to report and advise on the consensus recommendations and requests from the drivers'. Otherwise a full written report must be forwarded to the UIM Cominoff 30 days prior to the General Assembly.

120.09 - MODEL APPLICATION FORM FOR A LICENCE

The undersigned _____

Date of Birth : …. / …. / ….

begs to apply for a licence — National / International — Driver's / Owner's

I have read the UIM licence rules and will abide by same.

The pseudonym chosen is _____

Enclosed please find the licence fee _____

_____ the _____

signature _____

address _____

Member of _____

To be sent to the Secretary of the National Authority through the Club.

120.10 - MODEL OF LICENCE

20 _____

The National Authority's
Licence Book)
N° _____

LICENCE
NATIONAL OR
INTERNATIONAL

OWNER'S
DRIVER'S

Delivered to M _____

Member of _____

Valid until _____

Pseudonym _____

"Driver immersion training : (expiry date ..../ ..../ ....)"

(Here name of National Authority)

Secretary,

President

Signature of Licence Holder

200 - RACE ORGANISATION

200.01 - GENERALITIES

The following bodies have the right to organise any power boating event: National Authorities and their Affiliated Clubs, Corresponding Members of the UIM, UIM contracted promoters (with the agreement of the National Authority).

All events have to be sanctioned by the National Authority. For events taking place in more than one country, each country's NA must approve the event.

Affiliation to the National Authority implies acceptance of the National Rules and those of the UIM.

A club, a club member, or a driver who is suspended, is not allowed to take part in any power boating event in his country, or in any other country neither as a driver nor as an official, as long as the suspension lasts.

A member or a driver who takes part in any power boat race in a foreign country affiliated to the UIM, undertakes ipso facto to abide by the rules of the National Authority of that country.

All clubs, race organisers, officials and drivers are obliged to know the general rules of the UIM as well as the rules related to races or series (local, National or International).

The current version of the UIM Offshore rulebook must be made available for consultation at every race (either in digital version or in a hard copy provided by the race organiser).

All offshore races organised by National Authorities or their affiliated clubs must be organised in accordance with the UIM Offshore rules. All advance programmes and racing instructions must mention this.

The general racing rules and the rules related to records are applicable to all the International series.

Any member or driver who infringes any of the rules of the UIM or any rules of the responsible National Authority is liable to be penalised.

All organising bodies, members, drivers or owners who take part in a race pledge themselves:

- to know current UIM Offshore rules and National rules of the responsible National Authority, if any, and also any particular event rules imposed by the event organiser or National Authority.

- to bind themselves to submit without restriction to any consequence following the application of these rules.

200.02 - INTERPRETATION OF THE RULES

In all cases not foreseen by the International rules or seemingly inaccurately defined, the National Authority, or Race Committee, or Race Jury or the Appeal Board, is to judge bearing in mind the spirit of the disputed rule.

The rules for series and classes are to be considered as being supplementary to the Offshore general rules.

In case of conflicting rules, those concerning a specific case/occasion (i.e. series and classes) are to prevail over the general rules.

National Authorities may impose special event rules relating to exceptional local requirements for National events or International events including World or Continental Championships. These special event rules prevail over, but must not conflict with the UIM Offshore rules.

English is the working language.

200.03 - MONETARY PENALTIES

At any titled International event, the Race Committee shall be entitled to impose monetary penalties for breaches of the Rules; either the UIM Offshore Rules or special event rules.

The monetary amount shall be scaled according to the severity of the "breach of the rules".

All monetary fines shall be based on a standard monetary value. For the purpose of these rules the value shall be expressed in Euros and converted at the current rate of exchange to the currency of the country where the event is being held.

Examples of penalties :

Crew or team members smoking in pit area 110 €

Un-authorised transference of fuel	110 €
Late for briefing or drivers meeting	110 €

Other infringements may attract monetary fines based on the above scale.

The fines must be paid before the start of the race ; otherwise the driver is disqualified.

The Race Committee should take care not to substitute monetary fines for infringements of a technical nature or infringements that would normally result in disqualification or suspension.

Any fines collected shall be deposited in the Race Organiser's bank account and may eventually be used to defray organisational expenses.

Absence from Drivers meeting or briefing

Complete absence from briefing or drivers meeting entails disqualification.

201 - RACE CONTROL

201.01 - ORGANISING BODIES

All races are under the control of an Organising Body approved by and affiliated to the National Authority of the country in which the race is run. The Organising Body nominates :

- An **Organising Committee** which organises the general and administrative aspects of the event.

- A **Race Committee** which organises and supervises the actual racing, determines any special event rules, determines the course, decides whether competitors are eligible or not and is responsible for safety. The Race Committee is composed of the following :

* the Officer of the Day

* the Safety Officer

* the Race Secretary

* the Officials in charge of the Technical Inspections, Course, Wet/Dry Pits, Starting and Time keeping

* Any other special official appointed by the Organising Body.

- A **Jury.** Foreign nominees must be authorised by their National Authority.

The Race Committee must inspect and verify all entrants documents required prior to racing, i.e., Measurement Certificates, Licences, Insurances, etc.

The Jury decides on any protest submitted by the Race Committee. The names of the members are to be printed in the official programme.

No officer, official, nor member of the Jury nor member of a National or International Committee or Commission, is allowed to intervene in the judgement of a problem in which he is involved himself or is an interested party.

The composition of the Race Jury must be announced at drivers briefing and published in a race bulletin.

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

The following are the Race Officials :

* the Officer of the Day

* the Safety Officer (deputy to the O.O.D.)

* the Race Secretary

* the Technical Officials

* the Course Officials

* the Starting Officials

* the Timekeepers

* the Pit Officials

* the Medical and Rescue Officials

* the Communication Officials.

The UIM Commissioner is a UIM Official.

201.02.1 - THE OFFICER OF THE DAY

The Officer of the Day must direct the organisation of the races on behalf of the Organising Body. He supervises the drivers briefings, maintains order on the course, ascertains that all services work properly, ensures that all correspond to the rules and observe the Racing Rules according to the Programme. He analyses the written reports of the Officers and Timekeepers and any other documents that will enable the results to be compiled. He verifies any decision to stop or curtail a race. He is not allowed to sit on the Jury.

For all the World Continental Championship events, the Officer of the Day must be a UIM approved person. To qualify, he/she must meet the following minimum standards :

Have had previous experience in controlling at least 3 important races.

Have a good knowledge of the UIM Offshore rules.

Have the ability to speak and understand the English language.

Be nominated by his/her National Authority for “UIM International Officer of the Day” approval

A list of approved persons is held by the UIM Secretariat and reviewed each year by Cominoff (considering also any reports from UIM Commissioners). Nominations for International O.O.D. approval shall be sent to the UIM by the nominee’s National Authority, accompanied by details of his/her qualifications and previous experience.

National Authorities must keep a list of their approved persons up to date and notify the UIM accordingly of any changes.

National Authorities are strongly encouraged to arrange for their Officers to attend training sessions.

201.02.2 - THE SAFETY OFFICER

The Safety Officer is deputy to the Officer of the Day. He/She co-ordinates (in harmony with the O.O.D. and the medical and rescue officials) the safety services on shore, on the water and in the air.

At the scene of an accident a qualified doctor can take command of emergency services and actions.

201.02.3 - THE RACE SECRETARY

The Race Secretary is responsible for the general organisation of the event. He/She must insure that all the various officials know their respective duties and that they have the necessary documents and equipment to fulfil their duties. He/She must collate all documents following the race.

201.02.4 - THE TECHNICAL OFFICIALS

The Technical Officials are to make sure that all drivers have their Measurement Certificates and Homologation Sheets (or production verification) available for inspection and shall verify that the hull and engine(s) conform to the measurement certificate, homologation sheets and the rules.

They check control and safety devices for boats and drivers as provided for in the rules. Scrutineers should be specifically delegated for this duty.

Special attention must be paid to engine and fuel shut-off devices (where applicable), driver protection and safety devices, fire protection equipment and that the racing number is clearly visible.

After the race, they must carry out all the necessary checks.

It is not permitted to disqualify any participant for reasons that were visible during pre-race inspection.

201.02.5 - THE COURSE OFFICIALS

The Course Officials must ensure that the drivers and boats conform to the racing rules. At the end of the race, they draw up and sign a statement certifying that all participants conduct during the race and at the turn marks was according to the rules. This statement is handed to the Officer of the Day who will apply the International rules in the case of infringements. The Course Officials monitoring turning marks must have a clear un-obstructed view.

201.02.6 - THE STARTING OFFICIALS

The Starting Officials are responsible for the safe and orderly execution of the race start. They must closely observe all boats during the starting procedure to ensure that the rules are adhered to and report any infringements.

One Starting Official must be on the start boat.

201.02.7 - THE TIMEKEEPERS

The Timekeepers are responsible for recording the start time, all lap times and the finish time and finish order of a race. They must be located at a position where they have clear un-obstructed viewing of the start and finish lines. In some races they may be required to carry out lap timing at turning points other than just the start and finish lines. Timekeepers must work in teams of at least two persons for each timing point. They must use reliable synchronised timing apparatus. They must keep detailed records of the timing of each boat and hand these to the Race Secretary at the completion of the race.

201.02.8 - THE PIT OFFICIALS

The Pit Officials maintain order in the wet and dry pits. They are responsible for the parking of boats, the fuelling of boats, the launching and retrieving of boats and all safety procedures within the pit areas including fire safety.

201.02.9 - THE MEDICAL AND RESCUE OFFICIALS

The Medical and Rescue Officials are responsible for all first aid and rescue procedures. The Medical personnel must be fully trained in emergency accident procedures with emphasis on resuscitation, spinal type injury care and trauma treatment. They must have facilities available for emergency treatment and facilities for rapid transportation of seriously injured persons to the nearest hospital.

The Rescue Officials must ensure that adequate rescue boats and rescue helicopters when required and available with trained personnel at strategic points of the race course and that they are equipped for any rescue eventuality.

201.02.10 - THE COMMUNICATION OFFICIALS

The Communication Officials are responsible for maintaining radio or other alternative means of communication between all key race officials with emphasis on communication between rescue crews and race headquarters.

201.08 - UIM COMMISSIONERS

The presence of a Commissioner of the UIM is required at any International titled meeting. His/her role is to ensure a fair and safe race competition according to the UIM regulations and rules. He/she ensures that UIM rules and regulations are adhered to.

1. Tasks and function of a UIM Commissioner

The UIM Commissioner is the representative from the UIM and his/her duties are very diverse:

1. He/she assists the local organizer and more particularly the Officer of the Day (O.O.D.). and Assistant O.O.D/Safety Officer.

2. He/she is a voting member of the Jury.
3. He/she approves last minute amendments to the advance programme
4. Before the first drivers' briefing, he/she shall check with the race secretary that all paperwork has been done and verified confirm UIM rules and regulations.

   - each competitor in possess of an international licence issued by his/her NA and authorization from his/her N.A. to race abroad

   - a superlicence may be required for some categories

   - a turtle test certificate may be required in case of closed cockpit boats

   - signing of the drivers' declarations or waiver regarding responsibility

   - acknowledgement and agreement regarding ant-doping rules (Appendix 3 in UIM Anti-Doping Rules) (normally required by UIM office before they issue a superlicence – to check with UIM)

   - measurement certificates and homologations sheets for the boats and the engines – verified by the technical scrutineers on the event

   - insurance coverage
5. Before the practice sessions and first drivers' briefing, he/she must check with the O.O.D. and Safety Officer the safety plan and check if the race course is safe and if all safety conditions are met.

   - the number and placement of buoys for the race course

   - the depth of the race course

   - the length of the race course, also taking into account the number of participants

   - the length of the start run to first turn buoy

   - the number and placement of rescue boats

   - the number and placement of tow boats

   - the presence of an ambulance close to the wet pits

   - the radio communication channels

   - the start procedure for the races

   - a plan covering bad water - or bad weather conditions

   The UIM commissioner will be entitled to request that an event is suspended if safety conditions are not satisfactory. The UIM Commissioner in conjunction with the O.O.D is entitled to take action with the race organizers if safety conditions are not met.
6. He/she performs also inspections of the facilities and inspects the dry and the wet pits, this at any time before and during the event and observes if all security aspects on land are made.

   - placement of fire extinguishers

   - presence of the ambulance and personnel

   - placement of garbage/trash containers

   - placement of containers for waste of oil

   - safety of fuelling area + presence of absorbing mats
7. He/she observes and verifies the application of the UIM Environmental Code as he/she has to take care that ground and water are protected. He/she will handle the environmental observations on titled events and include his/her observations in his/her report afterwards: he/she shall

   - observe and verify the application of the Environmental Code

   - inform the O.O.D. of any violation of the Environmental Code in order to pronounce sanctions relative to the infraction

   - identify areas of good practice and make recommendations or proposals of modification to the Environmental Code
8. The UIM Commissioner must be present at all official drivers' briefings. The UIM Commissioner will be presented to the teams by the O.O.D. at this first drivers' briefing together with the jury members.

It is mostly recommended that the UIM Commissioner, or shortly address to the teams at the drivers' briefing when he gets the chance, or visits the teams in the dry pits, to let the competitors know that he is there on behalf of the UIM and that he is open for any questions or remarks. He/she is there to help the local organizers and teams, with keeping in mind that the aim is to bring the sport to a higher international standard, in the spirit of the UIM code of ethics.

9. He/she ensures that UIM rules and regulations are adhered to.

10. He/she assists the local organizers and he must be present from morning to evening in the race areas (dry pit, wet pit, race administration, race control) during all event days.

11. He/she takes part in important decision-making during the races with the O.O.D. and Safety Officer. The UIM Commissioner should go with the O.O.D. to Race Control to have a good overview on the race, to follow the race control communications with the competitors and to be able to advise the O.O.D. and Safety Officer in urgent decision making or in emergency decisions.

12. He/she also takes part in urgent decision making with the O.O.D. and the organizing local promoter in matters related to the overall organization.

13. He/she is entitled to take action with the race committee if safety conditions are not met.

14. The UIM Commissioner must, together with the O.O.D., sign and approve the provisional and official results issued by the official timekeepers, before these are posted on the notice board at race administration office.

15. The UIM Commissioner can handle misconduct together with the O.O.D. and give sanctions to a driver (UIM yellow card). He/she should have authority and responsibility, in the spirit of the rules.

In case of a yellow card, he/she should report this to the UIM in his/her report.

16. The UIM Commissioner is also mostly involved by the local organizers in the prize giving ceremony, handing out UIM medals for titled events, unless a UIM representative higher positioned is present.

17. The UIM Commissioner can also be involved in alcohol and drug tests taken at the event, this in the frame of the anti-doping regulations and abuse of alcohol. The UIM commissioner itself may always submit a competitor to an alcohol test if he/she thinks a competitor made abuse of alcohol. In case of announced official drug testing, the UIM Commissioner might have been informed by the UIM, as his/her assistance can be required. It is obvious this is happening in the most confidential way.

18. After the event, the UIM Commissioner must write a report by using the official form, as foreseen and drawn up by the relevant commission, and must send his report by e-mail to the UIM secretariat within 10 days after the event. He/she must include with his report the race map, the entry list, the results and any other documents that had importance for the event.

    The report from a UIM Commissioner is to be considered as confidential matter and cannot be used for aims other than UIM's, may not be communicated to the press or otherwise disclosed for any purpose whatsoever.

    A copy of the report shall be sent by e-mail by the UIM office to the president and the members of the commission of the relevant race category and to the National Authority of the organizer. UIM Commissioners shall consider the races with the same standards, completed with own opinions.

    Should any Commissioner fail to obtain all necessary data and results for transmission to UIM, he/she will note it in his/her report and will urge the organizers to send all required documents by themselves to the Secretariat of the UIM, as soon as possible.

2. Qualification of a UIM Commissioner

A UIM Commissioner must have at least a proven experience as a UIM race official or as a race official on a national level (e.g. O.O.D.), involved in the management of races, or involved in at least 5 race events.

Moreover, he or she

- must lead by example, be integer, promote the positive aspects of the sport and promote fair play

- must have very good knowledge of the rules and guidelines for the specific class he/she is appointed

- must be friendly and approachable, visible and accessible to the competitors and the local organizers (=present all day long each day of the event)

- must avoid conflict of interest

- must speak, understand and write good English (any other language is an asset)

The UIM Commissioner shall respect the UIM Code of Ethics, based on 5 Ethic pillars that impose obligations in terms of respect and responsibility to competitors, teams, promoters, officials and all other UIM accredited persons:

1. equality
2. fair play
3. respect
4. integrity
5. protection of environment

He/she shall use due care and diligence in fulfilling his/her role on behalf of the UIM and be an example in behavior at all times.

He/she shall represent the UIM honestly, respectably and with integrity and with comprehension for the local culture and mentality differences.

3. Application to become a UIM Commissioner

The National Authorities member of the U.I.M. are requested each year to send to the UIM secretariat a list of candidate commissioners with :

1. name and address of the person
2. e-mail address and mobile telephone number (and eventual fax number)
3. the languages spoken, read and understood
4. knowledge and experience in sports management, powerboating and technical matters

The complete list with candidate UIM Commissioners is afterwards sent by the UIM secretariat to the Presidents of the relative commissions, who appoint the UIM Commissioners for the international titled events.

4. Appointment of a UIM Commissioner

The UIM or the presidents of the Commissions to which the category/class belongs, has the right to appoint the UIM Commissioner for events, to ensure that the person is fully qualified for the duties to fulfill.

An UIM Commissioner cannot be appointed to an event organized by his own National Authority, unless by reason of force majeure.

The UIM secretariat will then ask to the appointed person if he/she is available for the dates of the event and if he/she can represent the UIM on the event.

Following the Commissioner's agreement, the secretary General of the UIM will send a letter by e-mail to the National Authority and the organizers of the event, informing them that a UIM Commissioner has been appointed for the event referred to in the letter, and the UIM will transmit all coordinates of this UIM Commissioner to the N.A. and organizers of the event.

The local organizers can take contact with the UIM Commissioner as regarding to traveling and stay and will send the Advance Programme in due time to the UIM secretariat and the UIM Commissioner.

The UIM will also supply clothing as shirts, polo and jacket to the UIM Commissioner, the first time when he is appointed or whenever new clothing has been foreseen for UIM Commissioners.

5. Tools of a UIM Commissioner

The UIM Commissioner can fall back on the rules and regulations from the UIM, included in the respective rulebooks as for different categories, and on the written race instructions for the event.

Rules always can be improved, and out of the experience during the races, it is good to report in his/her Commissioner's report where rules fail or where rules are not clear or complete enough. So, the UIM Commissioner can make recommendations on rule changes or point out where rules fail, in order that this can be taken into account for new or modifying rule proposals.

6. Accommodation and reimbursement of travel expenses

The national authority of the event must remind the local organizers at their obligations:

1. to accommodate the UIM Commissioner in a good hotel for the whole duration of the event and as long as is required for the accomplishment of his/her mission at the expense of the organisers.
2. to bear the travel expenses from town of residence to the place where the event takes place. If the UIM Commissioner has bought self his/her ticket, the costs should immediately be reimbursed in cash during the event days. A cost of 0,35 Euro can be calculated per km for traveling by car to the airport. A return ticket, economy class, is also borne by the organizers. Also parking costs at the airport must be reimbursed.
3. to provide daily meals to the UIM Commissioner or give him a per diem (a fix amount per event day) for food and drinks.
4. to provide local transportation for the whole duration of the event, if necessary.

The UIM must ensure that the travel expenses are paid. Air, rail and/or road travel expenses are to be granted at economy rates. The expenses stated above must be refunded to the Commissioner by the local event organizer, or if not, by the UIM within 30days of receipt of vouchers.

202 - ADVANCE PROGRAMME

202.00 - ADVANCE NOTICE

To promote International titled events, an advance notice should be published at least 6 months ahead of the event. The advance notice should contain the following information :

- The championship title and class(es)

- The date and place of the event

- The name, address, phone, fax, e-mail, website (if any) of the organiser

- Any other information that is available for promoting teams to attend the event.

For Ultra Marathon races, the organisers must provide full details of the race entry fees and conditions.

202.01 - ADVANCE PROGRAMME

45 days before any International race, the organising committee must forward at least one advance programme on the official form to the UIM Secretary, the UIM Cominoff Secretary and the National Authorities. Should an organiser fail to meet this requirement, the UIM Secretary shall deem this International race to be cancelled. The UIM shall notify all National Authorities of the cancellation. The inscription fee shall remain due.

The allocation of future International events to that organiser shall be given lowest priority by the UIM Cominoff.

The above advance programme must be written in the national language and English. It must contain the following information

202.02.0 The name, the address, the e-mail and fax number of the organiser.

202.02.1 The classes eligible.

202.02.2 The race status.

202.02.3 The venue and the date of the race(s).

202.02.4 The provisional course(s).

202.02.5 The races are held under the UIM Offshore rules.

202.02.6 The special conditions which in accordance with the UIM Offshore rules may be added or modified.

202.02.7 The closing date and place to which entries must be sent, and whether by post, by e-mail or by fax.

An entry form must be included in the advance programme.

202.02.8 The amount of the entry fee and details of whom payment is to be made to.

202.02.9 All information regarding prizes for each race.

202.02.10 Where and when the racing instructions can be obtained from the organising committee.

202.02.11 An entry form must be enclosed to the advance programme.

202.02.12 Transportation facilities and freight concessions.

202.02.13 Details of compulsory insurance for personal and material damage to third parties including other entrants, where required by National Authorities. The amount of the insurance fee to be paid prior to racing to the organising committee.

202.02.14 The choice and efficiency of a racing vest is the sole responsibility of the wearer.

202.02.15 The wearer is entirely responsible for the choice of his helmet.

202.02.16 Should no publicity be allowed during a race, or there be a restriction on any advertising, this is to be mentioned in the advance programme.

202.02.17 Dates and times for registration and scrutineering.

202.02.18 The protest fee

The maximum amount for a protest fee in an International event will be decided from time to time by the UIM General Assembly.

202.03 - MODIFICATION TO ADVANCE PROGRAMME/ RACING INSTRUCTIONS

No modification is to be made to any particular rule after the advance programme or racing instructions are posted, except if decided by the Race Committee and for cases of force majeure only. Such modification shall be communicated to each and every driver and crew person in writing at an official drivers meeting.

203 - ENTRIES

203.01 - RATIFICATION

The National Authorities must ratify in writing any entry for drivers wishing to race abroad.

Direct correspondence between the Organising Committee and foreign drivers is permitted, but no entry is to be accepted unless approved by the driver's National Authority.

The Organising Committee will keep blank entry forms at the disposal of the drivers.

An entry is not valid unless it reaches the Organising Committee within the time prescribed in the advance programme and the entry fee is paid.

Entry forms must include the names of all drivers, including ratified test drivers.

203.02 - ADMISSION

No National Authority, or Organising Committee, organising an International race has the right to refuse the entry of a foreign driver duly commissioned by his National Authority, provided said driver is not within a period of expulsion and he conforms to the UIM Offshore rules.

The closing date for entries should be at least two weeks before the event. Owners need only to supply such particulars as are applicable to the class for which their boat is entered.

203.03 - ENTRY FEE

Each Organising Committee fixes the amount of the entry fee for a race.

The National Authorities or organiser have the right to establish a rule whereby higher fees are imposed on late entries. No late entry may be accepted after the closing time of registration for an event.

203.04 - MINIMUM AGE

Each National Authority has the right to fix a minimum age for the drivers allowed to race on its waters. Such age restriction is to be shown in the advance programme.

203.05 - OWNERSHIP OF BOATS

All boats entitled to race must be owned by a person or a group of persons who are members of a club affiliated to a National Authority.

The nationality of a boat is the nationality of the owner. The nationality of the driver licence only must be taken into consideration in the classification.

A boat is allowed to race only under its own name. The owner and the driver may only race under their own name or the pseudonym written on the licence.

203.06 - PUBLICITY ON BOATS

Advertisements may be freely applied to the entire surface of the boat, but there must be a free distance of space of no less than 0.5 metre around the race number.

No owner or crew can be compelled to carry any advertising whatsoever on their person, clothes or upon the boat that is being raced and his/their refusal to do so cannot in any way be an obstacle to their participation in any race. If an entrant refuses to display sponsor advertising, this must be noted on his entry application.

Penalties may be applied to any driver or crew member who, in the course of any offshore racing event, has made any statement contrary to the truth or has distorted the facts.

Political publicity or immoral advertisements are not allowed.

Should restricted publicity or no publicity be allowed for an event, this must be announced in the advance programme.

Any National Authority has the right to fix its own rules regarding publicity for its own boats and venues.

203.07 - TEAM REPRESENTATIVE

At any titled event, each boat must designate its representative for use in case of an accident or force majeure.

204 - PROGRAMME / RACING INSTRUCTIONS

204.01

The Organising Committee must clearly state the following points in their programme / racing instructions :

204.01.1 The venue and the date(s) of the race(s).

204.01.2 The date and times of driver registration.

204.01.3 The dates and times for scrutineering.

204.01.4 The date(s) and time(s) for drivers briefing.

204.01.5 Exact, complete description of the race course(s), including all turning marks, known hazards and any designated spectator areas.

204.01.6 Starting area and its marks.

204.01.7 Finishing area and its marks.

204.01.8 Starting time of the race(s), time limits for late starters and finishers.

204.01.9 Time when the control closes for each race (sign off time).

204.01.10 Signals of race cancellation, postponement, recommencement of a race, curtailment of a race, or stopping a race.

204.01.11 When helmets and racing vests must be worn.

204.01.12 The choice and efficiency of a racing vest is the sole responsibility of the wearer.

204.01.13 The wearer is entirely responsible for the choice of his helmet.

204.01.14 Special harbour conditions and local laws, if any.

204.01.15 Full particulars of prizes for each race.

204.01.16 Time and place of the prize giving.

204.01.17 Time limit and place for the handing in of protests.

204.01.18 Composition of the Race Committee and the Jury.

204.2 - DRIVERS MEETING

A drivers meeting must be held before the race.

It is mandatory for drivers to attend the drivers meeting(s).

At least one of the crew, or as described in the Race Instructions, shall attend the briefing(s), otherwise the crew shall not be allowed to start.

It is the drivers' responsibility to read the Race Instructions and have full knowledge of its content before attending the drivers meeting(s).

Any infringement to the rules specified in the Race Instructions may incur a penalty or disqualification.

The drivers briefing shall take place at least two hours (except in cases of force majeure, one hour) before the start of the race and shall be recorded on audio or video.

The briefing must cover :

* name call or sign in

* important items not mentioned in, or changes from Race Instructions which must be in writing

* important local conditions and rules

* special safety routines

* weather forecast

* telephone number of Race Secretary.

The members of the Jury and the Commissioner(s) should attend.

205 - SAFETY RULES

205.01 - NATIONAL AUTHORITY

Each National Authority must submit all drivers under its jurisdiction to an annual medical examination and where applicable, an immersion training annually.

Each National Authority must adopt a form to be used for the medical examination to which every driver who competes Internationally must be submitted every year.

Each National Authority must submit to a special examination any handicapped driver, any driver who has had a serious accident, or any driver who during two or three races has shown odd behaviour when driving his boat. This check is compulsory before participation in an International race and must be certified by a commission appointed by the National Authority of the interested driver. The commission will be composed of a well known medical specialist and two other experienced offshore racing administrators who are members of the National Authority. The commission may give or refuse authorisation as to the eligibility of the driver(s).

Each National Authority which organises an International race must abide by any recommendations of Cominsafe regarding the medical organisation.

205.02 - MEDICAL EXAMINATION

The medical Officer who is to be present at any race has the right to submit any driver entered to a physical or psychiatric examination, or an alcohol and/or drug test. These examinations/tests may be performed at any time during the event.

The result of such examination/test is immediately communicated to the Race Committee, who basing themselves on the report of the medical officer, may suspend any driver from the event.

205.02.01 - CONSUMPTION OF ALCOHOL

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

A competitor shall, if requested by an authorised officer, 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.

Testing when carried out shall be using an Alcoholmeter.

For International Races, any competitor found to have more than BAC 0,10 0/00 (0,10 g/L blood // AAC 0,020 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 forward to the N.A. 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.

Any competitor found to have an alcohol level more than 50 % of that permitted by the Road Traffic Act governing domestic motoring regulations of the country which is organising the race shall be immediately suspended and disqualified from the whole event. A formal report shall be forwarded to the National Authority of the competitor.

If no limit is specified by the country organising the race in that country, then the level should be zero +. Note : This final figure of zero + is to be clarified by the UIM Medical Commission which is responsible to the UIM for these “specialist definitions”.

205.02.02 - ANTI-DOPING REGULATIONS

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

As per separate publication.

205.03 - MEDICAL EVALUATION SHEET

Location of test _____Date_____

Name _____Surname _____

Born in _____Date_____

Address _____

Status _____Profession _____

Date of first involvement in the sport_____

Other sports practised _____

PRESENT STATE OF HEALTH AND FORMER DISEASES

Disease (former or current) _____

_____

With special mention of _____

o Cardiopathy o Coronary o Diabetes Type 1 / 2 (circle the type)

o Epilepsy o High blood pressure

Operations undergone previously_____

Dates of these operations_____

Accidents (when, where, under which circumstances)_____

_____

_____

Alcohol g/day _____Tobacco pack/year_____

Allergies _____

Medicines usually/frequently taken_____

Please keep in mind the Anti Doping rules and the WADA – UIM list of banned substances and Therapeutic Use Exemption rules.

205.04 - GENERAL OBJECTIVE EXAMINATION

Height m _____Weight kg_____
Body Mass Index (Weight (kg)/Height2(m) BMI): _____
Age_____ Sex _____
Congenital or acquired deformities _____
Respiratory system _____
Spirometry (mandatory) Please attach printed results and graphs _____
FVC (measured/predicted) _____
FEV_1 (measured/predicted) _____
Cardiovascular system : is there any evidence of abnormality of the heart or cardiovascular system ? o Yes o No
If “Yes”, give details below.

_____

_____

Blood pressure at rest_____
Heart frequency at rest _____
Electrocardiogram at rest _____
Stress ECG and blood pressure profile (Mandatory, please attach printed results and graphs and final report in English language

_____

Ophthalmologic check-up (mandatory every other year)
Have you undergone this ophthalmologic check-up last year ?
If yes, please specify when : .. / .. / ....
If not, ask your ophthalmologist to fill the hereafter items
Faculty of vision (uncorrected) R __L _____
(with correction) R __L _____
Vision with both eyes open (wearing corrective lenses if necessary)

_____

Field of vision _____
Vision of colours: is the applicant’s colour vision normal?
o Yes o No
If “No”, give details below.

_____

Signature and practice stamp of the ophthalmologist

Hearing testing _____

Urine: Albumine _____ Sugar _____
Is the Urine analysis normal? o Yes o No
If “No”, give details below.

_____

_____

Nervous system _____

Others _____

Does the applicant have any physical abnormality or restriction of movements in the arms or legs? o Yes o No

If “Yes”, give details below.

_____

_____

Is there any evidence of a physical or mental condition (past or present) which could, in your opinion, prevent the applicant from holding a competition licence for motorsport ?

o Yes o No

If “Yes”, give details below.

_____

_____

To the Doctor and the Driver :

Are you the applicant’s usual doctor? o Yes o No

Your practice stamp (together with your name and qualifications):

Name in capital letters _____

Degree _____

Address_____

_____

Tel _____

Fax _____

Aptitude assessment _____

Date _____

This is to certify that I have examined the applicant in line with this form.

Signature of the Doctor_____

Signature of the Driver _____

Maximal stress ECG and blood pressure profile: electrocardiogram have to be performed:

* on a cycloergometer starting at 60 or 70 watts and increasing by 30 or 35 watts every two minutes.

The driver must be capable of reaching a minimum power level of 2.5 watts (males) – 2.2 watts (females) per kilogram of body weight.

* or on a treadmill, using a Bruce protocol (preliminary warm-up recommended)

The driver must be capable to complete at least the entire stage 3 (i.e. 3 minutes at 5.5 km/h (3.4 mph) and 14% gradient).

This stress ECG aims to confirm both cardiovascular health and that the driver reaches the minimal fitness level to compete in motonautic sports. Therefore, we strongly encourage drivers to undergo regular physical training and to perform a maximal stress ECG test.

A written report from the physician (English language) must be enclosed.

Pulmonary function test (simple spirometry). Test to be performed every year as part of the yearly medical examination in order to get a superlicence.

Exhaustive ophthalmological check-up, tested and certified (English language) by a professional ophthalmologist to be renewed every two years and after skull trauma.

General Recommendation for Class 1 and XCat superlicence holders concerning physical fitness

Cardiovascular training (endurance training) as jogging, cycling, rowing etc. twice a week - minimum 20 minutes without any interruption. Any sports activity which has “stand still” during the activity such as soccer, tennis or any ball sport is not suitable for the endurance training, but recommended as additional training.

Training to build up muscles for neck and back at least twice a week.

205.05 - INJURED DRIVERS

If a driver has an accident needing medical care, he must immediately inform his National Authority.

It is the responsibility of his N.A. to have the driver examined and verified recovered before the driver is allowed to compete in an International race.

If his N.A. does not manage to verify this (lack of time etc.), the N.A. must notify the organiser and the driver must be examined by the Medical Officer of that race.

205.08 - SAFETY BOATS

Safety Boats in sufficient number must be standing by during official practise and for the duration of all races.

Each boat must carry :

* a minimum of two persons who can enter the water and carry out rescue procedure

* necessary signal flags

* a large capacity fire extinguisher suitable for fuel fires

* ropes suitable for towing and a boat hook.

All safety boats must have radio communication with race headquarters.

A first aid station with qualified medical attendants and an ambulance must be stationed at a central on-shore location where injured drivers can be easily transferred from a safety boat to shore. It is recommended to have a medical doctor present, preferably qualified in handling trauma type accidents.

It must be clear before the race, who has the medical responsibility during the race.

205.09 - INSURANCE

All drivers must be properly insured, either by themselves, with the policy to be produced before the start, or by any other insurance agency as required by the National Authority, the fee being paid by the driver.

The following insurance requirements are to be included in the Advance Programme :

* Terms and conditions of an insurance for personal and material damage to third parties, and to other competitors if available.

* The minimum limit of insurance cover required.

* The type of risks to be covered by the insurance.

* Insurances from other National Authorities are acceptable and must be written in the English language as well as in the language of the country where the boat is registered.

* The competitors must have a racing third party insurance. The maximum amount of cover must not be inferior to that required by the laws of the countries where the races will be held.

* If a team wish to use their own insurance, a copy of their policy must be sent to the relevant National Authorities at least 28 days before the race, so that the National Authority can consider whether the cover is acceptable. If the cover is acceptable, the local insurance will not be required to be taken out.

* The amount of insurance fees to be paid at the race site if appropriate.

* All insurances must cover the whole period of the practise testing and races from beginning to end of the event.

205.10 - TECHNICAL PROTECTION

It is forbidden to start a motor with the propeller rotating in the air.

After launching a boat, it is forbidden to start the motor(s) or the engine(s) with the boat elevated and the propeller(s) rotating.

205.11 - PROHIBITED SMOKING

All smoking of any type is prohibited in pit areas. Adequate signs will be posted to this effect and the rule will be rigorously applied by the pit officials.

205.14 - FUELLING

Any team who dispenses fuel, either in or out of the boat, other than in the designated fuelling area, or by prior approval of the Pit Officials, will be subject to a penalty as decided by the Race Committee.

205.15 - ONBOARD VIDEO EQUIPMENT

If used, onboard video equipment internal to the cockpit must be securely mounted. Handheld video use is not permitted while underway, racing, or testing during the event. Under no circumstances may cameras be mounted to helmets

206 - ASSISTANCE IN ACCIDENTS

It is mandatory for competing boats to stop and the drivers to provide assistance at the scene of an accident involving other competing boats, if no other suitably qualified rescue assistance is present.

Placing and championship points shall be awarded to any boat/driver that stops at the accident scene and provides assistance. Such placing shall be related to the last confirmed position it held prior to the time of stopping at the accident scene after deleting all non-finishers from the placing list.

However, except in extreme circumstances as decided by the Race Committee, the boat/driver that gives assistance must, when relieved of their duties by suitable rescue personnel, continue in the race until the completion.

Providing such competitor does finish at the completion of the race, at racing speed, the 70 % rule shall not be applied to that boat/driver.

Should such boat/driver improve its position, it will keep its better place.

Any prize money must be paid for the position awarded.

Penalties imposed by the ODD or the UIM Commissioner for reason of failing to stop in an accident or dangerous driving must be imposed as soon as possible on receipt of the evidence of the offence. In a multi-heat championship this must be before the next heat.

The deadlines in 406.02 do not apply to this rule.

206.02 - HAND SIGNALS

The following hand signals are to be used by drivers and/or crew members at an accident scene to advise rescue personnel of their requirements.

HANDS CLASPED OVER HEAD



OK - No help needed at this time

THUMBS - UP



OK

BOTH HANDS WAVED OVER HEAD



Need immediate medical assistance

ONE HAND WAVED OVER HEAD



Need immediate tow or fire extinguishing assistance

NO SIGNAL



Immediate response by nearest personnel

ONE HAND RAISED WITH CLENCHED FIST WHILE ON PLANE

Caution - Debris or accident ahead !



Slowing or avoidance maneuver to follow.

All drivers, before being issued with their annual licence, must be tested on these signals.

207 - DISCLAIMER

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

UIM is the governing rule making body of UIM 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 UIM 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.

208 - CRANE AREA

When race boats are being craned in and out of the water prior to, during of after a race meeting, the boat shall be craned without any person on board. The arrangements for craning shall be so organised that on no account will the craned boats pass over the head of any person.

This area must be cordoned off and marshalled.

300 - RACING RULES

300.01 - DEFINITIONS

French	English	Italian	German
Course	Race	Gara	Rennen
Manche	Heat	Prove	Lauf
Tour	Lap	Giro	Runde
Circuit	Circuit	Circuito	Rundestrecke
Parcours	Dist.covered	Percorso	Rennstrecke
Base	Base	Base	Messstrecke

Circuit

A circuit is a closed course defined by buoys where races are to be held.

Distance covered

Distance covered is the total distance to be covered per heat or race.

Base

A base is a course expressly measured for record attempts.

Marks of the course

Any objects specially indicated as such in the race circular, are to be considered as marks of the course.

Obstacle

Any non specified object is considered as being an obstacle to free navigation.

Race

A race is a competition in speed between boats held in one or more heats.

301 - TIMING

In all International races and national championships the timing is carried out by officially appointed timekeepers using certified timing devices graduated to one tenth of a second. The devices must have a split second system one part of which must be capable of being stopped and restarted.

303 - MARKS OF THE COURSE

303.01 - DEFINITIONS

The Marks of the Course are any objects (boat, buoys...) that are specifically designated as such in the racing instructions. The objects that are not designated specifically as such are to be considered as obstacles.

An Official is posted near the turning marks. He must observe the turning of the marks and report to the Race Committee.

Should any mark be removed from its proper position either by accident or otherwise, the Race Committee shall, if possible, have it replaced. Should it be impossible to replace the mark in time for the boats to round it, the Race Committee shall decide whether the race is to be restarted or not.

The distance between the starting line and the first turning buoy must be at least one nautical mile.

303.02 - SPECTATOR AREAS

Race Organisers should designate spectator areas.

If a race boat finds itself in a designated spectator area, it must come off the plane immediately and proceed “off plane” with caution until back on the race course to avoid disqualification.

305 - PROCEDURE FOR UIM OFFSHORE STARTS

305.01

A safe area shall be established for milling. In this area, boats must be off plane (bow down, no wake) and must turn in counter clockwise direction.

305.02

Distinct areas in which each starting group can mill (safe area) will be established. See diagram for area and location.

305.03

A control line on the race side of the milling area which is effectively where the start boat turns to pick up each class to start will be established.

305.04

The referee - wearing orange gloves and an orange vest (optional) over his life jacket on the start boat may use hand signals to control the fleet prior to the start.

305.05

The use of a starter boat is mandatory for all classes. There must be a safe interval between each class start with the start boat headed towards the start line to one side or the other of the chute.

305.06

The minimum width of starting chute is 280 metres with a minimum length of 1600 metres. The chute must be straight.

Drivers must keep their lane in the start chute, up to a point presented in Race Instructions. From there on only “The rules of the road”, § 313, are valid.

Breaking this rule will result in one or more of the following penalties: warning, one lap penalty, disqualification, yellow cards, depending on the severity.

305.07

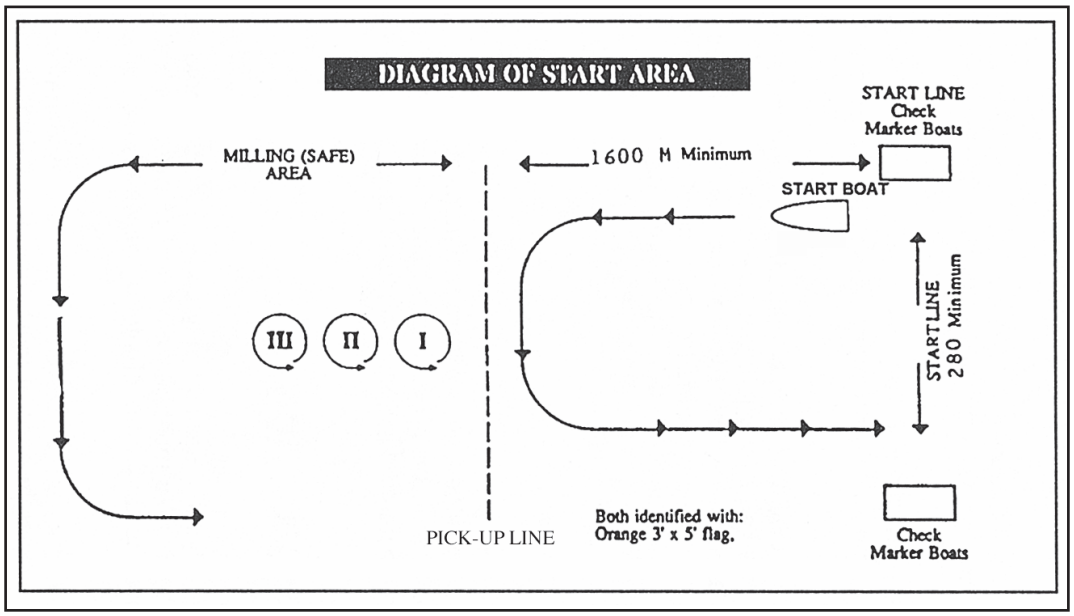
A single white smoking or rocket flare will be fired 2 minutes before the beginning of the starting run-up for the first start class, unless otherwise stated in the race instructions.

305.08

Two minutes following the firing of the start signal flare, the start boat shall raise and continue to display a yellow flag whilst running across the “pick-up” line. When the start boat reaches the opposite side of the starting shute it

shall turn and begin it's run towards the start line. All race boats may then begin their run towards the start line, following the start boat, at the 30 metre minimum safety distance, until the raising of the green flag.

The minimum dimensions recommended for the yellow flag are 1.5 m x 1.0 m.



305.09

During the start procedure the race boats must run at the safety distance of at least 30 metres behind the start boat and must observe a safe spreading distance between boats.

305.10

The start boat should approach the start line at a speed which allows boats which have difficulty in getting on plane to catch up.

305.11

When the starter is satisfied that all boats are in a satisfactory line, at a satisfactory speed, he raises the green flag and lowers the yellow flag simultaneously. The raising of the green flag determines the actual start.

The minimum dimensions recommended for the green flag are 1.5 m x 1.0 m.

305.12

The race only starts when the green flag is raised. However, for time keepers, the official start is when the leading boat crosses the actual start line. The actual start line shall be announced in the racing instructions.

One, or two start line/check marker boats may be used in conjunction with other fixed or laid marks help define the actual start line.

305.13

If at any time during the start procedure after the white flare has been fired, a red flag is raised, the start has been aborted and all boats must return off plane to the milling area for restart or follow specific instructions of the start boat.

305.14

A disabled boat or one which cannot get on plane with its class, must not interfere with the start of the next class in any manner. The craft must go to one side of the chute and wait for a clear lane to commence their start. Should a boat fail to start after its respective class has started, it may start, in a normal fashion within a half hour (30 minutes) of its respective class time of start.

305.15

It is recommended that the start and/or pace boat personnel be limited to seven persons.

305.16

Penalties for infraction of the starting procedure are:

a) Failing to respect a safety distance of 30 metres (305.05) : 3 minutes;

b) Turning wrong direction (305.01) : 3 minutes;

c) Interference with starting procedure : disqualification;

d) Excess speed in the milling area, or faster than 10 knots : 10 minutes penalty. If the driver has caused danger to other boats, he may be disqualified;

e) Should the bow of any boat be in front of the transom of the start boat when the green flag is raised : 10 minute penalty.

An outer-limit pace boat on the other end of the penalty line may be used to help define the actual penalty line from transom to transom.

305.17

Safety takes precedence over racing. Pilots should do nothing to endanger crew, spectators or other participants.

305.18

If, through lack of entries, it is desirable to start two or more starting groups together, this may be done provided it is fully covered in the racing instructions (and/or drivers briefing).

305.19

It is recommended that the same start boat starts each starting group and in which case the start boat, having started the first group should return on the diagonal to its original position at the opposite end on the control line and immediately repeat the starting procedure outlined in 305.08 for the next starting group until all the groups have been started. Alternatively, if separate start boats are used for secondary starting groups they should utilise the procedure described in Rule 305.08 (or 305.18) at time intervals fully described in racing instructions.

305.20

Should sea conditions in the milling area be such that boats ship water when turning while off plane, procedure will be modified as follows:

The start boat will lead race boats to the milling area at which point it will raise yellow flag slowly to allow race boats to get on the plane in safety before accelerating towards the start line. Race boats will follow the start boat at the thirty metres minimum safety distance, on the side and in the manner described in the racing instructions or at race briefing, until the raising of the green flag.

307 - BAD WEATHER COURSE

Moved from 800.7.2

Should bad weather compel the organisers to have any race run on a shortened course and/or an alternative start time, points are granted provided:

That a minimum of 1 hour notification, prior to the start time, of the amendment to the course or the start time is given to each driver in a Race Bulletin. A register must be signed by every driver confirming receipt of the Race Bulletin.

Should the race be stopped for any reason of 'force majeure', the boats will be classified according to 312.01, providing 50% of the minimum race distance set out in 800.13 has been completed. If this distance has not been completed, no points will be awarded.

309 - RACE CANCELLED

The Race Committee has the power to cancel any race should unfavourable weather or other serious circumstances render such action necessary. A red flag raised indicates that such race has been cancelled.

310 - RACE POSTPONED

310.01

The Race Committee has the right to postpone a race, in which case the red flag must be raised from the start boat and/or a patrol boat. Race starts thus postponed may re-commence the starting procedure with the raising of the yellow flag as described in 305.08.

The Race Committee may postpone the start, even after the first signals have been given, but only in cases of force majeure or if an error in the starting signals has been made.

310.02

In both cases, signalling is to be recommenced. When the need for postponement has passed, the Race Committee signals the start according to the instructions contained in the programme.

New entries are not to be accepted for postponed races.

Only drivers who duly entered and were present when the race was postponed are admitted.

311 - RACE SHORTENED

A shortened race is a race over a course which has been shortened by the Race Committee before the start.

The decision with instructions about the shortened course must be handed in writing to the drivers and the timekeepers.

312 - RACE STOPPED

Moved from 800.7.2

The organisers may stop the race at ***any*** checkpoint of the route before the official finish, and/or if the race has been run more than 30 nautical miles, and/or the drivers have been racing for at least 1 hour. The race will be approved as a Championship race. The curtailment decision must be ratified by the Race Committee immediately after the race.

A red flag raised indicates the race has been stopped.

A stopped race is a race which has been interrupted by the Race Committee after the start.

Stopping the race is decided by the Race Committee for reason of force majeure of which it is the sole judge.

The Race Committee classes the boats according to their position at the time or place when and where the race was stopped.

312.01 - RACE CURTAILED

A curtailed race is a race shortened by the Race Committee after the start.

The signal to be used to announce it, is the waving of the chequered flag at the finish line.

The O.O.D. or other responsible official can implement a curtailment decision at any time during the event, even in a multi-class race, provided the curtailment signal is broken out on the start/finish line. Once the curtailment signal has been broken out, all boats will stop racing at the end of their current lap.

Raising a retirement flag will not preclude a driver from getting finishing points that would otherwise be awarded if the race is curtailed.

Arriving at a finishing sequence - The first boat in each class, or subdivision, to be stopped by the curtailment signal becomes the “key” boat in that class. Then -

I) All boats that subsequently take the curtailment signal and have then completed the same number of laps as the “key” boat are listed, in their finishing sequence behind the “key” boat.

II) All boats that subsequently take the curtailment signal and have completed one less lap than their “key” boat are listed, in their finishing sequence, behind all the boats listed under (I) above.

III) Boats that break down on their last lap shall be placed in the finishing order, in the sequence which they last crossed the start/finish line and in accordance with the number of laps which they actually completed.

IV) All boats that subsequently take the curtailment signal and have completed one more lap than their “key” boat are listed, in their final finishing sequence, ahead of all boats listed under (I) and (II) above, and probably ahead of all boats listed under (III).

V) Boats that break down on their last lap having completed less laps than any other finisher (under the above rules) shall be regarded as non-finishers.

313 - RULES OF THE ROAD

313.01

The International regulations for the prevention of collisions at sea, shall apply at all times.

313.02

Where by any of these rules one of the two boats is to give way, the other must keep her course and speed.

313.03

Every boat, which is directed by these rules to give way to another boat must, if the circumstance of the case admit, avoid crossing ahead of the other.

313.04

Every boat which is directed by these rules to give way to another boat must on approaching her, if necessary, slacken her speed, or stop or reverse.

313.05

Any boat overtaking any other must give way to the overtaken boat.

313.06

In obeying these rules, due regard must be made to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

313.07 - OVERLAP

An overlap may only be established when two boats are on the same course or approximately on the same course and the overtaking boat has no longer a free choice on which side he shall pass.

The inside boat may gain the right of way by establishing an overlap even after the outside boat has altered her helm for the purpose of rounding the mark.

Once an overlap is established during the approach to or the rounding of a mark it cannot be broken even if the inside boat is clear astern.

An overlap exists when one boat is not clear astern of another.

A boat is clear astern of another when her hull is abaft a line projected abeam from the aftermost part of the other.

313.08 - PASSING OBSTACLES

Should an overlap exist between two or more boats when they are about to pass an obstacle, then the outside boats shall give the inside boats room to pass clear of the obstacle.

313.09 - PASSING MARKS

Should an overlap exist between two or more boats when they are about to pass a mark on the required side, then the outside boats shall give the inside boats room to pass clear of the mark, leaving it on the required side.

313.10 - ALTERING COURSE

When one of the boats is obliged to keep clear to avoid risk of fouling, the other shall not alter her course.

A boat must not alter her course so as to hinder another in passing to starboard.

313.11

When an overlap exists but neither boat is an overtaking boat, the one which has the other on her starboard side must give way.

314 - ROUNDING AND FOULING MARKS

314.01

Rounding marker buoys must be in the direction and on the side stipulated in the race instructions.

314.02

A driver who is forced on to a mark by another driver may lodge a protest against that driver.

315 - FOULING COMPETING BOATS

If a boat, in consequence of her neglect of any of these rules fouls another boat, or compels others to foul each other, she is disqualified.

316 - RUNNING AGROUND

Any boat, running aground, fouling a buoy, vessel or other obstruction, may use her own anchors, warps, spars or other gear to clear herself.

317 - ANCHORING DURING A RACE

A boat may anchor during a race but must weigh and recover her anchor again, not slip it.

318 - MEANS OF PROPULSION

All methods of propulsion other than motor, and paddle are prohibited.

The action of the wind and current will not entail the disqualification of the competitor.

319 - OUTSIDE ASSISTANCE

319.01

Unless specified in racing instructions, no outside assistance (including refuelling) is allowed during a race.

For all classes it is permitted to use electronic steering compasses and/or electronic position fixing equipment. It is expressly forbidden to interface any of this equipment to the steering system.

GYROS : All movable surfaces allowed on the boat shall be under the control of the onboard crew without any sensors in the control loop (i.e. no auto pilots, gyros, accelerometers or other attitude or acceleration sensors may be in the control loop).

The Race Committee has the right to decide whether there was outside assistance or not.

No changes to the boats systems may be made from outside races (i.e. no radio command links to adjust onboard parameters to engine management systems, either air/fuel ECUs or ignition ECUs).

320 - FINISHING A RACE

320.01 - THE FINISH

The finish of a race is signalled to the driver of the winning boat by waving a black and white flag at the finish line.

Where two or more classes are running together, a different flag may be used for each class.

The description of the flag used for signalling the finish of each class must be clearly specified in the Racing Instructions.

When the leading boat completes the course and crosses the finishing line, the chequered flag will be waved. It designates the “winner” of the race and the start of the finish procedure of the race.

Any boat crossing the finishing line after the “winning boat” will be classified considering its time and the number of laps completed, provided that it has covered the minimum number of laps announced at the race briefing.

When calculating the number of laps completed by a boat, its last lap completed (after the arrival of the winning boat) must not be slower than 50 % of its fastest average lap speed.

The race may be curtailed or stopped at the finish line at any time by waving the chequered flag. This designates the end of the race. To be designated a “finisher”, a minimum of 70% of the laps completed by the winning boat must be completed, rounded up or down to the nearest full lap unless otherwise stated in the race instructions.

320.02 - STOPPING THE RACE

In case of force majeure or accident, the Race Committee may stop the whole race, waving a red flag. This signal will be given from the turn mark control boats. Additionally this signal may be given by other official safety boats.

320.03

A driver who finishes a race or heat must withdraw from the course without hindering the boats that are still in the race. This constitutes an exception to rule “Right of Way”.

A driver who has finished that race and cuts across the course may be disqualified.

A vessel is timed as completing a race when her bow crosses the finishing line. After finishing the race, she must continue to observe any special regulations prescribed by the Race Committee as to keeping clear of the finishing line and the course.

320.04

The Race Committee has the right to stipulate the maximum duration of each race.

321 - SCORING SYSTEM

321.01

Unless otherwise specified, the following scoring system is to be adopted:

1 - 400 pts	11 - 22 pts
2 - 300 pts	12 - 17 pts
3 - 225 pts	13 - 13 pts
4 - 169 pts	14 - 9 pts
5 - 127 pts	15 - 7 pts
6 - 95 pts	16 - 5 pts
7 - 71 pts	17 - 4 pts
8 - 53 pts	18 - 3 pts
9 - 40 pts	19 - 2 pts
10 - 30 pts	20 - 1 pt

321.02

National class boats may race at International meetings.

321.03

If boats of different series or classes start together every boat must be classified within its own class.

323 - POSTING OF THE RESULTS

The results of each race must be posted, as soon as possible after the race on the notice board at race administration office (specified during the driver’s meeting/or in the Race Instructions).

The O.O.D. and UIM Commissioner must sign together the provisional and official results and state the time of posting on the sheets.

A. PROVISIONAL RESULTS

The first posted results, with “Provisional Results” mentioned on the sheet, remain provisional for 1 hour, unless otherwise stated on the results sheet for purpose of post-scrutineering or other purpose.

Competitors can only lodge protest against results or against other competitors as long as results are provisional (protest time).

The deadline of 1 hour is not valid for penalties imposed by the O.O.D. for the reason of post-race scrutineering, and under the condition that this is clearly stated on the provisional results sheet. The results will in this case remain provisional until 1 hour after the finalization of the post-race scrutineering.

Once post-scrutineering is finalized, the technical scrutineers in charge will report this to the O.O.D, who has to record the finish time of post-race scrutineering. 1 hour after the end of post scrutineering, if no protests lodged, results will be made official.

All competitors and jury members must remain available on the event site during the 1 hour after posting of provisional results or 1 hour after finalization of post-scrutineering if results remain provisional till the end of post-scrutineering. This is the post-race protest period for each race.

Protests (cfr. 403 Protest procedures)

During the protest time competitors will able to protest.

A protest against new results which are not caused by a jury decision can be lodged within one hour of these new results being posted, but only concerning the decision (eg post-scrutineering, etc) which led to the changing of the results.

If protests have been lodged, these protests will be reviewed by the Jury and hearing must be organized.

The Jury must decide as soon as possible on the protest presented to it and will make a decision, unless otherwise stated in the jury decision. And then the “Official results” will be published with the signatures of the O.O.D. and the U.I.M. Commissioner.

No protest is permitted on Jury decisions; they may only be contested by appeal.

If there has been no protest after expiry of the protest time, the O.O.D. and U.I.M. commissioner will sign and so approve the results as official.

B. OFFICIAL RESULTS

After 1 hour that provisional results are posted, or in case subject to post race scrutineering, after 1 hour after the finalization of post race scrutineering, and if there has been no protest, after this expiry of the protest time, the O.O.D. and U.I.M. commissioner will sign and so approve the results as official, with “Official Results” mentioned on the sheet.

A copy of the official results, signed by the O.O.D. and the U.I.M. Commissioner will be published on the notice board in Race Administration Office. As from that period no more protests can be lodged by competitors.

For some specific classes or cases, results can remain provisional, not only subject to post race scrutineering, but also for other reasons.

These reasons have always to be clearly stated on the provisional results sheets, such as:

- “Subject to the results of routine fuel analysis for the following boats....”
- “Subject to further checks to be carried out by the U.I.M. for boat N°....”
- “Subject to the result of the appeal lodged by the competitor of boat N°...”
- “Subject to the results of a complete engine inspection or dynotest for boat N°...”
- “Subject to the results of the anti-doping tests for the following crews...

324 - INSPECTION OF HULLS AND ENGINES

324.01

Boats, and engines taking part in a race which are subject to checking, must not leave the boat park until one hour after the positing of the results.

324.02

The Technical Officers may postpone the inspection and stipulate the time limit and place where the engines must be available.

324.03

In the meantime, the motor must remain sealed to prevent any alterations being made.

Refusing to produce the motor or the hull entails disqualification.

324.04

It is compulsory for a driver to make arrangements for tools, special tools and mechanics so that his motor can be disassembled if the Technical Officers at a post race inspection want to check any part of the motor. Both the driver and/or the mechanics shall work as efficiently as possible so that inspection duration can be kept to a minimum.

Motors and boats will be placed pending inspection in a well-delimited place, which remains under the care of the " boat park " Official. This area is called the " parc fermé ".

324.05

After the pre-race technical inspection, the boats must not leave the boat park without permission except for practising or racing.

324.06

If any repairs can only be effected outside the boat park, they must be carried out in the presence or with the permission of a Technical Officer.

324.07

Officers allowed to attend the inspection:

- The Officer of the Day.
- The delegate of the interested National Authority
- The measurers named by the organising committee
- The driver and a mechanic if necessary
- The UIM Commissioner

The presence of other persons is only allowed if authorised by the Race Committee.

326 - AFTER THE EVENT (REPORTS)

326.01

At the end of the event, the Secretary of the Race Committee must send to the Offshore Commission of his National Authority a report including:

326.011 Classification and distribution of prizes (minutes of the jury)

326.012 Report of the timekeepers

326.013 List of drivers

326.014 Penalties

326.015 Documents on any records beaten in conformity with the UIM rules

326.016 List of protests and decisions relating to these protests.

326.017 All necessary documents in order to evaluate the event or the race.

326.018 These documents must be sent to the Offshore Commission of the National Authority within 8 days of the end of the event or the race.

326.019 After each titled event the organisers must send the results to the Secretariat of the UIM.

326.020 If the results are taken into consideration for the granting of a trophy or a prize, the points must be sent to the UIM by telefax, by e-mail within 48 hours.

326.021 days after a competition, the organising club must send the final result to the National Authorities of all the participants and to the Secretariat of the Union.

330 - SPRINT POWER SLALOM

The course is a simple slalom course with only two turns.

The race is with two boats against each other on two separated but identical sprint courses.

The race shall be run with a serial produced boat. All pilots shall run with identical boats.

The competition is a elimination competition. If you will, you may continue, if you lose - you are out.

The race could be either one single race, or if time permits you could do it twice, then the drivers should exchange course and/or boat.

The course area is at least about 120 m x 60 m. The length and size of the course is pending on the speed and performance of the boats.

The course is designed so that the boats always turn outward from each other.

330.01 - COMPETITORS AND SAFETY

All competitors must go through a driver education.

All competitors must have approved helmet and an approved model of the racing life jacket.

Kill switch is mandatory, which stops the engine if someone falls out of the boat.

One should always be at least two persons in the boat.

Crew members must have a license issued by the National Autority, with including accident and liability insurance in force during the racing.

330.02 - START

We need a berthed start / finish boat with judges and with flag signals.

The first part of the track has a startbox area of about 20 x 30 meters.

When a yellow flag is shown from the jury boat, the boats shall go into the startbox area in the idle speed.

The start signal is shown by a green flag.

When it's about 10 seconds to start the green flag will be shown in horizontal position. When about 5 seconds remaining the green flag is raised straight up. When the GREEN flag is folded the start goes.

Unless otherwise stated, there will be a start exactly every five minutes.

If something happens during the race, which means that you cannot start after five minutes, the next start will be delayed five minutes. Red flag = wait outside the start box. Yellow flag enter the start box area.

330.03 - FINISH

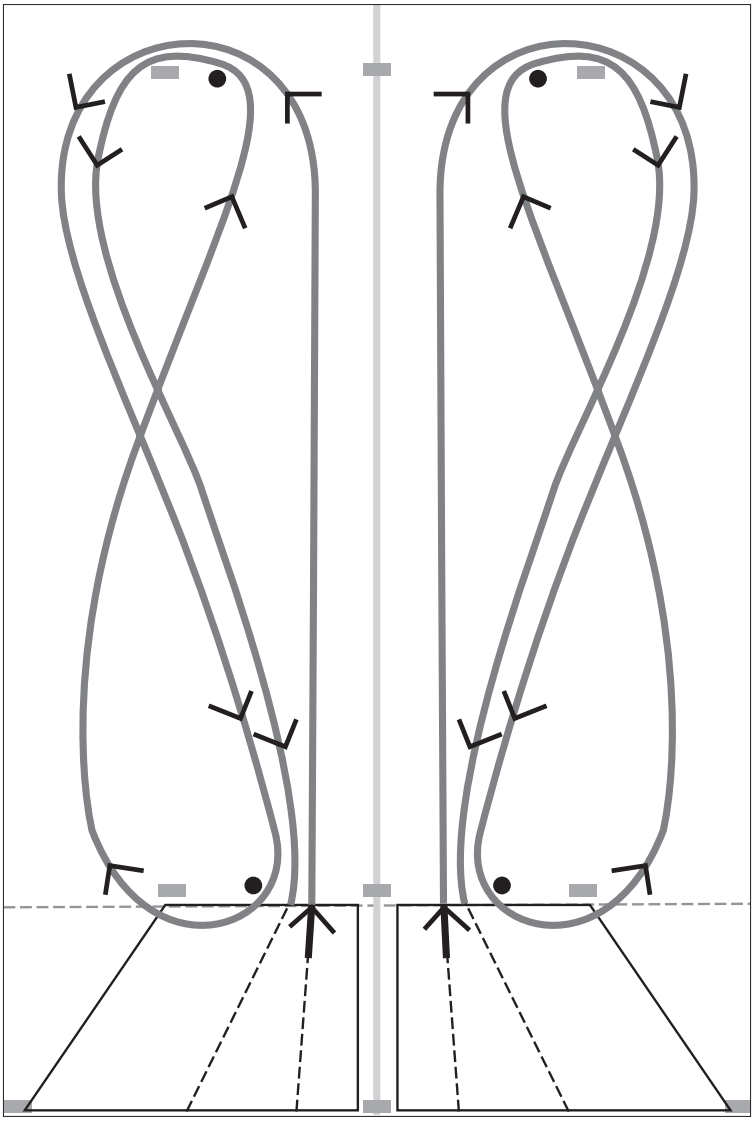
At the finish a black and white checkered flag is waved.

After finishing the boats run out of the start/finish box area in non-planning speed when both boats are out of the start/finish box area, a yellow flag is shown and the next two boats shall enter to the start area.

330.04 - GENERAL

The drivers do not own the boat in which they compete with you need two safety boats, one on each side of the track.

Racing Form follows UIMs ordinary racing rules. The racing format is new.



400 - JURISDICTION

401.01 - DEFINITIONS

Jurisdiction applies to :

The UIM Offshore, Circuit, Aquabike 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

402.01 - THE INTERNATIONAL JURY

The Jury hears any protest raised by a driver.

1. Composition

The Jury must be composed of at least three members, the Chairman included. The Organisers of the event appoint the Chairman. Each competing country, including the hosting country, may appoint one member delegate who can represent only one country. These appointments must be made in writing, authorised and signed by a National Authority Official and delivered to the event Secretary.

If there are not enough N.A. appointed members to form a Jury of three persons, the Organisers must appoint additional members, but only enough to reach three persons.

The Jury composition will be announced at the first drivers meeting. The Jury must be present at the first drivers meeting.

Race Officials can not be Jury members.

The UIM Commissioner (s) appointed to the event is (are) full member (s) of the Jury.

In an event comprising races of several classes, it is possible to keep any authorized jury member to adjudicate on any matter of the jury, irrespective of the class he/she happens to represent.

2. Authority and Duties

The Jury sits as long as the event lasts, and hears all protests relating to that event.

The jury must decide as soon as possible on all protests presented to it during the event.

402.02 - INTERESTED PARTIES

No member of a Jury 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 protest.

However, a member of an International Jury shall not be disqualified even if one of the parties is from his N.A.

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 Authority 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 local currency.

403.03 - RIGHT OF PROTEST

A protest can be lodged against the posted provisional results or against any decision made by the Race Committee or against one or several competitors.

In the event of a competitor protesting against a penalty imposed on him by the O.O.D. or the UIM Commissioner and another driver protesting simultaneously against this competitor due to the same incident, the Jury will have only one meeting with both competitors being party of this protest procedure.

A protest can only be lodged on a subject which directly concerns the protester himself. A protest which complies with these rules can not be refused by the Jury.

No protest is permitted on Jury decisions, they may only be contested by appeal.

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 penalised and himself protested against this penalty. Without lodging such a protest driver “A” shall not be entitled to appeal against the jury 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

Decisions by the Jury shall be reached by simple majority of votes. In the case of equal votes, the Chairman’s vote will be the casting vote.

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

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

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

403.06 - NOTIFICATION OF DECISION

All decisions by any Jury, 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 Jury 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 Jury 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 Chairman of the Race Jury 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 Jury.

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 Jury 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 Jury makes its decision.
- If the jury 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 Jury 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 members of the Jury. Any other evidence available may be presented.
- Any member of the Jury who is familiar with the case may give his evidence
- The parties shall be entitled to question each other and any member of the Jury who may have given evidence.
- The witnesses shall withdraw and the parties shall be invited to make a final statement of their cases.
- The Jury 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 procedure, 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 Jury may be appealed by the parties involved in the Jury 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 Jury.

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 race Jury has had dissolved itself 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 Jury 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, by e-mail 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 jury 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 C1 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 within 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 penalised although the deadlines for penalising 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 Race Jury 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 PENALISING

The first posted results are provisional for one hour.

The National Authority and/or the UIM Executive Committee can only impose penalties within 3 months 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 scrutineering 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 finalisation of the post race scrutineering.

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

If the post race scrutineering can not be finalised 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 scrutineering results by the O.O.D.

406.03 - UNACEPTABLE 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 N.A. 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 Months.

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 card may be given by the O.O.D. or UIM Commissioner.

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).

A yellow/red card received in all UIM disciplines and classes count towards the drivers CV and shall be accumulated.

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 National Authority of the competitor concerned 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 for any offensive, unsportsman, abrasive etc, behavior during any official activity (briefing, race control during event etc.)

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

Following the subject activity, the Race Jury will meet and determine if further disciplinary action is justified.

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 N.A. of the licence holder or organisation, or by the UIM Executive Committee.

A Prolonged suspension is always International. The N.A. must immediately inform the UIM of a Prolonged Suspension and the UIM must inform all other N.A.'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 N.A. of the licence holder or organisation, or by the UIM Executive Committee.

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

DRIVERS PROTEST FORM
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:

_____

_____

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 €. 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 then 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 € for possible costs arising to the UIM The deposit has to be paid by bank transfer 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 looses 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, CLASSES

500.01 - GENERAL

The 500 group rules contain general technical information.

For specific class rules see:

- Offshore General Rules	RULE 701 - 715
- Offshore 3	RULE 730 - 735
- V24 Class	RULE 950
- Pro Vee Class	RULE 960
- Offshore 3 - 225	RULE 1000
- RIB	RULE 1100
- Marathon	RULE 1200
- Stock	RULE 1300

By word “boat” it is understood to mean any vessel used in powerboat racing.

When a matter is strongly recommended, the driver (pilot) choosing a different solution may be asked to explain to the measurer or scrutineer the advantages of his solution.

500.02 - INTERNATIONAL OFFSHORE CLASSES

The request to create any new International class has to be presented by at least three Nations.

All classes for which the rules have been drawn up by UIM are International.

All National bodies are bound to observe these rules without any alteration whatsoever. Only the UIM Cominoff has the right to change the rules. Rule changes must be ratified by UIM General Assembly.

500.03 - RECOGNISED CLASSES

All national classes for which the rules have been properly established by a National Authority are recognised by UIM.

501 - MEASUREMENT CERTIFICATE

A boat is not allowed to take part in a local, National or International race without a measurement certificate, issued by a National Authority, made up in the native language and in English according to the official UIM offshore measurement certificate with logbook.

The Measurement logbook shall follow the powerboat in all its racing activities. This is to get the whole racing history of the boat.

The Measurement logbook shall be updated at any change of year, rules, engine, owner or class.

For closed cockpit boats there must also be an appendix with documentation specifying the cockpit design and dimension including material specification and layup together with calculation of hydrodynamic loads acting on cockpit and the strength of the cockpit and primary structure (roll bars).

The certificate is available for the National Authorities only, from the UIM office.

This document shall be registered and stamped by NA.

The use of the UIM Digital Logbook (DLB) is recommended for all offshore classes. The Digital Logbook is implemented and mandatory in Class 1 and XCAT.

The UIM establishes and maintains a “Group of International Measurers,” consisting of persons from any NA that are fully qualified to measure boats for international racing classes. All National Authorities are asked to forward

the names of persons qualified for this group. The UIM will name a chairman for the group who will be responsible for checking and certifying the ability of each member of the group.

If a boat owner's NA does not have a measurer qualified to measure his particular boat/class, the owner may ask his NA to contact to contact another NA to have their fully qualified measurer inspect his boat.

501.01

Each National Authority stipulates the cost of measurement and the duration of the validity of the certificate.

The request to obtain a measurement certificate must be accompanied by the homologation file of the motor, if such is requested for the devices being used.

The certificate is available for the National Authorities only, from the UIM office.



Offshore

Measurement Certificate

No _____

501.02

Any owner who has made alterations affecting the measurements in the certificate must notify his National Authority at once. Non-observance of this rule invalidates the certificate. The National Authority re-measures the boat at the owner's expense. Any boat that has been altered but not re-measured is not allowed to race.

The certificate will become invalidated on change of ownership.

501.03

The serial number of the motors or engines may be omitted in the measuring certificate.

501.04

The model of the International measuring certificate as described hereafter must be adopted and used by all National Authorities of the UIM.

The certificate contains the following data in English and in the language of the country issuing the certificate.

501.05

No blank certificate may be issued by National Authorities. Documents must be completely filled in with all particulars pertaining to the series for which the boat is measured. The certificate must also be signed and stamped by the National Authority.

501.06

Drivers need only supply, and measurers need only check such particulars as are applicable to the class of boat.

501.07

Anyone involved in the building of the hull or motor is not to act as measurer or to be a member of the Measurer's Committee as measurer where they have a vested interest.

501.08

All measurements are to be taken at least twice. All measurements of length are to be expressed to the centimetre.

501.09

The owner of a vessel pays all fees and expenses for rating or measuring his boat.

The measurement certificate is only to be handed over when all dues have been settled by the owner to the National Authority.

501.10

When a re-measurement is made at the request of the National Authority the expenses and fees for such re-measurement are paid by the National Authority if the first measurement is upheld.

501.11 - HULL MEASUREMENT

All hull measurements are to be taken while the boat is ashore.

The length must be measured between perpendiculars of the external moulded length of the boat, taken at the extreme bow and the rear most planning surface (the rear most part of the keel) including all hull planning steps (regardless of height), but excluding trim tabs, either fixed or movable.

Hull extensions beyond the transom shall be deemed to be "fixed trim tabs" and shall not be included in the measured length.

Hull extensions added to the bow and/or any extending parts, rubbing strakes, fenders, outboard motor spacing brackets, stabilising trim tabs and rudder assemblies are not to be included in the measured length.

When defining “extreme bow”, any form that constitutes the bow and its construction and contributes to the performance of the boat shall be included in the measured length. Any other attachment that is added to meet a minimum length requirement shall not be included in the measured length.

Should the trailing edge of the planning surface of a hull or sponson terminate with an angle greater than 15º measured between the keel and outer chine in plan view (birds eye view), such excess shall not be included in the measured length.

The beam measurement shall be taken at the widest part of the moulded hull, excluding any extending parts, rubbing strakes and/or fenders.

Trim tabs, either fixed or moveable, shall not exceed a length of 10% of the measured length of the hull.

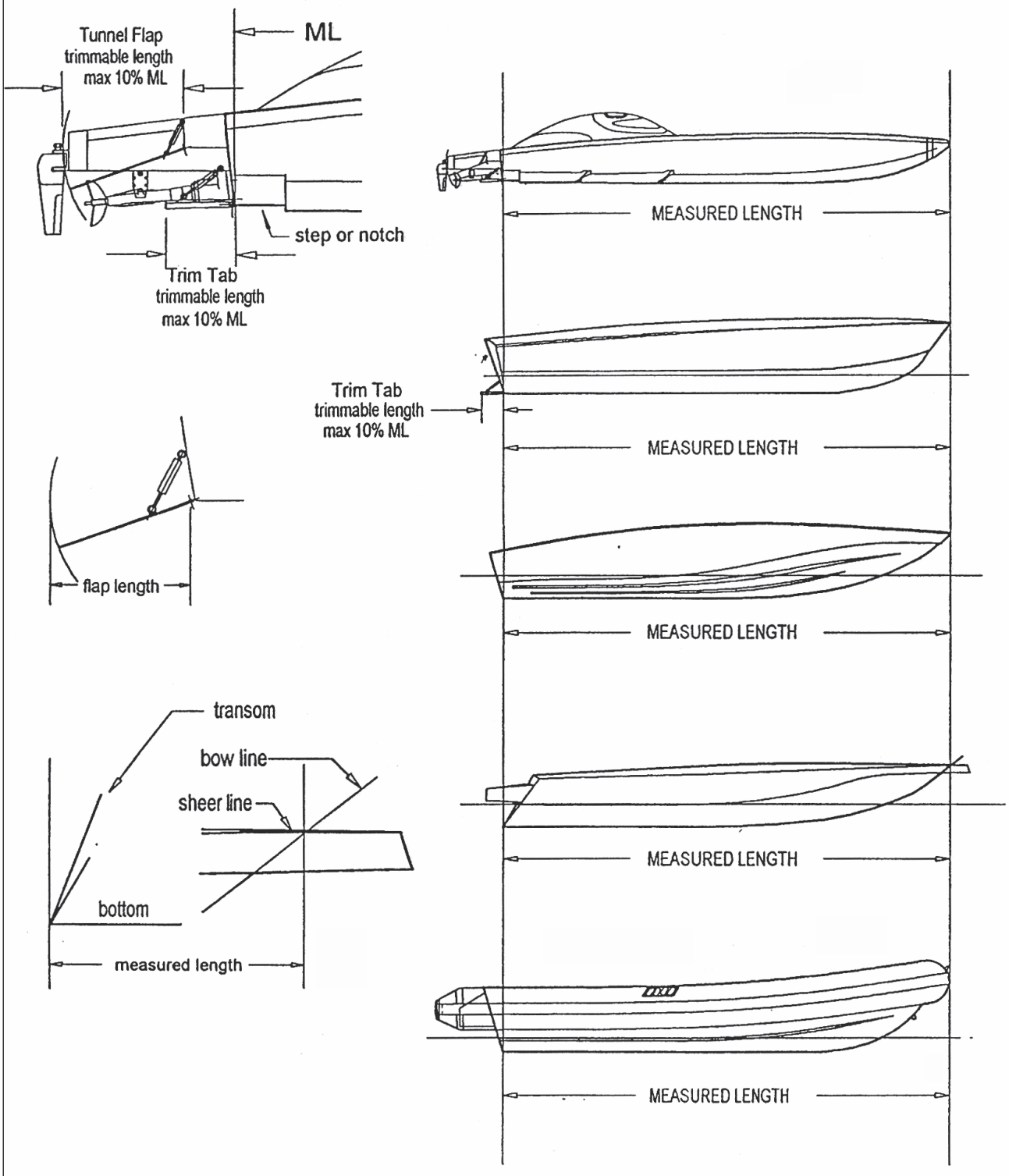
Multihull tunnel flaps shall not exceed a length of 10% of the measured length of the hull.

For Rigid Inflatable Boats (RIBs), the length measurement shall be taken at the extreme of the bow tubing (or rigid hull, whichever is the longer), to the rear most planning surface, excluding any trim tabs as for moulded hulls.

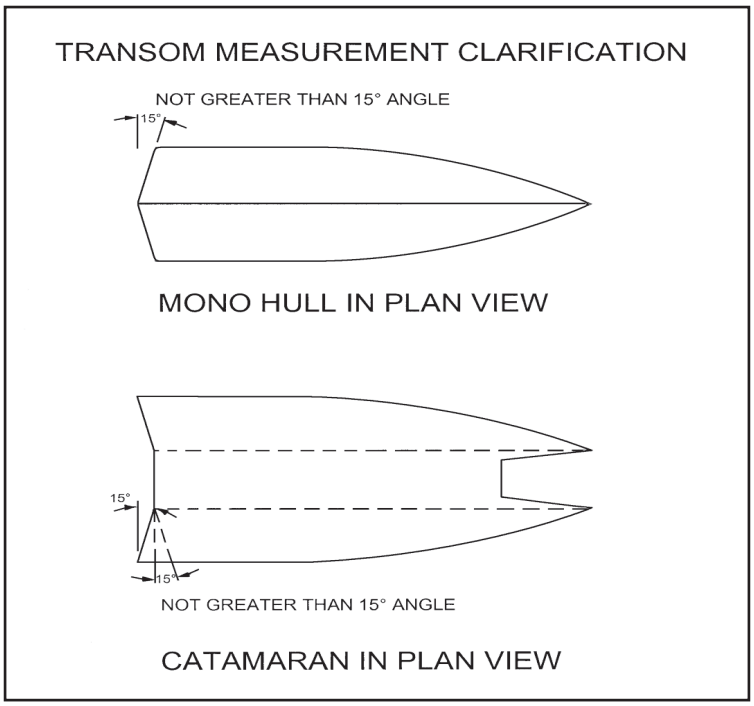
Tube extensions on RIBs extending beyond the rear most planning surfaces shall not be included in the measured length.

The RIB beam measurement shall be taken at the widest part of the inflatable tubes when fully inflated.

LENGTH MEASUREMENT DIAGRAM



OFFSHORE UIM RULES nos. 501.11, 721.1



501.12 - FLOTATION

Description of the floatation (type, place(s) and volume) should be presented in the measurement certificate.

The owner may not change his flotation gear without having the corresponding changes noted in the measurement certificate, by an official measurer. However, additions to the certified flotation are allowed.

502 - INSPECTIONS

502.01.01

Hulls, motors, fuel, accessories and equipment, subject to restrictions regarding dimensions or other characteristics, must be submitted for verification.

At every race meeting the boats must be inspected before the race and practice due to safety reasons.

502.01.02

Drivers are at all times responsible for the condition of their boat (hull, motors, accessories, equipment, etc.)

502.01.03

Errors, if any, on the part of the manufacturer, builder, mechanic or even the previous owner do not justify in any way non-conformity with the rules.

502.01.04

Any driver refusing to comply with the decisions of the Technical Inspectors or who does not comply with the conditions of the rules, is not allowed to take part in a race or, should he have raced, cannot be classified and penalties may be applied.

502.01.05

Technical inspectors have the right, once races are over, to carry out all the checks they consider necessary, even when inspection has taken place before practice, they have the right to inspect as they think fit.

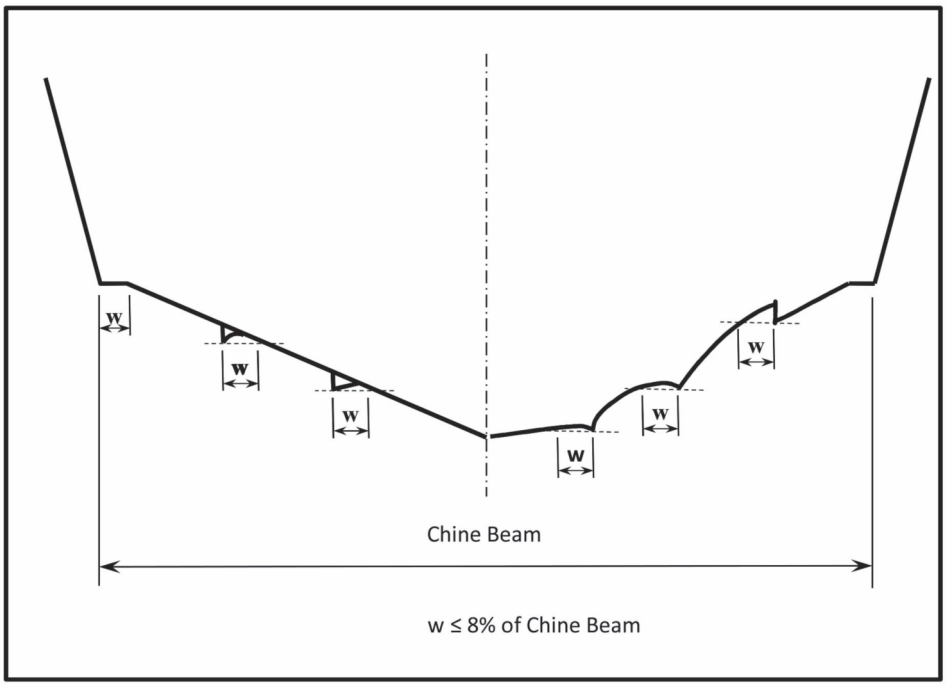
502.02 - WINGS

A wing is defined as a device above the deck that has a downward plus or minus 60 degree lower surface, with an area in excess of 0.1 square metres (1.08 sq. ft). ***Wings are not permitted.***

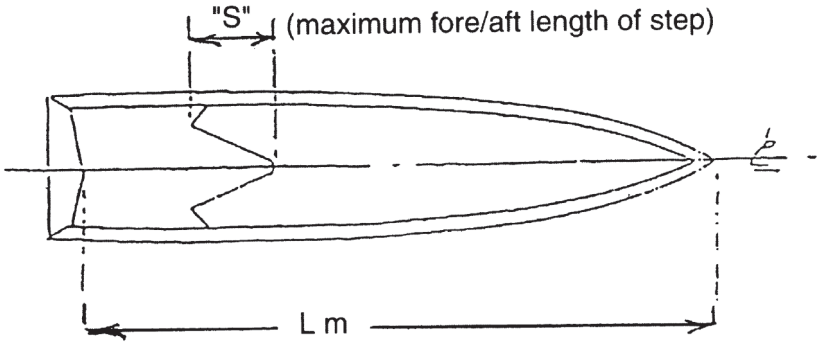
502.03 - MONOHULL DEFINITION

1. A monohull should be a boat with one hull.
2. A minimum distance of 80% of the “Measured Length” should, in the centreline, be the deepest part of the hull.
3. Transverse sections should, from the centreline, have positive angles up to the sections maximum beam, except in the following two cases:

   (i) Each spray deflector may have a concave and/or negative angled surface with a horizontal width from the outside edge of the spray deflector in to the hull of no more than 8% of the hull’s maximum chine beam (see drawing).



   (ii) Steps which are swept aft or forward may have a distance “S” of no more than 25 % of “Measured Length” (see drawing)



502.04 - ENGINES

502.04.01

The total cylinder capacity*/power* of the motor or motors forms the basis for eligibility in the corresponding classes.

The engines may be of the two-stroke or the four-stroke types.

Fuel may be fed to the engine by a carburettor or by injection.

502.04.02

Rotary motors of the type covered by the NSU-Wankel patent are admitted on the basis of an equivalent cylinder capacity.

The rotary motor cylinder capacity equivalent is twice the volume determined by the difference between the greatest volume and the least volume of the working chamber.

502.04.03

Verification of motors are carried out according to the facts contained in the homologation file.

At World records runs, World Championships and Continental Championships, inspection of the winning motor(s) is compulsory.

Inspections may also be carried out whenever necessary at all International and National events.

The following procedure is mandatory for these inspections:

1. Check that the motor type code and visual appearance conforms to the motor homologation sheet.
2. The measurements stated in the homologation sheet must be checked on the motor. If the results are within the specified tolerances, the motor should be accepted as legal. Only adjustments to meet dimensions shown in the homologation sheet are allowed.
3. When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only be removed in the specified opening to a depth of 10 mm, to match the shape of the original adjacent connecting passage (channel) outside the adjusted port opening.
4. Parts not specified with measurements in the homologation sheet can only be checked by comparison with standard parts. As the actual manufacturing tolerances are not published, small differences between the measurements of the inspected part and the reference standard part must be accepted.
5. Cylinder dimensions are measured when the motor is cold. Allowance is made for the carbon and oil present in the combustion chambers. Checking is done with oil. A large scale graduated cylinder or burette with adequate orifice is to be used.

502.04.04

At anytime during an event, the technical inspector, the O.O.D. or the UIM Commissioner reserves the right to change a competitors existing ECU/CDU unit with a standard OEM unit as supplied by the UIM.

UIM race officials must allow each competitor sufficient time to change the ECU and check that it is working. UIM scrutineers will supervise the installation and seal the units on completion. UIM ECU units will be removed post-race and/or the supervision of UIM scrutineer. This process is mandatory.

If a competitor refuses this request, they will be immediately disqualified from the event, without right of protest.

503 - EQUIPMENT

503.01

During a race, the boat must have onboard all the equipment required by the Race Committee in the detailed instructions contained in the advance programme.

503.02

All attachments, handholds, steering gear, pulleys, fair leads, cleats and anchor bits, etc., must be bolted to the hull.

503.03

Hatches and covers are to remain closed during racing, except for temporary checks.

504 - FUEL

N.B. Although International standards exist for petrol and for diesel, there remains a huge imbalance of specification from one country to another regarding the specification of 'pump' fuel available.

Due to these circumstances no specification of fuel is illustrated in the following rules.

Organisers are encouraged to ***specify*** a common fuel ***and its supplier or supply such common fuel*** for use at International events in an effort to maintain equal opportunity for all competitors.

It is a requirement that all boats use such common fuel. Testing should take place and boats found not to be using the common fuel will be disqualified

504.01

The only fuel to be used by any offshore powerboat must have the same characteristics as the fuel commercially available to the general public as dispensed from roadside pumps or marine fuelling facilities.

504.02

For petrol engines, the fuel used shall be unleaded petrol.

No additives are permitted except lubricating oil for two stroke engines, providing that such oil does not increase the octane or the water content of the fuel or enhance the fuel by any other means.

504.03

For diesel engines, the fuel shall be that intended for use in diesel engined road vehicles or automotive based marine engines (including red diesel).

504.04

Post race comparison testing may be used to compare petrol fuel samples taken from boats, to that of the original supplied fuel or a locally obtained sample if the fuel was not supplied by the organiser.

Post race testing shall check:

1. Oxygenates by checking the electrical conductivity using the Digatron DT-15 apparatus.
2. Specific Gravity by using a Petroleum Hydrometer.
3. Water Solubility for detection of Methanol and other water-soluble additives.
4. Ceric Nitrate re-agent test for the detection of Alcohol.

1. Oxygenates

Use of Digatron DT-15

This apparatus is to be used for comparison testing ONLY.

Comparison of ëbench markí Petrol/Petrol with two-stroke additive

1. Competitors using two-stroke oil must declare the brand of oil and the ratio of oil used to the CTO. (Take firm note of 504.02)
2. A sample of the mixture must be made using a small quantity of the 'bench mark' fuel and the declared oil.
3. The 'bench mark' fuel (now containing the appropriate oil) can now be compared to that of the competitor sample.
4. The procedure for comparison testing is as per the petrol/petrol comparison.

Comparison of ëbench markí Petrol/Petrol (no two-stroke additive)

5. Stabilise the electrode of the Digatron by immersion in the 'bench mark' fuel.
6. Set the indicator to Zero.
7. Remove the electrode and clean off any residue of 'bench mark' fuel. Wait a few moments for any final residue to evaporate.
8. Immerse the electrode into the competitor fuel sample and observe the reading of the indicator.
9. It is very unusual to find an identical reading. (This is due to influences of differing temperatures, aeration, etc. of the sample)
10. An indication of between -010 and +010 is normal and indicates a satisfactory comparison.
11. An indication exceeding these parameters is justifiable reason for laboratory analysis.

2. Specific Gravity

The use of a Petroleum Hydrometer should be made to compare the specific gravity of the 'bench mark' sample against the competitor sample.

Both readings should be identical. The temperature of both bench mark samples and competitor sample should be the same.

3. Water Solubility

This test should be conducted as per the text of the Digatron instructions.

Both 'bench mark' sample and competitor sample readings should be identical.

4. Ceric-Nitrate re-agent

This test should be conducted as per the Digatron instructions.

Both 'bench mark' sample and competitor sample results should be identical.

504.05

If the results of the above tests show characteristics of similarity between the locally obtained sample (or fuel supplied by race organisor) and the sample taken from the competitor, then the fuel must be accepted as legal.

A judgment of illegality cannot be made on the results of the above tests alone.

Only the results from a laboratory analysis can be used to declare a fuel conclusively illegal or not.

If the results of the above comparison tests do not show characteristics of similarity and give cause for doubt, then the following detailed 'Fuel Sample for Laboratory Analysis' procedures shall be enforced.

504.06 - FUEL SAMPLES FOR LABORITORY ANALYSIS

Procedure

Fuel samples for laboratory analysis may be taken at any time and place during any event under the authority of the UIM Such samples shall be taken at the discretion of the Chief Technical Officer and must be as per U.I.M procedure. Fuel Test Certificates (in quadruple) shall be made available to the Technical Officers responsible for collecting fuel samples.

Only nominated Technical Officials may take samples.

504.07

At the beginning of the event, the Chief Technical Officer must obtain sufficient fuel from the local fuel source (or the fuel supplied by the organiser) for comparison test sampling.

This fuel will be referred to as the ‘Bench Mark’ fuel, and will be the fuel to which all comparisons will be made.

504.08

It is mandatory to carry out fuel testing on the heat and/or race winners (to third place) at all World Championship events, and recommended at Regional Championship events.

In a multi-race Championship, the fuel testing may be carried out by testing 3 or more boats at each race.

504.09

Any competitor refusing to provide an adequate fuel sample or having insufficient fuel available in the boat’s main fuel system or tanks immediately following completion of the race, will be disqualified.

504.10

Race Organisers must ensure that there is a supply of at least six one litre containers per class of boat competing for each heat/race of the event.

Such containers must:

1. Be clean and constructed of robust, fuel non-reactive, impermeable material
2. Be sealable
3. Have provision for identification.

504.11

Equipment used for the extraction of fuel from boats must be clean and constructed of non-reactive material.

504.12

Each sample must be divided into two and placed in separate one litre containers, being sample A and sample B. The containers must be completely filled up and immediately sealed and identified to the boat from which the sample was taken. This information must be entered on the Fuel Test Certificate and on the sample containers. The Fuel Test Certificate must record; the place and time of taking the sample, the identity of the boat from which the sample was taken and the identity of the driver of the boat.

504.13

Sample A must remain in the control of the Chief Technical Officer or his deputy and sample B must be given to the driver or a representative of the driver's team. The driver or the representative must sign the Fuel Test Certificate, acknowledging receipt of the sample.

504.14

A sealed sample of both the competitor's fuel and the benchmark sample must be sent to an authorised petroleum laboratory for full analysis.

The Chief Technical Officer must deliver all such samples to a courier authorised by the Organising Committee or the UIM Commissioner.

The C.T.O. must return a copy of the Fuel Test Certificate, signed by the courier for the receipt of the samples, to the Organising Committee.

The authorised courier must deliver all "A"' samples, together with copies of the relevant Fuel Test Certificate to the nominated laboratory, where they must be tested in accordance with standard International scientific procedures.

If the result of the laboratory analysis proves that the fuel is not within the same characteristics as the benchmark sample, the analysis must be paid for by the competitor. If the fuel is within the same characteristics as the benchmark sample, the organiser must pay for the analysis. The same rule shall apply for testing diesel.

504.15

The results obtained from such testing must be attached to the laboratory's copy of the Fuel Test Certificate and delivered to the UIM as soon as practicable after the results have been obtained.

504.16

The UIM must as soon as practicable after receipt of the results, notify the following:

1. the relevant drivers or team representative
2. the relevant N.A.
3. the Race Organiser.

504.17 - AIR

Only air may be mixed with the fuel as an oxidant.

504.18 - DEFINITION OF PETROL

Petrol described within these rules is defined as one of the following:

1. Petrol of a kind recognised by the UIM as being on general and genuine sale to the public in a country where UIM International events are held annually.
2. The fuel used in Offshore racing shall be pump petrol as this term is generally understood. The detailed requirements of these rules are intended to achieve this purpose whilst allowing the use of absolutely consistent petrol's for racing purposes.

Any petrol which appears to have been formulated in order to subvert the purpose of this regulation will be deemed to be illegal.

Fuel suppliers are invited to supply samples of their petrol's to be checked for conformity before use.

505 - ENGINE HOMOLOGATION

505.01 - RESPONSIBILITY

COMINSPORT controls the homologation process and appoints a POWERTRAIN committee to carry out the various processes. POWERTRAIN is composed of persons appointed from the membership of COMINSPORT and COMINTECH and, if needed, outside experts.

505.02 - PROCESSES

UIM establishes two processes depending on the entity initiating the homologation request.

505.02.01 - PROCESS #1

An engine manufacturer applies for an engine homologation for competition in certain UIM classes.

505.02.01 - PROCESS #2

COMINSPORT or COMINOFF requests homologation of an engine for competition in certain UIM classes.

505.03 - HOMOLOGATION APPLICATION - PROCESS #1

Engine manufacturers are invited annually to apply to the UIM for engine homologation via their affiliated UIM National Authority of the country of engine manufacturer. Homologation application must be made using the electronic homologation forms available from the UIM Secretariat.

505.04 - MINIMUM PRODUCTION QUANTITIES

The required number of engines manufactured prior to homologation is to be verified by the manufacturer and endorsed by the National Authority of the country of manufacture. If insufficient numbers of engines have been manufactured at the time of homologation, a written certificate, witnessed by a practicing lawyer, of the firm intention to manufacture the specified numbers is required from the manufacturing company which must clearly state the completion date of manufacturing schedule to meet the required minimum production numbers.Minimum required quantity of outboard engines is 250 units. Minimum required quantity of offshore inboard engines is 30. In Process #2, no manufacturer statement or statement of intention is required.

505.05 - DEADLINE FOR APPLICATION

In Process #1, Application for the request of homologation of an engine must be received by the UIM Secretariat by close of the last business day before the relevant year's GA, to be considered for validity commencing 1st April in the following year.

In process #2, COMINSPORT must direct POWERTRAIN to complete the homologation of a candidate engine at the COMINSPORT meeting during the General Assembly of any given year to be considered for validity commencing 1st April in the following year.

505.06 - APPROVAL OF APPLICATION - PROCESS #1

An application for homologation, running production change or extension of validity will be considered by COMINSPORT (or, in the case of engines designated for use by the offshore category, COMINOFF). This commission will determine if the candidate engine complies with the rules of the class of racing for which the engine is designated (i.e.: availability, performance level, suitability).

Once an application for homologation, running production change or extension of validity of a candidate engine is deemed acceptable for a given class by the relevant commission, the inspection and verification procedure (or administration of the running production change or extension of validity) will commence.

505.07 - INSPECTION VERIFICATION PROCEDURE

At a time and place agreed upon by the UIM COMINSPORT's Powertrain committee and the entity requesting homologation, a production example of the candidate engine; all its components; and any relevant inspection tools will be examined to complete and verify the declarations in the homologation file as applied.

This inspection must be completed before 1st April for the homologation to be valid for commencement in that year.

In Process #2, Powertrain will procure the example engine; examine it; complete the relevant documentation; and dispose of the engine (all @ UIM expense).

The homologation becomes valid when all correct and completed documentation including the finalized homologation document has been received by the UIM Secretariat. This must be before 1st April for the homologation to be valid for commencement in that year.

505.08 - TERM OF HOMOLOGATION

A homologation remains valid from the date of completion through to 31st December of the tenth year of validity.

505.09 - ANNOTATION OF VALID CATEGORIES

The final homologation file will display the specific UIM power boating category(s) for which the engine is approved. The annotations will be made appropriately as follows:

- CIRCUIT

- OFFSHORE

- CIRCUIT/OFFSHORE

505.10 - HOMOLOGATION FILE COPIES

Copies of homologation files are obtainable from the UIM office against payment of a nominal fee.

The copyright thus bought allows a National Authority to reproduce the file with as many copies as necessary for its drivers and technical services. A nominal charge may be levied for copies provided by the National Authority.

For restricted stock UIM classes a homologation sheet is required for engine and propulsion units. This file is Valid only for the model describer. Any model derived must be subject to a separate homologation.

A copy of the homologation sheet must accompany any engine, boat or accessory used in a class in which homologation is required.

505.11 - RUNNING PRODUCTION CHANGES

Approval of application for running production change must initially follow the rules of 505.07.

An application for a running production change may be requested by a manufacturer at any time of the year, although its commencement will be dated from 1st April in the year applied for. Powertrain will confirm whether any requested change is acceptable as a running production change, or requires the engine model to be re-homologated. Modifications to specifications dictated by manufacturing or structural requirements are admitted, but not those primarily aimed at improving performance. (as a guide, any changes or accumulation of changes likely to increase power by more than 5%, or the speed performance corresponding to more than 5% increase above that given by the original homologation specifications, may be grounds for re-homologation).

An approved running production change will be announced on the UIM Website and will be deemed legal for use in racing 30 days after the official date of approval.

505.12 - EXTENSION OF VALIDITY

Extension of validity of an homologation is determined solely by COMINSPORT or/and COMINOFF.

505.13 - RESPONSIBILITY FOR HOMOLOGATION EXPENSES

The expenses of inspection are to be borne by the UIM in either process.

The verification inspector will be designated by Powertrain and his expenses (travel, hotel and meals) are to be reimbursed by UIM. It will be COMINSPORT's intent to minimize costs by designating the nearest capable person as the inspector for each candidate engine.

508 - CREW SAFETY

All other 508 Rules apply to all categories of boats.

All Class 1 mono/multi and Class 3C, 3D, 3S and 3-225 must be equipped with a Reinforced Cockpit(s) with Canopies for all riding crew members and buoyancy to ensure the boat floats. The crew, who must be seated, must have a restraint system comprising of and conforming with the following rules:

A Reinforced Cockpit with Canopies is defined as a containment area for crew and can be constructed as an integral part of the boat. This Reinforced Cockpit Area must be designed and constructed to a specification capable of withstanding the forces of a water impact when running at the highest design speed of the boat, and therefore protecting all members of the crew in the event of an accident. The various components that constitute the Reinforced Cockpit shall be properly maintained to ensure reliable operation of all components, with emphasis being placed on the canopy release mechanism, emergency air supply and restraint systems.

It is recommended that Sponson Cockpits are not used.

These rules also apply to any boat in any class using Reinforced Cockpits with Canopies.

Boats with reinforced cockpit are not allowed to be driven faster than the maximum speed set by the designer specified in the closed cockpit registration. Any boats found to be driving faster than their maximum speed will be penalized up to disqualification.

508.01 - COCKPIT EVACUATION / IMMERSION TRAINING

Before racing in a craft with restraint systems, all crews must have passed in the last fourteen months, an immersion training in a restraint system to ensure that they can exit a reinforced cockpit crew compartment successfully.

Prior to taking the Immersion training, all crews must have a valid scuba certificate or have received suitable training. This alternative training should be approved by the National Authority.

An immersion Certificate to certify the passed test, showing the expiry date, must be delivered by Experts recognised by a National Authority.

All riding crew members using restraints must sign the National indemnity form prior to competing in any race or practice.

508.02 - DRAWINGS AND MEASUREMENT

Three view drawings (plan, side and elevation) of the design of the Reinforced Crew Cockpits(s), the Bulkheads, the type of Canopy, the Buoyancy System and the Restraint System anchorage Points must be lodged with the National Authority of the measurer and verified at the time of craft measurement.

Drawings shall be provided showing canopy aperture dimensions for full or partial canopies, single or tandem arrangements. Arrangements shall describe whether fore and aft, or side by side seating is fitted.

Drawings shall show the method and construction of release devices. Drawings should show the material specification of the transparent areas.

Prior to Boat Measurement the drawing and material specifications shall be sent to the Measurer requested to measure the boat. On completion of measurement, the drawings and material specifications called for by the

designer shall be lodged with the measurers National Authority before they issue a certificate of compliance and measurement.

508.03 - REINFORCED COCKPIT AREA AND CANOPY

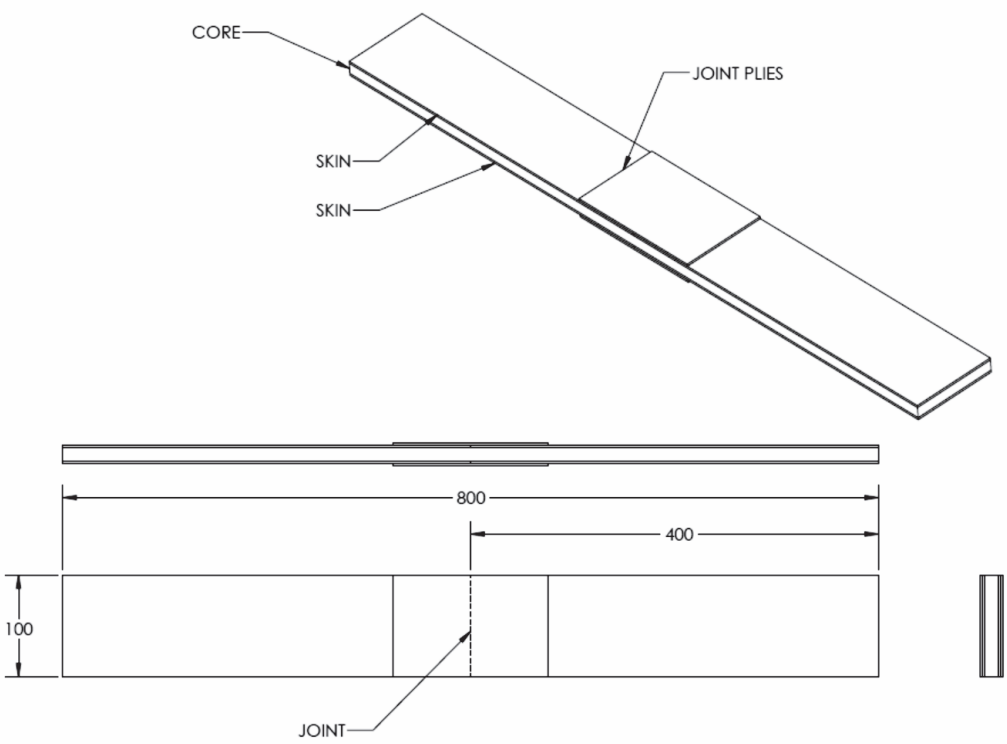
The reinforced cockpit(s) shall be of a closed type design with a minimum of one opening hatch and constructed to a similar strength as the running surface of the boat. This area must be the sides, floor, decking and bulkheads fore and aft.

All new cockpits built after January 1, 2015 shall be built by a UIM registered cockpit builder. Cockpit builders wishing to be registered must submit panels for test according to the following standards. Cockpit builders meeting these standards will be registered as UIM registered cockpit builders.

UIM OFFSHORE COCKPIT/CANOPY TEST STANDARD

Sample Construction Requirements

a. Sample quantity must be 3, one of which must include a sample of the joint/bonding of the cockpit parts, transverse to the length of the sample.



b. Trimmed sample size must be 100 mm ± 1.0 mm wide x 800 mm ± 5.0 mm long, with the width being parallel.

c. For fibre orientation the 800 mm length is to be parallel with the centerline of the boat.

d. Sample must be laminated on a flat surface using the same manufacturing process, materials, and fibre orientations as the intended homologated cockpit construction.

e. The sample must have a uniform thickness with no core crushing along any edges.

f. The sample must have one moulded face and the other face being unmoulded, the moulded face will be taken as being the external surface of the cockpit during testing.

g. The sample must be representative of the thinnest lay-up of the cockpit/canopy (excluding the various flanges for windshields, hatches etc.).

h. The sample and cockpit must be manufactured using balanced or unbiased materials.

Sample Test Method

a. The sample will be supported across the full width perpendicular to the 800 mm edges by two parallel 25 mm Steel bars at a distance of 500 mm apart. The load will be applied equally through two 25 mm Steel bars, each a distance of 167 mm parallel from each support.

b. The moulded face of the sample will have the load applied and the unmoulded face will support the sample.

c. The load will be applied at 0.4 mm/sec and the deflection will be measured at the two 25 mm Steel bars applying the load within 2 minutes.

Sample Test Requirements

a. The sample when loaded with the force required for the Class must have no more than a maximum deflection of 25 mm without the sample failing.

b. The sample weight in gm/sq m will be calculated, skin thickness and sample thickness will be measured to enable inspection and comparison of damaged homologated cockpits/canopies.

c. Further non-destructive test analysis methods may be used to compare test samples with homologated cockpits during the life of each cockpit/canopy.

Sample Manufacturing Information Requirements

a. Ply laminating sequence (stating which ply is the moulded face).

b. Ply materials.

c. Ply weave styles

d. Ply material weight in gm/sq m (dry weight ie. Without resin)

e. Ply orientation (where 0□ is parallel with the 800 mm edges).

f. Core material and density in lbs/cu ft or kg/cu m.

g. Manufacturing method (stating vacuum, pressure, and temperature).

h. A 100 mm x 100 mm sample of all materials used (resin samples not required)

i. The completed questionnaire for offshore cockpits (available on the UIM web site) along with the supporting analysis for the question on “Primary Structure Strength”

Samples as per sample construction requirements must be sent to the UIM appointed person/company.

For classes 3-225, 3C, and 3D the minimum test standard shall be 3000 Newtons force. For XCAT and Class V1 the minimum test standard shall be 10000 Newtons force. For Class 1 the minimum test standard shall be 20000 Newtons force.

508.04

Canopies must be a composite structure with the following features.

508.05

Polycarbonate areas are strongly recommended to be as small as possible while still maintaining that the driver and co-driver have clear, safe and undisturbed visibility ahead at sea level whilst racing. For Class 1 it is strongly recommended that these polycarbonate areas are built using 12 mm thickness, or more.

The combined visibility of driver and co-driver must be through a horizontal arc of 225 degrees (112.5 degrees either side of the centre line of the boat).

These polycarbonate panels are to be recessed into the composite structure and may be bonded using a suitable bonding agent, and/or “bobbins”.

It is highly recommended that there is also a through bolted outer flange for the fitting of the polycarbonate panels.

508.06 - SCREEN FLANGES

Screen flanges shall be a minimum of 50 mm at forward direction and 35 mm towards sides and should be fastened every 100 mm if using “bobbins”; it is recommended to use metal “bobbins” with heads, as opposed to the recessed plastic type.

The outer polycarbonate area of the flange fitting must not be painted, so that the measurer/ scrutineer may monitor any discrepancies.

- Window to flanges joints must be glued and/or use bobbins of nylon or aluminium.
- Bolts: min 6 mm stainless steel, nylock nuts, washers.
- Bolt spacing: max. 10 cm if not glued
- The outer edges of the canopy surrounding the hatch, must be fitted with a water deflector, (height 10 mm min) to prevent water forcing open the hatch in the event of a capsize.

508.07 - ROLL BAR

These Restraint Cockpits must be fitted with an internal roll bar, two in a tandem cockpit as a minimum. There must also be, between the two single cockpits, an anti-compression strut or structure of similar strength to the roll bar.

- Roll bar in front of/around each crew member.
- Roll bar strong enough and well secured to the bottom stringers.
- Central compression strut to hold roll bar, for side by side cockpits. Side compression struts may also be necessary for side by side cockpits.
- Alternatively, instead of a compression strut, the design of the cockpit primary structure will consist of a center roof rib connected to the roll bar and the aft bulkhead with sufficient strength to satisfactorily react the design impact loads.

508.08 - HATCHES

Hatch openings shall have a minimum of 25 mm flange.

Hatches must have a slot for pry bar, on the opposite side of the hinges, use in emergency/rescue.

508.09 - HATCHES

Hatches should be recessed on the front and sides.

The outer edges of the canopy surrounding the hatch, must be fitted with a water deflector, (height 10 mm min) to prevent water forcing open the hatch in the event of a capsize.

Water deflector to be fitted only on front and sides of hatch, not behind of hatch. (A water deflector on back of hatch might force water into cockpit area.)

508.10

It is mandatory that the hatches are constructed to the same specification as the cockpit. The hatches shall be fitted with a catch which has a positive open and positive close mechanism and should hold the hatch against lateral forces. These hatches shall be able to be opened from both inside and outside the cockpit and must have a second emergency mechanism to allow the rescue team to easily remove the hatch from outside if necessary.

These hatches should be fitted with hinges with short release pins. This is important because long pins invariably bind the hinge.

508.11

There should be one or more divers grab handles fitted to the outside of each hatch.

508.12

Canopy hatch release handles, which must be provided both inside and out, must be painted fluorescent orange or have a fluorescent orange background panel to identify them and directional arrows to indicate the method of opening.

508.13

The canopy lid hinges and the canopy hatch covers release mechanism must not encroach within the canopy aperture area, and these hinges and release mechanisms must not in any way hinder the exiting of crew members when fully race fitted.

508.14

Canopy openings should have the entry/exit apertures located directly above the crews' heads.

The canopy aperture openings should be at least 0.55m in length and 0.55m in width. If the crew is seated side by side, then the opening should be at least 0.55m x 0.825m wide. In tandem configuration, the opening(s) should be 0.55m x 0.55m per crew member. The canopy apertures should be cut with all corners having a radius of 0.025m minimum or 0.25m maximum. The radius should be constant and have a smooth finish to relieve stress.

508.15

The canopy aperture must have a 20 mm wide (minimum) fluorescent orange band around the opening, both inside and outside of the opening.

508.16

It is mandatory that one single air supply (not oxygen) and a bottle will be provided for each riding crew member. The air supply must be securely fixed adjacent to, or on each one of them. It is recommended that sufficient air be provided in each individual bottle for ten minutes. Air bottles must have a pressure gauge fitted for visual checking at pre-race scrutineering. This gauge should be filled with liquid and be at least 5 cm in diameter for easy reading.

Air supply bottles shall be "Turned On" before starting a race or taking part in practice and/or testing.

508.17

Reinforced Cockpits must have flood tubes or other means of flooding the cockpit to equalise the pressure quickly in an accident. The floor of the cockpit should be as air tight as possible to help the cockpit pressure equalise far more quickly when in an upturned position.

508.18

Boats with restraints must have stop buttons/switches located in the cockpit area, immediately accessible to driver, co-driver and rescue officers. The stop buttons/switches must be identified by a fluorescent colour.

These switches must shut off all fuel pumps as well as the ignition circuit.

In the case of diesel boats, the stop control cable for the fuel injection pump shall be a non-sleeved cable, so as to eliminate the cable being able to bond in a fire.

508.19 - STROBE LIGHT

All boats shall have a White or Orange High Intensity Strobe Light fitted to indicate “coming off the plane” but not needing assistance. The strobe light must be able to be operated by the throttle man, and should be operated by the throttle man if a problem occurs, to enable any following race boats to take avoiding action. The strobe light shall be mounted on the top rear of the canopy. When duel canopies are used, the light may be on or behind either one.

This strobe light may also be used as a substitute for the orange retirement flag when returning to port under reduced power.

508.20

Cockpits with Restraints must be fitted with rear of head protection for each crew member. This must be an integral part of the seat, which must be attached directly to the structure of the Restraint Compartment. The head protection must be a minimum of 0.2m wide and extend at least 75% of the height of the safety helmet as worn by the crew whilst in the normal seating position. There must be a minimum of 0.12m vertical and lateral clearance between the canopy and each of the crewmembers when in the normal seating position.

508.21

The Restraint System must consist of a 5 or 6 strap harness and should utilise a 75 mm lap belt, a 50 mm strap over the shoulder harness rated at 4,100kg (9,000 lb.) and grommeted to prevent chafing or cutting of the belt. Harness straps must be attached directly to the cockpit structure. Those straps close behind the driver’s head and neck must be 100 mm to 150 mm apart at point of attachment. The shoulder harness should be installed at 90 degrees to the spine at shoulder line to minimise compression injuries under high “G” loading. All straps must be free to run through intermediate loops or clamps/buckles. All anchor point bolts must be fitted with backing plates of 10cm minimum width.

The driver harness attachment bolts in reinforced cockpits must consist of minimum grade EN8 bolts, with an 8 x 1.25 mm thread and locked nuts. There must be a spacer and plain washers on each bolt. The spacers must be glued to the cockpit structure. Intention of these spacers is to prevent buckling of surface material near bolts. This always leads to local delamination which easily spreads out over cockpit structure, when it is under stress.

On the sides of the structure, which has to take up the force on the attachment bolts, there must be a stainless steel plate (washer of minimum 3 mm thickness and 100 cm² area).

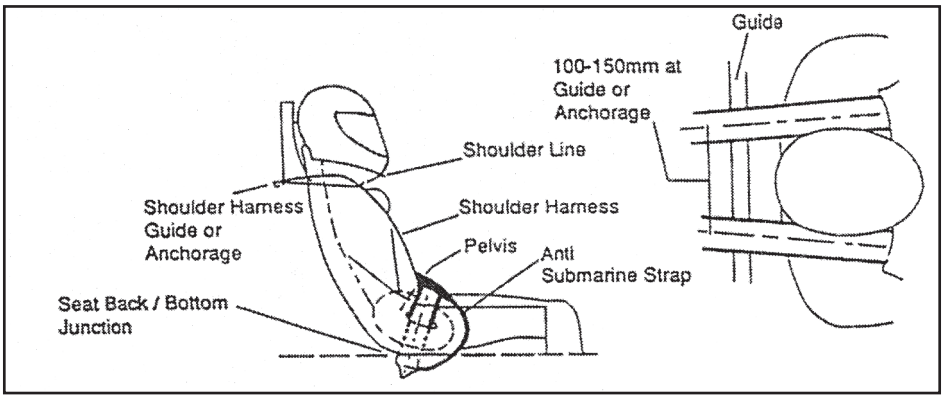
When using seats with suspension, and therefore not using a bulkhead restraint anchorage, drawings must be lodged with the National Authority of the measurer and approved prior to boat measurement.

All restraint systems must have a common method of release. The single lever method (sometimes called the NASCAR type) or rotary type, are both acceptable restraint release systems.

Both types of restraint release must be examined for satisfactory operation by the scrutineer before every race.

The harness system must comply with Drawing 2.

The shoulder harness should be installed 90 degrees to the spine at shoulder line to minimise compression injuries and the high “G” loading.



75 mm minimum/maximum to Centre line of Lap Belt at Seat Back, Seat Bottom junction. Lap Belt should continue in straight line to anchorage.

508.22

A quick release steering wheel may be fitted on a boat with personal restraints, but all drivers must be able to exit the cockpit without removing the steering wheel.

508.23

Rear view mirrors are mandatory, as well as a method of cleaning the canopy whilst under way.

Each wing mirror must have a minimum size of 60 sq.cm and be bolted on 2 points to assure proper mounting.

508.24

For Class 3C, one extinguisher is sufficient.

Two fire extinguishers, each a minimum of 2kg, or of equivalent capacity, must be carried and be readily accessible to the crew.

The flares described in UIM Offshore Rule 715.10 may be placed in a shallow locker adjacent to the deck race number.

Should a life raft be carried, it may be placed in the same locker.

All crew containment areas of inboard engine 508 canopied boats must be fitted with a carbon-monoxide alarm.

508.25

Racing Vests - the efficiency of the racing vest is a matter of the exclusive responsibility of the wearer. Every crew member whilst on board, must wear a racing vest during the practice runs and throughout the race. Racing vests must be coloured high visibility orange or yellow. The racing vest must have epaulets/handles to help extract crew from the boat. The racing vest must have crutch straps or a method of ensuring that the vest does not “ride up”.

The use of an inflatable racing vest is prohibited.

508.26

Each Reinforced Cockpit Area shall have one or more water activated light(s) or similar.

508.27

All boats with restraints must have their bows painted fluorescent orange for at least 0.5m. Only boats with restraints and closed canopies are allowed to use orange coloured bows. If the hull is of a similar colour, then there must be a white separating band of at least 0.15 m wide to ensure that the fluorescent orange band is obvious. If the number of riding crew exceeds two, the number of riding crew members must be written in black in at least 0.25m high numbering on the orange nose in the following three locations:

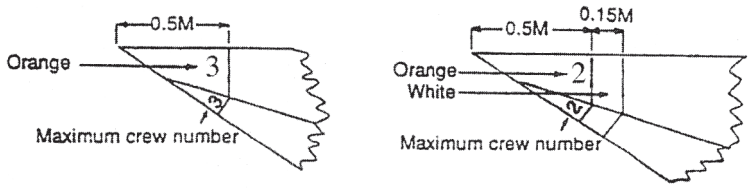
a) The lower running surface.

b) The topside of the hull/sponson.

c) The deck of the hull/sponson.

Should any boat be found to have contravened the riding crew number requirement, the penalty shall be disqualification from that event.

Note : Numbers shall be placed on the orange nose, not the white band area



508.28

It is mandatory that sufficient buoyancy is provided in the boat, or in the material used for its construction, to ensure that the boat floats if capsized or holed. If extra buoyancy is needed, the buoyancy system described by the designer should be verified by the Measurer. This added buoyancy must be in at least four separate flotation units.

It is recommended that the buoyancy should float the hull as parallel with the surface of the water as is practical, to help in rescue accessibility.

508.29 - CLASS 3 CRITERIA

Each National Authority shall decide if its National racing shall be permitted to use Restraint Systems in Class 3 boats below Class 3C.

In Class 3 boats, all the 508 rules apply.

508.30 – CLASS 3 REINFORCED COCKPITS CRITERIA

Moved from 730.02

Reinforced cockpits are permitted in any category of Class 3. The following specification is the minimum mandatory standard for any reinforced cockpit used in any category of Class 3 boat. See also rule 508.

Cockpit type:

The reinforced cockpit(s) shall be of a closed type design with a minimum of one opening hatch and constructed to a similar strength as the running surface of the boat.

Cockpit minimum size:

Hatch opening per person: 55 x 50 cm min.

Width: shoulder level 60 cm min.

Clearance: helmet to hatch 10 cm min.

Cockpit construction:

- Window to flanges joints must be glued and/or use bobbins of nylon or aluminium.
- Bolts: min 6 mm stainless steel, nylock nuts, washers.
- Bolt spacing: max. 10 cm if not glued
- The outer edges of the canopy surrounding the hatch, must be fitted with a water deflector, (height 10 mm min) to prevent water forcing open the hatch in the event of a capsize.
- Hatches must have a slot for pry bar use in emergency/rescue.
- Controling crew must have clear visibility ahead with adequate panoramic view.

Window areas:

- Material: Polycarbonate or similar.

  Glass (in any form) is specifically prohibited.

- Min thickness of window :

  Side by side cockpits min 9.5 mm.

  Screens with curvature and/or tandem cockpit min 7.9 mm

N.B. With the exception of the above specific criteria in this section, the 508 rules apply in full.

Refer to UIM Offshore Rule 715.10 for application of flares. These flares must be readily accessible from the deck.

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.

If there has been no World or Continental Championship during the year, boats that has participated in national races and finished top three will be qualified to set a world record.

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) = 6076 feet = 1,852 km = 1.1508 st.m

One kilometre = 3280.83 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 ***will be calculated on the basis of the arithmetical mean of times registered on two consecutive runs in opposite directions, 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 = ***4142.8 ÷ 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 734.2).

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

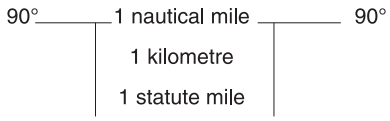
610.01

There is only one World record per class. This record can be established over the nautical mile, Statute 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.



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 photoelectrical 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 jet 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, 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 :

boat completes 8 laps in	1 h 54 mn 40 s	= 110.48 st.m
ninth lap completed in	13 mn 50 s	= 830 s
time balance	5 mn 20 s	= 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 :

- 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 Boat 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 fax 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 the Senior attempt Official (President, Chairman, O.O.D. etc.) 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,

- 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 World records and delivers a certificate for each new record.

616 - LONG DISTANCE OFFSHORE MOTORBOAT WORLD SPEED RECORDS

616.01 - AUTHORITY

The UIM through the relevant National Authority is the authority in all matters concerning world water speed records.

616.02 - RATIONAL

Records

Records will be recognised for passage between pre-determined points providing all relevant rules for independent observation are established, maintained and ratified.

Racing rules

The UIM racing rules do not apply during individual (non-race) record attempts.

616.03 - GENERAL

The purpose of the rules is to enable attempts to be made on a variety of offshore records. They do not form the conditions of any prize or trophy, nor are they motorboat instructions.

The record for each passage shall stand until the elapsed time of that record has been reduced by at least one minute. Every request to ratify a record shall be considered in time and date order.

The time used for this purpose will be Greenwich Mean Time (GMT).

The UIM/relevant National Authority cannot accept any responsibility for personal injury or loss of life, damage to or loss of property arising from any record attempt made under its rules whether supervised by its officials or not.

The official language is English.

616.04 - LONG DISTANCE OFFSHORE WORLD RECORDS

The World Record for the passages, approved by UIM, will be held by the motorboat and skipper which establishes the shortest elapsed time in accordance with these rules.

Any offshore distance record can be held in either of the following categories:

All records are to be divided into three outright classes, up to 30 ft/9.14 meters LOA, over 30ft/9.14 meters LOA, and over 50 ft/15.24 meters LOA, to be measured using the method for Offshore Class 1. Any of the above classes could also be eligible for the fastest outright record. For example : a skipper may apply for the up to 30 ft record, but if he beats the existing outright time, then he would be eligible for the outright record.

It is not allowed to attempt any records single handed.

Assistance – means that during any record attempt, a vessel may enter harbour for fuel, repairs, alterations or stores as required. A craft may be anchored or beached during the record attempt but any repairs must be made entirely by the crew without outside resources or materials. During any such stops, the timing of the voyage continues.

It is never permitted to take on board stores or equipment or get any other kind of help from another vessel whilst under way (except as permitted by 616.05 6 Emergencies).

616.05 - MOTOR BOAT RULES

Applies to all long distance offshore records and all types of vessel.

Propulsion - any method of mechanical force applied to the water.

Steering - any type of automatic steering is allowed.

Navigation - any type of navigation equipment is allowed and there is no objection to any type of information or advice being transmitted to or from the vessel. However, the vessel must be driven by the onboard crew.

Emergencies:

In the event of the record attempt being diverted or compromised by the necessity to render assistance to a mariner in distress (excluding members of the record crew), time allowances may be made subject to the provision of adequate documentary and substantive evidence of time lost.

In the event of fouling another vessel or structure (e.g. an oil rig).

It is permitted for the crew of the other vessel or structure to assist the vessel in getting clear.

Rounding - when a course calls for a mark, beacon or point of land to be “rounded”, this means that an imaginary string from the start to the finish points must enclose the feature specified when pulled tight.

Tidal stream or current - no allowance is made for tidal stream or current in considering any of these records.

Refuelling - must not be transferred at sea from another vessel excepting where the record attempt passage exceeds 3500 nautical miles and no adjacent landfall or harbour is available en route. Recognised or National Authority approved fuel outlets within harbour confines must be used in all other cases. If re-fuelling takes place at sea, the re-fuelling vessel shall be stationary and properly equipped with suitable transfer hoses. Should such re-fuelling at sea be planned, the record attempt application must provide details that include the name and size of the re-fuelling vessel and its proposed location.

Responsibility - it is the sole and inescapable responsibility of the skipper of a motorboat engaged in any such record attempt to decide whether to start and, having done so whether to continue the voyage.

The Vessel - shall have communication equipment capable of maintaining contact throughout the attempt with monitoring stations along the route.

Life Raft - a certified life-raft(s) suitable for the maximum number of persons on board shall be carried equipped with full safety equipment appropriate for the planned passage.

Tow - if a tow is received, the record attempt vessel shall return to the last official recorded “own power” position before resuming the attempt.

616.06 - SAFETY RULES

It is not within the province of these rules to set safety standards. However, all vessels making record attempts must comply with the appropriate safety standards laid down by International Maritime Law and the relative marine safety authority of their country of origin or registration,

In the case of a world circumnavigation attempt, the challenge vessel shall be built to comply with the rules for classification of an International Organisation (I.M.O.) recognised Classification Organisation and as such, be of suitable class for the range and speed of the vessel. In addition, the vessel shall be certified by the Statutory Regulating Authority of the country of registry, which, as a minimum, shall be equivalent to the UK Maritime and Coastguard Agency (M.S.A.) Code of Practice for Safety of Large Commercial Sailing and Motor Vessels.

Evidence of compliance must be provided to the relevant National Authority prior to departure.

616.07 - NOTICE

At least one month’s notice must be given of intended record attempts, accompanied by the appropriate fee; otherwise the relevant National Authority cannot guarantee to observe a record. Records cannot be recognised retrospectively.

616.08 - OBSERVATION DECLARATION

When proper notice of a record attempt has been received, the relevant National Authority will appoint an observer to make arrangements for the start and finish to be witnessed and timed. The observer or a person appointed by him will also need to check that the documentary evidence provided relates to the vessel that has completed the record passage. The skipper and one other member of the crew will be asked to sign a declaration that all rules have been followed. Where practicable, there is no objection to the observer being on board during the record attempt.

616.09 - TIMING

The moment of starting and finishing a record passage must be recorded by Timekeepers nominated by the relevant National Authority to the nearest second using GMT. The accuracy of these must be checked within six hours of the start and finish of the attempt by reference to an official time signal by telephone, radio or synchronisation with GMT via the WWW. Details of the timepiece used must be logged and signed for by the observer or his appointee.

Records will always be defined as an elapsed time in days, hours, minutes and seconds. Average speed may be shown for information only.

616.10 - RECORD COURSES GENERAL

Only fixed points of land, fixed navigational beacons or other charted fixed objects can be used as reference points though they need not necessarily be sighted. In special cases, pre-approved by the Observer, such as positions derived from satellite navigation systems are acceptable.

All routes are reversible and the record time from A to B can be beaten by an attempt from B to A.

If a new route is requested then an application from a National Authority to the UIM is required. This application can be submitted to the UIM at any time during the year, however all applications must be made no later than 90 days prior to the intended record attempt. Provided that the new route does not conflict with a very similar existing route it will be approved. The application should detail any restrictions and the estimated mileage, in nautical miles, of the route including any rounding's.

The start and finish positions if A to B must be given.

The UIM shall hold records of all Record Courses and any specific rules applying to such Record Course. Any record challenger should obtain these from the UIM via their relevant National Authority prior to attempting any such challenge.

616.11 - FEES

The skipper or organisation wishing to make an attempt on a record is responsible for the costs of observing and ratifying it.

These must be paid in two parts as follows:

On making an official application to the relevant National Authority for a record attempt to be observed, a fee fixed annually by the UIM General Assembly is required plus a fee from the National Authority.

If the attempt is unsuccessful then the UIM portion of the fee will be refunded, if successful the UIM fee will be forwarded to the UIM for the ratification of the record.

616.12 - EXPENSES

The person or organisation making the record attempt is responsible for the legitimate expenses and remuneration of the official Observer, Timekeepers and all other officials and any assistants that may be required. This must be paid before any record claim can be considered.

616.13 - RATIFICATION

The following documents are to be submitted to the UIM/relevant National Authority; the submission may be by fax if followed up by the original documents.

- A statement by the skipper giving details of the vessel, the crew and the course followed. This must include a declaration that these rules have been followed, signed by the skipper and at least one other member of the crew.

- A report by the Official Observer giving details of the timing and verifying the accuracy of all observations.

- All other items as listed in Rule 615.05.

616.14 - INTERPRETATION

In any case of any dispute over any of these rules, the decision of the relevant National Authority is final.

700 - INTERNATIONAL OFFSHORE RULES

701 - GENERAL

Rule changes are only made following approval by UIM Offshore nations at General Assembly. Such changes taking effect not less than six months after approval, unless a special decision is mentioned in the wording of the decision with its justification. Changes affecting safety may be made at any time, according to their necessity.

701.01

The following basic rules and definitions are for Offshore powerboats which have been designed and are suitable for racing in open and unprotected waters.

701.02

Organisers shall not be permitted to make any additions to these rules which by their nature would affect the eligibility of any boat EXCEPT in circumstances specifically affecting safety or in respect of special laws which may apply to the particular locality of the race. Organisers shall seek the approval of their National Authority to make such additions.

701.03

Organisers shall have the right to refuse any boat which they deem to be unsuitable and/or which does not conform to the requirements of these rules.

701.04 - RESERVE NUMBER

701.05

The finishing order is determined by the order in which the boat finish in its Class.

Points for Championships are awarded separately for the Classes.

701.06

Organisers are free to organise prize categories for varying types, such as cabin boats, diesel engines etc., provided the craft comply with fundamental rules.

701.07

Organisers may also organise separate races for the different classes and/or prize categories.

701.08

Championships: Races included in championships are governed by individual rules of the particular championships as defined under their own rules.

701.09

All boats entered for racing shall be subject to the direction and control of the Race Committee.

701.10

It shall be the sole responsibility of each boat's driver(s) to decide whether or not to start or to continue the race.

701.11

Unless specified in racing instructions, no outside assistance (including refuelling) is allowed during a race.

In an International Championship race no outside assistance (including refuelling) is allowed.

The Race Committee has the right to decide whether or not there was outside assistance or not.

It is permitted to use electronic steering compasses and/or electronic position fixing equipment.

It is expressly forbidden to interface any of this equipment to the steering system.

702 - CREW

702.1

All boats will carry a minimum of two crew members with valid powerboating licences and of minimum age 18 years.

For Classes 3: 3A and 3B, the minimum age is 16 years.

For 3C and above, the pilot must also have raced in at least three races in a powerboat class with minimum 90 hp.

702.2

Only licensed drivers are permitted to control the boat when under the jurisdiction of the race organiser.

702.3

Members of the crew under their age of majority must be required to produce evidence of parental consent to participate in the race.

702.4

Breach of the above rules shall entail immediate disqualification.

702.5

In championship races involving points qualification, the points will be awarded to the driver designated as the first driver on the entry form and who shall be aboard throughout the races.

703 - HULL

703.1 - DECK

The deck must be able to bear the weight of a standing man (100 kg) at any point.

703.2 - DECK, OUTBOARD MOTOR PROPELLED CRAFT

Wherever the motor is, the hull shall be fully decked to the stern, incorporating a well formation if desired.

Any holes for the passage of cables, fuel pipes, etc., shall be fitted with sealing grommets and be above the lowest point of the stern structure.

703.3 - STEERING POSITION

The steering arrangements shall be sited so that the safe handling of the boat shall not be prejudiced by interference to the driver's line of sight across the bow at any state of trim in calm water.

703.4 - GUARD RAILS

Rails or wires or hand holes shall be fitted which shall extend fore and aft to enable crew to proceed from the cockpit to the whole deck for the working of mooring, anchoring and towage and access to deck hatches.

No ropes can be used as rails or hand holds.

703.5 - MOORING CLEAT

All boats shall be fitted with a well secured cleat or sampson post on the fore-deck adequate for anchoring in a seaway and for towing at sea over a prolonged period.

703.7.1 - CRANAGE

Boats must be fitted with a minimum of three lifting eyes, either through deck or topside hull cleat type, suitably engineered to withstand lifting the boat fully equipped and fuelled with an adequate safety margin.

Each boat shall be equipped with a detachable strop assembly providing a single lifting point.

The strop must be certified to carry total boat weight.

703.7.2 - CRANAGE SAFETY

The Race Committee shall cordon off, restrict and supervise the crane area. Access to this area shall be limited to authorised race officials and designated race boat crews.

703.8 - WINDSHIELD

Windshields, if fitted, shall be strong and well supported. All edges of plastic material and framing shall be effectively padded. Transparent windscreens are to be made of polycarbonate material.

703.9 - OPEN COCKPITS

703.9.1

The cockpit opening shall provide seating positions for at least two drivers, with the following minimum dimensions; length 0.76 m, width 0.53 m per driver, with a round-off radius of 0.25 m.

703.9.2

There shall be a minimum cockpit clear depth of 0.38 m everywhere, with the exception of seats, steering wheel and controls. Measurement is done from the upper part of the cockpit edge or from the top of the cockpit coming if it is substantial.

703.9.3

All cockpit seats must be securely fixed to the main hull structure. A seat for each crew member must be provided. The crew should be seated at all times when racing or attempting the race start.

703.9.4

The structure of cockpit fairings must at least equal the strength of the main deck i.e. be able to be walked on at any point as per Rule 703.1.

703.9.5

For Class 3A, only the overdeck water deflectors are mandatory.

The Reinforced Water Deflector must be designed and constructed of materials of sufficient strength to provide adequate crew protection, both over and under the deck and hull. The forward fairing on the deck must rise to a minimum height of the chin of the tallest crew member when in the normal driving position. It is recommended that lateral protection covering be provided up to the shoulders. The top 0.05m (5cm) of the Water Deflector must be at least 45 degrees from the horizontal, with a minimum 0.3m (30cm) width per person measured transversely in the horizontal plane.

The Reinforced Water Deflector must be designed and constructed so as to present no hazard if the crew is thrown forward and must be so designed that it would not restrict the crew from being ejected. In all cases, the visual requirements in Rule 508.05 must be adhered to.

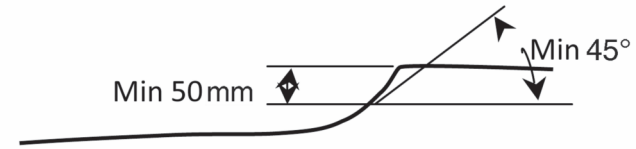
Measurers and Scrutineers will examine boats with the crew in the normal driving position.

The flares described in UIM Offshore Rule 715.10 must be readily accessible from the deck.

Rear of head protection is recommended. If fitted, it should be at least 0.3m (30cm) wide and the height of the padding must extend at least 75% of the height of the safety helmet as worn by the crew whilst in the normal driving position.

If a monohull has a canopy and/or restraints, it must conform to the same criteria as multihull boats as described in these 508 rules.

Water deflector, overdeck



703.9.6.

Only boats with restraints and closed canopies are allowed to use orange coloured bows.

703.9.7

In open cockpits, the cockpit edge or the type of a substantial coaming is not to be higher than the top of the crew persons' shoulders.

704 - INBOARD ENGINES

704.1 - EXHAUST

The engine exhaust manifolds, pipes and exhaust driven turbines, from the engine outlet to the point of exit must be water cooled by the water jackets or shielded. The external surface of the shield must not exceed 150º C at any time. The exit must be located in such a position whereby the crew cannot be effected by exhaust fumes.

704.2 - SHAFT GUARDS

Inboard propelled craft must have a protected shield to each input drive shaft which shall include at least two rings which completely encircle the shaft and a 180º scatter shield over each universal joint.

In the event of a failure this protection shall be capable of containing the shafts and couplings from causing damage to the hull skin, fuel tanks, any other installation and or component, and from causing any danger to the crew.

704.3 - ENGINE COMPARTMENTS

Inboard engines are to be installed in a compartment separated from the cockpit and other accommodation which is to have adequate ventilation. Vent holes in bulkheads or covers shall not be in close proximity to the drivers and crew without flame trap protection. The compartment(s) shall have rigid covers.

704.4 - FIRE EXTINGUISHERS

For all inboard engine installations, it is mandatory to have a fully automatic fire-extinguisher system, though it is permitted to have a separate manual system.

705 - ENGINES

705.1

Turbo and/or Supercharged petrol engines are not permitted.

When a diesel engine includes a device for supercharging or turbocharging, the nominal cylinder capacity is to be multiplied by 1.4 and the boat will pass into the class corresponding to the effective volume resulting from this multiplication.

705.2

A dynamic air inlet for ducting the atmospheric air toward the engine's air intake is not considered a supercharging device.

If approved for use in offshore by Cominoff and annotated on the Homologation Certificate, Low emission engine, outboard engines utilising "air pumps" as part of the induction system are not considered as supercharged.

705.3

Turbo Compound engines and Gas Turbines are not permitted.

A Turbo Compound Engine is defined as a process in which effective power is produced not only by expansion in the working cylinders, but also in a second stage. In compound engines, the exhaust turbine, or one of the exhaust turbines, is coupled to the engine output shaft.

706 - ENGINE CUT-OUT

706.1

a) Engine cut off switches for connection to all crew are mandatory (first man out shuts off engine). An emergency override system to restart engines shall be mandatory. The lanyards used must not exceed 120 cm between the driver and the boat. The lanyards shall be attached to all crewmembers at all times when the boat is at racing speeds.

b) The lanyards must be able to support ten times the strength necessary to operate the device or to resist a load of ten kilos. Having chosen the biggest value, they must be capable of operating the device in any direction on a horizontal level.

c) Lanyards are not necessary when restraint systems are used.

d) If the engine is a Diesel, the action of the device should operate on the injection pump gear.

707 - ENGINE AND FUEL COMPARTMENT BULKHEADS

707.1

Bulkheads of engine and fuel tank compartments must be sealed to the hull across the bottom and have sufficient height above the bottom to prevent fuel and fumes flowing throughout the boat. The separate compartments thus formed must have provision for separate pumping out of bilge's.

Fuel containment systems (tanks, cells, etc.)

All boats must have fuel filling and fuel venting capabilities outside the crew containment area. Canopied craft are to have fuel tanks contained in sealed compartments from the hull and crew area to avoid leakage of liquid or vapour being released into the area being used by the crew. Fuel filling / fillers are to be outside of the crew compartments.

707.2

Closing of the fuel flow must be done by means of a device, the control of which must be in the cockpit and within reach of every crewmember. No sleeved cables are allowed, so as to eliminate the cable being able to be bonded in a fire.

707.3

The fuel tank or tanks must be grounded to enable the discharge of static electricity.

707.4

Fuel tanks may be constructed as an integral component of the hull construction, or may be fabricated material suitably secured to the hull.

Purpose designed and constructed rubberised collapsible fuel cells may be used.

Fuel may not be transferred during a race except by means of permanently installed fuel lines connected to the tanks.

708 - PROPULSION

708.1

One hundred per cent of the propulsive effort shall be derived from the water while proceeding at racing trim in calm water.

708.2

All craft must be able to be manoeuvred ahead and astern and have neutral capability, operated by controls at the helmsman's position. This facility must be a permanent installation and able to be demonstrated as practical at any time.

708.3

Boats running two or more propulsion systems must have either an external tie bar to stabilise out drives or some other protective device that will prevent drives colliding should a failure occur.

708.4

No multi-ratio transmissions, torque converters, or variable ratio drives are permitted in Class 3.

709 - GYROS

709.1

All moveable surfaces allowed on the boat shall be under the control of the onboard crew without any sensors in the control loop (i.e. no auto pilots, gyros, accelerometers or other attitude or acceleration sensors may be in the control system).

710 - RACE NUMBERS

710.1

All boats are to be allocated a race number by their National Authority. These numbers shall be painted in waterproof black paint or to be made of black coloured self-adhesive materials of adequate strength. They shall be applied to a white or yellow background. No number may begin with a zero. All numbers shall be plain and upright.

710.2

On all boats the numbers shall be positioned as far forward as possible whilst adhering to the requirements of rules 710.3 and 710.4.

On catamaran boats the numbers must be placed on:

a) The foredeck within front 1/3 of boat.

b) The tunnel underside within front 1/3 of boat.

c) The outside of both sponsons within front 1/3 of boat.

On all other boats the numbers must be placed on:

a) The foredeck within front 1/3 of boat.

b) Both sides of the full within front 1/3 of boat.

710.3

Those numbers displayed on the foredeck and on the underside of a tunnel must read correctly from the transom and shall be underlined by a black bar.

710.4

The individual numbers shall conform to the following minimum dimensions, the only exception being where the size of the boat does not allow the minimum size to be carried:

Height	Width	Thickness	Spacing
30 cm	23 cm	5 cm	***8 cm***

The background shall extend at least 23 cm in front of and beyond the end numerals and at least 7.5 cm above and below the numerals.

The beam numbers may also be painted on slightly curved non-vertical surfaces, provided that the whole number is within 30 degrees from the vertical position. The height must be to the minimum height measured vertically.

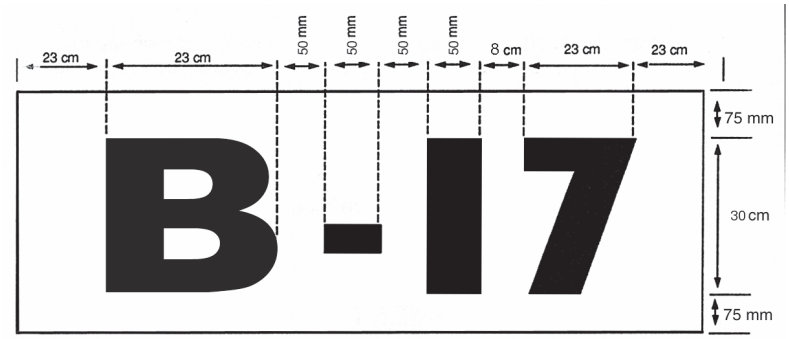
710.5

Race Organisers are empowered to require a number to be changed in the event of identical numbers being issued by different National Authorities. Except in exceptional circumstances the visiting craft has priority.

710.6

The class letter will precede the numbers and they will be separated by a dash. The class letter must conform with the same minimum dimensions as the race number.

Dimensions are as per 710.4



711 - NATIONAL FLAG

711.1

All boats are to fly their appropriate national flag of the designated driver as determined by the entry, with minimum dimension 0.45 m x 0.30 m, throughout the race.

711.2

Alternatively, the flag must be painted, or glued, on a panel of not less than 0.45 m x 0.30 m on both sides of the hull.

712 - RACING VESTS

Moved from 205.06

Racing vests (for boats without canopies). Each person aboard a boat must wear, during the race and practise, an efficient racing vest.

The racing vest shall be of full jacket type, with collar and leg straps. All straps shall be at least 40 mm wide and have a minimum breaking strain of 500 kg.

The vest shall be at least 70 % orange or yellow, have lifting straps at the front or on the shoulders and have impact protection material covering the back.

The disposition of the buoyancy must be such as to ensure that an unconscious person will float face up in the water.

The racing vest's ability to float and rotate the wearer face-up must be checked by each individual wearer and personally ensured it is fully operational.

The racing vest must have a minimum of 7.5 kg buoyancy.

The choice and efficiency of a racing vest is the sole responsibility of the wearer. Race organisers are required to repeat this important clause in the Advance Programme and the Race instructions.

For boats with canopies, refer to rule 508.25.

713 - HELMETS

Moved from 205.07

Any person aboard any boat partaking in races must wear an adequate helmet of orange colour throughout the race and during practise runs. Helmets may only be removed when effecting repairs and the boat is "off plane".

Each crew member's helmet must be identified with their boat race number. This number shall be placed on the top surface of the helmet and shall be read from the rear. The numbers shall have a minimum height of 7.5 cm and shall be of the same style as the boat race number. These numbers shall be painted in waterproof black paint or be made of black coloured self-adhesive material of adequate strength.

The helmet must comply with the current valid SNELL, FIA helmet standards in accordance with the list available on the UIM Website. Restrained drivers must wear a head and neck support/restraint device that satisfies SFI 38.1 or FIA 8858.

714 - PROTECTIVE CLOTHING

Moved from 205.13

All crew members whilst racing must wear suitable protective clothing that covers the torso and all limbs to the wrists and ankles.

Protective clothing used must be durable enough to provide bodily protection and it is recommended to be fire retardant

715 - SAFETY EQUIPMENT

Moved from 205.12

Whilst on the water at an event, all the relevant safety equipment, i.e., restraints, racing vests, helmets and racing suits must be worn whilst the race boat is on the plane.

715.01

The following equipment shall be carried and stowed to the satisfaction of the Race Committee.

715.02

Boats meeting the criteria of UIM Offshore Rule 508 (restraints and canopies) must comply with the requirements regarding storage of safety equipment contained in those rules.

715.03

When additional electric pumps are fitted to the fuel supply a fuel cut-off switch for the pump shall be fitted within reach of either crew member.

715.04

A manually operated bilge pump with the capability of pumping out any one of the watertight compartments.

In addition to the above minimum it is highly recommended to have any additional electric bilge pumps that appear appropriate.

715.05

Suitable gear for anchoring and berthing, including one anchor, not less than 30 metres of suitable chain or warp.

Two towing lines of sufficient strength, one twice the length of the boat.

715.06

Two (2) fire extinguishers to be immediately accessible to the crew, and must be minimum of 2kg each, or of equivalent capacity.

For Class 3A, 3B and 3C, there is only a requirement for one fire extinguisher of 2 kg, or of equivalent capacity.

The extinguishers must fulfill the classification ABC (eq. US: classification AB).

American	European	Australian/Asian	Fuel/Heat source
Class A	Class A	Class A	Ordinary combustibles
Class B	Class B	Class B	Flammable liquids
	Class C	Class C	Flammable gases
Class C	UNCLASSIFIED	Class E	Electrical equipment
Class D	Class D	Class D	Combustible metals
Class K	Class F	Class F	Cooking oil or fat

715.07

An orange flag measuring at least 0.60 x 0.40 metres and the means of hoisting it, to indicate retirement.

715.08

A fitted steering compass.

715.09

Up-to-date charts covering the whole course of the race.

715.10

Two red hand-held distress flares and two orange smoke flares.

715.11

One whistle attached to each crew member.

One compresse attached to each crew member.

It is strongly recommended that one hand held flare is attached to each crew member.

715.12

A sharp knife suitable for cutting webbing, clothes or rope. The knife shall be suitably sheathed so as to protect crew members against accidental injury. It may be located in a fixed position in the cockpit adjacent to all crew members or, be separately carried on each crew member.

715.13

One diving-mask.

715.14

For Class 3

A pail or bucket with a minimum capacity of 5 litres.

715.15

VHF type radios are mandatory in class 3C and 3D EPA in order to guarantee clear communication between competitors and the Officials.

Radiomen must speak English.

One radioman per boat is mandatory.

Radio checks will be carried out during pre-race scrutineering and during on-water activity by the officials.

If radio equipment is not working competitors will not pass scrutineering or could be removed from on water activity.

715.16

Each Organiser can, in the Advance Programme, specify additional safety equipment necessary for their race.

CLASS 3

730 - HULLS AND CLASSES

Offshore Class 3 racing shall permit the use of boats powered by Outboard engines.

730.1

Class 3 subdivisions are established in accordance with the following

Class	3A	3B	*3 X designated as an Experimental Class 2017*	3C	3D	3S
Cubic Cap.	up to 2100 cc	up to 2100 cc	*up to 3000 cc*	up to 3000 cc	up to 6000 cc	up to 6000 cc
Max Power	115 hp	115 hp	*200 hp*	200 hp	400 hp	600 hp
Min Length	5.75 m	5.00 m	*6.75 m*	6.50 m	7.60 m	7.60 m
Max Length	7.00 m	6.80 m	*8.00 m*	8.40 m	10.00 m	10.00 m
Mono min weight	700 kg w crew	655 kg w crew	*1000 kg w crew*	695 kg	1400 kg	1755 kg
Multi min weight	-	730 kg w crew	*-*	845 kg	1400 kg	1755 kg
Add kg per m	-	50 kg/m		65 kg/m	100 kg/m	110 kg/m
Cube lenght	2.35 m	2.35 m	*2.75 m*	2.75 m	3.60 m	3.60 m
Cube width	1.20 m	1.20 m	*1.20 m*	1.20 m	1.20 m	1.20 m
Cube height	0.46 m	0.46 m	*0.46 m*	0.46 m	0.46 m	0.46 m
Bouyancy						
Mono GPR	250 L	270 L	*370 L*	370 L	500 L	500 L
Mono Sandwish	130 L	140 L	*150 L*	150 L	280 L	280 L
Multi GPR	-	280 L	*-*	380 L	550 L	550 L
Multi Sandwish	-	180 L	*-*	200 L	300 L	300 L

All Technical rules for 3S shall be the same as for X-cat rule Part 4: Technical rules. That is for both boat and engines.

In the A litre class, only monohulls will be accepted.

Hull measurement Class 3A *and 3X*

All hull measurement are to be taken while the boat is ashore.

The length must be measured between perpendiculars of the external moulded length of the boat, taken at the extreme bow and the interface between the hull and bracket/engine.

Hull extension beyond the transom shall be deemed to be “fixed trim tabs” and shall not be included in the measured length.

Hull extensions added to the bow and/or any extending parts, rubbing strakes, fenders, stabilizing trim tabs and rudder assemblies are not to be included in the measured length.

When defining “extreme bow”, any form that constitutes the bow and its construction and contributes to the performance of the boat shall be included in the measured length. Any other attachment that is added to meet a minimum length requirement shall not be included in the measured length.

Boat width : *3A* 1.60 m - 2.00 m.
3X *1,70 m - 2.10 m*

731 - MINIMUM/MAXIMUM LENGTHS AND WEIGHTS

The weight is ready to race dry, including all safety equipment *for 3A and 3B including crew and their helmets and life vests and for 3C and 3D only except the crew and their helmets and life vests.* For control after a race, residual fuel in tanks will be included in the minimum weight. Slings carried in the boat during the race will count as safety equipment. The boat must be empty of water.

For Class categories 3B, 3C and 3D the minimum weight mentioned is for a boat with the mentioned minimum length. For boats longer than the minimum, the weight shall be increased according to the formula shown above.

732 - HULL DIMENSIONS

732.1

For monohulls, the outer surface of the hull excluding chine-rubbers and spray rails, must contain a cube of the dimensions mentioned in the 730.1 chart.

733 - MINIMUM FLOTATION

All boats shall contain a minimum volume of buoyancy permanently installed in the hull.

The minimum volumes measured in litres are mentioned in the 730.1 chart.

If a boat is constructed of wood, the wooden weight content of the boat may be accepted as buoyancy as per the following formula: Wood weight in kg x 2 = litres of buoyancy.

734 - ENGINE ELIGIBILITY

734.1 - ENGINE ELIGIBILITY (LOW EMISSION) OUTBOARD ENGINES

Low Emission approved engines used in Class 3 shall be strictly standard marine production engines as marketed by manufacturers to leisure boating (or touring) customers.

734.2

At time of homologation, manufacturers must certify that their motors meet the UIM requirements regarding noise when fitted to an appropriate offshore powerboat. The noise level is to be measured by means of a phonometer which conforms to the specifications laid down by IEC and ANSI, a precision sound meter using the “A” weighting and set to slow response. The registering microphone is placed at a distance of 25m from the boat. The boat must pass it at top speed. Measurements must be made on open water free of all obstructions over a minimum distance of 25m in all directions. Two measurements must be carried out, while the boat approaches and while moving away. Neither of the measurements is to exceed 91db (A) with a 4db (A) tolerance.

734.3

The only Low Emission outboard engines eligible for use in Offshore are those approved (at time of homologation application) by Cominoff.

734.4

No. of manufactured engines up to 1000 cc = 1000 units.

1001-2000 cc = 500 units.

2001 cc and above = 250 units.

734.5

The engine being placed in water, the cooling shall be effected only by its own standard circulation pump. The intake to the circulation pump may be modified for cooling purpose only. Bearing carriers and prop shaft may be changed from original. Bearing carriers may be fixed to gear case by additional screws or clamps.

Bearing carriers and prop shafts may be changed from original.

Refer also to 735.09 for water intake definition.

734.6

Violation of any of the above rules will entail disqualification.

735 - MODIFICATIONS PERMITTED (LOW EMISSION) OUTBOARD ENGINES

MODIFICATIONS PERMITTED (LOW EMISSION) OUTBOARD ENGINES

735.01

The propeller is free, together with its washer(s) and nut(s).

735.02

The steering bar and brackets may be reinforced as a safety measure. It is also permitted to modify the standard engine cowling in order to facilitate the fitting of steering assemblies, provided that any openings are sealed so the engine can not pull in any additional air.

735.03

The rubber mounts of the engine may be changed or substituted.

735.04

All external (not contained within the powerhead) studs, screws, nuts, bolts and their washers are free as well as the method of locking them, providing there is no performance advantage.

735.05

Where two engines are fitted, the counter rotation of one underwater unit is permitted providing:

- the standard underwater unit casing is retained (subject to 735.09)

- the final propeller to crankshaft ratio is unaltered

735.06

The use of thrust blocks mounted on the lower unit and or on the boat is permitted.

735.07

Power Trim: a properly engineered system for altering engine trim whilst under way is permitted.

735.08

In the process of modification, minor optional alternatives as listed and priced by the manufacturer of the homologated engine, may be permitted provided they do not affect engine performance, but improve convenience and safety.

735.09

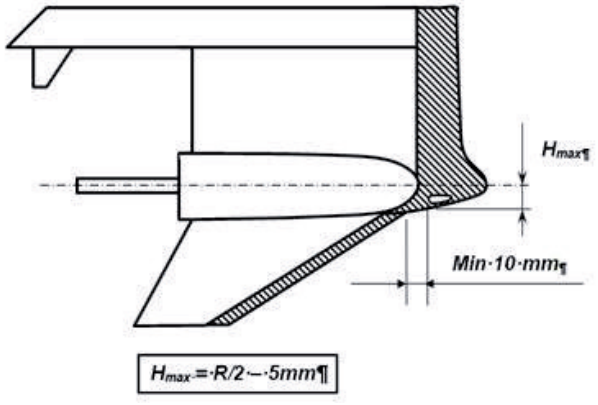
The water intake may be repositioned. It must however remain on the gear case torpedo. The width and or height of the gear case torpedo must not be changed and the depth of the torpedo cross section from the aft part of the water intake and forward is not allowed deeper than measure ***Hmax = R/2 – 5mm, there the measure R is taken from min width of gear case in homologation file***.The length may be increased. The rear edge of the water intake opening must not be further aft than 30 % of the total length of the modified gear case torpedo.

The original intake to the circulation pump may be filled in and faired. The front of the gearcase may have material added for cooling purposes.

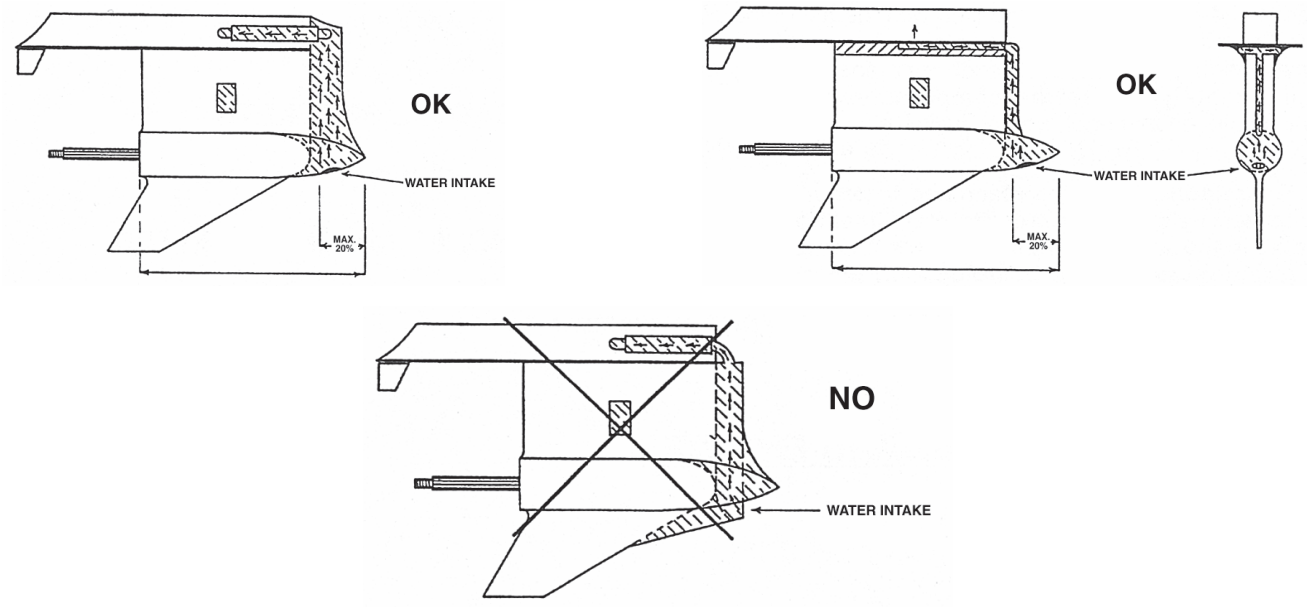
The width of the gearcase must not be increased, except where the gearcase meets the lower side of the anti-cavitation plate. The modification shall be for cooling purposes only and shall form a radius. It is also permitted to add material to the centre section exhaust housing for the purpose of reducing noise.

It is allowed to add material to the leading edge of the gear case skeg up to 10 mm behind a repositioned water intake. The profile of the skeg is free.

Remote water pick-ups are not allowed.



Method of measuring maximum depth of water intake.



735.10

Transom brackets may be reinforced, this is only by adding material.

735.11

a) The fuel connector in the lower cover may be removed and the fuel hose from the fuel tank connected directly to the fuel pump. The remaining void must be sealed to prevent any extra air entering the cover.

b) Sacrificial anodes on gear house and transom bracket may be removed. Trim fin under the anti-cavitation plate may be removed or cut off.

MODIFICATIONS NOT PERMITTED (LOW EMISSION) OUTBOARD ENGINES

735.12

The following modifications are expressly NOT permitted.

Blueprinting' of the powerhead.

Alteration or modification of any powerhead components.

Removal of material from the powerhead for any reason other than recognised (by the manufacturer) repair.

ECU/PCM's equipped with data memory, must not have the memory erased or modified without the prior permission of the Technical Inspector. Any information sourced by the Technical Inspector from the ECU/PCM's race data memory which does not correspond with the technical data declared by the manufacturer in the homologation file will be viewed as reason for disqualification.

735.13

Violation of any of the above rules will entail disqualification.

736 - ECU BOXES FOR CLASS 3C AND CLASS 3D

There will be ten ECU BOXES, UIM property, to be allocated as follows:

For the first race – 8 granted by lot of number of the boats made by UIM Commissioner and OOD and 2 granted by UIM Commissioner in accordance with Technical Commissioner.

From the second race and for each following race – granted officially to the first ten boats classified in the previous race; the ECU BOXES could be changed by UIM Commissioner, OOD or Technical Commissioner, at every race.

The ten ECU BOXES will be handled only by UIM Commissioner and the Technical Commissioner appointed by the organizer.

The ECU BOXES will be forwarded on the race field of the World and Continental Championships, through the UIM Secretariat and all the costs for the transportation (journey there and back) will be borne by the UIM office.

If a competitor refuses to use UIM ECU BOXES, he will be immediately disqualified from the event, without right of protest.

Drivers are responsible for the replacement of ECUs damaged in any way during the course of the race event. Replacement ECUs will be offered at preferential rates from the manufacturer. The method of paying for the replacement ECUs will be specified in race instructions.

750 - UIM Z150 CLASS *(DESIGNATED AS EXPERIMENTAL CLASS IN 2017)*

Z150 is a class for monohulls with up to 150 horse power EPA Compliant outboards. Craft are intended to compete in open water.

750.1 BOAT

The hull and deck must conform to rules 502.03 & 703 (see diagram)

Stepped hulls are not permitted.

Cross-step 'aeration step' with a maximum width of 80cm is permitted.

Winged boats are not permitted.

750.1.2 MINIMUM / MAXIMUM LENGTH, MAXIMUM WIDTH AND MINIMUM WEIGTH

The cube length to be measured to conform to rule 730.1 (Class 3)

Length – 2.35m

Width – 1.20m

Height – 0.46m

***Boat Length** (See diagram – measured the same as 3A)*

Minimum Length – 5.46m 5.90 m

Maximum Length – 7.32m

Width

Maximum Width – 2.10m

Weight

Minimum weight applies to include crew and equipment.

840kg

750.1.3 BUOYANCY

270L (as per rule 730.1)

750.2 COCKPIT

The cockpit must conform to rules 508.29 and 703.9

750.3 ENGINE

Approved EPA engines only

Engines will be mass produced STANDARD EPA outboards with manufacturers given propeller shaft power up to 150hp. Engines must be in pristine condition (standard) and cannot be filed or blue printed.

Identification of the engine model is based on the manufacturer's serial number labelling according to the manufacturers service instructions.

The engine model and standard specification should be substantiated with appropriate action (excerpt from the workshop manual)

Bespoke engines for high altitude and high performance engines are not permitted.

Shaft length must be at least 20" in accordance with the manufacturer's brochure for the standard engine.

Permitted changes – rules 735.01 – 735.05 & 735.08 – 735.11

Not permitted – rules 735.06, 735.07 & 735.12

Nose cones gearboxes are permitted in accordance with rule 735.09

If an engine fails, it is permitted to affect a repair but not to enhance the engines performance. If the engine has failed, it must be inspected so that the repairs maybe authorized and documented.

Oversized pistons are allowed as a repair to documented breakdowns and they shall be assembled in accordance with the manufacturer's service instructions and with original spare parts from the engine manufacturer.

No more than 50% of the cylinders may be drilled to oversize.

When checking the ECU / PCM should have the original manufacturers ID according to the manufacturers engine model.

The history of the engine MUST not be erased. If the engines history is to be changed to affect a repair. The engine must be inspected before and after such a change is made.

The engine MUST conform to rule 502.04.04 – Failure to do so will result in disqualification.

750.3.1 ENGINE HEIGHT

The height of the engine is limited to the centre of the propeller shaft which must be 25mm below the bottom of the running surface. When measuring the propeller shaft should be parallel with the ground. (If the base is not straight use two measuring points at the end of the running surface and a 600mm into the running surface as reference)

It is not permitted to alter the height of the engine during a race, therefore electro-hydraulic and manual lifters must be locked with bolts so they cannot be adjusted.

750.4 EQUIPMENT

Equipment will be carried in accordance with rule 710 – Lifejackets & rule 713 – Helmets.

All equipment to conform to rule 712 through to rule 715

750.5 NUMBERS

As per rule 710

750.6 NATIONAL FLAG

As per rule 711

800 - GENERAL RULES FOR OFFSHORE WORLD AND CONTINENTAL CHAMPIONSHIPS (EXCEPT CLASS 1/V1 WORLD POWERBOAT CHAMPIONSHIP AND XCAT WORLD SERIES)

800.1 - WORLD AND CONTINENTAL CHAMPIONSHIP

There can only be one World Championship per year for each class.

There can only be one Continental Championship per year for each region and for each class.

800.2 - REQUEST TO ORGANISE

The request to organise the Championship event must be made by a National Authority and be submitted to the UIM before the stated deadline date. The request will be considered by Cominoff and after approval, entered on the UIM Offshore Calendar as a titled meeting.

800.3 - MINIMUM PARTICIPATING

For a World Championship event to be valid, there must be a minimum of ten participating entries in the class from three Nations (unless otherwise agreed by Cominoff).

For a Continental Championship event to be valid, there must be a minimum of five participating entries in the class from two Nations (unless otherwise agreed by Cominoff).

Entries are to be sent by the National Authority to the organising club, no later than 7 days before the beginning of the Championship.

“Participation” means:

- for the crew, passing administrative control and signing the attendance register at the Driver’s Briefing.

- for the boat, passing the Technical Controls.

800.3.1 - N° OF REGISTERED BOATS

There should be at least 25 boats in that class in the previous year and the boats should be actively raced in at least 3 countries before Cominoff will award a World Championship.

There should be at least 15 boats in that class in the previous year and the boats should be actively raced in at least 3 countries before Cominoff will award a Continental Championship.

Cominoff may, in order to support new categories, give special approval for a Continental or World Championship.

800.4 - WITHDRAWN ORGANISER

If a National Authority, having been granted a Championship for which it applied, subsequently withdraws or is unable to run the Championship, Cominoff, if time permits, will re-offer the Championship to other National Authorities.

If the Championship cannot be run by another National Authority, the Championship is cancelled for that year.

800.5 - DRIVERS AUTHORISATION

Each National Authority must authorise, in writing, its drivers to participate in any Championship event.

800.6 - UIM COMMISSIONER

A UIM Commissioner is to be appointed by Cominoff to every International Championship event.

The UIM Commissioner shall at World Championship races have a “UIM Open Forum” to exchange views between race teams, organizers and UIM and to improve communication.

Time for the Forum shall be included in the official Time Schedule by the organizer.

800.6.1 - WORLD CHAMPIONSHIP - 3 HEATS

A World Championship will consist of 3 heats at one venue unless otherwise agreed by Cominoff.

800.6.2 - CONTINENTAL CHAMPIONSHIP - 2 HEATS

A Continental Championship will consist of 2 heats at one venue unless Cominoff has agreed to a series.

800.6.3 - CANCELLED RACE

If in the case of a scheduled two race series, only one heat can be run, this will be a valid result. If a three heat or more series, then the result may be decided upon two heats, if a heat is cancelled through ‘force majeure’. The Race Committee should ratify the cancellation if through ‘force majeure’. If a heat is not run on its scheduled day or its scheduled lay day(s), then it will be cancelled.

800.6.4 - N° 1 DRIVER

The No.1 Driver must control the boat in some way, either as driver or throttleman in all heats.

800.6.5 - N° 2 DRIVER

The title will be declared as a Driver No.1/Driver No.2 combination if the No.2 Driver has completed all heats of the championship with the No.1 Driver.

800.6.6 - RACE LENGTH

The races must conform to the following length:

WORLD CHAMPIONSHIPS:

Class 3A	1 x 50 – 70 nm	2 x 30 – 50 nm
Class 3B	1 x 50 – 70 nm	2 x 30 – 50 nm
Class 3C	1 x 60 – 80 nm	2 x 40 – 60 nm
Class 3D	1 x 60 – 80 nm	2 x 40 – 60 nm
Class 3S	**1 x 60 – 80 nm**	**2 x 40 – 60 nm**

CONTINENTAL CHAMPIONSHIP – one venue/multi – each race must be:

Class 3A	1 x 50 – 70 nm	**1** x 30 – 50 nm
Class 3B	1 x 50 – 70 nm	**1** x 30 – 50 nm
Class 3C	1 x 60 – 80 nm	**1 x 40 – 70 nm**
Class 3D	1 x 60 – 80 nm	**1 x 40 – 70 nm**
Class 3S	**1 x 60 – 80 nm**	**1 x 40 – 70 nm**

There may be a slight variance to these rules to allow for local situation and these must be agreed by Cominoff or at an event by the UIM Commissioner.

800.8.1 - MINIMUM LAP DISTANCE

Should any part of the course form a lap of less than 4nm for Class 3 ; Such a lap must not be repeated more than twice in a World Championship or a Continental Championship, unless it is approved by Cominoff or the appointed UIM Commissioner for the event.

Deviation from these rules is allowed only when the race is run on a shorter (storm) course as described in the Race Instructions in which case there is no minimum length.

800.8.2 - WATER DEPTH

The race courses run, including any rough weather course, should have a minimum water depth at all times of racing or pre-race testing. For all classifications, the minimum depth is 4 metres.

800.9.1 - INTERVAL BETWEEN RACES - WC

In a World Championship - If the whole event takes place from a single race site then a scheduled interval of at least 22 hours, but not to exceed 70 hours between each heat is compulsory. However there has to be one lay day during the event. Should a race be re-scheduled, the actual interval of at least 20 hours, but not to exceed 60 hours between each heat is compulsory.

800.9.2 - INTERVAL BETWEEN RACES - CC

In a Continental Championship - If the whole event takes place from a single race site then a scheduled interval of at least 20 hours, but not to exceed 60 hours between each heat is compulsory. Should a race be re-scheduled, the actual interval of at least 20 hours, but not to exceed 60 hours between each heat is compulsory.

800.9.3

If a series Championship is based on several race sites the calendar is to be as agreed by Cominoff.

800.9.4 - LAY DAY

There must not be a lay day after the final scheduled race day.

800.10 - POINT ACCUMULATION

In a World or Continental Championship, the results will be determined from points accumulated from all the heats in accordance with UIM rule 321. If at one venue there will be two or three heats, if not at one venue the number of heats will be determined by Cominoff when they agree to the calendar. It is not compulsory to participate in all heats. The named driver must drive the same boat throughout the series. A change of boat will mean a new entry into the Championship, freezing points accumulated prior to the change.

The Boat is defined as a Hull/Engine configuration as stated on the Measurement Certificate.

For events with more than 20 entries, the following bonus points should be given, so that all drivers can get points.

<u>21 - 25 boats : 5 bonus points</u>

Position 1) to 20) : should all have 5 extra bonus points

Position 21 : 5 points

Position 22 : 4 points

Position 23 : 3 points

Position 24 : 2 points

Position 25 : 1 point

26 - 30 boats : 10 bonus points

Position 1) to 20) : should all have 10 extra bonus points

Position 21 : 10 points

Position 22 : 9 points

Position 23 : 8 points

Position 24 : 7 points

Position 25 : 6 points

Position 26 : 5 points

Position 27 : 4 points

Position 28 : 3 points

Position 29 : 2 points

Position 30 : 1 point

31 - 35 boats : 15 bonus points

Position 1) to 20) : should all have 15 extra bonus points

Position 21 : 15 points

Position 22 : 14 points

Position 23 : 13 points

Position 24 : 12 points

Position 25 : 11 points

Position 26 : 10 points

Position 27 : 9 points

Position 28 : 8 points

Position 29 : 7 points

Position 30 : 6 points

Position 31 : 5 points

Position 32 : 4 points

Position 33 : 3 points

Position 34 : 2 points

Position 35 : 1 point

36 - 42 boats : 20 bonus points, etc…

800.11 - POST-RACE INSPECTION

Engines and engine parts may be replaced between the races. The Race Committee must be informed and have given its allowance in advance.

Replaced engines or parts shall be handed over to the Technical Inspectors, or be sealed by them. If an engine is to be inspected after the last race, the replaced parts must be inspected also.

All dimensions must be measured with the engine at ambient temperature.

Refusal to present an engine or an engine part for post-race inspection will result in immediate disqualification.

ECU boxes may be sent for special checking by the engine manufacturers authorised service agent. If so, the race results will be provisional until the organisers receive the results of the checking.

The title of champion is only granted after a satisfactory post-race inspection of the winning boat’s equipment, hull and engine(s).

Should the boat fail and is deemed to be disqualified, the next placed boat is then inspected.

After each heat in a multi venue series or after the final heat of a single venue championship, the first three boats must be inspected. If found illegal, then the 4th boat should be inspected until the Race Committee can announce a 1st, 2nd and 3rd which have been found to be correct.

At all Continental and World Championship events hosting 'low emission' engines a technical representative must be enlisted to provide electronic verification of legality to the Chief Technical Inspector of the event. Except in cases of force majeure. The representative must report exclusively to the Chief Technical Inspector.

800.12 - TIE

If a tie exists in the final points accumulation then the winner of the longest heat will win. If this cannot split the two, then the boat with the fastest speed in any heat will win.

800.13 - PROTESTS

All Protests will be handled by the normal UIM Jury procedure by the N.A. running the heat from which the protest arises.

800.14 - REPORT TO UIM

Immediately after the completion of the final heat (if one venue) or after each heat, if multi venue series, but not later than 6 hours after the results are out of protest time, the Race Secretary must fax/e-mail the following to the UIM office:

a) Entry list with information of: Crew names, Nationality, Boat name, Boat race number, Hull manufacturer and type, Engine manufacturer and type.

b) Results from all heats if single venue or the heat and the relative standings in the championship.

c) The results should be typed and show distance run, times and speed in knots and must be signed and time dated by the O.O.D.

The above is to be e-mailed or faxed to the UIM office on + 377 92 05 04 60. Proof of transmission should be given to the UIM Commissioner.

800.15 - CONFIRMATION OF UIM

The points allocated will be confirmed by the UIM on receipt of the UIM Commissioner's report.

800.16 - ENTRY FEE - PRIZE MONEY

The National Authority shall guarantee an amount to UIM as agreed with Cominoff, for each race of the UIM Championship. If there is no transportation and prize money made available, no entry fee shall be charged to the visiting nations participating.

800.17

Rules and procedures from blue pages may be used for Class 3 Championship events provided they are properly announced in either Advance Programme or Race Instruction, after being ratified by the UIM Commissioner.

855 - ADVISORY REQUIREMENTS FOR UIM CHAMPIONSHIP EVENTS - SECURITY AND LOGISTICS

Recommended minimum requirements for UIM Championship events - security and logistics.

COURSE

The milling area and starting shute must comply with the relevant UIM Offshore Rules. It must be ensured that these areas are clearly marked and that all drivers are provided with written briefing describing the exact location of these marks. Immediately before and during the start, the race organisation must provide suitably identified patrol craft to keep these restricted areas clear of all spectator craft. The Starter and the Safety Officer must both receive confirmation that the milling area and the starting chute are clear before the start procedure can begin.

All turning points of the course must be clearly identified and have a control boat in close proximity, but not closer than 50 m from the turning mark. If a permanent navigational mark is not utilised, then the mark will be a temporary clearly identifiable coloured buoy that is recommended to be bigger than 1.5 m high X 1 m diameter, anchored in position. A control boat must not be the turn mark. All marks shall be provided with compass co-ordinates in the written instructions.

Where the course has a turning point presenting an angle less than 90 degrees, two orange marker buoys must be utilised, anchored at a minimum distance of 100 m apart.

The distance between the starting line and the first turning buoy must be at least one nautical mile. In any start where there are ten or more boats starting together, the distance between the starting line and the first turning buoy must be at least two nautical miles.

SAFETY ON RACE COURSE

Safety procedures that must be provided during races and official practise periods are :

1) The provision of, and organisation of well experienced rescue teams responsible for the recovery of drivers and/or persons involved in a race accident.

2) Availability of adequate rescue equipment that has been maintained and tested.

3) All emergency units in the vicinity of the event must be notified. These include hospitals, police/coast guard and fire services.

The provision of the rescue facilities applies primarily to persons. It does not take into consideration the recovery of race boats or equipment.

The task of the rescue teams is to maintain a watch of the complete race course or practise area during a race and/or official practise periods. Rescue teams may be placed on boats or in helicopters.

Safety briefings must take place between all persons responsible for safety and key personnel must attend the drivers briefings.

SAFETY DURING TESTS

The course for practise tests must be well defined as follows :

- defined on a nautical chart of area distributed with Race Instructions or at Drivers Briefings;

- defined by marker buoys as utilised for race course, i.e. 1.5 m high x 1m diameter buoys.

- course area to be no more than 4 Nm x 1 Nm

- patrols boats, always moving, must be positioned along the course in order to patrol a surrounding area of 2 Nm x 2 Nm ; in any case the area will be the maximum area that can be entirely visible with the naked eye at 2 m above the sea level;

- patrol boats during the whole practise session must be in contact (by VHF) with race control and they must have on board an expert crew including scuba divers;

- a paramedic trained in advanced life support in contact with he Race doctor must always be on a patrol boat;

- during the practise tests, a heli-ambulance must be on alert, in the proximity of the race course, in case of accident, for the transportation of seriously injured person(s) to a specialised hospital.

SAFETY DURING RACE

Patrol and Control Boats

Patrol boats must be positioned around the complete course, which should be divided into a grid pattern. The patrol boats must be each allocated an area of approximately 2 Nm x 2 Nm, which should not exceed naked eye visibility at sea level. All control boats and patrol boats must be clearly identified and should have the authority to keep spectator boats clear of the course.

Control boats must take a safe position, where possible inside the course, avoiding screening the mark buoy(s) from competitors.

Control boats must be limited to carrying officials and crew.

Patrol boats must be capable of rescue work. They therefore must be large enough to stay at sea if conditions should deteriorate and be able to receive 2 laid stretchers. At least three of these boats should have trained crew which shall include two divers and a paramedic trained in advanced life support. They should carry rigid stretchers.

These boats must be capable of maintaining constant communication with race control and shall have on board:

- red flags
- strong towing lines
- boat hook
- fire extinguishers for fuel fires
- first aid kit

PIT AREA

A security team must be provided 24 hours at the Dry Pits, the Wet Pits and Fuelling area during the event.

An adequate Dry Pit area shall be provided for each boat with sufficient area available for :

1) Service centre.
2) Parking for trailer/tractor units.
3) Organisers must provide an adjacent area for team cars and/or motor caravans.

Recommended : The boat parking area shall be minimum 25 m x 5m/boat; the truck parking area shall be minimum 20m x 4 m/truck.

The Race Organisers must provide an authorised landing area for helicopters. The Organisers must also provide two ambulances complete with specialised medical personnel for the duration of the event in the proximity of the landing area and the pit area.

For all offshore classes, a wet pit area suitably protected and with pontoon berthing should be provided for berthing of emergency boats, or other alternative berthing area be provided that is suitable for the transfer of injured persons to an ambulance.

An electrical supply capable of powering power hand tools and for general illumination of the area shall be available.

A high pressure water supply shall be provided for the washing of boats and flushing of engines.

POST RACE SCRUTINEERING AREA

A closed under cover area capable of being closed to unauthorised persons for the purpose of engine inspections by the scrutineers shall be available.

CRANAGE

Cranage must be provided at a suitable location as close as possible to the wet pits. Crane area must be cordoned off.

There should be a crane and operator or a slipway for every 15 boats.

At least one crane should operate during test periods.

At the cranage area there should be available a high capacity water suction pump with suitable flexible suction piping attached for the purpose of assisting a swamped boat.

At least two divers should be in attendance.

Access to the cranage area shall be restricted to authorised persons only.

FUELLING AREA

A designated compound should be allocated for fuelling. This compound should be within reasonable proximity to the pit area. An adequate supply of best available commercial grade gasoline and diesel must be available to every competitor. The fuelling facility should be readily available to all competitors as required.

Adequate fire protection equipment must be available with trained operators at all times when fuelling facility is open.

The fuelling area must be barricaded from the public and unauthorised persons with clearly visible warning signs displayed. All local hazardous goods regulations must be met.

All transference of fuel must be done within the fuelling compound.

The Race Organisers must make available a secure area complete with the equipment necessary to empty boat fuel tanks after testing or racing. This is in the interests of safety and also respecting the environmental rules.

To cater for the prevention of pollution at the race site, the following facilities should be provided within the fuelling compound:

- One 200 litre container for gasoline.

- One 200 litre container for oil.

- One 20 litre container for thinners with halogens.

- One 20 litre container for thinners without halogens.

- A bin for empty cans etc.

- A bin for discarded batteries.

RACE CONTROL

Race control should consist of modules. These primarily being:

1) **A Race Contral Control Room** restricted to the race organising committee and UIM Commissioner(s). All communication to other authorities should originate from here.

2) **A Radio Control Room** restricted to the operating personnel and other officials such as the Safety Officer and the Officer of the Day. These two rooms should be in close proximity and have constant communication between them.

3) **Timekeepers.** Their module must have viewing of the course at the start/finish line. No other personnel should be permitted entry whilst a race is in progress.

4) **First Aid Room.** This module should be a base for the medical personnel. During the race, a qualified medic shall be present and an ambulance shall be in attendance or be available for immediate response. The room should have sufficient facilities to enable it to be used for trauma treatment. It must have direct communication with the control room and have telephone facilities.

5) **Briefing Room.** This module must provide seating for all crew members and officials required to be present for briefings and drivers meetings. It should have a public address system and if foreign drivers are participating, an interpretation service must be provided. Unauthorised personnel should not be permitted entry during briefing sessions. All briefings should be recorded on video and audio.

6) **Private Meeting Facilities** should be available for the purpose of providing private consolation for family members or friends in the event of an accident, or to conduct enquiries.

7) **Toilet and Washing Facilities** must be readily available for all crew members in close proximity to the pit areas.

8) **Security** must be provided 24 hours in the dry pits, the wet pits and the fuelling area during the event.

PRESS

At all Campionship events a Press Centre shall be provided. This centre shall provide telephone, fax facilities, internet connections and a photocopier.

This centre shall include conference facilities for conducting press releases and for interviews with successful teams and/or personalities.

The size of the above facilities shall be in accordance with the number of entries and the importance of the event

The press room should be restricted to authorised press personnel, officials and successful race crews.

It is recommended that adequate hospitality be extended to all bona-fide members of the press.

V.I.P. HOSPITALITY

Organisers should be aware of the presence of and provide hospitality for VIP s including International UIM Officials and their companions. It is recommended that a covered area be provided for such persons to meet, collect current race information and have warm beverage available. Complimentary passes should be issued to these persons.

PROMOTIONAL ACTIVITY

Race Organisers should ensure that their event is adequately advertised to encourage maximum exposure to the general public.

The design of the race courses should be made considering the availability of suitable vantage points for people to view the races.

A public speaker system should be arranged to provide the viewing public with a complete commentary of the race progress and any other associated activities.

DRESS CODE

Moved from 1000.4.01

Every team member must wear a team uniform / short / shirt during the race week-end. No open shoes allowed, penalty 100 Euros. The organization Committee will announce a Dress Code Regulation for each year at the start of the championship.

950 - U.I.M. V24 CLASS

951 - GENERAL

951.1

The general U.I.M. offshore racing rules are to be applied. In cases of conflicts between general rules and class rules (and specifications), the class rules have precedence.

ADMINISTRATION

The V24 Class Working Group consists of a minimum of one representative from U.I.M. the designer and the V24 licenseholder.

951.2 - SPIRIT OF THE RULES

The aim is to provide an offshore racing class in which driving skill is more important than the opportunities to take advantage of the latest advances in the use of exotic building materials, the art of boatbuilding and in the art of extracting still more power from highly stressed machinery. Boats are to be alike, no modifications (tuning) are allowed except the few points mentioned below.

The V24 Class is modern, has unique safety features, has a reliable serial produced power unit and is intended to provide good sport with a minimum of maintenance and repairs.

951.3 - MEASUREMENT CERTIFICATE

V24 Class boats are to have a measurement certificate according to rule 501.

The complete boat, hull, equipment, as well as engine and transmission must during races remain as delivered from the boat builder and as specified in the U.I.M. homologation. Sole modifications allowed are described below.

The measuring procedure consists of checking that the boat and machinery comply with the specifications in the homologation file.

Instructions for how this is done are to be found in the file. It is obligatory for a boat owner to:

- Have the homologation file at hand both before the measuring procedure and at the measuring procedure.
- Lend the homologation file (or a copy of it) to the measurer, at least one week in advance, in order to give the measurer an opportunity to acquaint himself with what he has to check and how to do it.

951.4 - U.I.M. V24 CLASS PLAQUE

A V24 boat will only be eligible for a measurement certificate provided it has been built by the V24 licence holder or its nominated third party.

951.5 - CHANGES OF THE HOMOLOGATED SPECIFICATIONS

Changes of the homologated specifications must be approved by the V24 Class Working Group and are not allowed until one month after they are published in a U.I.M. bulletin.

Changes in spare parts are allowed since the engine manufacturer has since the start modified some parts during these years, but with no improvement of performance. The driver at races must be able to show that parts changed actually are manufactured OEM parts and will not give a performance gain.

Changes of class rules must be approved by the U.I.M. Council and can not be valid until published in a U.I.M. offshore rule book or in a widely and officially distributed supplement to a rule book. Even so, a rule change is not to be implemented until the calendar year after the year in which it was approved by the U.I.M. Council.

951.6 - ECM BOX

Technical inspectors are allowed to switch (by lottery) the engine ECM box between boats.

The V24 race committee reserve the right to switch ECU's and or propellers from any boat it chooses.

952 - MODIFICATIONS ALLOWED

952.1

The Volvo 5,7 GXI or the Volvo Penta V8 350-C 5,3 engine may not be modified in any way, including the ECU. It is ***permitted*** to change bolts, nuts and washers. The Volvo Penta DPX outdrive must have a 1:1,59 gear ratio in it. No modification is allowed to the out drive including the exterior of the drive. The height of the out drive may not be altered from manufactured.

Only the following modifications are allowed.

952.2

Sparkplugs may be changed for any other.

952.3

The propellers may not be hidden from competitors at the race venue when fitted to the out drive. The propellers to be only Volvo Penta E2 duo props, these may be modified. The Volvo Penta E2 markings must be clearly visible on each propeller.

952.4

It is allowed to fit flat anchor plates for bolting the dash to the deck and the fitting of aerials are allowed.

952.5

Internal cockpit arrangements are free as long as both crew members have free and unobstructed exit to both doors. No sharp edges or protrusions are allowed anywhere.

Cockpit seats, steering wheel, instruments, choice of power trim button, placement of dashboard, throttle and footrests are free. Cockpit seats as per U.I.M. rule 508.20.

952.6

On-board cameras are free as long as they do not interfere with visibility.

952.7

An air-conditioning system may be fitted.

952.8

The replacement of bolts, nuts, or the addition of lock nuts, drilling and wiring, split pinning or keying is allowed, the screws and pins do not need to be OEM parts, as long as no performance gained is achieved.

952.9

It is allowed to fit water drain off's from the engine exhaust manifolds - no performance gained - only available from the V24 builder.

952.10

It is allowed to fit a water pickup to spray water onto the top of gear case only - no performance gain - only available from the V24 builder.

952.11

It is allowed to fit hard engine mountings - no performance gain - only available from the V24 builder.

952.12

It is allowed to add rubber hose to the end of the exhausts.

952.13

It is allowed to fit exhaust couplings - only available from the V24 builder. No performance gain.

952.14

Any engine lubricant or drive lubricant may be used.

952.15

Boats running "silent exhausts" are allowed to compete in all V24 events, provided all other specifications are met.

952.16

It is allowed with the engine compartment to fit an oil cooler of any kind, necessary adapter and oil filter re-locator, as long as no performance gained.

952.17

It is allowed to add a support / brace to the exhaust to help them take up shocks from running in rough conditions.

952.18

It is allowed to mount the detachable nose and wing tips permanently on to the boat.

952.19

Placement of bilge pumps, batteries, power trim pumps & fuel filter is free within the engine compartment.

954 - IDENTIFICATION

954.1

Class identification letter is V. Number is same as the U.I.M. V24 Class plaque number. However, if the race organiser thinks it is necessary, he has the right to order a number to be changed.

Size and positions of the race number according to U.I.M. rule 710.

The boat must be built in accordance with the design specification and boat homologation.

The window shall be made of polycarbonat, min 10 mm thick.

955 - SAFETY

955.1

The U.I.M. V24 Class boat is an approved one-design class, consequently rules 508 to 508.07 do not apply.

Boats must always comply with the homologation sheet.

Each boat will be weighed at the end of each race. Every boat must not weigh less than 1490 kg, including the crew, boat, safety gear and balance of fuel, but not water ballast and excluding strops. The teams needing to add weight must either permanently fix it under the seats in the cockpit, or under the cockpit liner or must carry extra fuel.

955.2

All V24 Class boats must have the detachable nose painted red/orange with the number 2 on each side of the lower running surface. The number must be written in white and be at least 0.07 m high.

955.3

Canopy hatch handle and release mechanism must be painted fluorescent orange to identify them, both inside and outside the cockpit. The text " _ OTHER SIDE _", written in red must be clearly visible on both doors from the outside.

955.4 - ENGINE CUT-OUT

The engine cut-out must work on engine circuits only as a complement to the ignition key switch. It must be possible to operate the switch from the outside. The text " _ Engine Cut-Off _" written in red/orange must be clearly visible from the outside.

955.5 - RESTRAINT SYSTEM

The restraint system shall be according to U.I.M. rules 508.21 to 508.22. Attachment points shall be as shown in the homologation specification.

955.6 - REAR VIEW MIRRORS

All V24 Class boats must have two rear view mirrors fitted. Mirrors must have a minimum area of 60 cm These may be of any design.

955.7 - RACING VESTS, HELMETS AND AIR SUPPLY

Racing Vests, helmets and air supply shall be according to U.I.M. rules 205.06, 713 and 508.16.

955.8

Flares (excluding personal flares), anchor and warps must all be carried in the safety box in the bow.

957 - CREW

957.1

The minimum age of the Driver is 18 years old. The minimum age of the navigator is 17 years old. Number of crew members is 2.

958 - ENGINE SEALS

The ***Volvo 5,7 GXI*** are factory sealed. A broken or missing seal may render in the engine to post race inspection. If a seal is broken in connection with an engine repair, the engine must be checked against the rule requirements by a National Association Technical Scrutineer or the appointed V24 Technical Scrutineer when the engine is re-assembled and re-sealed by him. The kind of seal used must be noted in the measurement certificate.

1000 - UIM CLASS 3 - 225 OFFSHORE RULES

The title of the Championship will be known as the UIM Class 3 - 225 Offshore Powerboat Championship.

1000.1 - GENERAL

The general UIM offshore racing rules are to be applied. In cases of conflicts between general rules and class rules (and specifications), the class rules will prevail.

1000.1.01 - SPIRIT OF THE CLASS

The ultimate aim of this Class, is to create a very competitive racing formula by the use of similarly powered, **strictly** standard engines, mounted on the same weight but different design boats. With the use of a single outboard engine and a minimum weight, which allows simpler, cheaper construction materials to be used, the cost of racing is kept to the minimum. The selection of propellers, the design differences of the boats, along with the abilities of the drivers will be the determining factors on winning. The boats will have all the necessary safety features available today.

1000.1.02 - WORKING GROUP

For the purpose of ensuring professionalism to the 3/225 class, a Working Group will be nominated by Cominoff.

The Working Group will be composed of 1 member representing UIM Cominoff , 1 representative of the Organiser, 1 drivers representative. The Working Group :

- will propose the Championship International calendar for approval

- will decide all rules for this class , which must be ratified by Cominoff

- will decide on any dispute concerning any question on the rules.

1000.2 - CHAMPIONSHIP

1000.2.01 - CALENDAR

The number of the races to form a Championship should not be less then six (6).

Once the compiling of the Race Calendar is done, the inscription deadline date will be announced.

1000.2.02 - INSCRIPTION FEE

Permission to participate to the Championship is only delivered following the payment of the inscription fee. No permission is to be granted to the participants in arrears of payment.

The inscription fee will be decided and announced yearly. The registration fee is to be doubled for any inscription requested after the deadline date set by the organisation committee.

All teams are required to give an irrevocable letter of guarantee in the amount of 5.000 Euro at the time of registration.

1000.2.03 - PARTICIPATION RULE

It is mandatory for each entrant to participate in all races of the C 3 - 225 to accumulate points unless otherwise agreed in writing by the organiser. The organiser will decide the penalty which may be a fine of minimum 5.000 Euro and maximum 10.000 Euro.

1000.2.04 - SCORING SYSTEM

Unless otherwise specified, the following scoring system will be adopted:

POSITION	POLE POSITION	RACE
1st	20	200
2nd	15	150
3rd	12	120
4th	9	90
5th	7	70
6th	5	50
7th	4	40
8th	3	30
9th	2	20
10th	1	10

1000.3 - PROMOTIONAL RIGHTS

The Organisation Committee holds the promotional rights to front 1/3 of every race boat participating in the Championship. The required area should be kept clean of any advertising or similar. Country regulations on cigarette and alcohol advertising will be enforced.

1000.4 - RACING TEAM AND LICENSE

A team must be composed of two drivers, one reserve driver / team manager and a PR responsible. All three drivers must hold an International Racing Licence.

At any titled event, each boat must designate its representative for use in case of an accident or force majeure.

1000.5 - THE RACE

1000.5.01 - COURSE

The course will not be less than 2.0 Nm and can be repeated.

If a long lap will be foreseen, it can be 0.5 Nm longer than the regular course.

1000.5.02 - DEMOLISHING A BUOY

If a boat hits a buoy on the correct side, no action will be taken. If a boat goes over and/or demolishes a buoy, the team will be penalised by a stop and go penalty and will be fined Euro 1.000 as refund of the buoy cost. 50 points will be deducted from the total championship points of the team.

1000.5.03 - MISSING A MARK

The retaking of a missed mark is not permitted. The team will be penalized by a Stop & Go penalty.

1000.5.04 - DURATION OF THE RACE

The races should have a maximum time limit of one hour and should be run minimum 20, and maximum 40 laps. The number of laps will be announced on the Saturday and Sunday Pilots Briefing; therefore 70% rule will be announced accordingly.

1000.5.05 - TIME LIMIT

The chequered flag will be waved when the lead boat crosses the finish line after 1 hour 15 minutes maximum time limit , and all boats will finish as they complete that lap. The number of laps completed by the winning boat will determine the number of laps for the 70% rule.

1000.6 - PROCEDURE FOR CLASS 3 - 225 OFFSHORE STARTS

1000.6.01 - START DISTANCE

In any start where there are ten or more boats starting together, the distance between the start line and the first turn buoy must be around 1.5 nautical miles.

1000.6.02 - START POSITION BEFORE THE RACE

Every race boat must take it's relevant position on the start pontoon before the race in order to leave on the correct position for start line. The start boat will lead race boats to the muster area at which point it will raise a yellow flag, and then plane slowly to allow race boats to get on plane safely before accelerating towards down the start chute.

1000.6.03 - SAFETY DISTANCE

The minimum safety distance between competitors , following the start boat, is 10 metres until the raising of the green flag. All boats have to maintain a distance not less then 10 meters and not more than 15 meters between them. A Stop & Go Penalty or a fine may be applied to a boat that gaines a competitive advantage. All boats will maintain their start line until the first turn mark.

1000.7 - POLE POSITION / QUALIFICATION

1000.7.01

A timed qualification session will be held the day before the race, except for force majeure. The qualification course is recommended to be the same as the race course.

1000.7.02

It is strictly forbidden to go out of the race course to gain speed before passing in front of the timing line. All Grand Prix boats must maintain the racing line.

The pole position will be divided into two sessions. First session will be open to all boats and will last 40 min. Following the first session, there will be a break for 5 minutes.

During the first session of the pole position every team will have the right to do maximum 10 full timed laps. It is forbidden to do more than 10 laps, if more than 10 laps done a penalty will be decided by the OOD either in the form of deduction of points or monetary penalty.

The second session will be as follows: The first 3 finishers will have 2 full timed laps alone on the race course starting from the 3rd position to the first.

It is strictly forbidden to refuel before the fueling hours as shown in the program.

Best time will be considered as Pole Position time.

1000.8 - PIT STOP

1000.8.01 - DEFINITION

Visit to the designated pit stop area for assistance during the race and / or pole position i.e. from the time the start of the race to the time the last boat crosses the finish line. If the pit stop area is not defined in the Race Instructions, then the pit stop area will be the inside of the harbour.

1000.8.02 - PIT STOP RULES

1000.8.02.1

Minimum one pit stop during the race is mandatory.

1000.8.02.2

During the race, a boat may have unlimited pit stops, each limited to two minutes.

1000.8.02.3

If several boats are returning at the same time, use of the harbour and / or crane will be designated by the Wet Pit Official based on the order of the boats entering the harbour.

1000.8.02.4

Propeller changing is permitted.

1000.8.02.5

All boats coming into the harbour for pit stop must turn on their strobe light.

1000.8.02.6

No accidented boats will be recovered during the pole position and the race.

1000.8.02.7

All boats must be equipped, on its' four corners, with four (4) pull / push, 30cm long, handle bars for pit stop crew use.

1000.8.02.8

One pit stop might be substituted by a long lap.

1000.8.02.9

All race boats must be off the plane by the entry mark when approaching the pontoon. If a boat passes the pit stop pontoon, it will have to join the race circuit and come back for pit stop once again.

1000.10 - PENALTIES

1000.10.01 - STOP & GO PENALTY DEFINITION

The competing boat can be penalised with a stop and go penalty.

The jury boat will expose the race number of the boat that is penalised along with a same size panel showing the letter S for stop.

The competing boat, at the following lap, must stop approx 10 sec in front of the jury boat until the green flag is waved

Stop and go penalty will be inflicted to a boat/team:

- Missing a turn. It is strictly forbidden to turn back to round the buoy during the race, if so, disqualification can be inflicted.

- Demolishing and /or going over a turn buoy.

- failing to take it's pit stop on the requested lap.

- that endangers another team during the race.

- approaching to the pit stop pontoon after the red buoy with a speed more then the idle speed.

- passing closer then 50 metres of an incidented boat or an official boat.

1000.11 - SEA SAFETY

In case of an incident or accident on the race course, a yellow flag will be flown or waved by any "Official Boat". Race boats should keep a distance of at least 50 metres away from any boat displaying this flag and the accident.

1000.12 - TECHNICAL RULES

1000.12.01 - ENGINES

All boats must comply with 508 rules in full. All boats must have DFI engines. All engines shall be strictly production engines such as the standard marine production engines sold by manufacturers to leisure boating (or touring) customers. Maximum tolerated variation will be 10 % on the engine outputs.

The list of the 2014 eligible manufacturers and their engines are as follows :

Mercury	DFI V6 Optimax	225 HP
Mercury	V6 Pro XS	225 HP
Mercury	Verado 4 stroke	225 HP
Evinrude	E-Tec	225 HP
Evinrude	E-Tec H.O.	225 HP
Yamaha	HPDI	225 HP
Yamaha	HPDI V-Max	225 HP
Yamaha	VF 225 SHO 4 stroke	225 HP
Yamaha	V6 Offshore 4 stroke	225 HP
Suzuki	D.F. 4 stroke	225 HP
Honda	B.F. 4 stroke	225 HP

Engine list include some non-homologated engines that are eligible for Class 3-225. No modifications to match the homologation sheet values are allowed.

1000.12.01.1 - DRIVES (GEARCASES)

All drive units available from the manufacturer as a listed option can be used with the related engine. The units have to be shown on the catalogue, of the manufacturer. No purpose built racing drives will be allowed.

1000.12.02.4 - BOTTOM ESCAPE HATCH

All race boats must be equipped with a bottom escape hatch. An area of 15 x 15 cm of the hatch must be constructed of polycarbonate for day light accession to the cockpit when overturned.

The access must be at least 0.22 square meters in an approximately square shape. The strength must be at least the same as the cockpit floor.

1000.12.02.5 - HANS DEVICE

It is mandatory that both pilots use HANS DEVICE during all practice, pole position and race hours.

1000.12.02.8 - AIR BAG

It s mandatory for boats to have an airbag system. The function of the system is to raise the cockpit above the water level after a turn over. The system must be able to be operated manually as well from either inside or outside of the boat.

1000.12.04 - MINIMUM / MAXIMUM LENGTH AND MINIMUM WEIGHT

Min length	Max Length	Minimum Weight
7.0 meter	9.0 meter	1100kg

1000.12.05

All boats must be equipped with removable steering hub.

1000.13.05 - MINIMUM WEIGHT

The total weight of the Grand Prix race boat is the total weight of the boat with both the driver and the throttleman, wearing their complete racing apparel and safety gears, at all times during the Event.

The total weight of the boat after the pole position and after the race together with both pilots must not be less than 1.350 kgs at all times during the Event.

1000.14 - SPECIFIC RESTRICTIONS

1000.14.05.2 - EXHAUST

It is permitted to make additional holes to the lower section of the drive, to the exhaust housing.

1000.14.05.3 - FOOT THROTTLE

It is strictly forbidden to use a foot throttle.

1000.14.05.4 - MID - SECTION

Short mid-section is not allowed.

1000.14.05.5 - TUNNEL FLAP

The use of movable tunnel flaps during the race and pole position is strictly forbidden. Tunnel flaps should be fixed before the race and pole position.

1100 - RULES FOR UIM RIB RACES

1100.1 - GENERAL PRESENTATION

These rules have been established as guidelines for Offshore RIB power boat rallying in open offshore seas. They provide the ability to compete in different weather conditions with safe rules designed to provide all competitors with a fair opportunity of winning with endurance as the main parameter, not only speed.

So that owners of the many different designs of RIBs may take part in competitive events in a standard, safe, fair and enjoyable manner.

To foster and develop a design of boat that is expressly built with massive inflatable buoyancy for safety and stability combined with an efficient hull for speed, practicality, comfort and pleasure.

To provide guidelines for National Authorities to be able to certify and assess compatibility RIB and conformity to participate in offshore RIB rallies.

To discourage designs that compromise safety for speed.

It is preferable that boats should have the driver on wheel and throttle with the co-driver and navigator.

It is preferable that boats have standing seats position. But if racing seats are fitted they should provide proper comfort and assure high, safe support to avoid back injuries.

1100.3 - CLASSES

International RIB CLASSIFICATION		
Mono Hulls Only		
	SMALEST BOATS ACCEPTED	BIGGEST BOATS ACCEPTED
RIB SPORT	PRO & RECREATION	PRO & RECREATION
-All Outboards 2 & 4 Strokes	MIN SIZE 6.5 metre	MAX SIZE 8.5 metre
-All Inboards (Petrol and Diesel)	MIN HP 150 HP	MAX HP 250 HP
-Min Length 6.5 m in PRO	MIN HP Diesel 240 HP	MAX HP Diesel 350 HP
-Min Length 6 metre in RECREATION		
	HANDICAP 3.5 KGM/HP / FOOT-THROTTLE AND OR STEPPING 4 KGMS / HP	
RIB SUPERSPORT TWIN	PRO & RECREATION	PRO & RECREATION
-All Outboards 2 & 4 Strokes	MIN SIZE 8.5 metre	MAX SIZE 11 metre
-All Inboards (Petrol and Diesel)	MIN HP 300 HP	MAX HP 600 HP
-Min Length 8.5 m in PRO	MIN HP Diesel 650 HP	MAX HP Diesel 700 HP
-Min Length 8 metre in RECREATION		
Inboard Handicaping	HANDICAP 3.5 KGM/HP / FOOT-THROTTLE 4 KGMS/HP AND OR STEPPING 4 KGMS / HP	
RIB OPEN	PRO & RECREATION	PRO & RECREATION
-All Outboards 2 & 4 Strokes	MIN SIZE 8.5 metre	MIN SIZE 13 metre
-All Inboards	MIN HP ANY HP	Max HP 1000hp Petrol (Petrol and Diesel) 1200 HP Diesel
-Min Length 8.5 metre in PRO EXPERIMENTAL	ANY NUMBER OF ENGINES ALLOWED AND ANY TYPE OF ENGINES	
MINIMUM CREW 2 - MAXIMUM CREW 4		

INTERNATIONAL RIB CLASSIFICATION HAVE IDENTIFIED ANY BOAT WITH EITHER A STEPPED HULL OR A FOOT THROTTLE AS A PRO CLASS AND THEREFORE TO RUN WITH SAME POWER RECREATION CLASS AN EXTRA 0.5 KGM PER HP IS REQUIRED AS HANDICAP FOR PRO CLASS

1. RECREATION CLASS 3.5 KGMS PER HORSEPOWER
2. PROCLASS and inboard engines 4 KGMS PER HORSEPOWER

1100.3.1 - CLASS DEFINITIONS

PRO Class

Any RIB fitted with either a foot throttle or a stepped hull, or special racing engine. Example: a 250 Optimax XS is a PRO series boat.

Recreational Class

Any RIB not fitted with a foot throttle or stepped hull and with no modifications to engine(s).

No boats with canopies or restraints will be permitted.

1100.3.2 - HANDICAPPING PURPOSE IF RACING 150 TO 250HP UNDER ONE CATEGORY SPORT AND 300 TO 600HP UNDER ONE CATEGORY SUPER SPORT

To allow different boats with different power and size to have equal chance of winning and competing for one prize.

All boats will be weighed post race and must be within class weights.

1100.4 - ENGINES SPECIFICATIONS AND MODIFICATIONS

1100.4.1.1 - TWIN INSTALLATION - OUTBOARD ENGINES

When twin engines of the outboard type are installed, but the particular type is not available with opposite hand rotation, it is permitted to modify the drive of one unit to opposite hand propeller rotation provided that:

The standard underwater casing is retained

The final propeller ratio to the crankshaft is unaltered.

1100.5 - SPECIFIC RULES FOR BOATS AND EQUIPMENT

1100.5.1 - COLOURS

All boats should not be complete white or blue or grey or black. If so they should have stickers of phosphoric orange or yellow or red on both sides and on top visible from a distance by helicopter or large vessel.

1100.5.15 - INFLATABLE COLLAR(S)

PVC, Hypalon, PU/PVC are accepted collar material. All materials should be of an approved Marine Fabric.

Minimum compartments accepted 3 independent.

The collar(s) is/are to be inflated to the proper pressure recommended by manufacturer for scrutineering.

And this pressure is to be maintained throughout an event, except under circumstances of force majeure only.

1100.5.16 - HAND AND FOOT PUMPS

A hand or foot pump capable of being operated below the gunwale shall be carried.

1100.5.23 - VHF/GMDSS RADIOS

Each boat must carry at all times whilst racing; a hand held VHF radio or a fitted 25 watt radio each of which must be ‘certified waterproof by the manufacturer’.

1100.5.24 - BILGE PUMPS AND BAILERS

All boats should have the deck completely isolated from the hull and should be at least 5cm above the waterline with maximum loaded weight. Only 1/4 of deck can be below the water line.

For all boats participating in offshore rallying. As boats are sometimes more than 10 nm from shore they are subject to high waves and might be completely submersed and thus should have a self-bailing system which is not dependent on mechanical or electrical systems. Extruder 50cmx50cm capable of extracting all deck water when moving at minimum power to dry the deck in a maximum of 3 minutes, as per CE marking regulation for class B vessels is acceptable.

A satisfactory bailing device, either automatic or electric, shall be fitted. In addition, a manual backup, either a bailer or bucket must be provided.

1100.5.26 - FLARES AND MARKERS

A minimum of 2 red parachute or rocket flares, 2 red location flares, 2 white location flares and 2 orange smoke flares are recommended. All flares shall be stowed in a conveniently accessible place, shall bear either the date of manufacture or the expiry date in original manufactured form, not handwritten, shall be not more than 3 years old and have a minimum burn time of 40 seconds. One mini flare pack must be personally carried by each crew member.

1100.6 - ASSISTANCE RULES

The orange flag is to be displayed where a vessel requires assistance, or has retired. Unless another vessel is already rendering assistance it is the responsibility of each racing boat to investigate the situation where either:

a) an orange flag is displayed or

b) another race boat is stopped and making no signals.

1100.10 - RIB RACING COURSE RULES

4 legs per event Grand Prix, International Championships, Rally, or offshore marked course

Minimum course length is 40 nm. In the case of a circuit, the length of a lap multiplied by the number of laps should be equal to over 40 nm to be equivalent to the Rally course and the races that run from port to port.

Minimum one long leg of a course to be over 60 nm.

Maximum accepted course length per day is 100 nm.

Total of 4 legs to be over 200 nm and maximum 400 nm.

1200 - RULES FOR UIM MARATHON RACING

1200.1 - GENERAL

1200.1.1 - RULES

The general UIM offshore racing rules are to be applied. In cases of conflicts between the general rules and the class rules (and specifications), the class rules have precedence

1200.1.2 - MINIMUM AGE

The minimum age for competitors in all of the marathon classes is 18 years.

1200.1.3 - CLARIFICATION

In these Rules, the words “shall” or “must” means mandatory; the word “should” means recommended.

1200.1.4 - LICENCE

The issuing of International Offshore licences, is the task of the National Authority of the competitor. The National Authority of the licence holder must verify that the competitors have the necessary experience and ***skill*** to take part in Offshore Marathon events.

As a reference for minimum competence, competitors who have not ***previously*** held a Marathon Licence must submit a detailed CV of their racing and boating experience to their National Authority. This CV must demonstrate practical experience and theoretical knowledge to a minimum ***standard recognised nationally or a military equivalent and approved by the applicants National Authority (for example UK RYA qualifications of Day Skipper, Coastal Skipper, Yachtmaster or Advanced Powerboat would be acceptable standards).***

Both driver and co-drivers must have first aid and resuscitation knowledge as defined by Red Cross or similar.

1200.1.5 - SEA SURVIVAL CERTIFICATE

A current sea survival certificate, ***equivalent to an IMO standards of training, certification and watchkeeping for seafarers (STCW) Basic Sea Survival Course,*** must be held by all crew members.

1200.2 - COMPETITION RULES

1200.2.1 - OUTSIDE ASSISTANCE

Competitors may refuel during a race at recognised port or marina fuel outlets within harbour confines. Ship to ship or air to ship refueling at sea is not permitted.

Competitors may utilise outside assistance to effect repairs to machinery, structure, navigation or safety equipment once berthed in a recognised port or marina.

No other outside assistance is allowed during a race.

Any competing craft may be towed and if a tow is accepted, then that competitor will be treated as a retirement from the race or that particular leg of the race.

1200.2.2 - IDENTIFICATION

All competing craft must carry race numbers as laid down in the UIM Rules; this includes deck numbers. Race numbers shall include a prefix letter, ‘A’, ‘B’, ‘C’, ‘D’, ‘E’, ‘F’, ‘G’ or ‘H’ to match each sub-class of Marathon classification.

1200.3 - RACE BOATS

1200.3.1 - HULL LENGTH

The minimum hull length for all competing craft is 24ft/7.32 meters and the maximum for all is 50ft / 15.20 metres using UIM standard measurement procedure. See Class classifications.

1200.3.2 - SPEED

All competing craft must be capable of exceeding 40 knots, except for Historic Class boats. Historic Class boats must have a speed capability of 30 knots.

1200.3.3 - MONOHULL BOATS

In the Spirit of Offshore Endurance Racing, all competing craft must be Monohull or stabilised Mono Hull unless otherwise agreed by the race organizer.

1200.3.4

All competing craft must be capable of going astern.

1200.3.5 - LIFTING POINTS

Race instructions may require that competitors carry their certified lifting strops in their boat throughout the race. For all boats, the lifting positions of the craft for emergency lift by crane slings must be clearly marked on either side of the boat.

1200.3.6 - BUOYANCY

It is recommended that enough buoyancy is provided in the race boat or in the material used for its construction to ensure that the boat floats if capsized or holed.

1200.3.7 - BILGE PUMPS

Suitable & automatic bilge pumps shall be fitted to the boat capable of pumping out all sections of the boat even where water-tight bulkheads are fitted. They shall be accessible and be fitted with a suction pipe leading to the lowest point of the bilge and with a discharge pipe overboard. There shall also be at least one manual bilge pump in the boat.

1200.3.8 - PUMP

All RIBS shall carry a hand or foot pump capable of being operated below the gunwale.

1200.3.9 - DECK FITTINGS

All boats must have guard rails or handholds as rails or handles raised above the deck of a suitable material or wire in stanchions. A single rail would suffice. A rope secured to the bow and made fast in the cockpit will not be accepted.

1200.3.10 - TOWING

All vessels must be fitted with a properly designed towing point of adequate construction and strength for the boat to be towed when waterlogged for extended periods. Tow lines suitable in length and strength for the boat in all weathers must be carried by all craft and must be permanently attached to the strong point during races unless the crew can demonstrate that a towing line can be easily attached to the towing point whilst at sea. This towing line must have a fixed loop to provide ease of attachment.

In addition each boat should carry sufficient fenders & warps as to be able to dock or raft independently in port or to be able to raft suitably to another vessel if assistance was either required or being offered.

1200.3.11 - ANCHOR

For Ultra Marathon races all boats must carry a sea anchor (drogue) suitable the size and weight of the vessel.

1200.3.12 - COMPASS

Compass, Charts/back-up navigation and Nautical Almanac:

1. Compass - All boats must be equipped with a liquid filled magnetic compass. Compass deviation cards for magnetic compasses must relate to adjustment within the 12 months prior to the date of the event. Electronic compasses may be used in addition.

2. Charts/back-up navigation system – All boats must carry at all times

EITHER

A comprehensive set of paper charts which must be in date and corrected to current Notices to Mariners. These charts must be of suitable scales and detail to enable safe navigation over the entire course.

OR

A properly installed electronic chart plotter containing chart data of suitable scales and detail to enable safe navigation over the entire course. In addition to the installed chart plotter a portable chart plotter containing chart data of suitable scales and detail must be carried to enable safe navigation over the entire course. This additional unit must be provided with additional emergency batteries to ensure a minimum of 8 hours operation.

3. Nautical Almanac – All boats must carry at all times a nautical almanac providing detailed navigational information of the entire course.

1200.3.13 - NAVIGATION LIGHTS

Navigation lights in working order shall be carried in accordance with International Rules for the Prevention of Collisions at Sea.

1200.3.14 - FOG HORN / TORCH

All boats shall carry an efficient fog horn and a powerful torch.

1200.3.15 - FUEL TANKS

Fuel transfer at sea is only permitted between your own fixed onboard tanks. Race fuel may not be stored or carried on board in any jerry-can type of container.

1200.3.16 - BATTERIES

Batteries shall be housed in ventilated compartments, mounted upon a secure and solid platform and be fitted with an isolator switch. The battery isolator switch position must be clearly marked for safety reasons.

1200.4 - ENGINES

1200.4.1 - ENGINE LIMITS

Engine limits are as described in the Class classifications.

1200.4.2 - ENGINE DESCRIPTIONS

ENGINE DESCRIPTIONS for all classes except A, B & C

Note: The term ‘OEM’ = Original Engine Manufacturer

a) Engines eligible for Marathon classes other than the classes A, B and C (all these are ‘free’) must be based on currently, or previously advertised/available mainstream production units (ie, Mercruiser, Volvo, OMC, Yanmar, Cummins, FPT etc) available to the general public through normal distribution channels with a

minimum production run of 500 units. Engines should be from the pleasure line, not the race line of engines from any manufacturer,

If the engine is listed with separate runner exhaust, as described in section (g), the motor is not acceptable. As an example, the Merc 525hp motor used in P1, has CMI headers with runner lengths greater than 6" long, so these motors would not be permissible. The old Merc 500 carb, had GILL/Merc alloy manifolds with common plenum, they would be acceptable, as would STD Merc 496HO's, or 502efi's.

b) The original bore & stroke must be retained, however, an allowance will be made for OEM piston oversize, i.e., +0.030.

c) Inlet system (intake manifold, intercooler, throttle body etc) MUST remain OEM; throttle bodies must retain OEM internal dimensions at butterfly. Turbochargers must be OEM as specified as STD for motor to which it's fitted.

d) Internal engine modifications are allowed, such as camshaft choice, cylinder head gas flowing etc, however, rules for OEM induction systems, intercoolers, turbochargers, etc will be strictly enforced.

e) Engine components may be compared to standard OEM components to establish eligibility.

f) Transom or side exhausts are permitted, providing that the total volume of water passing through the engine cooling system mixes with the exhaust gases from the manifold.

g) Choice of exhaust manifold is free, so long as they are not of the separate runner type, i.e., Stellings, CMI, PF Marine, KE Lightning, etc. Exhaust ports must exit to a common plenum within the manifold, with each branch not exceeding 150mm in length. It is in the competitors' interest to contact the RYA prior to purchasing exhaust systems to ensure eligibility if there is any doubt. No dispensation will be given for exhaust manifolds that do not meet the rules.

h) Drive systems are "free".

i) Height adjustable hydraulic engine jacks are NOT permitted.

1200.4.3

Single engined craft and single shaft driven boats may compete. All such boats MUST carry an auxiliary engine for use in emergency breakdowns capable of propelling the craft at 5mph for a minimum of 35 miles. This engine can be stowed in the boat but must be shown to be sufficiently retained so that it will not work lose or cause damage.

1200.4.4

Boats with more than one outboard engine or outdrive must have a properly engineered tie-bar system

1200.4.5 - ENGINE MOUNTINGS

Outboards: Engine mountings shall be attached to the transom with at least 4 bolts, which shall be either pinned or lock-nutted.

Inboards: Engine mountings shall be sound and the mounting bolts securing to the hull shall be pinned or lock-nutted. Engines shall be enclosed in their own compartment/s with the exception of normal ventilation. Each and every engine need not be contained in its own compartment. The compartments shall have rigid covers.

1200.5 - SAFETY EQUIPMENT FOR THE BOAT

1200.5.1 - EMERGENCIES

It must be understood that in Marathon (Endurance) Racing every team/crew must be prepared for any/all eventualities with regard to their own safety. If any team experiences difficulties or an emergency during the race, then they must be aware and prepared to be effectively on their own until rescue teams (from whatever source) can arrive. Every team must therefore have emergency plans which must include a risk assessment setting out how they would deal with an on board emergency situation until such time as rescue teams arrive. A template is available from UIM website.

1200.5.2 - INFLATABLE LIFE RAFT

It is mandatory that every boat carries one certified and in date Inflatable Life Raft capable of carrying the complete crew, together with adequate fresh water and a first-aid kit. The life raft shall be stowed in an easily accessible position so that in the event of emergency the life raft can be quickly released, particularly in the event of fire. Aviation style life rafts are not acceptable for Ultra Marathon races where the total race length exceeds 500nm. The life raft is recommended to comply with ISAF Offshore Special Regulations (OSR) Appendix A Part 2 or ISO 9650 Type 1 Part 1, Group A standard, and should be fitted with a boarding ramp. (Or equivalent NA approved standards)

1200.5.3 - FLARES

All boats will carry an Offshore. standard flare pack comprising: 4 red parachute rockets, 4 red hand held, 2 orange smoke hand held, and 4 white collision hand held flares in a waterproof canister. If any flares are deployed must be replaced before the start of the next race.

1200.5.4 - VHF RADIO

All boats will carry a shipboard installation of a fully synthesized VHF transceiver with GMDSS capability carrying all 55 International Channels, with an aerial output of not less than 25 watts. Organisers may require additional channel(s) to be programed into this radio to comply with local regulations. In addition, a multi-channel waterproof hand held VHF radio, which should be carried by one crew member at all times when racing. Each vessel must have a Ship's Licence for their radio equipment and at least one crew must have an Operator's Licence, both Licences to be checked at Race Control and be available for scrutineering.

1200.5.5 - E.P.I.R.B.

A portable emergency position indicating radio beacon (E.P.I.R.B.) operating on 406 MHz shall be carried and stowed in an easily accessible position.

1200.5.6 - TRACKER SYSTEM

Some long distance Marathon Races may require tracker systems, this decision will be made by the organisers prior to the event and details provided in the Advance Race Instructions,

1200.5.7 - FIRST AID KIT

All boats shall carry an adequate medical kit and emergency thermal protective aids for each member of the crew.

1200.5.8 - RADAR REFLECTOR

All boats must carry a RADAR reflector suitable for the boat or a Search & Rescue Transponder - SART.

1200.6 - SAFETY EQUIPMENT FOR EACH CREW

1200.6.1 - MEDICAL COMPRESS & KNIFE

All crew must carry on their person whilst racing a whistle, medical compress and a knife.

1200.6.2 - SAFETY EQUIPMENT

All Boats must start and finish and carry throughout the race the following minimum equipment:

UIM RULE	ITEM OF EQUIPMENT
508.24	Carbon monoxide sensors and alarms for boat with full or partial canopies
1200.3.5	Certified Lifting strops (for boat fitted with lifting points)
1200.3.7	Manual Bilge Pump
1200.3.8	Foot Pump RIBS only

1200.3.10	Tow Rope and Warps
1200.3.12	Anchor and rope/chain minimum length 50 metres
1200.3.11	Additionally all boats must carry a sea anchor of suitable size for their particular vessel.
1200.3.14	Fog Horn and Torch
704.4 & 715.06	Two 2kg dry powder fire extinguishers suitably mounted close to engines or crew.
715.07	Orange retirements flag 0.60m x 0.40m
1200.4.3	Auxiliary engine (single engine race craft only)
1200.5.2	Inflatable Liferaft compliant with rules
1200.5.3	Flares: - 4 x Red Rocket, 4 x Red Handheld
	2 x Orange Smoke, 4 x White Collision
	1 x Mini Flare pack to be carried over person
1200.5.4	VHF Handheld radio with channel 32 (M)
1200.5.5	1x E.P.I.R.B operation on 406 MHz. Recommendation that 1 per person is carried.
1200.5.6	Tracker System as specified or provided by event organiser
1200.5.7	Adequate first aid kit. 1 x foil blanket + thermal protective aids for each crew member.
1200.5.8	Radar Reflector
	Emergency Grab Bag: An Emergency Grab Bag must be carried on board at all times to include, fresh water, day and night flares, Thermal protective Aids, First Aid Kit. Recommended to include portable VHF Radio, Passports, Money and credit cards.
1200.3.9	Guardrails, handholds
1200.3.12	Liquid Magnate Compass
706	Engine cut-off attachments for all crew
1200.3.16	Battery isolator switches easily accessible to crew
1200.5.	4 Fixed VHF transceiver with GMDSS capability, as per rule.

GPS, RADAR equipment as per Racing Instructions.

Satellite Telephone. For all Ultra Marathon Races, an operational satellite telephone must be carried on board at all times

1200.7 - TURN MARKS AND MISSED MARKS

Turn Marks

All marks, including GPS marks will be laid in the approximate positions referred to in the race instructions. It is the competitor's responsibility to follow the geographical course as described in race instructions and to drive close enough to the course marks to ensure that they have been seen to pass them correctly.

Competitors who do not follow the geographical course as described in race instructions will be disqualified from the race or in the event of multi-leg events they will be disqualified from that leg of the race.

The Event Race Instructions will specify the colour and shape of the course marks.

Should a mark go missing the driver must pass through the approximate geographical position referred to in race instructions.

If a boat hits a turn mark – A Yellow Card penalty or other penalities may be applied.

If a boat destroys a buoy or cuts the securing line – A Yellow Card may be applied. If a boat damages a buoy a fine will be applied.

Missed Marks

Competitors may re-take a missed mark providing that in doing so they do not impede or endanger other competitors.

A time penalty for missed mark(s) which is/are not re-taken will be stated in the Race Instructions.

1200.7.1 - STOPPING THE RACE

In case of force majeure or an accident, the race may be stopped by waving red flags. Red flags will be flown from official boats.

On seeing red flags, Competitors shall stop racing immediately.

In the event of the race being aborted by the use of the Red Flag procedure the finishing positions will be taken as at the passing of the last recorded turn mark.

Any boat deemed to be the cause or a contributory factor in the race being aborted will be disqualified.

1200.7.2 - TIME LIMIT

The time limit applicable for boats finishing a marathon race should be based on an average speed of 25 knots. Race Organisers must stipulate the maximum race time in Race Instructions which may, at their discretion, be longer than above.

The race may be curtailed or stopped at the finish line at any time by waving the briefed curtailment signal. This designates the end of the race.

1200.8 - CLASSIFICATION TABLE

WC7. CLASS CLASSIFICATIONS TABLE – January 2012.

Key: 2S/EPA = 2 Stroke EPA, 4S/SC = 4 Stroke Supercharged, 4S = 4 Stroke, * = Non EPA Outboards

CLASS	LENGTH As per UIM measurement	INBOARD PETROL ENGINES (TOTAL LITRES) (Forced Induction penalty 1.4)	INBOARD DIESEL ENGINES (TOTAL LITRES)	OUTBOARDS (TOTAL LITRES)	Min Installed Engines	LIMITATION MINIMUM WEIGHT (KG per Metre) Including residual fuel at end of race
A	11.3 – 15.3m (37′ – 50′)	27	27	22	2	**410kg/M**
B	9.15 – 15.3m (30′ – 50′)	18	18	8.000 2S 10.500 2S-EPA 9.000 4S/SC 13.500 4S	2	**360kg/M**
C (Sport Class)	8.23 – 15.3m (27′ – 50′)	14	14	N/A	2	**O/B 280kg/M**
C (Stock Class)	8.23 – 15.3m (27′ – 50′)	13	13	6.000 2S 7.000 2S-EPA 6.000 4S/SC 9.000 4S	2	**I/B 328kg/M**
MINIMUM 2 ENGINES ENGINE MODIFICATIONS ALLOWED (FREE), CRASH BOXES ALLOWED						

CLASS	LENGTH As per UIM measurement	INBOARD PETROL ENGINES (TOTAL LITRES) (Forced Induction penalty 1.4)	INBOARD DIESEL ENGINES (TOTAL LITRES)	OUTBOARDS (TOTAL LITRES)	Min Installed Engines	LIMITATION MINIMUM WEIGHT (KG per Metre) Including residual fuel at end of race
D	8.23 – 15.3m (27′ – 50′)	12.5 (T) 8.5 (S)	10.0	6.100 2S-EPA 4.200 4S/SC 7.300 4S	1	**O/B 197kg/M** **I/B 262kg/M**
E	7.35 – 15.3m (24′ – 50′)	6.5	6.5	5.200 2S-EPA 3.500 4S/SC 5.800 4S	1	**O/B 180kg/M** **I/B 246kg/M**
F Motor Cruiser	9.15 – 15.3m (30′ – 50′)	27	27	ALL	2	**460 kg/M**
G Motor Cruiser	7.35 – 15.3m (24′ – 50′)	13	13	ALL	2	**394 kg/M**
H1 Classic	6.7 – 15.3m (22′-50′)	18	18		1	**No Limitation**
H2 Classic	6.7 – 15.3m (22′-50′)	8.5	13	8.5	1	**No Limitation**
SINGLE ENGINES PERMITTED, ADVERTISED 'MAINSTREAM' PRODUCTION PLEASUREBOAT ENGINES ONLY, NO OUTSIDE MODIFICATIONS/OEM TURBOCHARGERS AND SUPERCHARGERS ONLY, SHIFTABLE GEARBOXES, ONLY STANDARD INLET/EXHAUST MANIFOLDS ETC.						

Motor Cruiser (F) cabin capacity minimum H 1.75 x 1m2. Length/Beam ratio < 3.75:1

Motor Cruiser (G) cabin capacity minimum H 1.50 x 0.8m2. Length/Beam ratio < 3.75:1

Classic (H1 & H2) Boats can be conventional or stern drive, surface drive or outboard.

All competing craft must be capable of exceeding 40 knots, except for Historic Class boats. Historic Class boats must have a speed capability of 30 knots.

10% more engine capacity than the original installation is accepted. Classic Boats must be at least 25 years old from date of build.

1200.9 - ULTRA MARATHON RACES

Ultra marathon races are defined as races where the total distance of one or more race legs exceeds 500 nautical miles.

Alternative Starting Procedure: For Ultra Marathon Races standing or near standing starts will be permitted instead of the procedure defined in Rule 305. Full details of this procedure will be included in race instructions and described at drivers briefing.

Safety requirements for organisers of Ultra Marathon Races

a) The organisers must establish a central race control location from which a dedicated team can monitor the progress of boats via the boat tracker system.

b) The organizer must also present risk assessment and an environmental risk assessment to the National Authority at least 90 days prior to the start of the race.

c) The organisers must clearly define the financial implications applicable in the different countries should a boat have to be rescued or team members have to be transported ashore by rescue services.

Moved from 1200.5.6

Some long distance Marathon Races may require tracker systems, this decision will be made by the organisers prior to the event and details provided in the Advance Race Instructions.

For all Ultra Marathon Races a tracker system as defined by the race organizer is mandatory.

Satellite Telephone. For all Ultra Marathon Races an operational satellite telephone must be carried on board at all times.

For Ultra Marathon races, the organisers must provide full details of the race entry fees and conditions.

1300 - RULES FOR UIM STOCK

These rules are intended to ensure safe and competitive racing in a race series at a reasonable cost to the participants; to expand and broaden the general base of participation and the enjoyment of leisure craft and to help the marine industry to develop and demonstrate the performance of its products particularly in the use of new environmentally friendly engines. Any development that is contrary to this policy may give rise to a rule change as provided for under these rules.

INTRODUCTION

S1. CONCEPT

(a) "Offshore Powerboat Racing" means competitions between motorboats on the sea or on open surfaces of water.

(b) In the Stock series all boats are strictly one design and only boats and engines complying with these rules are eligible.

Permission to race in the series is at the discretion of the series organiser and the organisers reserve the right to refuse entry into the series.

(c) The boats are constructed in glass reinforced plastic or kevlar and carbon composite. The boats must carry a minimum of two crew members; a driver and a navigator.

(d) No physical modifications may be made to the hull from the original one-design drawings or specifications however Stock Technical Scrutineers may approve minor running repairs if deemed necessary. No modifications may be made to the engine or engine position as set by the Series Organiser. Original hull drawings are available from the series organiser on request and hull templates may be used at events to ensure compliance with the original design.

(e) Outside communication during races is not permitted. Crew members should rely on their own resources to plan and follow the pre-determined course.

(f) Safety takes priority over racing at all times.

S2. CLASSIFICATION AND APPROVAL OF RACES

(a) The race calendar is co-ordinated and managed by the series organiser.

LICENCE TO RACE

S3. Offshore Powerboat Racing Licence

In order to enter the Stock series, all crew members must be in possession of a valid International Licence issued by their National Authority.

S4. Age Regulations

(a) In Stock series the minimum age for the driver is 18 years old and for the navigator is 16 years old.

(b) All age regulations apply at the date of the race.

(c) All persons under 18 years of age must be accompanied at the event by a Parent/Guardian. All competitors who are under 18 on the date of the race will be required to submit written consent of their parent or guardian to their participation in the race and confirmation of their acceptance of the rules governing the race.

S5. Control of Boat

(a) Only valid Licence Holders are permitted to control the boat whilst racing.

(b) Boats are allowed out on the water at the times designated in race instructions ONLY or with prior agreement with the OOD. Non-conformance may result in disqualification form the event and/or a fine of 100 Euros or as stipulated in race instructions

(c) Any team with a crew member competing in his or her first Stock event must display fluorescent orange discs measuring no less than 300mm in diameter on either side of the transom. These teams will be positioned furthest from the start boat during their first three races.

BOAT REGISTRATION AND COMPLIANCE

S6. ENTRIES

(a) All entries must be made via the Official Entry Form and all accompanying terms and conditions complied with.

(b) Entry of any team into any race of the championship is fully at the sole discretion of the series organiser who reserves the right to refuse entry.

(c) Entries are accepted as Team entries. Teams are responsible for the behaviour of all team members and their associates. All rules are enforceable if breached by any team member or associates.

(d) The series organiser has the right to refuse any boat that they consider unsuitable and /or which does not conform to the requirements of the present rules. Reasons for refusal shall be submitted in writing.

(e) No individual or team who have been expelled from UIM events, or who are currently under suspension by the series organiser or their own National Authority shall be permitted to officiate, serve as a race committee member, act in any capacity of assistance or participate as a boat owner or crew member in any racing event run by the series organiser. No boat belonging to that individual or team shall be allowed to compete, nor shall it be chartered or otherwise transferred except by final sale to render it eligible for a Stock series sanctioned race. The series organiser reserves the right to deny future membership and entry to anyone who has previously been expelled or suspended.

(f) Race entries are only accepted for the full series unless otherwise agreed with the series organiser in extenuating circumstances.

S7. Race Numbers

Specific race numbers may be requested by race teams and are allocated by the series organiser and in conjunction with the local National Authority. See also rule 47.

RACING RULES - GENERAL

S8. RULES FOR STOCK SERIES RACES

(a) The Stock specific rules for boats and crews competing in the Stock series are contained herein. On arrival in race pits/venue/event area, all teams are deemed to be under race rules and regulations. All rules will apply, as will penalties.

S9. Terminology

In these regulations the word “shall” and “must” are mandatory, whereas the word “should” and “may” are advisory.

S11. Interpretation of the Rules

(a) The Organisers shall judge, in accordance with the current rules, all cases not foreseen or seemingly inaccurately defined. Any driver who infringes any rules will be penalised.

(b) IF THE RULES SAY “YOU CAN DO THIS.....”, YOU CAN. IF THE RULES DO NOT SAY YOU CAN DO IT, THEN ASSUME THAT YOU CANNOT UNTIL YOU CHECK WITH THE SERIES ORGANISER.

BOAT AND EQUIPMENT

S12. Race Course

A set of GPS co-ordinates for the race marks and a schematic of the race course will be provided to competitors in the Race Instructions and will be covered in detail at the Drivers' Briefing. Competitors should note that charts are no longer included in the list of mandatory equipment, however it is recommended that both drivers and navigators are fully conversant with the information available on nautical charts. See Rule 61 (c).

S13. CRANING REGULATIONS

(a) All boats must be fitted with a minimum of three lifting eyes suitably engineered to withstand lifting the boat fully equipped and fuelled with an adequate safety margin. Lifting eyes fitted to the boat during construction must not be altered. The positions of the lifting eyes must be identified using standard stickers as supplied by the series organizer.

(b) Boat numbers MUST be on the trailer on the starboard side at the hitch. This forms part of scrutineering.

(c) No persons shall be on board a boat whilst being lifted by a crane.

(d) Anyone in the craning area MUST wear a hard hat or protective helmet at ALL TIMES. Penalty for non-compliance is a fine of 100 Euros.

(e) Crane and/or launch times will be scheduled in race instructions or by a launch order issued by race control. This must be complied with to guarantee launch, otherwise competitors will be responsible for their own launch arrangements NB The crane/tractor may not be available outside posted times.

(f) A minimum of one team member must be present at launch or recovery. All boats must be "launch ready" on arrival at the crane (ropes, fenders on, covers off, etc) otherwise the boat will be refused launch or recovery.

S14. Towing Cleat and Eyes

Towing cleats and eyes shall be of adequate construction and strength for the boat to be towed when waterlogged, and shall be securely fixed to the main hull structure, not merely to the deck.

S15. Painter/Towing Line

Painters and mooring lines shall be of sufficient length and strength for the purpose of towing or mooring. All ends shall be whipped or welded and chafed or worn ropes should be renewed. At least 2 lines shall be carried. Note: Painter length shall be less than the length of the boat to avoid fouling the propeller.

S16. Navigation Lights

Stock race boats do not have to be fitted with navigation lights.

S17. Sharp Edges

All sharp edges above the static waterline shall be adequately protected or removed.

S18. Steering

(a) The steering wheel shall be secured and locked on to the shaft. No lateral movement of the steering wheel is permitted.

(b) The steering wheel unit shall be fixed to, or through the dash panel, or a steering mounting bar, and shall be through bolted and locked.

(c) The steering wheel strengths shall be checked; if the wheel is split or cracked, the wheel shall be rejected. Wheels of the laminated rim type shall be checked for weakness caused by the breakdown of the laminations. Plastic composition wheels shall be checked for early fatigue where the spokes join the boss to ensure the wheel cannot be forced to spin on the internal boss.

(d) There shall be no undue degree of play in the steering system.

(e) All steering linkages, quadrants and any fitting to the stock shall be in good condition and secure.

(f) Engine controls shall operate with full and free movement.

(g) Hydraulic steering shall be fully operative, hoses and unions shall be free of leaks and adequately protected.

(h) IT IS RECOMMENDED THAT ALL HYDRAULIC HOSES ARE OF A STAINLESS BRAIDED TYPE, IN ORDER TO MINIMISE THE RISK OF WEAR AND/OR HYDRAULIC FAILURE. COMPETITORS ARE ALSO REMINDED THAT THE CONDITION AND SUITABILITY OF THE EQUIPMENT, STEERING AND OTHERWISE, IS THEIR RESPONSIBILITY AND REGULAR INSPECTION AND MAINTENANCE IS ESSENTIAL.

S19. Engine Cut-Off

(a) Engine cut-off devices ("kill switches") for connection to all crew are mandatory (first person out shuts off engine). An emergency override system or additional connection cord and clip to allow the engine to be restarted is mandatory.

(b) Any kill switch connection cord must not exceed 120cm between the crew member and the boat.

(c) The emergency cut-off devices must be positioned so that when they operate, the connection cord and cap or clip will not catch or foul. KILL SWITCH CONNECTION CORDS SHALL BE ATTACHED TO ALL CREW MEMBERS AT ALL TIMES WHEN THE BOAT IS RACING, TESTING, PRACTICING or UNDER THE DIRECTION OF THE START BOAT.

S20. Throttle Control

(a) All foot throttles shall quickly return the engine to idling speed when released.

(b) The lever unit shall be securely attached.

(c) The control unit shall be properly connected, work freely and shall not be in a position where it can be fouled.

(d) The control unit shall be within easy reach of the driver in his normal racing position.

(e) Stock boats should be fitted with either a foot or hand throttle. If the foot throttle is in use, the hand throttle should be disabled. If the hand throttle is in use, the foot throttle should be disabled.

S21. Other Control Cables

All control cables shall be in good working order, securely fastened and any lose ends taped over.

S22. Seats

(a) Seats for the driver and navigator shall be fit for purpose, have suitable head support and protection and be firmly secured. Standard seating as supplied by the series organiser must be used at all times.

(b) Optional Restraints & On Board Air Systems in Stock

Teams may choose to use the optional safety restraint system but if they do both crew members in the same boat must be restrained. All restrained crews must race with a personal air system and must successfully take an annual immersion training. Clearly the decision to use restraints in an open boat is not without risk and all competitors must consider the balance of risk and decide for themselves. Details of these systems are available from the UIM web site www.uimpowerboating.com

S23. Fuel

(a) Fuels are limited to petroleum-based fuels. Any additives deemed to be performance enhancing by the series organiser or Race Officials are not permitted. The Penalty for the use of performance enhancing additives will be disqualification and/or a 200 Euro fine.

(b) All fuel must be carried in permanently installed fuel tanks - see Fuel Tanks rule.

(c) Competitors are reminded to check current or relevant directives regarding the transportation or carrying of fuel.

(d) Fuel may not be transferred between tanks during a race.

(e) Fuel transfer outside any designated fuelling areas will result in a 200 Euro fine.

(f) The unleaded petrol must be as defined by the European Committee for Standardisation (CEN), EN 228 (1993), or other comparable national or regional standards.

(g) Where fuel is available to purchase from the event marina or other on-water facility, no other fuelling will be permitted.

(h) In the event of a fuel sponsor agreement, all boats must use the fuel specified in race instructions. In these circumstances boats must arrive capable of taking fuel for a full race distance.

(i) Except where a fuel sponsor has provided fuel, fuel must be standard road-side or marina available fuel. The fuel must be available to the public and dispensed by standard road-side or marina methods only.

(j) Fuel sampling may take place during race events.

S24. Fuel Tanks and Lines

(a) Shall be secure in all directions, in original standard position and shall not leak.

(b) Fuel tank compartments must be so constructed as to prevent fuel flowing into the cockpit area.

(c) Shall have practical filling and venting arrangements.

(d) Shall have an easily accessible and clearly marked means of shutting the fuel supply off. Fuel shut off valves must be clearly marked with identifying stickers as supplied by the series organiser.

(e) Fuel tanks must be grounded if constructed in alloy or metal to enable the discharge of static electricity.

(f) Fuel lines shall be leak and chafe resistant and run in a manner to avoid damage.

S25. Engines

(a) No modifications whatsoever are allowed to engines.

(b) No engine cowling modifications are permitted other than those approved by Stock Technical Scrutineers. Cowlings must be in place throughout the entire period of a race.

(c) Infringement of Rules 25(a) or 25(b) will result in disqualification and/or yellow card and/or a fine.

(d) All engines must be inspected and sealed by the Stock appointed technical representative prior to a published date specified by the series organisers. This pre-season inspection and sealing will be charged. Details of these costs will be provided by the series organiser annually and prior to the start of each new season. This charge will include the production of the boat's measurement certificate which must be presented at every race event.

i. If an engine seal is broken prior to arrival at an event, the engine cowl will be sealed in place and any points gained at the event will remain provisional until the engine has been performance tested and inspected.

ii. If any work that requires an engine seal(s) to be broken is carried out it must either be done by the series organisers appointed agent or done in the presence of a series organisers appointed scrutineer.

iii. It will be the competitors' responsibility to produce their log book at each event during scrutineering. Failure to do so will result in points being held until the engine is deemed legal to race and the log book provided.

(e) Spare units. Teams are expressly prohibited from carrying a spare engine and replacement units can only be obtained through the series organiser in exchange for the old unit.

(f) Engines for the Stock series can only be purchased through the series organiser. Privately sourced engines will not qualify for the series. (*)
(* indicates that charges may apply)

S26. Engine Mountings and Transmissions

(a) Mounting brackets and clamps shall be secure and in a satisfactory condition.

(b) Engine mountings shall be attached to the transom with at least six bolts.

S27. Engine Hazards

The engine shall be free of dangerous corrosion, oil or fuel leaks or excessive heating likely to be a fire hazard or a danger to any adjacent structure

S28. Electrical Harness

Properly protected terminal boards shall be used with flexible (not solid core) cabling supported close to the terminals and at suitable intervals throughout the length of any cable run. Where relative movement or vibration occurs across any gap, cables shall be sheathed in plastic or metal tube anchored at both ends. Reinforced cable suitable for marine duty shall be used. Electrical equipment in engine compartments shall be kept to a minimum and sited away from heat or fuel.

S29. Batteries

Batteries shall:

(a) Not be moved from the position as detailed in the boats log book.

(b) Be secured with fittings sufficiently strong to withstand any anticipated shock or inertial force and housed in ventilated compartments and mounted upon a secure and solid platform.

(c) Be free of corrosive leaks and well maintained to the satisfaction of the scrutineer.

(d) Have the positive terminal of all batteries shall be protected against accidental contact.

(e) Shall be fitted with a clearly marked battery isolation switch in the positive supply line. Battery Isolation Switch must be clearly marked with identifying stickers as supplied by the series organiser.

(f) In the event of a battery sponsor agreement, all boats must use the battery specified in race instructions.

S30. Engine Well Integrity

All holes cut in the bulkheads of the engine well, for the purpose of passing control cables, etc shall be watertight and shall be as high as possible and shall be above the level of the lowest point of the transom cut-out.

S31. Bilge Pumps and Bailing

(a) All boats must carry one manual bilge pump and one electrical bilge pump.

(b) All electrical bilge pumps must be securely fixed to the boat and shall be in proper working order. Secondary manual bilge pumps must be carried and safely stowed during the race.

S32. Buoyancy

(a) It is mandatory for all boats to have sufficient buoyancy to keep afloat when waterlogged.

(b) It is the competitor's own responsibility to ensure sufficient buoyancy is fitted at all times whilst racing.

S33. Propellers

(a) Allocation of Race Propeller

Race teams competing in the P1 Panther 250 class are only permitted to use the designated propellers for competition purposes. Each race team will be required to purchase a testing propeller available from the Championship Organisers at a discounted rate. The race propellers are allocated at the start of each EVENT randomly by the championship organiser. These are retained by the championship organiser and securely stored on the race support truck. They are only made available for the races. The allocated propeller remains exclusively available to that Team for the duration of that event.

(b) Issuing Race Propellers

A race propeller will be issued immediately prior to the race and checked by the scrutineer when the boat is launched and recovered. Any competitor found using an unauthorised propeller will be disqualified from that race. On completion of the race the propeller must be removed by the competitor and handed back to the appointed scrutineer/technical representative who will place it in the secure P1 race truck. The complete

prop fitting kit from thrust washer to fixing nut will be deemed part of the prop and therefore will be handed out and returned. Any missing items will incur replacement costs by the competitor.

(c) Testing / training propellers

Racers own and keep their testing/training propellers and use and repair them at their own expense.

(d) Damaged allocated race Propeller

During a race event if a team damages its race allocated race propeller, teams can rent another race prop from the championship organiser at 250 Euro PER EVENT. Teams will not use their testing or training propellers in a race.

(e) Damaged Propeller during a Race

If a competitor damages a propeller during a race it must be returned to the appointed class propeller scrutineer. No repairs to the propeller will be made by the Driver and Co-Drivers or any unauthorized persons. Repairs are at Driver and Co-Drivers cost.

(f) Propeller Specification

They must meet the class propeller specifications and will be subject to testing.

(g) Failure to comply

Failure to comply with either registration or conformity will result in a fine and/or disqualification. Propellers will be checked at random. Driver and Co-Drivers will make them available immediately when requested – failure will result in disqualification.

(h) Propeller Scrutineer

The Series Organiser may appoint a suitably qualified Propeller Scrutineer and his or her decision on propeller class measurement and compliance will be final and is not open to appeal.

(i) Propeller Security

It shall be the responsibility of the competitor to ensure that the propeller is sound, particularly at the blade roots and that it must be secured by a locking nut(s).

S34. Propeller Security

It shall be the responsibility of the competitor to ensure that the propeller is sound, particularly at the blade roots and that it is securely locked by the propeller nut(s).

S35. Minimum boat weight

Stock boats shall have a minimum post-race weight (as raced) of 1650 kilograms excluding crew and personal safety equipment.

The minimum weight is the sole responsibility of the team.

The minimum weight shall be calculated post-race. All or any boats may be subject to post race weighing and must be made available at the request of the scrutineer and directly after racing finishes. No water is allowed in the bow tank at the time of weighing.

Non-conforming boats will be disqualified.

S36. Fire Extinguisher

All boats shall carry a minimum of one full charged dry powder 2kg fire extinguisher, not two 1Kg extinguishers, sited conveniently and readily accessible to each crew member.

S37. VHF Radio

(a) EVERY race boat must have on board an operational, multi-channel 25 Watt PEP VHF radio which has channel M2.

(b) This VHF radio shall be capable of transmitting on the international distress frequency.

(c) The appropriate ships licences for VHF Radios must be obtained from the local governing body and displayed on board as required by their regulations.

(d) It is mandatory for one riding crew member to hold a VHF Operators licence.

(e) It is MANDATORY that the radio be integrated with the intercom in the helmet to enable monitoring of race boat radio channel whilst racing, so as one team member must be able to listen for any instruction at least by use of ear piece connection to radio. Penalty for non-conformance is 100 Euros.

S38. Anchor/Anchor Line

(a) Anchors shall be of a weight and type adequate to hold the boat and shall be securely stowed in an accessible place.

(b) The anchor line shall:

i. Be of a size and strength appropriate to the boat.

ii. Be in good condition.

iii. Be at least 50m in length.

S39. Compasses

(a) There is no mandatory requirement for Stock race boats to be fitted with a magnetic steering compass for the purpose of racing.

(b) It is permitted to use electronic steering compasses and/or electronic position fixing equipment. It is expressly forbidden to interface any of this equipment to the steering system.

S40. Whistle, First Aid Compress & Knife

All crew members shall carry a whistle and first aid compress, both of which must be attached to them whilst racing, and each crewmember must carry a sharp knife in a protective sheath.

S41. Flares

(a) Each riding crew member shall carry one mini flare pack (8 flares) about their person.

(b) Boats may carry further flares. If carried these flares shall be stowed in a conveniently accessible place, shall bear either the date of manufacture or the expiry date, shall be in date and have a minimum burn time of 40 seconds.

(c) Any flares where the printed instructions and/or date are illegible, or the condition poor, shall not be accepted.

S42. Retirement Flag

(a) All boats shall carry an orange rectangular flag of a minimum size of 0.60m x 0.40m as a means of announcing retirement from a race

(b) Stock boats will be fitted with a strobe light and to be used on retirement

(c) Once a boat has retired it cannot re start or re join the race

S43. Structural State

(a) It shall be the competitor's responsibility not to offer for scrutiny a boat that has any structural or mechanical defects.

(b) Stock boats shall be fitted with their racing deck cowl whilst racing. Boats must finish with this cowl in place to be classified as a finisher.

S45. Mandatory Markings/Decals

(a) All boats must display mandatory series and event logos, as directed by the organisers.

(b) Failure to do so will result in a fine of 150 Euro per sticker, per race.

(c) All decals including non mandatory must be intact and in good order at the start of each race.

S46. Protective Clothing

(a) All crew are required to wear purpose made race overalls whilst on the water and at prize giving ceremonies. Compliance with current FIA homologation is strongly recommended.

(b) Wet suits are recommended in cold water conditions in addition to race overalls.

S47. Race Boat Number and Other Mandatory decals

(a) Stock series boats are required to carry race numbers in three locations: on both sides of the deck at the bow of the boat and on the top of the deck. These are indicated in the drawing below.

(b) The Series Organiser will provide the required race numbers.

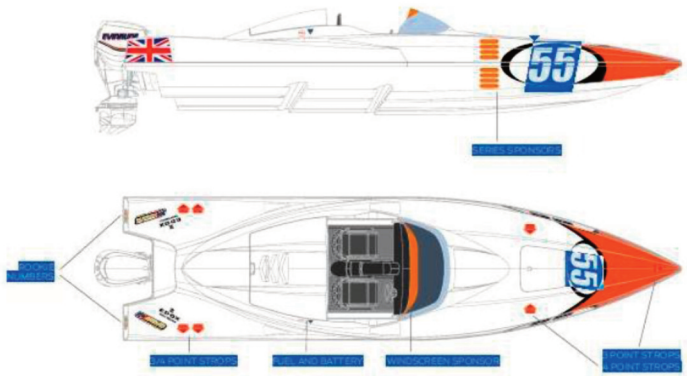
(c) It is the responsibility of the team to have numbers that are legible for scoring purposes.

(d) All boats must display mandatory series and event logos, as directed by the Series Organisers. Failure to do so will result in a fine of 150 Euro per sticker, per race.

(e) All decals, including non-mandatory ones, must be intact and in good order at the start of each race.

(f) The organisers will supply one set free of charge at the first race entered. Replacements thereafter must be in the identical style/font and are the responsibility of the competitor.

(g) Boat numbers must be indicated on both sides of the trailer hitch.



S48. Equipment & Safety

(a) All safety equipment must be carried on board and fixed/stored to the scrutineer's satisfaction

RACING REGULATIONS

S49. Drivers' Responsibility

(a) The driver accepts responsibility for every eventuality that may occur as a result of entering a race. It is the driver's sole and ultimate responsibility to decide whether or not to start or continue in a race once he has passed scrutineering.

(b) It is forbidden to start the motor with the propeller rotating in the air.

(c) ALL SMOKING OF ANY TYPE IS PROHIBITED IN THE PIT AREAS. Adequate signs will be posted to this effect and the rule will be rigorously applied by pit marshals.

S50. Scrutineers' Inspections

(a) Scrutineers shall work with the current scrutineering list as a guide and equipment listing (Appendix 1).

(b) Scrutineering does not constitute a condition survey of the boat.

(c) The scrutineering sheet may not necessarily cover every item that a scrutineer may wish to check on a particular boat nor does every item necessarily refer to every class of boat. A scrutineer shall reject a boat if it does not comply with all of the requirements of the organiser or the UIM. The scrutineer shall refer any non-compliance to the Race Committee. Any decision related to eligibility shall be made in good time before the start of the race.

(d) Any incomplete entry may, at the scrutineers' discretion, be put back to be re-examined later if time permits.

(e) Post Race scrutineering will take place at the discretion of the OOD/Chief Scrutineer. Competitors must make their boats available when requested - failure to do so may result in disqualification. The first three boats in each class in any race may not leave parc ferme or crane area without prior permission of the chief scrutineer.

S51. Engine Eligibility

(a) The organisers appointed Technical Sub Committee may appoint a number of engine inspectors who can attend any engine inspection or carry out their own checks at any event.

(b) If a Race Committee decides to check an engine in order to verify its eligibility, the cost shall be borne by the competitor if the engine fails the eligibility check otherwise the cost will be borne by the race organiser.

(c) When a competitor raises a Protest against another competitor over the eligibility of an engine and in order to prove this eligibility an engine is required to be checked, then the costs involved are to be borne by the losing party. This means that following a Protest, if the engine is found to be illegal the Protestee shall pay for the checks. If however, the engine conforms to all the rules then the cost of checking shall be borne by the Protestor. Both parties to the protest may attend the engine inspection.

(d) Parts not supplied by the original engine manufacturer shall not be fitted to any engine unless specifically allowed within the rules - See Rule 57 below

(e) Engine scrutineering checks will be made in comparison with standard production parts and/or UIM engine homologation papers.

S52. Engine Lubricants and Parts

(a) Spark plugs, engine oil and lower unit oil must be as per the specification in the owner's manual, or as supplied/provided by the organisers sponsor.

(b) The Series Organiser will notify all teams of any parts permitted that may be changed from those originally supplied by the engine manufacturer.

S53. Pre-Race Declarations

(a) All crew members who are racing must sign the indemnity form provided by the organiser who will be responsible for the provision of the insurance. Details of this insurance are available from the organiser.

(b) All competitors who are under 18 on the day of the race will be required to submit written consent of their parent or guardian to their participation in the race and confirmation of their acceptance of the rules governing the race.

(c) Each boat must designate a representative that is present on event, who is responsible for team equipment, trailers, and vehicles and is the designated point of contact for the team at that event.

S54. Drivers' Briefing, Signing in, All Classes

(a) Race boat drivers and navigators shall 'sign in' to signify their attendance prior to the start of their briefing. Only crew members and race officials will be allowed to attend this briefing.

(b) Failure to sign in by the time stated will result in a 100 Euro fine per person.

(c) Non-attendance at this briefing may result in a 500 Euro fine per person, with a re-scheduled briefing being held at the OOD's convenience.

S55. Starting Procedure

(a) MINIMUM VISIBILITY.

For Stock races there must be a minimum of one mile visibility over the whole race course and there must be no forecast or other reason to believe that there will be any lesser visibility on any part of the course or its vicinity throughout the expected duration of the race.

(b) FROM WET PITS AREA

i. Start Boat - Flashing amber lights signalling 2 minutes to commence leaving Wet Pits or as alternatively described at Drivers Briefing.

ii. All race boats to follow start boat to Muster Area in position order as briefed at the driver's briefing. NO RACE BOAT MAY PROCEED AHEAD OF THE START BOAT.

iii. Red flag raised at wet pits signals wet pits closed. Race boats may not leave the wet pits at this time. A late start procedure may be given at drivers briefing.

iv. A parade lap, where possible, around the course to the muster and/or start area will be described at the briefing.

(c) FROM MUSTER AREA

I. The Muster Area will be described in the Race Instructions.

II. In the muster area, the yellow flag will be raised, meaning that the boats must follow the alignment procedure.

III. Start boat - Yellow flag and flashing amber lights (Lights if applicable) - when the Start Boat leaves the muster area, towards the start line, the boats will line up in the pole position order and 30m ASTERN, of the Start Boat, and must observe a safe spreading distance (minimum 3 metres) between boats with absolutely no contact between boats. The penalty for not staying 30m behind the start boat (jump start) will be a 1 minute.

IV. A race official on the Start boat will use a radio channel to control the fleet prior to the start. They will have the authority to impose penalties, as detailed below. Radio channel to be announced at drivers briefing.

V. When the starter is satisfied that all boats are in a satisfactory line, at a satisfactory speed, he raises the green flag and starts the flashing green lights, lowering the yellow flag simultaneously. The raising of the green flag indicates the start of the race.

VIII. The start boat speed should be at a speed of approximately 30 knots when the green flag is raised.

IX. The official timing starts when the leading boat crosses the start-finish line, unless otherwise designated in racing instructions. Crossing the line constitutes the start of Lap 1 of the race.

X. If at any time during the start procedure after the yellow flag has been raised, a red flag is raised, the start has been aborted and all boats must return, at a safe speed, to the muster area for restart, or follow specific instructions from the start boat.

XI. Any boat that fails to line up in the muster area will not be allowed to start.

XII. Should a boat fail to start, having lined up in the muster area, it may start within ten minutes of the time of the start provided the boat:

a. Gets permission from the safety officer / OOD to start

b. Starts at the start position and

c. Follows the start run going to the start/finish line when it is safe to do so.

XIII. A description of the start will be published in Race Instructions.

XIV. During the start run, if a boat passes the start boat before the green flag, it will be disqualified.

XV. Safety takes precedence over racing AT ALL TIMES. Competitors should do nothing to endanger crew, spectators or other participants.

XVI. Video camera evidence may be used by Race Committee for any reason.

XVII. Standing starts : Standing or jetty starts may be used, full details will be provided in Race Instructions and confirmed at Drivers briefing.

Diagram 1 - Start procedure under yellow flag

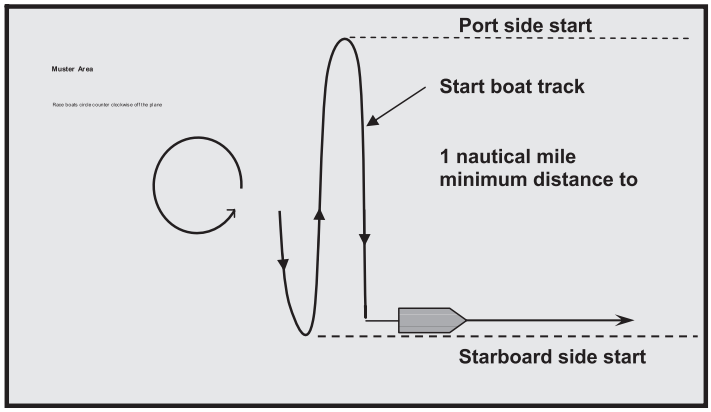
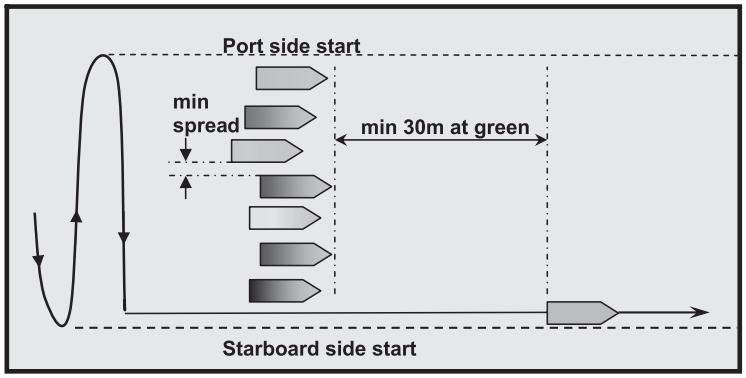


Diagram 2 - Start procedure, green flag



"POLE POSITION"

2.6 Pole Position

2.6.1 Will be defined by means of a lottery for the first race of the Event. The series organiser reserves the right to use the lottery method of determining pole position order at any event (notified at briefing).

2.6.2 Grid positions for racing will be advised at Drivers Briefing.

The grid for Race 2 (and subsequent races as appropriate) will be reversed with the final race grid being determined from the combined results from all previous races, highest points then achieving pole.

2.6 .3 Teams where either one or both Driver and Co-Drivers on board has not competed and finished in a minimum of 2 races and achieved "competent" sign off by the OOD .Until this is achieved the team will continue to start on the outside of the grid.

2.6.4 Pole position will be nearest to the Start Boat.

S56. Valid Starters

An entry accepted by the organisers and having satisfactorily completed scrutineering, attending all required briefings and having crossed the start line as described in the racing instructions at the prescribed time, under the starting arrangements specified by the race programme or at drivers' briefing, is considered to be a valid starter.

S57. Outside Assistance

(a) The Race Committee has the right to decide whether there was other outside assistance or not, i.e. safety grounds.

S58. Overtaking

Overtaking is a competitor's responsibility when on the water and it is the duty of each crew member to ensure that their boat is driven in a manner that does not compromise the safety of themselves, any other competitor or any spectator. Failure to observe this fundamental rule will result in severe penalties being applied.

Powerboat racing is a non-contact sport and crew members will be penalised if contact occurs at all times. A constant look out must be maintained and crews are reminded of the importance of good and efficient communication at all times.

(a) All crew members - It is the responsibility of each crew member to ensure they are fully aware of the consequences of their actions and to anticipate the actions of other boats in their immediate vicinity. All crew members must take any action necessary to avoid a collision at all times, a constant look out must be maintained and crews are reminded of the importance of good and efficient communication at all times.

(b) Rules of the road – Right of way The international Regulations for the Prevention of Collisions at Sea apply at all times between race boats and non-race boats.

(c) Overtaking:

  i. Any overtaking boat must give way to the overtaken boat.

  ii. A boat being overtaken must not deliberately alter its course in any way that would hinder the overtaking boat.

  iii. If a boat in consequence of its neglect of any of these rules compels another to foul, it will be penalised.

  iv. All colliding boats will be disqualified.

(d) Fouling

If any boat by its action collides with another boat, causes another boat to have a collision, or causes another boat to take avoiding action to avoid a collision which may or may not result in that boat infringing another rule. (e.g missing or hitting a mark of the course), they will be penalised.

S59. Incident Procedure

(a) In the event of a hazard or incident on the course, the yellow flag procedure will be used to control the fleet - see Rule 67. The start boat may also use its yellow lights in conjunction with the yellow flags.

(b) There is NO OVERTAKING in the vicinity of the yellow flags / yellow lights.

(c) When it is deemed the course is clear, yellow flags will be removed. If the start boat is showing yellow lights these will be switched off or converted to green lights.

(d) In the event of a serious incident, the red flag procedure will apply - see Rule 67.

(e) It is the crew members' responsibility to monitor the all flag signals whilst deployed.

S60. Incident Aid

(a) It is mandatory for the first competing boat to arrive at the scene of the incident to stop and offer assistance if no qualified rescue assistance is present. All racing will be stopped by the OOD through the Red Flag procedure should a driver or co driver be thrown into the water during the race or should a boat capsize.

(b) Crews that have stopped to assist at an incident shall immediately advise Race / Safety Control of the incident.

(c) The team shall inform Race / Safety Control if they resume racing. Times relating to stopping and re-starting racing will be recorded by Race / Safety Control.

(d) Any boat which stops to render assistance because there was no help or insufficient help will be awarded the championship points related to the position they held at the time they responded to the incident. No other finishers will have their points or positions affected by this action. However, should the boat that rendered assistance restart the race and improve its position from when it stopped to render assistance, it will keep its better position and points,

(e) Podium places will only be allocated to boats that finish the race in first, second and third place.

S61. Turn Marks and Missed Marks

(a) All marks will be laid in the approximate positions referred to in the race instructions. It is the competitor's responsibility to drive close enough to the course marks to ensure that they have been seen to pass them correctly.

(b) Unless otherwise specified in the Event Race Instructions the colour of the course buoys will be as follows:

All Outside Course Marks: YELLOW (to be left to port when racing anti-clockwise).

All Inside Course Marks: ORANGE (to be left to starboard when racing anti-clockwise).

(c) Should a buoy go missing the driver must pass through the approximate geographical position referred to in race instructions.

(d) If a boat hits a turn mark - A Yellow Card penalty may be applied.

(e) If a boat destroys a buoy or cuts the securing line - A Yellow Card may be applied. If a boat damages a buoy a fine of up to 300 Euros will be applied.

(f) A competitor may NOT return to a missed mark. The competitor must continue to follow the designated course passing all remaining marks correctly. Dangerous driving resulting from missing marks will result in further penalties.

(g) The missed mark penalty is 1 minute per missed mark.

S62. Stopping the Race

(a) In the event of a driver or Co-driver being thrown into the water or a capsize the race will be stopped using the Red Flag Procedure.

(b) In case of force majeure or an accident.

(c) In the event of the race being aborted by the use of the Red Flag procedure.

(d) On seeing red flags.

(e) In the Event of the race being Red Flagged a restart will take place using the standard start procedure as identified in Rule S55. When the red flag is shown if the lead boat has completed more than 70% of the total course then the race may be curtailed at the discretion of the OOD.

S63. Finishing a Race

(a) When the leading boat in each class completes the course and crosses the finishing line, the chequered flag will be waved. It designates the 'winner' of the race and the start of the finish procedure of the race.

(b) The chequered flag will also be given to all subsequent boats that cross the finish line after the first boat.

(c) Boats shall not begin a new lap if they cross the finish line after the leading boat has taken the chequered flag.

(d) A boat shall be timed for completing a race when her bow crosses the finishing line.

(e) All boats crossing the finishing line after the 'winning boat' will be classified as having finished the race provided they have covered the minimum number of laps.

(f) Upon completion of a race, a boat shall;

I. turn in to the centre of the course as described in drivers briefing

II. conform with the International Regulations for Preventing Collisions at Sea,

III. not hinder other boats that are still racing and

IV. await escort back to the Wet Pits.

(g) Time Limit: All boats have a maximum of 15 minutes from the time the winning boat crosses the finish line to complete their final lap.

(h) The race may be curtailed or stopped at the finish line at any time by waving the chequered flag. This designates the end of the race – see Rule 67 below.

(i) Boats will be ranked according to the number of laps completed and then the time it has taken to complete those laps.

(j) The race may be curtailed or stopped at the finish line at any time by waving the chequered flag. This designates the end of the race.

S64. Curtailment of a Race

A curtailment decision can be made at any time during a race provided the curtailment is signalled on the Start/Finish line to the leading boat. The leading boat shall then stop racing immediately. All other boats shall stop racing when they next cross the Start/Finish line. Retiring from a curtailed race prior to curtailment will not preclude a driver from receiving points. See Rule 72 for curtailment flags.

S65. Retirement Procedure

(a) On retiring from a race, all boats must hoist and display an orange flag when practical to do so until the boat has been recovered from the water. The crew should attempt to contact Race / Safety Control immediately by radio and inform them of the boat's retirement. If radio communication is not possible, the nearest Safety/Patrol boat should be informed.

(b) A boat which has retired after completing 70% of the laps completed by the winning boat is eligible for the award of championship points.

S66. Championship Points Scoring System - all classes

(a) Points will be awarded to race boats.

(b) Points are not transferable into other classes or between boats.

(c) No points will be awarded if a boat is disqualified for an infringement of the technical rules.

(d) The championship points will be awarded as follows:

First place	20 points
Second place	17 points
Third place	15 points
Fourth place	14 points
Fifth place	13 points
Sixth place	12 points reducing by one point for each subsequent position.

(e) DNF : 0 points

DNS : 0 points

DQ : 0 points

S67. Flag Signals

The following flags having the meanings shown and will be used in all SuperStock races unless Race Instructions state otherwise:

Flag	Where flown	Meaning
Yellow Flag	From Start Boat	Start procedure underway
	From Safety/Patrol Boat	Incident in vicinity, proceed with care, no overtaking
Green Flag	From Start Boat	Race Start
Red Flag	From Start Boat (during start)	Start Aborted
	From official boats	Race stopped
Chequered Flag	At Finish line	Race finished

Chequered & Red Flag together	At finish line	Race curtailed
Black Flag & race Boat	From Start boat number	Boat disqualified from race - boat stop racing
White Flag	At Finish line	Last lap indicator
Orange Flag	From competing boat	Retirement
Black Flag with Yellow 'X'	Official Boat	Identification as official boat

YELLOW FLAG - on seeing the yellow flag signal from an official boat, competitors MUST ACKNOWLEDGE THE SIGNAL proceed with caution, not overtake other race boats whilst in the area of the incident and keep clear of any danger areas.

Any competitor who ignores or abuses the yellow flag signal may be penalised. The Start boat yellow lights may be used in conjunction with yellow flags. These lights shall have the same meaning as a yellow flag.

RED FLAG - on seeing the red flag signal, all boats shall stop racing immediately, turn in to the centre of the course and await further instructions.

Infringement of any of the above may result in disqualification and/or yellow card and/or a time penalty or any combination.

BLACK FLAG - any race boat deviating from the course into restricted areas, or displaying conduct deemed to be unsporting or dangerous, will be shown the black flag along with its race boat number the next time it passes the start boat and will be disqualified from the race. Disqualified boats must return to wet pits area, safely moving off the course and avoiding any interference with the race or other race boats. Disqualified boats will not be awarded points for that race and may be fined.

S68. Posting of Results

(a) The provisional results will be posted within an hour of the end of the races, where possible.

(b) The OOD must sign the results and state the time of posting on the provisional results. The OOD will be present for one hour from the time of posting the results to receive any protests.

(c) Provisional results will become official one hour after posting provided no protests have been received.

(d) It is the teams' responsibility to monitor the posting of the provisional results.

S69. Medical Examination

(a) The Race Committee may instruct the Medical Officer (Doctor) who is present at any Powerboat Racing Event, to submit any crew member entered to a physical, alcohol or drugs test at any time during the event. Anyone refusing any test shall be suspended from the event and reported to the UIM for possible suspension. The maximum blood alcohol level for crew members, mechanics and officials is the same as that defined by the legislation, in the country in which racing is taking place, relating to driving a motor vehicle on the public highway.

(b) The results of such examinations shall be communicated to the OOD/Race Committee who, based on the report of the Medical Officer, may exclude the crew member from the competition.

S71. Gross Misconduct and Unacceptable behaviour

(a) In order to protect the interests all those involved in the sport, the following actions can be penalised by the OOD, the UIM Commissioner or by the National Authority of the Licence Holder;

II. any deliberate act taken to gain unfair advantage,

III. any false act made or statement given,

IV. any attempt to bribe or the taking of a bribe,

V. any abusive or unsportsmanlike behaviour,

VI. any instances of verbal or physical abuse against any race or event official.

(b) Penalties may include yellow cards, red cards, suspension or disqualification from an event, exclusion from the Championship and the imposition of a points or financial penalty.

S72. Yellow Cards, Red Cards and Associated Additional Penalties

(a) Yellow and red cards can be given to any crew member by the OOD or the UIM Commissioner.

(b) Up to two yellow cards can be given for each incident of dangerous driving and a red card can be given for any incident of extreme blatant dangerous driving.

(c) A crew member given a red card is immediately prevented from taking any further part in the event, will lose the right to take part in the next Stock series event and their team will also lose the right to take part in the next Stock event. Thereafter the red card expires.

(d) A crew member with three or more yellow cards will lose the right to take part in the next event, after which all yellow cards expire.

(e) All yellow and red cards will be confirmed in writing and will be posted with the results. Any crew member issued with a yellow or red card has sixty minutes from the time of posting the results in which to lodge a protest.

(f) The organiser shall inform the National Authority of the crew member / UIM within three days if any cards are issued.

(g) Each yellow card is valid for 12 months from the date of issue unless removed following suspension from an event - see (d) above.

(h) Yellow and red cards will be recorded in the Commissioners report.

(i) Yellow and red cards may be issued on the evidence of any media/TV footage.

(j) Associated Additional Penalties

In addition to the above, the associated additional penalties listed in the table below will be applied. If the resulting associated additional penalty includes a time penalty, then the appropriate time will be added to overall elapsed race time if the card is given for an on water offence.

Penalty Card	Number of offence	Associated Additional Penalty
Yellow Card	First yellow card	100 euro fine
1 minute penalty	Second yellow card	200 euro fine plus
2 minute penalty	Third yellow card	300 euro fine plus
Double Yellow Card	First double yellow card	250 euro fine plus 2 minute penalty
	Second double yellow card	400 euro fine plus 3 minute penalty
Red Card	First offence in calendar year	500 euro fine and disqualification from that event.
	Second offence in calendar year	500 euro fine disqualification from the rest of the series for the crew member and the team.

S73. Championship Specific Penalties

At the discretion of the OOD, a yellow card penalty may also be applied in conjunction with the penalties listed below. A written penalty notice will be given and the time of the penalty written on the notice.

(a) Smoking in the defined wet or dry pits: 200 euro fine.

(b) Fuel transfer outside the designated fuelling areas: 200 euro fine.

(c) Launching: persons on boats whilst being lifted or craned: 200 euro fine to the driver of the boat.

(d) Failure in launch/ramp discipline;

i. first offence: warning and/or 100 euro fine,

ii. second offence: 200 euro fine.

(e) Late or non-attendance of prize winners at the prize giving, without previously tendering apologies to Race Secretary: 150 euro fine

(f) Not wearing race overalls at podium presentation: 150 euro fine.

(g) Failure to present engine or craft for technical examination: disqualification.

(h) Misrepresentation or providing untrue statements: See Rule 76

(i) Failure to raise and fly retirement flag when able: 100 euro fine.

(j) Failure to report Retirement to Race / Safety Control: 100 euro fineThese penalties are not exclusive and do not protect the offender from further action by the organisers / UIM. Penalties will be applied by the OOD. Penalties (a) to (j) above may be protested. Protests must be lodged within one hour of the penalty being issued.

S74. Failure to pay any fine

Teams will not be allowed to participate in the next event of the Stock series until all outstanding fines are paid. This will be carried over between seasons if applicable.

S75. Injured Drivers

If during an event a crew member is injured their licence may be suspended until the competitor has been given the all clear by a suitably qualified medical doctor.

S76. Identity Tags

(a) All crew members will be issued with waterproof temporary identification which must be worn on the right wrist at all times during racing or testing.

(b) These identification tags may be collected at the boat retrieving ramp/crane area after the final race to validate the driver/crew/boat combination.

S77. Podium Presentations

All podium finishers must wear their race overalls and any race winners caps provided. Failure to do so will result in penalties as detailed above.

Appendix 1 – Scrutineering form

Scrutineering Check List

No	Item	Fine		Rule Number Stock	Race 1	Post	Race 2	Post	Race 3	Post
1	Event Race Instructions			✓						
2	Ship Operators Radio License (race control)			37						
3	Charts (Admiralty / Imray) As Per Instructions *			12						
4	Race Boat Numbers (Timekeepers?)			7 & 47						
5	Stock Powerboat Decals *			45						
6	Trailer Number/Jockey Wheel			13 (b)						
7	Event Sponsorship Decals (If applicable) *			45						
8	Towing Eye			14						
9	Sling Points, Lifting Eyes, All Cleats			14						
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CLASS 1 & V1 RULES
2017

PUBLISHED ON 23/12/16

THE 2017 EVENT RACING RULES OF OFFSHORE POWERBOATING CLASS 1 AND V1

(Described in the text as “these classes”)

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INTRODUCTION

The Racing Rules of these classes include three main sections. The first, Parts 1–3, contains rules that affect all competitors. The second Part provides details of rules, rules that apply to Class Promoter racing which affect only competitors or officials.

The third Part Appendices 1–6, provides details of rules and Guidelines required for the events.

No expressed 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 racing rules are revised and published every year by the (UIM), the world governing body for the sport.

The situations that the Blue pages do not cover will rely on the White page rules. In the case of a conflict between the White pages and the Blue pages, the Blue pages prevail.

PART 1
FUNDAMENTAL RULES

01. FAIR RACING

02. ACCEPTANCE OF THE RULES

03. DECISION TO RACE

04. BANNED SUBSTANCES AND METHODS

01. FAIR RACING

A driver and team owner shall compete in compliance with recognized principles of sportsmanship and fair play. A driver may be penalized under this rule only if it is clearly established that these principles have been violated. A disqualification under this rule shall not be excluded from the boat's series score.

02. ACCEPTANCE OF THE RULES

By participating in a race conducted under these racing rules, each driver and team owner agrees

(a) to be governed by the rules;

(b) to accept the penalties imposed and other action taken under the rules, subject to the appeal and review procedures provided there in, as the final determination of any matter arising under the rules; and

(c) with respect to such determination, not to resort to any court or other tribunal not provided in the rules.

03. DECISION TO RACE

The responsibility for a driver's decision to participate in a race or to continue racing is his alone.

04. BANNED SUBSTANCES AND METHODS

A driver shall neither take a substance nor use a method banned by the Olympic Movement Anti-Doping Code or the World Anti-Doping Agency, unless a T.U.E. has been granted.

PART 2
GENERAL APPLICATION

SECTION A

01. GENERAL APPLICATION TO ALL EVENTS

02. GENERAL PRE-RACE REQUIREMENTS FOR CONDUCT OF EVENTS

03. COMPLIANCE WITH RULES AND REGULATIONS

04. INTERPRETATION OF THE RULES

05. AWARDS AND PRIZE MONEY

06. PAYMENT OF FINES

07. CONSUMPTION OF ALCOHOL

08. ANTI-DOPING REGULATIONS

SECTION B

09. INDIVIDUAL REQUIREMENTS FOR PARTICIPATION IN AN EVENT

SECTION A

01. GENERAL APPLICATION TO ALL EVENTS

Unless otherwise specified the following General Racing Rules apply to all UIM Races/events, and Special Events and time/speed trials.

A Race is defined as from start of Registration time on Day 1 to end of Final Day closure of Race Administration, unless stated otherwise within the UIM Rules.

All stated numbers of days for any post race correspondence is considered to be in accordance with the International dateline and not the race/event local time.

02. GENERAL PRE-RACE REQUIREMENTS FOR CONDUCT OF EVENTS

Event Participation - Teams are encouraged to participate in all media opportunities, autograph sessions, sponsor parties, parades, etc.

03. COMPLIANCE WITH UIM RULES AND REGULATIONS

Race Teams must comply with all UIM rules and regulations established for each particular Event, including speed zones, testing times, and testing only in designated areas, if applicable. The teams shall be solely responsible for checking with the appropriate UIM Officials at the Event during registration as to the applicable rules and regulations for testing at the event. The team must obtain the Race Instructions.

Any telemetry/locator GPS/Data or TV/Video recorder(s) required by the UIM to be fitted to the race boats must remain in place and removed or its content reviewed only with the permission of the Chief Technical Commissioner.

Violation of this rule may result in penalties including, but not limited to, fines, time penalties, disqualification and suspensions of not less than 30 days.

Ignorance of the rules is no excuse for not complying with the rules.

04. INTERPRETATION OF THE RULES

In all cases not foreseen by the international rules or seemingly inaccurately defined, any decision has to be taken bearing in mind the spirit of the rules. Decisions on interpretation will be taken by the UIM Commissioner and /or the Race Jury or the UIM.

Any telemetry/datalogging device or GPS transponding and/or TV/Video equipment required by the UIM to be fitted to all competing race boats is deemed to be the official technical recording of the race. Team owned devices are not accepted as evidence. Television/Video evidence may be used for either the correction of a race decision, or implementing a change to provisional results up to 5 days after the posting of results.

05. AWARDS AND PRIZE MONEY

No prize money shall be distributed to any driver until protests have been completed and the official order of finish is posted by the race committee in that class.

Any boat which receives prize/start money and has an outstanding debt with UIM/Event Promoter will have that debt taken out of the prize/start money that is due them. If fees are paid by cheque at the race site, prize/start money may not be paid until the cheque clears.

The promoter may designate special awards for outstanding performance.

A minimum prize fund may be established and announced in the Race Instructions.

Trophies will be awarded to the first three finishers. It is the responsibility of the competitors to accept their trophy at the awards ceremony or have a representative accepting on their behalf. UIM will not be responsible for the trophy after the event.

All rules in the rule book, and all requirements of the promoter must be met, in order to participate in the prize fund or start monies.

06. PAYMENT OF FINES

All fines must be paid to the UIM by the end of the race. If the fine has been issued in conjunction with penalties qualifying for appeal, then the appeal must be written and properly filed within the specified time limit for appeals. Fines that remain unpaid after 14 days shall be subject to additional penalties. Post race/event issued fines must be paid within 14 days of notice being issued or will become subject to additional penalties.

07. CONSUMPTION OF ALCOHOL

No contestant shall participate in a race or practice, nor shall any official serve in an official capacity, while under the influence of intoxicants, or any dangerous drug, which shall include narcotics, depressants, stimulants, or hallucinogenic drugs. The race officials (Officer of the Day or the UIM Commissioner) shall suspend for minimum of six (6) months any competitor or official whom he believes to be under the influence of intoxicants or dangerous drugs as defined above or during the time the competitor arrives at the race site, on race day, until the competitor has been cleared through post-race inspection and for one hour after the race is over. No alcoholic beverages are to be consumed until one (1) hour after the unofficial results are displayed. No contestant or official participating at a UIM event may evade this rule by withdrawing his entry or by resigning his duties while at the event. Ceremonial champagne or equivalent usage in the winner's circle shall be permitted provided that only minor consumption occurs.

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

Testing when carried out shall be using an Alcometer.

For International Races, any competitor found to have more than BAK 0,10 0/00 (0,10 g/L blood // AAK 0,020 mg/L air) 1 hour before and during testing or race shall be immediately suspended and disqualified from the whole event. A formal report shall be forward to the N.A. of the competitor.

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

08. ANTI-DOPING REGULATIONS

The Anti-doping regulations are in line with the World anti-doping code as published in the UIM Offshore Rulebook.

SECTION B

09. INDIVIDUAL REQUIREMENTS FOR PARTICIPATION IN AN EVENT

Releases - All participants in each event must execute a liability release to UIM, prior to racing. No owner, driver, contestant or his representatives or any race official shall hold any other owner, driver, competitor or his representatives or any race official liable for any personal injuries or damage resulting from an accident occurring during a sanctioned race, except as the result of a deliberate collision or premeditated act of unsportsmanlike conduct. The interpretation of this shall rest with the UIM Commissioner subject to review by the UIM.

Suspension, Expulsion - No individual who has been expelled from the UIM or its events or who is currently under suspension by UIM shall be permitted to officiate, serve as a race committee member, act in any capacity of assistance, or participate as a boat owner, driver or crew member in any sanctioned racing event. No boat belonging to that individual shall be allowed to compete, nor shall it be chartered or otherwise transferred except by final sale to render it eligible for a sanctioned race. The UIM also reserves the right to deny future membership to anyone who has previously been expelled or suspended from any category of UIM.

Medical / Rescue, Tow and Patrol Boat Coverage - LIFE JACKETS/ BUOYANCY SUITS - During all official times, all assistance / safety / rescue boat teams and all teams in support boats must wear life jackets.

The race organiser may or may not provide medical and rescue coverage for testing prior to the race event. If medical and rescue coverage is to be provided, a schedule will be posted at Race Registration detailing times and specific location of covered testing.

PART 3
EVENT RULES

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01. RACE ORGANISATION AND SANCTION
    01.01. ELIGIBILITY
    01.02. RACE DATES
    01.03. SANCTION/EVENT HOSTING FEES
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02. TITLE CHAMPIONSHIP

03. CHAMPIONSHIP POINTS

04. CHAMPIONSHIP
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05. CREW/BOAT COMBINATION
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61. CREW
62. SAFETY EQUIPMENT
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SECTION L

ENFORCEMENT

EVENT RULES

The following General Racing Rules for these classes apply to all UIM-sanctioned Events. The Rules and/or Regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all Class 1 events and by participating in the events, all UIM members are agreed to abide by these rules. No expressed 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.

All Race event rules and criteria/requirements may be subject to venue specific requirements and National Authority or geographic conditions that result in changes to suit as contained in race instructions, bulletins or changes on safety concerns.

A digital Event Logbook approved during 86th UIM G.A. must be implemented as from 2014; the web program is based on a modern Internet technology, logging all information available including the mandatory by- rules. The digital Event Logbook will be cloud-based with direct access from the UIM website, providing secure access through use of dedicated user credentials and all traffic will be SSL encrypted. (See details on APPENDIX 7)

SECTION A

01. RACE ORGANISATION AND SANCTION

01.01. ELIGIBILITY

In order to be eligible to organize an event, for these classes, a Local Organizing Committee must be sanctioned by the Promoter and recognized by the UIM. The National

Authority or the Local Organizing Committee must be recognized by the UIM, which must authorize the event, ensuring that the minimum requirements established in mutual agreement with the promoter are in place.

01.02. RACE DATES

Candidatures for any World Championship event for these classes must be addressed to the Promoter. Event dates will be agreed between the UIM and the Promoter, which must present the annual calendar in accordance with a timescale to be agreed with the UIM. Final approval for Race events must be obtained from the UIM.

01.03. SANCTION/EVENT HOSTING FEES

The Promoter is responsible for the definition of all aspects relating to the contract with the Local Organizing Committee. The financial conditions for staging the Class 1 event will be established between the Promoter and the Local Organizing Committee. The Promoter and the UIM will establish, on an event-by-event basis, the fee due to the UIM, which will not include the event insurance required or the cost of UIM officials assigned to the event.

01.04. REQUIREMENTS

The Local Organizing Committee contracted by these classes' Promoter must follow the requirements and criteria established in these rules with regard the organizational and safety aspects of the event.

02. TITLE

The title of the Championship will be known as the:

"UIM Class 1 and V1 World Powerboat Championship".

CHAMPIONSHIP

03. CHAMPIONSHIP POINTS

In any of the races, the points will be awarded to the first and second named pilots only. The first and second named pilots must be the helmsman, throttleman or navigator. The Navigator cannot be the first named pilot.

Points scored in the races and Pole Position are as follows.

Classification	Points
1st	20
2nd	15
3rd	12
4th	9
5th	7
6th	5
7th	4
8th	3
9th	2
10th	1

04. CHAMPIONSHIP

The Class 1 and V1 World Powerboat Championship will be determined from points accrued from all these classes' World Powerboat Championship races. All races carry points with no discards. Of the planned races, at least 50% must be held in order to award the World Championship title for these classes.

If any of these classes' Championship titles include some or all of the Class's races, then the rules and points awarded will be as per the UIM rules.

04.01. CHAMPIONSHIP TIES

In the case of a tie in the overall Championship and/or Pole Position Championship, the number of first places shall be considered, then the number of second places, etc.

In the case of the Championship still being a tie, the boat with the fastest average speed in any of the Championship races will be deemed the Champion. In the case of the Pole Position Championship still being a tie, then the position will be shared.

05. CREW/BOAT COMBINATION

The points and penalties for UIM Class 1 and V1 World Championship will be awarded to the 1st Driver/Boat number combination designated as the first driver on the entry form and who shall be aboard throughout the races. In Class 1 only two drivers are permitted.

In V1 class there shall be a minimum of two (2) and a maximum of three (3) Crew members in the Boat during a race. The control of the direction of the Boat and the control of the throttles shall be considered to be two separate functions and shall be performed by the 1st and 2nd Driver, respectively. The first driver is the person responsible for the boat. The second member of the crew may replace the first driver in case of physical problem of a temporary nature, or once in a whole season for any other problem. In these cases, all points obtained from the boat will be assigned to the 1st Driver/Boat number originally entered in the Championship.

If the first driver changes boat and / or team, he may transfer his accumulated points in the championship only if he moves into the new boat and also uses his original boat number (once accepted). See also rule 44.05.

In the event that drivers will be penalised for Doping and after all appeals foreseen by rules, they will not have any right to prize monies/trophies/titles on World, Continental and National Championship and he/she will have to return any prize monies/trophies/titles received from UIM and/or Promoter during the race season in question.

05.01. NATIONALITY

The nationality of the entry is that determined by the Team as declared at the first race.

The nationality of Pilot No. 1 or Pilot No. 2 is as declared at the first race and whose nationality is determined by the Racing License of that pilot.

SECTION B

LOCAL ADMINISTRATION/ORGANIZATION

06. RACE COMMITTEE MEMBERS AND ROLES

The Local Organising Committee (LOC) appoints a Race Committee which is composed of:

- THE OFFICER OF THE DAY (O.O.D)
- Local Safety Officer
- Buoy observers' coordinator
- Course Officials
- Local Pit Officer

- Event Secretary

06.01. THE OFFICER OF THE DAY (O.O.D)

The Officer of the Day must supervise the organisation of the races on behalf of the Organising Club. He must maintain order on the course, ascertain that all services work properly, enforce the Racing Rules according to the Programme, gather written reports of the Officers and Timekeepers and any other documents that will enable the results to be compiled.

For the Championship events for these classes, the O.O.D must meet the following minimum standards:

Have had previous experience in controlling at least 3 important races.

Fluent written and spoken English and good knowledge of the UIM Rules, those relating to Class 1 are obligatory.

Be nominated by his/her National Authority as “Officer of the Day“.

National Authorities must keep a list of their O.O.D.´s up to date and notify the UIM upon request accordingly.

National Authorities are strongly encouraged to arrange for their Officers to attend training sessions.

06.02. LOCAL SAFETY OFFICER

The Local Safety Officer reports directly to the THE OFFICER OF THE DAY (O.O.D). He/She coordinates with the Safety Coordinator for these classes, in accordance with the UIM Safety Procedures and Guidelines (Appendix 1), for all safety and rescue activities on land, on the water and in the air, including the preparation necessary for these activities.

During all official race activities the Local Safety Officer must be present at Race Control.

06.03. BUOY OBSERVERS’ COORDINATOR AND COURSE OFFICIALS

This group is composed of one Coordinator located at Race Control, plus a minimum of two observers for each turn - buoy. The group must attend training by a qualified UIM Official at least two hours prior to Pole Position.

At the end of the race, they draw up and sign a statement certifying that all participants’ conduct during the race and at the turn marks was in accordance with the UIM On-Water Procedures and Guidelines (Appendix 2),UIM Turn buoys clarification drawings (Appendix 4) and with the Race Instructions. This statement is handed to the UIM UIM Commissioner, who will apply the UIM rules in the case of infringements. The Course Officials monitoring turn marks must have a clear, unobstructed view.

06.04. LOCAL PIT OFFICER

The Local Pit Officer must guarantee security of the areas and all the services as detailed in the PIT REQUIREMENTS under item 08.01 and the UIM Class On- Land Procedures and Guidelines - Appendix 3.

06.05. LOCAL EVENT SECRETARY

The Local Event Secretary is responsible for the general local organisation of the event. He/She must ensure that all the various local officials know their respective duties and that they have the necessary documents and equipment to fulfill their duties. He/She must collate all documents following the race.

07. EVENT INSURANCE

The Organising Committee must have an Insurance Policy which covers all Race and Non-Race activities for both Competitor and Organiser liability. It must include event third party insurance which is to cover all racing and non-racing activities and, in particular, any damage resulting from towing or launching of the boats and full third party cover for all race officials and associated race helpers.

The Organiser’s insurance will be available from the Organising Committee during Race Administration.

The competitors are strongly recommended to have a racing third party insurance. The amounts must not be inferior to those required by the law of the countries where the races will be held. In addition to any other insurance as required by the National Authority or local organizer, Fee to be paid by the team.

All insurance must cover the whole period of the Practice, Pole Position and Races from beginning to end of the event.

SECTION C

RACE ADMINISTRATION

08. RACE REQUIREMENTS

The latest version of all UIM Procedures and Guidelines, as listed below, must be strictly adhered to:

- APPENDIX 1 - Safety Procedures and Guidelines
- APPENDIX 2 - On-water Procedures and Guidelines
- APPENDIX 3 - On Land Procedures and Guidelines
- APPENDIX 4 - Turn Buoys Clarification Drawings
- APPENDIX 5 – Start procedure drawing & clarifications

Failure to comply with the indications given therein will result in a penalty to be applied at the discretion of the UIM Commissioner.

08.01. PIT REQUIREMENTS

At all Events the Local Organiser must establish clearly defined, readily identifiable areas for Dry Pits, Wet Pits, and Crane/Launch Areas in accordance with the outline given below.

In all cases these areas must be set apart from the general public by being fenced off or some other means, except that the public may be admitted to the Dry and Wet Pit Areas during designated times. Only contestants, crews, officials, approved event staff or current members of the UIM or the Promoter of these classes shall be admitted to the Launch Area. The sale to the public of pit admission tickets or passes to any pit area is strictly prohibited. These areas require the execution of Insurance Waiver/Indemnity by all participants (racers, crews, family members, officials and event staff - not spectators) for admission.

Alcohol use within any of the designated pit areas by any UIM/The Classes Promoter members or a signee of the insurance Waiver is strictly prohibited and may result in the imposition of a penalty at the discretion of the UIM events have three mandatory pit area classifications with the following restrictions:

Crane and/or Launch area and/or Fuelling area: shall be defined as an adequate area around launching cranes, fuel storage and fuelling area. Entry into these pit areas requires UIM or The Classes Promoter Racing, Crew or Official Membership. Except for cases of emergency, the maximum number of boat crew in the lift and drop areas are restricted to 6 support crew and 2 competitors.

Team guests are not to enter this area.

Fuelling of boats shall be allowed only in the approved fuelling area(s). Fuelling or de-fuelling of race boats in the water is specifically prohibited. Fuelling at commercial marina pumps on the water or commercial land-based filling stations is allowed, providing they have met the fuel requirements; it is also mandatory to use any fuel supplier provided.

Enclosed Footwear is mandatory in the Craning Areas.

Waste oil and fuel must be disposed of in a responsible manner by all race teams. Signs shall be posted around all working pit areas designating:

“No Smoking or Drinking of Alcoholic Beverages.”

All UIM race events are required to provide a crane service. All boats are required to provide their own single point lifting harness for lifting/weighing purposes.

The crane area shall be highly restricted and fenced off from all other areas. No persons shall be permitted to the crane area except specifically authorised personnel.

Wet Pits – The Wet Pits shall be defined as the docking areas, as crew working areas and, except in cases of emergency, the maximum number of boat crew in wet pit areas is restricted to 6 support crew and 2 competitors. Team guests are not to enter this area. Access to this area may be available by controlled admission pass dependent on pontoon capability.

Dry Pits – The Dry Pits shall be defined as those areas where race boats are on display prior to launch. Race Officials have the right to remove a race team or race boat from this area for disruptive conduct. Teams may be subject to other disciplinary actions.

09. ADVANCE NOTICE

The Advance Notice must be received by the UIM and, after the approval of both the Promoter and the UIM, it must be sent to the Promoter's Office for distribution at least 30 days before the Race.

The Advance Notice shall contain the following information:

- Local Organising Committee contact details
- Provisional timetable
- Race course and distances
- Map of Pit Areas
- Accommodation, travel and transport details for teams and equipment
- Details of insurance, fuel and social events, if this information is available

10. RACE INSTRUCTIONS

The information contained within the Race Instructions is to be considered as a clarification of the UIM Rule Book or additions to take account of any special local conditions.

These Race Instructions shall contain all of the following information:

- Official timetable and locations.
- Official race course and details.
- Local conditions, such as any special instructions and/or information pertinent to the race, e.g. special radio channels required, nautical chart numbers, tides and any venue-specific Authorities' instructions.
- Terms and conditions of insurance for personal and material damage to third parties, competitors, to be included if available.
- The minimum limit of insurance cover required.
- The type of risks to be covered by the insurance.
- The amount of insurance fees to be paid at the race site.

No course, timetable or race site logistics can be published without direct approval of the UIM and the Promoter.

SECTION D

11. RACE MANAGEMENT AND UIM OFFICIALS

The following officials will be present at all Events to assist in the management and conduct of the Event:

- UIM Commissioner (UIM Comm.)
- Assistant UIM Commissioner
- Safety Coordinator
- Chief Technical Commissioner
- Race Administrator
- O.P.C. Task Force Representative
- Protest Judge

Each of the above may have an assistant, to be appointed from the pool of UIM- approved personnel.

11.01. UIM COMMISSIONER (UIM Comm.)

The overall on water management of the race is the responsibility of the O.O.D. who is the ultimate decision maker on the overall conduct of the event assisted by the UIM Comm. who liaises with his assistant and the Safety Coordinator).

The UIM Comm. keeps an overview of the race. He shall be consulted when judging if the weather conditions are suitable for racing. The UIM Comm. also supervises the onshore aspects of race management.

The UIM shall appoint a UIM Commissioner who shall serve at the discretion of the UIM. The UIM Comm. shall be responsible for the supervision of the race and the correct application of the UIM rules. He/She shall perform such other duties as are requested from time to time by the UIM. The UIM Commissioner must be included in the race/event approval process and receive all course and race instruction details for approval.

Presence at Events - Each UIM-sanctioned racing event must have a UIM Commissioner present. Should an officially designated UIM Commissioner be unable to attend any sanctioned racing event, the UIM may appoint an alternate to serve at that racing event.

DUTIES AND RESPONSIBILITIES

Driver's Briefings - The UIM Commissioner shall run all drivers' briefings. He/She shall see that all questions relative to the racing rules are properly answered and that the conduct of the race itself is in accordance with all the racing rules.

ENFORCEMENT OF RULES

Purpose - The UIM Commissioner shall see that all UIM racing and technical rules are enforced throughout the event. All possible rules infractions shall be reported only to the UIM Commissioner by the appropriate UIM official in writing. It shall be the sole responsibility of the UIM Commissioner to communicate with any team member or other party who has been charged with the violation of any rule, as well as the proposed action that the UIM shall take as a result.

Multiple Roles - Unless there is prior agreement and approval by the UIM, the UIM Commissioner shall not serve in any other official capacity such as Timer, Chief Technical Commissioner, etc., nor shall he act as a member of any committee charged with the actual management of the racing event or any other racing organisation that directly competes with the UIM while also serving as the UIM Commissioner.

Interpretation of Rules - He/She, along with the Assistant UIM Commissioner shall be responsible for overseeing all sporting matters or penalties of a Championship / Race nature outside the remit of the race jury. The UIM Commissioner will additionally chair and coordinate event meetings with the O.O.D between race officials, promoter and local authority's representatives for the event. Should any questions regarding the interpretation of racing rules arise, the UIM Commissioner shall rule on these matters after consultation with all contestants, witnesses and other UIM and local officials involved. In the event that the Race Committee or another UIM Official makes an erroneous decision or interpretation, the UIM Commissioner is authorised to overrule that decision.

Training - Members desiring to become a UIM official must complete a training programme by the UIM.

Other - The UIM Commissioner of a sanctioned event also must ensure that:

- All proper officials shall be present and function correctly during the event to the relevant UIM standard.
- The approved course is provided (courses must be pre-approved by the UIM before the sanctioned testing or racing begins).
- At Race sites, the UIM safety and rescue requirements are met.
- He prepares all bulletins and results, and official race documentation to be signed by the THE OFFICER OF THE DAY (O.O.D)

Post Race Reports – The UIM Commissioner must file a report in writing to the UIM detailing all of the events, the conduct of the races, any accidents or other incidents such as disciplinary actions, technical Disqualifications, weather conditions at race and test times, course infractions, and penalties assessed interviews with competitors or witnesses to infractions, etc. The UIM Commissioner shall report ALL accidents, even when no injuries are involved, to the UIM. This does not stop local authorities from reporting those accidents, as required by any local authority law or otherwise to be reported. Race Officials will assist local authorities in completing their reports where necessary.

11.02. SAFETY COORDINATOR

The Safety Coordinator, appointed by the Promoter of these classes and recognized by UIM as an Official, is responsible for safety and rescue operations. He must be familiar with the race venue, with the characteristics of the competing powerboats and any applicable governmental or similar rules. The cooperation with local or private non-profit Rescue organizations is highly recommended.

The Safety Coordinator must be familiar with the safety regulations under which the race is being organized by the LOC, that is to say the safety requirements of the National Authority, of the rules for these classes, of the Race Instructions and of any authority over the race water such as the local harbour master/board.

It is highly desirable that any possible conflict between these be resolved before the race and that the Race Instructions give the final word, including the resolution of any conflict.

11.03. ASSISTANT UIM COMMISSIONER

The Assistant UIM Commissioner will assist the role of UIM Commissioner where necessary in his/her absence. The assistant acts with the director in the delivery and coordination of race rules and the local services.

The Assistant is also a course race official with regard to race rules, and may be acting as Director within race control, or as start or course judge.

11.04. CHIEF TECHNICAL COMMISSIONER

The UIM OPC shall appoint a Chief Technical Commissioner who shall serve at each event. The Chief Technical Commissioner shall be responsible for developing and implementing the Technical Inspection plans, procedures and protocols (including branding\ marketing requirements) for each event, and managing the Technical Scrutineers appointed by the UIM OPC (if any) and their implementation of those practices, procedures and protocols.

DUTIES AND RESPONSIBILITIES

Compliance with Technical and Safety Rules: The Chief Technical Commissioner's main responsibility is to inspect the competitors' racing equipment for compliance with the applicable technical, equipment and safety rules and document their findings on each piece of equipment inspected at an Event.

Unsafe Equipment: The Chief Technical Commissioner shall also have the right to refuse any entry at any time prior to the start that in his/her opinion is not designed, built and equipped to the standards of seaworthiness and safety required for any adverse weather and water conditions during the race. The UIM Commissioner must formalize any such action.

Further Technical Responsibilities: It is also the Technical Commissioner's responsibility to check all the activities relating to technical areas (craning, fuel, etc.) and to report his findings to the UIM Commissioner.

Reporting Infringements: The Chief Technical Commissioner inspects racing equipment for compliance with the technical and safety rules and if he finds what he believes to be a violation of any of those rules, then he shall report the infraction to the UIM Commissioner for the event. The Chief Technical Commissioner does not discuss his findings with anyone including any member of the relevant team, until the matter has been reported to the UIM Commissioner and the UIM Commissioner has authorized same.

Extra Duties in the Case of Accident: In the case of accident, the Chief Technical Commissioner must check all race boats involved for seaworthiness and report his findings to the UIM Commissioner.

11.05. RACE ADMINISTRATOR

The UIM shall appoint a Race Administrator. He/She is responsible for the general sports-related administration and organisation connected to the event, and shall also perform such other duties as requested from time to time by the UIM. The Race Administrator shall be responsible for managing the assistant administrator (if any).

DUTIES AND RESPONSIBILITIES

Membership, Registration at the Event - The Race Administrator shall be responsible for collecting and accounting for all registration details along with the respective forms.

Insurance Disclaimer - It shall also be the duty of the Race Administrator to have all members signing the insurance Disclaimer at each race site.

General documents and Race Bulletins - The Race Administrator will supervise the Local Event Secretary in organising and drafting all general racing documents and bulletins as required. The Race Administrator will also organise any briefings/daily meetings as required.

Signature and Posting of Results - The Race Administrator shall be responsible for posting the arrival order in a pre-determined and announced location, and communicating those results to the designated media representative following the final race of the day.

The Race Administrator shall also be responsible for arranging for the final results to be signed and for posting them on the Official Notice Board.

11.06. OFFICIAL RACE TIMING

An Official timekeeping system and operator will be appointed by the UIM and is the official race timekeeping system. In these classes, the system and operator will be provided by the Promoter of these classes. Official timekeeping system may be linked to the mandatory transponder equipment required by the UIM. The mandatory transponder/virtual system may be used as either the principle timing system or the reserve system and operated by the UIM and/or its contractors.

The UIM race officials will provide to the operator the necessary entry list details and the official course distance calculations and information.

The UIM Commissioner and his assistants will provide information for the operator regarding race information, penalties, communications etc. as necessary during the course of each session and race.

At the end of each on water timed session the operator will make available to the race administration the system results.

Race Administration will publish the official timed and signed result.

These results are all provisional and subject to post race technical scrutineering, post race/pole position reports, protests etc.

11.07. OPC TECHNICAL TASK FORCE REPRESENTATIVE

The UIM OPC shall appoint a Member of the OPC Technical Task Force to attend the races. He performs duties as requested from time to time by the Committee and particularly:

To help the Chief Technical Commissioner to train new scrutineers, refine the inspection procedure, clarify any doubt on Technical rules via OPC Technical Task Force Official Releases, and oversee the performance/parity results, reporting to the OPC any required action.

With the Technical Task Force, he is charged to research future technical rules and requirements, and is empowered to liaise with manufacturers to facilitate the future technical advancements.

11.08. PROTEST JUDGE

In these classes, one qualified Protest Judge will be nominated by the UIM for each event and will adjudicate all protests and will be named in the advance program.

12. RACE REGISTRATION (ON-SITE)

Registration will take place at the Race Administration office.

Race Registration times will be as per the Advance Program. All Race Registration requirements (including payment of insurance) must be completed by the time Race Registration closes for signing in to the event.

Failure to do so will result in non-participation in the racing event.

On the registration form for each The Classes Race, the names of the Team Manager, first and second pilots, together with reserve and test pilots, must be specified. Also the name and boat number and a copy of the current valid measurement certificate with registration number must be supplied.

On signing in at Race Registration, a Scrutineering/Technical inspection slip will be issued, which will enable competitors to present their boats for Scrutineering/Technical inspection.

All Official Race Information, Bulletins and Results will be posted on the Official Notice Board at the Race Registration Office.

Competitors will be provided with identification tags, if required, which must be worn at all times during practice, Pole Position and racing.

Any person other than a racing crew member wishing to embark on the boat for practice will only be authorised under the condition that they are a UIM-licensed reserve/test pilot and have registered as such during Race Administration or as otherwise agreed by the UIM UIM Commissioner. **No pilot, reserve or test driver, recorded on a boat is allowed to try on another registered racing boat.**

Changes to crew must be notified to race control a minimum of one hour prior to testing. PENALTY Euro 600 for non-conformity.

He must sign up with the Organiser's Insurance Agent with either the Local Organiser or the Class Promoters' representative.

He must be in possession of all current documents required by the UIM and organising committee.

All race numbers will be between 1 and 99 and will be allocated by the UIM after the entry has been accepted. Number 1 will be allocated to the previous year's World Champion, unless otherwise requested. The replaced number of the World Champion's boat will be reserved for this boat to resume when it is no longer the World Champion. Race Bulletins will be issued and signed for at Race Briefings and/or the Race Administration Office.

Restraint Indemnity - UIM rules mandate the signing of the National Indemnity form regarding restraints. In view of the International nature of the series for these classes and the fact that all boats use restraint systems, in applying for the licence, the competitor confirms that he has read and understood the UIM, and his National Authority's rules regarding restraint systems and confirms that the boat entered for the event in which he is taking part has been constructed to and conforms with these rules. He further undertakes not to hold the UIM, his National Authority, the Organising Club, or any of the servants or agents of the foregoing, nor any other person connected with the organisation of an event, responsible for any personal injury incurred by his wearing this restraint system.

13. PRE-RACE INSPECTIONS

13.01. REQUIREMENTS

The Chief Technical Commissioner may also at any time during the event pre testing, pole, and/or race, require random inspection and testing of equipment for compliance to the rules.

All race boats entered in a sanctioned race are subject to a pre-race inspection by a UIM-approved Chief Technical Commissioner

The time and place of such inspection shall be published in the Advance Program for the Event.

No race boat may be considered a bona fide entrant in a UIM race until such time as the Chief Technical Commissioner has passed and signed the official pre-race technical inspection form.

It is the responsibility of the Team Owner and the Manager to submit his team's equipment to the Chief Technical Commissioner for his inspection. If, in the judgment of the Chief Technical Commissioner, a boat and/or safety equipment is unseaworthy, unsafe, or unmanageable, the non-compliance must be brought to the attention of the UIM Commissioner. If the UIM Commissioner determines that the condition cannot be rectified prior to the start of the race, then he shall have the right to prohibit the boat from competing.

The Chief Technical Commissioner shall examine each entry for compliance with all safety requirements and shall also visually inspect hull, propulsion and engine for compliance with The Classes technical rules. The spirit as well as the letter of these rules shall be enforced equitably to all entrants.

The Chief Technical Commissioner may also at any time during the event pre-testing, pole, and/or race require random inspection and testing of equipment for compliance to the rules.

Any new boat entry in these classes will be verified at its first event by the UIM Technical Commissioner. If successful, the Boat will be allowed to participate in the Championship. Barring any alterations to the Boat, or new information that could have affected the original verification, which confirms that the Boat is within the rules, any protest thereafter must demonstrate non- conformance with the rules.

Any modifications made to a Boat shall be reported to the UIM Technical Commissioner and may require re-verification to ensure conformity. It is recommended that prior approval is sought before any modification is made.

Failure to inform the UIM Technical Commissioner of a modification will result in a penalty to be decided by the OOD and the UIM Commissioner. Alternatively, the UIM Technical Commissioner may require that the Boat be returned to its original specification to certify conformity. For Class 1 only the Instruction in ANNEX 6.05 are prevalent.

14. PRE-RACE TECHNICAL RULES VIOLATIONS

14.01. NOTICE TO OWNER

In the event that a pre-race inspection finds a technical rule violation, the UIM Commissioner or Chief Technical Commissioner must notify the Team Owner of the boat or the Team Manager of the specific nature of the alleged violation as soon as practical, but in no instance later than the Final Drivers' Meeting. Depending upon the nature of the violation, and whether this is a first or multiple offence, the UIM may issue notice with a range of penalties from fines to immediate Disqualification from the event.

14.02. CORRECTION OF VIOLATIONS

After a race boat owner has been notified of the violation, he shall have until 1 hour prior to Pole Position to correct the violation, unless he has been disqualified. Should he elect to correct the violation then it shall be his responsibility to have the boat re-inspected and cleared for competition.

14.03. PROTESTS and APPEALS (Refer to Article 400 of the UIM Rule Book white pages and any amendments as described in the Race Instruction and to SECTION D 11.08)

14.04. GENERAL INSPECTION

During this Inspection the UIM shall also check the team for compliance with the marketing requirements in force for the race series or event venue. Teams shall comply with the marketing requirements as set out in their contract with the Series Promoter.

15. TEAMS' REPRESENTATIVE

A Teams' Representative must be elected by Teams Owners for each class in the presence of a UIM Official and candidates must be of the teams actively participating in the racing series for each class..

The Teams' Representative is elected at the first race of the season for a one-year term.

The Teams' Representative has a seat in OPC with voting right.

16. DRIVERS' REPRESENTATIVE

A Drivers' representative must be elected by the Drivers in each class in the presence of a UIM Official.

Candidates must be drivers actively participating in racing in the series for each class.

To be eligible, they must have competed in a minimum of two World Powerboat Championships in these classes in the last five years.

The Drivers' Representative is elected at the first race of the season for a one-year term. He should be available to attend meetings called by the Promoter at least annually, to report and advise on the consensus recommendations and safety requests from the drivers.

He may be invited to attend all UIM - OPC meetings and may receive all relevant UIM communications.

17. TEAM MANAGERS

Each boat must designate its Team Manager at each race venue for contact in case of an accident or Force Majeure, this representative must be present and registered at Race Administration.

Each boat must have its representative present at the Team Managers' Tent throughout Official Practice sessions, Pole Position and Grand Prix races for all official communications - PENALTY Euro 500 - and should be in permanent radio contact with Race Control through an efficiently working radio system - PENALTY Euro 500.

Team Managers' briefings must be attended by the Team Manager. It is his responsibility to ensure that all team and crew members are informed about all local authority requirements both on land and on water. He must also ensure that the crew is fully conversant with all testing, pole position and race course areas and all relevant safety requirements.

SECTION E

18. PILOTS' BRIEFINGS

18.01. ATTENDANCE

Pilots' briefings shall be confined to crew members, Team Owners / Managers and concerned officials only. Unless otherwise provided in these rules attendance at these meetings is mandatory for every boat crew. All pilots and crew members attending any pilots meeting must wear a team uniform.

Racing Team members who fail to wear a uniform as specified above will be subject to a fine of Euro 200.

18.02. PILOTS' BRIEFING TIMES

It is mandatory for one pilot from each team to attend the Teams Course inspection at all venues. Time to be announced in race instructions.

It is mandatory for both first and second pilots to be present at the main briefing and 1 of the 2 nominated pilots for the weather briefing (if held).

Signing in for any briefing will begin 20 minutes before scheduled pilots' briefing time. It is mandatory for all competing crew members to attend and sign in at the briefing. All signing in must be completed prior to the pilots' briefing time. Penalty for non-attendance: Euro 1.000,00 fine per person and/or disqualification. Pilots who are late for a briefing: Penalty Euro 500,00.

It is essential that all competitors read and are totally aware of the contents of the Race Instructions and / or any Race Bulletins before attending the Pilots' Briefing.

It is the responsibility of all pilots to bring the Race Instructions and any bulletins to all Briefings.

Event Race Instructions may contain one mandatory Official Reception that competitors must attend. Penalty Euro 1.000,00.

The use of mobile phones during briefing is strictly forbidden Penalty Euro 200,00.

18.03. ALCOHOLIC BEVERAGES

Sale or consumption of alcoholic beverages is strictly prohibited at all pilots' briefings.

18.04. UNIFORMS

All racing crew and team members are required to be in team uniform at Pilots' Briefings, race/event functions and on race day, unless other requirements are published in the Race Instructions / programme. Penalty Euro 200,00.

SECTION F

19. UIM SUPER LICENCE

In order to participate in Class 1 and V1, every crew member of the boat must hold a UIM Superlicence for these classes.

All UIM licences are valid from the date of issue to 31st December of the same year.

In the event of any accident either within the sport or beyond it's jurisdiction that prevents an individual from racing on medical grounds, a new post injury medical certificate must be submitted prior to re issue of the individuals licence.

Additionally in the case of a race incident resulting in medical care the competitor must be signed fit to return to racing by the race/event doctor. If this is not obtained, a signed declaration from a Doctor of fitness to return must be submitted to the UIM.

The event insurance must be complied with.

19.01. ISSUE OF SUPERLICENCE

A UIM Class 1 or V1 Superlicence can be obtained either following a request by the pilot's National Authority to the UIM.

The application for a UIM Class 1 or V1 Superlicence must be lodged with the UIM four weeks prior to the first event in which the pilot wants to participate is held.

The price of the UIM Class 1 Superlicence will be Euro 1.000,00 – The price of the UIM V1 Superlicence will be Euro 500,00.

All required documents must be completed and the following additional documentation, or proof of such, must be provided to the UIM Secretariat:

- The sports career of the pilot, including the results obtained in the previous two seasons of offshore racing.
- Evidence of having raced during the previous 2 years in Class 1 or EVO or Class 3 Closed Canopies, or equivalent as pilot or throttleman in at least 7 races. (Other classes may be taken into consideration as agreed by the UIM).
- Current immersion certificate.
- A medical certificate providing all the data required by the UIM Official medical form.
- Two photographs (passport size).
- The fees fixed by and paid to the UIM.
- The UIM Class 1 or V1 Superlicence is valid from the date of issue to 31st December of the same year.

The UIM may issue the UIM C lass 1 or V1 Superlicence on the basis of the information supplied by the pilot's National Authority. The UIM may withdraw a UIM Class 1 or V1 Superlicence on the recommendation of the relevant pilot's National Authority and the agreement of the Promoter of these classes.

Any pilot who has passed their 50th birthday before the date of application for a UIM Class 1 or V1 Superlicence will be obliged to submit a medical report from their own doctor, and also a report of an examination by a doctor nominated by the UIM.

The minimum age for a pilot to qualify to hold a UIM Class 1 or V1 Superlicence and to compete in a Class 1 or V1 race is 18 years unless otherwise agreed by the UIM.

The application and nomination by the pilot's National Authority will be deemed to be the National Authority's consent to represent their country for the duration of the UIM Class 1 or V1 Superlicence. Should the NA not wish a UIM Class 1 or V1 Superlicence holder to represent his country at any time, the NA must inform the UIM in writing.

The UIM may authorize a provisional Licence for the second Driver who may not have the above - mentioned sports career to participate in the competitions provided that:

- The First Driver is well – experienced, has attended the last two Class 1 and EVO Championships and takes the responsibility of the Second Driver's behavior in the race, the first driver must also sign the UIM letter of agreement regarding responsibility ;
- He should have an Offshore Licence issued by his relevant National Authority.
- The application should be authorized by his N.A.

19.02. TEST DRIVER LICENCE

A UIM 'Test Driver' licence will be issued by the UIM to use during event 'official practice times'. To qualify for this licence, the following conditions must be complied with:

- Current immersion training certificate.
- A medical certificate providing all the data required by the UIM Official Medical Form.
- Two photographs (passport size).
- The fees fixed by and paid to the UIM.
- The application must be authorised by his NA.

The fee for a test drivers licence is Euro 250, if upgraded in the same year to a full super licence Euro 750 fee is applied.

19.03. COCKPIT EVACUATION / IMMERSION TRAINING

Before racing in a craft with restraint systems, all crews must have passed in the last fourteen months, an immersion training in a restraint system to ensure that they can exit a reinforced cockpit crew compartment successfully.

Prior to taking the immersion training, all crews must have a valid scuba certificate or have received suitable training. This alternative training should be approved by the National Authority.

An Immersion Certificate to certify the passed test, showing the expiry date, must be delivered by experts recognised by a National Authority.

All riding crew members using restraints must sign the National indemnity form prior to competing in any race or practice.

UIM Cockpit Evacuation training and testing is available at races for these classes. Regardless of any current immersion training certificates held by competitors the UIM training and testing is mandatory.

Immersion training is to include training for all crews in both self extraction and full partner rescue training utilizing on board air systems. All crew members must be capable of full use of on board air systems to the satisfaction of the appointed UIM testing facility.

The UIM will also request mandatory random testing throughout each racing season for all crews, where possible this will be integrated with the local event rescue crew training.

20. PARTICIPATION RULES

The UIM and its National Authorities and organising clubs reserve the right of entry of any team or competitor and has the right to accept or reject entry/eligibility at the discretion of the UIM on the grounds of the unsuitability of any entrant for reasons such as and not limited to unsportsmanlike conduct, bringing the sport into disrepute.

Eligibility - The Team entries for the Championship must be received by the UIM via the Promoter of these classes and notified to the relevant recognised NA and must include at least the Owner’s name, the names of the First and Second Pilots and the race number of the boat. The name of the two pilots must be stated including any reserve/test pilots.

It is mandatory for each entrant to participate in all Class 1 or V1 races to accumulate points unless otherwise agreed in writing by the UIM.

The UIM will decide the penalty which may be a fine of min. Euro 10.000,00 max. Euro 50.000,00 and/or alternative penalty for contravention of the above.

In the case of accident damage to a boat, the pilot may apply to the UIM for dispensation not to compete in the next races until the damage is repaired. The Chief Technical Commissioner must verify and certificate the damage and report to the UIM. If the dispensation is requested for damage outside the races, the Chief Technical Commissioner must verify the boat where it is situated. The applicant must pay all the costs.

New series entries arriving after the first round will be eligible for Championship points. Late entries are at the discretion of the promoters and the UIM only.

Inscription Fee & Prize Money - as per contracted promoter’s agreement.

SECTION G

SAFETY RULES GENERAL APPLICATION

The following Safety Rules apply to all The Classes UIM Series and Championship Events and are in addition to all safety related rules set forth above in the UIM General Racing Rules.

21. REQUIRED SAFETY FACILITIES

In General - All International-Series Event Medical and Rescue facilities must be pre-approved by the UIM at least 30 days in advance of the Event. It shall be the Local Organising Committee's responsibility to communicate with the UIM and perform all safety functions and secure all necessary safety facilities in accordance with these rules and the UIM Safety Procedures and Guidelines Requirements. Each Local Race Promoter shall be required to provide all personnel, materials and services required by the UIM Safety Procedures and Guidelines.

It will be the responsibility of the Local Race Promoter to provide, to complete and return the UIM The Classes Pre-Race Safety Questionnaire Sheet to the UIM office no later than 30 days prior to the event.

21.01. MEDICAL/RESCUE, TOW AND PATROL BOAT COVERAGE

For detail of Safety/Medical cover requirements, see APPENDIX 1.

21.02. SEA SAFETY

Safety Equipment & Sea Safety - Whenever a registered race boat bearing UIM numbers or branding is being operated at a UIM event, including while testing, or at any other times while the craft is on plane, or while off-plane under its own power and within 250 feet of the outside of an active race course, the competitors must wear complete approved and tested personal safety equipment including helmet and life jacket. This rule shall be in effect at a race site from the time of arrival and until one hour after the chequered flag of the last event of the day. Whenever such registered equipment is being operated at times other than UIM events, such operation shall be conducted in a careful and prudent manner according to local rules and regulations with regard to safety, so as not to endanger life or property and so as not to bring powerboat racing into disrepute.

Violation of this rule shall result in a fine or Disqualification from that event or a subsequent event at the discretion of the UIM Race.

Pilots must have the full Safety Equipment for all Practice, Pole Position and Races.

It shall be the pilot's sole and ultimate responsibility to ensure the fitness of his boat and to decide whether or not to start or to continue in the race once the boat has passed scrutineering. The Organisers wish to inform competitors that all safety and patrol boats will be instructed that their first priority at any incident is saving human life. If possible, although no guarantee can be given, assistance may be given to boats.

In case of an incident or accident on the racecourse, a yellow flag will be flown or waved by any "Official" boat. Race boats should keep a distance of at least 50 metres away from any boat displaying this flag and the accident. A minimum penalty of a Yellow Card for infringement of this rule will be enforced.

Harbour restrictions. All boats must respect the local rules with reference to the maximum speed in the harbour. A Euro 500 penalty for infringement of this rule may be enforced. Crews may also be subject to Local Authority conditions and possible legal actions.

It is the Team's sole and ultimate responsibility to recover damaged and/or sunken participating race boats.

22. FUELLING

Fuelling or decanting of fuel may be made until 24.00 hours (or as announced in the relevant Race Instructions) on the day prior to the race. In the case of Force Majeure, an Official Bulletin may authorise the refuelling on the race day.

Penalty - Disqualification.

Any team which dispenses fuel either in or out of the boat other than in the designated fuelling area, or without prior approval of the Chief Technical Commissioner, will be subject to a fine of:

- First time of the season: Penalty - Euro 1.000,00

- Any future offence: Penalty - Euro 5.000,00 and/or Disqualification.

Fuelling times will be notified in the Race Instructions and/or Bulletin, posted on the Official Notice Board.

The only fuel approved for use in UIM Events, will be that supplied by the local organiser or series supplier, as the case may be. The Unleaded fuel supplied will have a minimum of 95 Octane. Unless otherwise notified in the Race Instructions.

- No modifications or additives are permitted to the fuel.
- Fuel samples showing any characteristics other than the fuel issued at the event, will be deemed illegal. The penalty is Disqualification from the event for a first infringement, and more serious penalty for a second offence.
- The UIM inspector can at any time take samples from boats to ensure compliance.

Any team using fuel subsequently deemed to be illegal will incur the cost of testing and be disqualified.

23. SMOKING

“All smoking of any type is prohibited in pit areas”. The deemed area for non- smoking is in the dry pits (excluding inside workshops), craning area and in the wet pits.

Competitors are reminded that it is their responsibility to ensure that the rule is strictly adhered to by all their team members. Any contravention of this rule shall incur a penalty of Euro 100.

24. RACE OVERALLS AND PERSONAL SAFETY WEAR

Any person aboard any boat partaking in Races, Pole Position and Practice must always wear an adequate race vest as per UIM rules. Life jackets/Buoyancy suits must be worn during all races, Pole Position and practice. Life jackets/Buoyancy suits may only be removed when effecting repairs and with the boat at very slow speed (less than 10 knots). The choice and efficiency of Life jackets/Buoyancy suits is the sole responsibility of the wearer.

Any person aboard any boat partaking in Races, Pole Positions and Practice must always wear an adequate helmet of predominantly orange colour. Helmets must be worn during all races, Pole Position and Practice. Helmets may only be removed when effecting repairs. The wearer is entirely responsible for the choice and the efficiency of his helmet. Helmets may be removed when returning to pits at less than planning speed.

Each crew member’s helmet must be identified with their boat race number. This number shall be placed on the top surface of the helmet and shall be read from the rear. The numbers shall have a minimum height of 7.5 cm and shall be of the same style as the boat race number. These numbers shall be painted in waterproof black paint or be made of black coloured self-adhesive material of adequate strength. The wearer is entirely responsible for the choice of his helmet. The organisers are requested to repeat this important rule in their particular rules, as well as in their Advance Programmes and Race Instructions. Each National Authority may require that their nationals wear a helmet of a type laid down in their own National rules.

At all times during Practice, Pole Position and the Race, competitors or test pilots must wear suitable protective clothing that covers the torso and all limbs to the wrists and ankles. Protective clothing used must be durable enough to provide bodily protection and it is recommended to be fire retardant.

This protective clothing must have the name of the competitor clearly visible on the front chest section or waist band and the competitor must apply to Race Control for a wristband. The inclusion of Blood Group detail added to the race overalls is recommended but not mandatory.

Contravention of any of the above clothing rules will result in a minimum of a Euro 500 fine. It is strongly recommended that neck protection is worn.

25. RADIO COMMUNICATION EVENT - PRACTICE/POLE POSITION/RACE

Radio communications with the Race Boats and Team Managers will be maintained on the designated VHF channel as detailed in the Race Instructions and/or Bulletins and/or Briefings.

The Team Manager is responsible for ensuring that all communications to be made to the Race Boats have been received by the pilots on board.

Communications via VHF radio are allowed excluding Official Race Control Channels and Channel 16. Competitors must be fully conversant with, and at all times, must comply with, the International Regulations for the Prevention of Collisions at Sea and such other safety measures promulgated in connection with this event.

Competitors must at all times use the Race Number of their boats as their call sign.

Competitors are required to communicate with Race Control before leaving and returning to the Wet Pits at all times. A team representative must be present in the timing area during all on water activity - no boats may leave the Pit area without the presence of the team representative.

No boat will be allowed to leave the wet pit before its radio communications system, as well as that of its Team Manager, has been checked and approved by the UIM Technical Commissioner.

It is mandatory to have at all times during on water activities an efficiently working radio system, and to stay in permanent radio contact with Race Control. PENALTY Euro 500,00.

Communications - Radio, cell phone or other electronic communication from any aircraft, boat, or shore crew, to any race boat shall be permitted provided that those communications are not used to violate or assist in the violation any of the rules contained herein, and provided further that any team using such communication must provide UIM live access to said communications through assigned radio frequencies or otherwise so that UIM Officials can monitor those communications when requested by UIM. Such communication is prohibited on official Race Control channels.

SECTION H

GENERAL REQUIREMENTS, PRACTICES AND PROCEDURES FOR CONDUCTING RACES

26. BOAT PARADE

All boats must take part in the Boat Parade unless previously agreed by the UIM Commissioner

27. TESTING/PRACTICE

Inspections and Registration - Race boats must have a pre-race technical and safety inspection, the boat and all riding crewmembers must complete all registration requirements prior to any on water testing. The owner and all riding crew members must sign the Mandatory Insurance Waiver/Indemnity prior to any on water testing.

Testing should always take place on the race course where possible.

Any boats wishing to practice during the official practice period, must communicate with Race Control on the designated event channel for approval before proceeding out on the course and on safe arrival back in the harbour, in accordance with the procedures contained in the Race Instructions. Penalty Euro 500.

Practice times will be detailed in the Race Instructions and/or Bulletins. Any practicing outside of these times must be agreed by the UIM Commissioner. Boats must not cut across the practice course except in the case of Force Majeure and with extreme caution. Penalty for non-compliance - Euro 500 per boat for first offence, Euro 1.000 for subsequent offences in the event and/or the championship.

Official practice will only take place after Administration and Scrutineering have been completed satisfactorily.

Penalty for non-compliance will result in a penalty of Euro 1.200 .

28. POLE POSITION

A Pole Position for both races 1 and 2 will be held on the race course with options to be held the day of the race or the day before each race, unless otherwise stated in the Race Instructions or posted by Race Bulletin as a change due to unforeseen local conditions or weather. Only the results (points) of the Race 1 Pole Position event will be counted towards the official “Pole Position Championship.”

The UIM will approve all rules, procedures and guidelines for the official Pole Position.

All communication will be on the event official VHF channel, as announced in the Race Instructions, via the Team Manager and/or Race Boat.

Boats may run in accordance with the official “On-Water Procedures and Guidelines”. As per race instructions.

PROCEDURE - APPENDIX 2 – POINT 01

29. RACE COURSE

29.01. RACE COURSE LENGTH AND RACE COURSE DESIGN

The UIM must approve all The Classes series race courses. Courses must be submitted by the Local Organisers at least 60 days prior to event.

The promoter and/or the UIM will correspond with the drivers representative with the draft race course for comments and observations in writing for consideration by the UIM and within 48 hours of the notification to the representative.

29.02. RACE LENGTH

The race must be programmed to be multi-lap for a duration of 30 minutes for Race 1 and 40 minutes for Race 2. Race laps must be repeated and be at least 4 Nautical Miles in length, unless otherwise agreed by OPC. The total length of any Class1 race, including eventual stops, restarts, etc., shall be a maximum of 1hour, unless stated in the race instruction or race bulletin.

After the expiry of the time established for the Race a white flag is raised as the boat leading the Race passes the start/finish boat/line, indicating that the boats must complete their last lap according to the finishing procedure.

In case the PACE BOAT PROCEDURE is in place (APPENDIX 2.04.02,) the time from the Red Flag until the Green Flag will be recorded and the time adjustment to reach the nominal Race Length will be calculated as a percentage, as published in the Race Instruction.

Under no circumstance during the event may any boats practice, Pole Position or race outside of the designated area. Failure to comply will result in a fine of up to Euro 1.000 .

Failure to complete the course correctly as described in the Race Instructions and/or at Race Briefing and/or Race Bulletins, will result in Disqualification.

29.03. LONG/SHORT/PENALTY LAP

It is mandatory for all racing boats to complete the Long Lap(s), as specified in the Race Instructions, at any time from the start of the second lap to the end of the race

Each long lap missed during the race will result in a 25 second penalty after race, regardless of the duration of the race.

- It is recommended that the Long lap should be approximately 15 and 25 seconds longer than the course race lap.

01 Execution of Long Lap penalties with “long lap course in place”

- The penalty given during the race MUST be run within TWO laps following the UIM Commissioner’s official communication. This communication is done via radio and/or timing screen;

- If the penalty is not run within the two laps, an extra Penalty Lap is applied;

- If the penalty is not run at all, there will be a DISQUALIFICATION;

- If the penalty is not run due to force majeure reasons (race stoppage, break- down or other), the “penalty time of 25 second” is applied

- If the penalty is a POST RACE penalty, the above “penalty time of 25 second” is applied.

02 Execution of Long lap penalty with “No long lap course in place”

- The penalty, during and post-race, is applied in terms of time; in all the various cases, 25 seconds will be added at the total boat time, for each penalty given.

As an alternative to the Long Lap it is possible to have the “Short Lap.” It is mandatory for all race boats to complete the Short Lap(s) as specified in the race Instruction, at any time from the start of the second lap to the end of the race

Each short lap missed during the race will result in a 25 second penalty after the race, regardless of the duration of the race.

It is recommended that the short lap should be approximately 15 and 25 seconds shorter than the course race lap.

03 Execution of penalties with Short Lap course:

- Each penalty will result in a reduction of one short lap from the total of the short laps established for the Race

- If the penalty is not carried out, 1 regular Penalty lap is applied post-race, if imposed after the completion of all planned Short Laps, or there are penalties remaining after removing the foreseen Short Lap/s, a “penalty time” of 25 second is applied POST RACE for each remaining penalty

04. If the Long/Short laps are not in place, a Penalty Lap may be established requiring a boat to round one special buoy to be used exclusively for enforcement of a penalty.

The number of Penalty Laps corresponding to each infraction must be stated in the Race Instructions. The penalty must be made during the next round after notice from the Race Director

05. Execution of Penalty Time without Short Lap course:

- In case the Race course does not include Long or Short Laps, the Penalty, during and post- race, is applied in terms of time; in all the various cases, 25 seconds will be added to the total boat time, for each penalty given.

29.04. BAD WEATHER

If it is necessary to run a Bad Weather course and/or bring the Race start time forward, full points will be given provided:

- The length must be a minimum of 50% of the original programmed RACE LENGTH (29.02.)
- The Teams’ and Pilots’ Representatives, UIM Commissioner, Promoter’s Representative, Safety Coordinator and THE OFFICER OF THE DAY (O.O.D) must agree the bad weather course and the number of laps, and inform the competitors, in writing, at least 30 minutes before the launching procedure as per rule 30.

29.05. START CHUTE

Minimum Width - The recommended minimum starting chute width shall be 30 metres per race boat.

Minimum Length - The recommended starting chute length shall be 1.5 nautical miles before the first turn mark.

If the starting chute length is less than 1,5 nautical miles, the first turn must not be more than 90° to the second buoy of the turn.

Other Requirements - The chute must be maintained in a straight line so that the boats can maintain their position. The start cannot be set up with a turn before the end of the chute.

The start run must allow for the pole position boat to have the shortest distance to the first turn mark.

The start chute may be clearly marked, buoys or fixed points on either side of the course. All competing boats must pass through the start chute between the markers.

The finish boat shall fly the Flag of these classes or a specifically-designated flag, and chequered flagging will be done from the official finish boat.

29.06. TURN MARKS

All turn marks on the course, approved by the UIM, will be published in the Race Instructions.

When a turn is less than 90 degrees, it should be designated by a minimum of 3 mark buoys a minimum of 100 metres apart.

Above 90 degree turns should be designated by a minimum of 2 mark buoys a minimum of 100 metres apart.

Any buoy used to designate race marks should be a minimum of 1.5 metres tall, and made of vinyl or plastic material capable of withstanding conditions encountered in powerboat racing.

It is recommended that where turn marks are located in the vicinity of permanent navigation marks, the turn mark must be laid to the outside of the permanent mark at a minimum distance of 10 metres.

Each turning point must be marked by a buoy in accordance with the relevant guidelines and controlled by the Course Officials. Different colours must be used to indicate whether the boat must pass inside or outside the buoy.

29.07. TURN MARKS AND/OR ABSENT OR NON-CONFORMING TURN BOAT OR BUOY

The procedures for passing buoys are included in the UIM On-water Procedures and Guidelines (Appendix 2) with related illustrations of the various scenarios in the Turn Buoys Clarification Drawings (Appendix 4)

All marks are laid in the approximate positions referred to in the Race Instructions and/or Drivers' Briefing and/or Race Bulletins, or as directed by the UIM Commissioner. It is the competitor's responsibility to drive close enough to the course marks to ensure that he has been seen to pass correctly and to satisfy himself to this effect.

Unless otherwise specified in the Race Instructions and/or Drivers' Briefing and/or Race Bulletins, the color of the Course Buoys must be as follows:

All Outside Course Marks YELLOW

All Inside Course Marks ORANGE and/or GREEN

Should a buoy go 'missing', the pilot must pass through the approximate geographical position referred to in the Race Instructions, and/or Drivers' Briefing and/or Race Bulletins. Penalty will be applied as described in the Race Instructions for not passing through the geographical position -

If a boat hits a buoy on the correct side, no action will be taken. If a boat goes over a buoy, demolishes and/or dislodges a buoy, Penalty will be applied as described in the Race Instructions.

In any case, if the buoy is also demolished, the team will be fined Euro1.500,00 to refund the cost of the buoy. See APPENDIX 4

The repetition of a missed buoy is not allowed – Penalty: Disqualification and Yellow Card

Any buoy passed on the wrong side during practice may result in a Euro 500 fine, and if safety or other boats are compromised a Yellow card.

Course in and out procedures and mark buoys must be followed at all times during practice, pole position and races.

Failure will result in Euro 500 fine.

Any buoy passed on the wrong side will result in a Penalty specified in the table below: (See also APPENDIX 4)

Turn Mark Comprising of 1 buoys		
1 Buoy missed	=	DISQUALIFICATION
Turn Mark Comprising of 2 buoys		
1 Buoy missed	=	Penalty will be applied as described in the Race Instructions
2 Buoys missed	=	DISQUALIFICATION
Turn Mark Comprising of 3 buoys		
1 Buoy missed	=	Penalty will be applied as described in the Race Instructions
2 Buoys missed	=	Double Penalty will be applied as described in the Race Instructions
3 Buoys missed	=	DISQUALIFICATION
Repetition		
Repetition of a missed buoy	=	DISQUALIFICATION
Other marks of course		
Passing marks on wrong side	=	As stipulated in the race instructions

29.08. RIGHT OF WAY

Overtaking - When two race boats are on the same course or approximately the same course on a straight, and one boat is passing or attempting to pass another boat, the passing boat shall keep clear of the boat being passed, and in passing, shall allow at least 2 boat-lengths of clear water between its transom and the bow of the boat being passed, before altering its helm so as to assume the same or essentially the same line or lane as that of the overtaken boat.

Passing in a Turn (Formerly “Overlap”) - If two or more boats are approaching a turn mark side by side, the boat on the inside of the turn has priority and the outer boat must keep clear.

Any overtaking boat must still give way to the overtaken boat as per overtaking above. Priority must be given to the race boats on the race lap.

Long/Short Lap - Boats returning from their long/Short lap to the race lap must give priority and give way to the boats on the race lap unless they are clearly ahead as overtaking above. The return to race lap line is at any point when returning from Long Lap/Short mark buoys and rejoining the race line at any point.

Yellow Flag - On seeing the Yellow flag signal from a safety boat, race boats must slow down, acknowledge the signal, proceed with caution and keep clear of the danger area. No overtaking is permitted under this caution. Any competitor who ignores the Yellow flag signal will be penalized and/or issued with a Yellow card and minimum Euro 1000 Fine.

Red Flag - All boats must safely slow from racing and make their way under safe speed as described in Race instructions or drivers briefing to the muster/milling area.

29.09. SPECTATOR AREAS

Organisers should designate spectator areas. If a race boat finds itself in a spectator area, it must reduce speed to less than 12 knots immediately and proceed at less than 12 knots with caution until back on the race course. Penalty Yellow Card.

30. LAUNCHING

Launching and recovery facilities are available to competitors during official races, Pole Positions and practice. The operational hours are indicated in the Race Timetable. No facilities will be available to competitors until they have signed in and completed Administration and Technical Inspection.

All boats’ movements, launching and recovery instructions will be under the responsibility of the Chief Technical Commissioner. Once signed in, no boat may leave the compound for any reason unless agreed by the UIM Commissioner.

At the end of the Pole Position and the Grand Prix race, unless otherwise advised by the Chief Technical Commissioner boats are obliged to return to the crane from which they were launched.

In all cases when a crane is used, it is forbidden for any person to be on or in the race boat while the boat is being lifted. The penalty for non-compliance will be a Euro 1.000 penalty and/or Disqualification from the event. Exception is rule 32.02 Pit Stops.

The order of launching for the race and the choice of the crane and launch time will be decided by the classification order of the Pole Position, or based on the previous race result if no Pole Position takes place.

If the race boat is not ready to be launched at its designated time:

- The team may be fined Euro 500
- The boat will be launched at a time to be decided solely by the Chief Technical Commissioner

No boat will be recovered from the water once launching has commenced unless with the permission of the the Chief Technical Commissioner If a race boat, having been launched needs to use the crane, it may only do so after all race boats have been launched and with the permission of the Chief Technical Commissioner.

No propeller or ratio changes will be permitted until the start has taken place and the change will be deemed a pit stop.

31. CRANING

Craning time is fixed at a maximum of ten minutes. A boat can enter the craning area only when it is ready to be hoisted. The time starts from when the boat is attached to the crane by its straps and ends when the straps are released from the crane.

Boats exceeding the craning time during pole position or race will not be permitted to continue in the Pole Position or race.

Practice session time infringement Penalty Euro 500.

32. PIT STOPS

32.01. DEFINITIONS

Pit Stops - visit to the designated Pit Stop area for assistance during the Race and/or Pole Position i.e. from the time of the race Start until the time the last boat crosses the finish line. The Pit Stop area is the Wet Pit unless otherwise defined in the Race Instructions.

32.02. PIT STOP RULES

The Pit Stop procedure is under the responsibility of the Chief TechnicalCommissioner.

No-one is permitted in the water during pit stops.

Whilst on the crane pilots may remain harnessed for prop changes (safety issue exiting and entering the boat). In this case, 1 x support crew to check with race crew that BATTERY SWITCHES ARE OFF for duration of change. No Crew are allowed on deck – Penalty Euro 1.000,00 .

PROCEDURE - APPENDIX 2-02

33. OUTSIDE ASSISTANCE

Refuelling is not authorised for any race boat whilst competing in the Pole Position or Grand Prix race.

Outside assistance may only be provided in the officially designated Pit Stop Area. Changes - No change is allowed during Pole Position and Grand Prix Race, except if conforming to Pit Stop Rules. Otherwise the Penalty is Disqualification.

The UIM Commissioner has the right to decide if there was illegal outside assistance, which will result in Disqualification.

34. START PROCEDURE

Start/Pace Boat - The Start/Pace Boat Procedure is as described in the latest version of the Appendix 2 UIM On-water Procedures and Guidelines and/or the Race Instructions or race bulletins and must be followed at all times.

Description - The description of the Start/Pace Boat will be given in the Race Instructions.

Safety equipment -

- Life Jackets to be worn by all onboard personnel.
- Radio VHF marine system.

Start Procedure - The Start Procedure is described in full in APPENDIX 2-03.

35. FINISHING PROCEDURE

35.01. STOPPING THE RACE

Emergency Race Stoppage Procedures/Restarts (Force Majeure). The procedure is included in APPENDIX 2-04.

The UIM Commissioner in agreement with O.O.D shall have the authority to stop an event.

Red Flag race stopped procedure (see Pace Boat Procedure Appendix 2-04). The severity of the incident and race stop decision is taken only by the UIM Commissioner with information from his race officials.

If the race is stopped after completion of 70% of the RACE LENGTH (29.02.), then the boats will be classified based upon their position when crossing the previous lap timing line. In this case, a restart will not be implemented.

35.02. CURTAILING THE RACE

In the case of Force Majeure or accident, the UIM Commissioner in agreement with O.O.D may curtail (shorten) the race by the waving the Finishing (Chequered) Flag. Boats will be classified on completion of their current lap, based on their position at the Finishing line.

35.03. STOPPED / CURTAILED RACE

In the event of a Stopped or Curtailed Race, if the 'winning boat' has completed:

- A minimum of 50 % of the actual programmed minutes of race length: full points will be awarded.
- Between 25% but less than 50 % of the actual programmed minutes of race length: half points will be awarded.
- Less than 1 lap: the race may be restarted using the normal procedures.

Any Engine Bonus points are awarded following a race start if stopped by this procedure.

In the event of a Stopped or Curtailed race, boats must have completed a minimum of 70% of the laps completed by the 'winning boat' to be classified a finisher.

35.04. FINISHING PROCEDURE

White Flag at the expiration of the time established for the Race, a white flag is raised on the Finish Boat as the boat leading the race crosses the finish line. The white flag indicates that the boats must complete their last lap. The boats will be classified according to their class, position and the number of laps runs, including this final lap.

The chequered flag will also be announced via timing computer. The full finishing procedure is included in APPENDIX 2-05.

- The Winner, 2nd and 3rd place will be awarded for the Grand Prix.
- In order to be classified as an official finisher, a race boat must make a legal start. The Driver and Throttleman must remain in the boat during the entire race, except during Pit Stop procedure.
- After crossing the finish line, a race boat shall not interfere with any other boat still in the race so as to affect the time of such boat at the finish or endanger its crew.
- Official race results shall be posted on the Official Notice Board and on the UIM and Class 1 website.

A boat is timed when the bow crosses the finishing line.

A boat that finishes a race must follow the procedure described in the UIM On-Water Procedures and Guidelines and Race Instructions and/or Bulletins and/or Pilots' Briefing. Penalty Euro 1000 and Yellow Card.

The Team support crew cannot under any circumstance open any engine, cockpit or any other hatch on the race boat until they receive the permission of the Chief Technical Commissioner. Penalty Disqualification.

Posting of Results - The arrival order will be posted at a designated location, and may be announced on radio after the race. A racer or team cannot badger any officials for their decision which they are ruling on.

For any race that is subject to Post-Race Dyno Testing, the finish order is provisional pending report from Dyno Test Facility.

As soon as the results have been officially confirmed by the UIM Commissioner the final official results are posted. Once the official posting of the results has taken place, there is a period of one hour in duration during which protests can be made. These results are deemed to be provisional for the purposes of post race dyno and/or engine inspections testing and subject to any video evidence of race infractions.

35.05. 70% RULE

If the race finishes with no interruption, it is intended that 70% of the race length is considered COMPLETED based on when the leader's boats complete the lap after:

Race 1, 21 minutes, and race 2, 28 minutes.

Only in case a PACE BOAT PROCEDURE is in place (APPENDIX 2.04.02.) THE 70% RULE will be calculated at the end of the race; in this case the Calculation (percentage/fraction) will be:

Throughout the % rules, where a percentage/fraction needs to produce a whole number, the number will be rounded up or down to the nearest whole number. Where the percentage/fraction results in .5 (1/2) or less, the number will be rounded down unless specifically stated in the rule.

For example:

- 70 % of 7 laps is 4.9, 5 laps would count.
- 70 % of 5 laps is 3.5, 3 laps would count.

Any boat crossing the finishing line after the 'winning boat', will be classified based on the number of laps completed by the winning boats

Any boat that fails to cross the finishing line after the winning boat will be classified based on the number of laps completed and its time, provided it has 70% of the laps complete.

The Course will close 15 minutes after the 'winning boat' has finished unless otherwise stated in the Race Instructions, Race Briefing, and/or Bulletin. Any Lap completed after this time will not be included in the final results.

35.06. TIME LIMIT

All Grand Prix races will have a maximum time limit of 1 hour. The chequered flag will be waved when the lead boat crosses the line after the 1 hour maximum time limit, and all boats will finish as they complete that lap. The number of laps completed by the 'winning boat' will determine the number of laps for the 70% rule. Alternate distance may be set by Race Instruction.

35.07. NO FINISHERS

Should no boats finish, each boat will be classified based on the number of laps completed and its time, provided it has covered the minimum number of laps of the 70% rule, as announced at the relevant Pilots' Briefing and/or Bulletin

35.08. RETURNING TO THE PITS

When a race boat retires, the strobe light must be on until in the wet pit. A Euro 600 penalty for infringement of this rule may be enforced.

35.09. RETIREMENTS

Boats, when retired, must report to Race Control on the VHF channel detailed in the Race Instructions. If a boat has announced its retirement to Race Control, the timing will be stopped at the moment of the announcement. Retired boats are forbidden to proceed on the course and must return to the wet pits, with assistance if necessary.

35.10. POST RACE

After the end of the race, to be classified as a finisher competitors must not receive any outside assistance, go alongside, collect other persons aboard, allow access to any deck/engine hatches or remove or place in electronic equipment etc., before reporting to the official Post-Race Scrutineering area and being cleared by the Chief Technical Commissioner. Disregard for this rule will result in Disqualification, with the exception of medical or mechanical emergency by permission of Race Control.

36. POST RACE TECHNICAL INSPECTIONS

36.01. All boats are subject to a post-race technical inspection conducted by a Technical Commissioner. The 1st, 2nd, 3rd and 4th placed boats will have all hatches fully sealed after the removal of the data logger memory card and will then be cleared by the TC after Torque Sensor recorded data review.

A list of approved inspectors shall be issued annually by the UIM O.P.C.

36.02. UIM CHIEF TECHNICAL COMMISSIONER DISCRETION

The Chief Technical Commissioner has the discretion to develop and implement a Technical Inspection Plan for each Event, and may vary the items and boats to be inspected at each Event. The UIM Commissioner may also direct the Chief Technical Commissioner to conduct an inspection of any competing race boat.

36.03. FINAL RESULTS

No points shall be awarded until the legality is confirmed by the Chief Technical Commissioner to the UIM Commissioner, but still remain provisional subject to post race dyno and/or engine inspection and any video or virtual/Telemetry evidence regarding race infringements.

36.04. ENGINE INSPECTIONS

At the discretion of the UIM Commissioner or Chief Technical Commissioner a dyno test may be required as a part of the post-race scrutineering.

The Chief Technical Commissioner, at his discretion, will:

1. Seal other parts of the engines,
2. Put his signature on critical removal parts,
3. Take pictures of critical parts,
4. Collect engine oil samples,
5. Keep the ECU, under UIM jurisdiction,
6. Require the engines and equipment to be sealed in the presence of a UIM official in shipping crates or boxes supplied by the team,
7. Agree with the Team representative on follow-up issues.

36.05. REFUSAL OF INSPECTION

Any entrant to UIM events refusing an inspection after having been notified by the UIM Commissioner or Chief Technical Commissioner that equipment within his control must be checked for conformity with safety and/or technical specifications shall be disqualified from that event and suspended for sixty (60) days.

Violations - In addition to the penalties provided in above clauses of Rule 36, the following procedures and penalties shall apply to post race technical inspections and violations.

First Offence - A first offence for a technical, weight or safety nature at any time during that racing year may result in the forfeiture of monies for the event, a deduction in position for that event - Fine Euro 1.000,00

This is applicable unless a penalty is established in any other specific rule.

Second Offence - A second offence of the same nature at any time, during that racing year will result in a mandatory disqualification from the event.

Subsequent Offence(s) - A subsequent offence(s) of the same nature at any time during that racing year will result in mandatory Disqualification from the event and the current racing year.

Team Responsibility - The owner shall be responsible for the condition of the engine and hull as raced. Errors on the part of the manufacturer, boat builder, engine builder, mechanic or previous owner shall not excuse non-compliance with the rules. The Owner is also responsible for their team's conduct at an event.

Additional Responsible Parties - The party responsible for making illegal modifications to engines shall be subject to up to one year suspension from UIM events and /or a Euro 50,000 fine and if a commercial homologated vendor, possible barring of all equipment prepared by them for competition in UIM Events.

37. POSTPONEMENTS

If a race cannot be run due to inclement weather or any other unforeseen circumstances, it can be rescheduled to run on the day following the scheduled date (if previously announced in the Advance notice), or a storm course may be substituted. This decision shall be made by Teams' and Pilots' Representatives, UIM Commissioner, Promoter's Representative, Safety Coordinator and THE OFFICER OF THE DAY (O.O.D)

Hourly postponements will be permitted when weather or other conditions are such as to make it unsafe to start a race at its designated time but there is a reasonable chance that conditions will improve. In no case shall a race be started if it will place race boats on the course within one (1) hour before sunset.

If a race cannot be run due to inclement weather or any other unforeseen circumstances, and cannot be rescheduled, the entry fee is not refunded.

Changes to the Event - Any race postponement or substitution of an alternate storm course shall be announced by Race Bulletin. The Race Committee shall adhere to the schedule set forth in the Race Instructions unless some emergency shall dictate otherwise.

In the case of any such changes, the UIM Race Officials must notify the teams in writing at least 30 minutes before the launching procedure as per rule 30.

38. PRIZE GIVING

1st, 2nd and 3rd place will be awarded for the Grand Prix.

Additional prizes may be awarded at the discretion of the Organisers.

The No.1 and No.2 pilots of the first three classified boats in these classes must appear at the prize- giving (and at the following press conference if any) after each heat of these classes, unless agreed in writing by the Promoter of these classes. The prize-giving (and the press conference if any) will be held within one hour after the end of the race. The pilots must wear their own race overalls.

Penalty for either of the above: Euro 1.000 fine.

39. LAY DAYS

Lay days are allowed if previously agreed with the UIM and announced in the Advance Program.

40. RESCHEDULING OF RACES

Should it be impossible to hold a scheduled race due to Force Majeure, the UIM may reschedule the race at a different time and place, the commitment of the teams to participate remaining unaffected, provided a minimum of 28 days' advance notice is given prior to the date of the original event that is being cancelled. Unless agreed by the promoter and the UIM.

If insufficient notice is given, the race may not be rescheduled and may be lost. Reserve dates/venues will be fixed by the promoter in agreement with the UIM.

SECTION I

BOAT RULES

The following Rules apply to all boats participating in Class 1 and V1.

The technical rules follow for the construction of The Classes boats and relating to the engines to be used in Class 1 and V1.

41. REGISTERED BOAT

41.01. NATIONAL FLAG

All boats are to fly the appropriate national flag of the designated driver as determined by the entry, with a minimum dimension 0.45 m x 0.30 m, throughout the race.

Alternatively, the flag must be painted, or glued, on a panel of not less than 0.45 m x 0.30 m on both sides of the hull.

41.02. RECOVERY OF DAMAGED / SUNKEN RACE BOATS

It is the Team/pilot's sole and ultimate responsibility to recover damaged/sunken race boats. The Local Organiser must assist where possible.

42. SPONSOR DECALS

Definitions - Sponsor Decals shall be defined as follows:

Series Decals (Compulsory) - Shall be defined as those specifically identified as such by the Class 1 Promoter. These are Decals for overall series sponsors.

Event Sponsor Decals - (Compulsory Single Event) Shall be defined as those specifically identified as such by the Class 1 Promoter. These are Decals for individual Class 1 Promoter Series Events. Event Sponsor decals are intended for single event display only.

Associated Sponsor Decals - (Fuel suppliers or other products, etc) Shall be defined as those specifically identified as such by the Class 1 Promoter These are Decals provided by suppliers/service providers as sponsors in conjunction with the Class 1 Promoter.

DECAL PLACEMENT (GENERAL)

42.01. SERIES DECALS

The following Decals are hereby designated as Series Decals:

- UIM Logo - Decals shall be located, as per the handbook regulations.
- UIM Class 1 Identification Logo - It is the responsibility of each team to see that the required Decals are on the boat prior to entering Technical Inspection.

Logo Placement – The Promoter reserves the right to require their logo, and any Series Sponsor logo or patch to be present on the racing and dress uniforms in an appropriate positioning.

42.02. UNAPPROVED DECALS

Competitors should not display on their boat, uniforms or transporters, the logo of any unapproved Decals or any other mark identifying or otherwise referring to any other racing body. The UIM reserves the right to require the removal of any such logos or marks as a condition of entry into an Event.

42.03. IDENTIFICATION (NAME AND NUMBER) & HULL REGISTRATION NAMES OF BOATS

Any race boat may carry a boat name selected by the owner, but the name shall be subject to the approval of the UIM. Lewd, suggestive or vulgar names and/or graphics will not be permitted on race boats. Should such approval be withheld and until such time as UIM approval is forthcoming, that boat shall not be eligible to compete in any UIM event. The decision of UIM is final on such matters.

43. RACE NUMBER DIMENSIONS

The Race number has to be contained in a white square of 60 x 50cm for numbers 1 to 9, a white square of 70 x 50cm for numbers 10 to 19 and two digit numbers containing a 1, and a white square of 80 x 50cm for numbers 20 to 90 except two digit numbers containing a 1.

Race numbers must be black in colour, plain and upright and use the Arial font or similar. The number 1 in any number will not be Arial font but a plane upright single line white background must be surrounded by a 2cm thick black line with 12.5cm radius corners.

They shall conform to the following minimum dimensions: Height: 40cm Width: 30cm Thickness: 7.5cm Spacing: 10cm (see diagrams). The numbers shall be positioned as far forward as possible.

The distance between the Race boat number area and any advertising will be150mm.

Diagram numbers 1 to 9
(White cm 60x50)

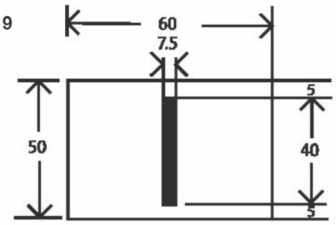


Diagram numbers 10 to 19
an 21 (White cm 70x50)

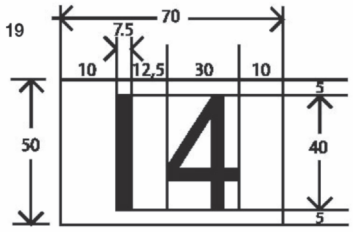
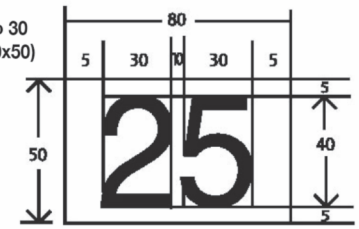


Diagram numbers 20 to 30
except 21 (White cm 80x50)



43.01. SIMILAR BOAT IDENTIFICATION

If a number of boats of similar color are competing in these classes, it is requested that, in liaison with the contracted promoter, the team provide a differing feature to each which is easily recognizable from a distance.

43.02. REGISTERED HULLS

A separate record of points for these classes shall be maintained for each registered hull as tabulated by the UIM. Each hull registered shall be given a separate racing number to be used for that season. The number will be utilised in all results to maintain a record of points earned.

Effective Dates - Registrations and assignments of racing numbers are for the duration of the current championship racing year, unless rescinded or surrendered. When requested, the numbers of the previous membership year may be reassigned if the application is received prior to start of current race calendar.

44. A CLASS 1 HULL DIMENSION, MINIMUM WEIGHTS AND EQUIPMENT

To be eligible to compete in Class 1, hulls must comply with the following criteria:

1. A price list of Hull and all major machinery/components for each boat are to be submitted to the OPC, following the instructions in ANNEX 6. 05. All equipment is to be available commercially, to teams or potential teams. The OPC may investigate any hull or component considered to be excessive in price or not as per the original, and take the necessary action to either ban or suspend its use.
2. Any existing hull built prior to 1st January 2001, measuring 12.0/14.63m (39ft.4in/48ft.0in) and weighing a minimum of 4950kg after race completion, will be grandfathered indefinitely.
3. Any hull built after 1st January 2001, measuring 12.19/13.41m (40/44 feet) and weighing a minimum of 4950kg after race completion.

4. Any hull measuring 11.5/13m using the 775+2%hp Naturally aspirated engines and weighing 4500kg after race completion.

5. Any Race boat found to be 50kg or more below weight will be disqualified, less than 50kg will be given a one minute time penalty.

6. Other hull/engine combinations may be permitted to compete in Class 1 through specific dispensation from the UIM OPC.

7. Any hull changes must not alter the total length or width; if the total length or width is changed the hull must be remeasured.

8. The boat weight may be checked at the end of the Pole Positions and/or Race.The weight will be an all-up weight including engines, residual fuel, drives and safety equipment as stated in the racing rules.

9. Weighing procedure will be defined as the scale of the day.

10. It is mandatory that fully dimensioned drawings of all liquid containers and/or tanks are given by each team before the first race to the OPC Technical Inspector. This drawing shall include measurements from the nearest reference point e.g. a bulkhead to show its location. Methods of filling and emptying must also be shown and the tanks must be able to be checked if empty or not. All onboard liquid ballasting must be coloured with a permanent dye.

11. Liquid Ballasting is not permitted to be pumped in from the sea or pumped overboard during Race or Pole Position.

12. Compression Flaps if fitted must be fixed and remain in the 1 position, they must follow in a straight line from the upper side of the tunnel with no stepping down or sloping of the trailing edge.

13. Compression flaps are not permitted on any boats measured after 17th October 2003.

14. A Hull, Machinery, Component or System must be constructed only of conventional materials. The only exotic metals allowed are aluminum and stainless steel. No other exotic metals (as listed in Annex 6.07) are allowed. The only exception is the use of titanium and Inconel as permitted in Rule 45.01 CAPACITY, TYPE AND RESTRICTION

15. Any existing hull as per 44.2.-3.-4. Modified in length, beam, and/or tunnel width must be registered as new boat and consequently for boats built prior to 1st January 2001, will lose the grandfather status granted in rule 44.2.

44. B V1 CLASS HULL DIMENSION, MINIMUM WEIGHTS AND EQUIPMENT

44 B. HULL V1 is a racing class for modified production and/or prototype craft. Eligible Boats shall comply with the following regulations:

1. All Boats shall be monohull (see definition 502.03)

2. Boats shall have a Measured Length no less than 10.97m (36ft) and no greater than 13.41m (44 ft.) See Rule 501.11 - Length Measurement.

3. Boats shall have a minimum weight of 4000 kg post-race. Any Race boat found to be 50 Kg. or more below weight will be disqualified; if found to be less than 50Kg. below weight it will be given a one minute time penalty.

4. Air Intakes - The use of air intakes for engine induction and cooling is allowed. Air intakes must not be directly connected to carburettors, fuel injection flange, air filters or turbo inlets, minimum clearance 50mm

5. Aerodynamic Devices - The use or addition of any device which has an aerodynamic function as its primary purpose is strictly forbidden. This includes vertical, horizontal, anhedral, dihedral and polyhedral devices.

6. A Hull, Machinery, Component or System must be constructed only of conventional materials. The only exotic metals allowed are aluminum and stainless steel. No other exotic metals (as listed in Annex 6.07) are allowed. The only exception is the use of titanium and Inconel as permitted in Rule.

7. Fluorescent Bow - All Boats must have their bows painted fluorescent orange for at least 0.5m. If the Hull is of a similar orange colour, then there must be a white separating band of at least 0.15 m wide to ensure that the fluorescent orange band is obvious. The number of riding Crew members must be written in black in at least 0.25m high numbering, on the orange area of the nose and it must be on at least the deck and on both sides of the topsides of the Hull.

8. Any Boat wishing to test or practice with a different number of Crew to that stated on the bow must inform race control prior to leaving the harbour. Failure to inform race control may result in disqualification from the next race. Should any Boat be found to have raced with a different number of Crew to that stated on the bow, the penalty shall be disqualification from that race.

44.01. MEASUREMENT CERTIFICATE

A boat is not allowed to take part in a local, National or International race without a Digital Measurement Certificate, issued by a National Authority, in English, according to the official UIM Digital model. The certificate, filed with the boat's logbook, will be updated dynamically at each event and has no expiration unless:

1. Change of Ownership
2. Length and/or width change
3. The National Authority, by its rights, may insert an Alert in the Digital Logbook of any of their measured boats, to send a message to the UIM Commissioner for any justified action to be taken before a race event.

Each National Authority stipulates the cost of measurement. If no National Authority is available the UIM can issue a Measurement Certificate to confirm conformity to the rules.

The request to obtain a Measurement Certificate must be from the Boat Owner and must be accompanied by the UIM homologation file of the motor, if measurement is requested for the devices being used

A - CLASSES REINFORCED COCKPIT AREA AND CANOPY MANDATORY REQUIREMENTS

1. One single air supply (not oxygen) and a bottle will be provided for each riding crew member. The air supply must be securely fixed adjacent to, or on, each one of them. It is recommended that sufficient air be provided in each individual bottle for ten minutes, the following diagram information is introduced to help teams execute a proper combination, liters capacity/bar pressure, in air bottle/tank.

bottle liters capacity	charging pressure bar	autonomy in minutes	Values indicative. In the diagram is shown alongside the theoretical range calculated at a depth of 10m, and with a consumption of pressurized air environment 30litri/min. (consumption was increased by 50% to try to simulate the stress conditions of the pilot as the bottle is sure to be used after an accident.)
0.85	200	2.8	
0.85	100	1.4	
3	200	10.0	
3	100	5.0	
5	200	16.7	
5	100	8.3	
7	200	23.3	
7	100	11.7	

2. Air bottles must have a pressure gauge fitted for visual checking at pre-race scrutineering. This gauge should be filled with liquid and be at least 5 cm in diameter for easy reading.
3. Air supply bottles must be "Turned On" before starting a race or taking part in practice and/or testing. All air hoses to be secured and mouthpieces to be placed within reach of the pilots and mounted on retainers. The air bottles can be closed only after the post-race or pole position technical inspection. Offence will be punished with yellow card.
4. Diving Masks for each crew member, stowed securely and accessible.
5. A minimum of 1 belt cutter or knife with two crew and 2 belt cutter or knife with three crew members is to be secured in the cockpit. Each cutter or knife must be placed in the space between the crew members for easy access.
6. Stop buttons/switches located in the cockpit area, immediately accessible to the crew and rescue officers. The stop buttons/switches must be identified by a fluorescent colour. These switches must shut off all fuel pumps as well as the ignition circuit. The V1 boat with diesel engine (where is possible) is also required to install mechanical control to shut of the engine a supplementary security.
7. A White High Intensity Strobe Light fitted to indicate "coming off the plane." The strobe light must be able to be operated by both crewman, and should be operated if a problem occurs, to enable any following race boats to take avoiding action. The strobe light shall be mounted on the top rear of the canopy. This strobe

light may also be used as a substitute for the orange retirement flag when returning to port under reduced power.

8. A quick release steering wheel must be fitted on all boats but all pilots must be able to exit the cockpit without removing the steering wheel.

9. Rear view mirrors are mandatory, as well as a method of cleaning the canopy whilst underway.

10. Racing Vests - the efficiency of the racing vest is a matter of the exclusive responsibility of the wearer. Every crew member whilst on board must wear a racing vest during the practice runs and throughout the race. Racing vests must be colored high visibility orange or yellow. The racing vest must have epaulets/handles to help extract crew from the boat. The racing vest must have crutch straps or a method of ensuring that the vest does not “ride up”.

B – CLASSES OTHER REQUIREMENTS

1. Intercoms - Locking boat intercom plugs connecting helmets to racing craft are expressly prohibited. Plugs must disconnect easily, placing no additional stress on competitors’ necks. Inflexible metal or plastic intercom microphone booms are strongly discouraged.

2. Radios - A licensed ship-to-shore radiotelephone must be permanently installed in an unexposed location with a minimum power output of twenty- five watts with international marine VHF channels available and any channel designated by the Race Committee as being essential for race communications.

3. Bilge Pumps - Two (2) bilge pumps, at least one of which it is recommended shall behand-operated. Electric bilge pumps are to be automatic and wired so as to maintain operation independent of the battery cut-off switches.

4. It is mandatory that two approved fully charged powder fire extinguishers, each a minimum of 2kg, with metal pull rings and an indication gauge showing amount of charge secured in a position readily accessible to the crew, and mandatory to have in the engine compartment a fully automatic fire extinguisher system. A standard Race Car Fire extinguisher Decal (Round Stickers with E in red circle) must be applied on top of the deck in correspondence with the extinguishers installation. All crew containment areas of inboard engine canopied boats must be fitted with a carbon-monoxide alarm.

5. Cleats - All cleats and other deck hardware must be recessed or protected.

6. Non-Skid - It is recommended that non-skid material be installed on the deck surface surrounding the cockpit to the satisfaction of the Chief Safety Inspector. (Clear non-skid is available). When the boat is sitting on its trailer, it is mandatory for mechanics, who are either walking on the deck or working in the cockpit and in the engine areas, to have three sides of protection to prevent either a mechanic or crew member from falling.

   For technical clarification and penalty see APPENDIX 6.04.

C - NOTES

1. “Cool Suits” - may contain any proven safe fluid or gas cooling agent other than Freon.

2. Eye protections - must be constructed of shatterproof material. Eyeglasses shall not be accepted as eye protection.

3. The UIM Commissioner - or Chief Technical Commissioner may prohibit use of any equipment he deems unfit for service.

4. Violation - of safety rules will result in a penalty assessed by the UIM Commissioner.

44.02. CLASSES NEW BOAT CONSTRUCTION

Any constructor of a new build boat must complete a constructors/designer declaration form with its accompanying information and detail.

44.03. CLASS 1 ONLY: ESCAPE HATCH

All new boats measured after May 1999 must have a secondary escape hatch in the tunnel.

- A floor escape hatch in the tunnel must be fitted as the secondary means of escape. The access must be at least 0.220 square meters in an approximately square shape.
- Any floor escape hatch fitted must remain operable during the entirety of the race and practice.

Refer also to Appendix 1 Technical Note 03, 07

44.04. CLASSES SUBSTITUTE HULLS (New Boats)

If a new boat, ordered and promised for delivery in writing by the builder, is unavoidably delayed in its delivery due to circumstances beyond the owner's control, documented in writing by the builder, a boat of like kind may be substituted until the new boat is delivered with the substitute hull's points being transferable up to Race 4 of the current racing year. UIM shall have the authority to grant extensions beyond the deadline in extenuating circumstances.

44.05. NEW NON-SUBSTITUTE OR REPLACEMENT HULLS REGISTERED BOAT

- Pilots may run different boats but points may not be accumulated or transferred from one boat to another boat, except in cases where the first driver carries with him the boat number (once accepted) and also in the following circumstances.
- For point allocation in the final classification, the registered boat is deemed to be the hull, engine, 1st driver and boat number used for the first race of the season.
- Points can be transferred in the following cases:

    1. Should the registered hull become totally lost or totally destroyed (as certified UIM Officials and/or approved marine surveyors, in writing, at the expense of the owner), it may be replaced by like kind, for completion of the racing season, or if seriously damaged, until restoration of the original hull. (This replacement hull then becomes the registered hull during its period of use). This replacement hull may have engines with a different registration certificate. If the replacement hull is a boat already in the championship, it may reenter the championship under its original race number.
    2. A 1st driver may also change his hull, with the same boat number, once during the season, provided this new hull is used for all the remaining races. In this case it is not possible for this designated driver/hull/number combination to use the previous hull any more in that racing season unless the replacement hull becomes seriously damaged. This replacement hull then becomes the registered hull.
    3. A 1st driver may also change to engines with a different homologation certificate once during the season.

44.06. CLASSES CANOPY RULES AND CREW

1. All boats must be equipped with a Reinforced Canopy/Cockpit, it is defined as a containment area for the crew and should be constructed as an integral part of the boat or suitably attached to boat if a drop in cell is fitted this should be complete with reinforced shield/crunch zones. This Reinforced Cockpit Area must be designed and constructed to a specification capable of withstanding the forces of a water impact when running at the highest design speed of the boat. A logbook for the boat is to be maintained and available to officials in order to provide a record of modifications, changes, damage and configuration of the boat.
2. A digital Event Logbook approved during 86th UIM G.A. must be implemented as from 2014 for Class1 and from 2015 from V1; the web program is based on a modern Internet technology, logging all information available including the mandatory by- rules. The digital Event Logbook will be cloud-based with direct access from the UIM website, providing secure access through use of dedicated user credentials and all traffic will be SSL encrypted (See details on APPENDIX 7).
3. All canopies in Class 1 boats manufactured after January 1, 2014 and all replacement canopies manufactured or installed after January 1, 2014 must be built by registered UIM cockpit builders. Constructors wishing to be registered must submit panels for test according to the following standards. Constructors meeting these standards will be registered as UIM registered cockpit builders (See technical information on rule 508.03 page 230).
4. All canopies in V1 boats manufactured after January 1, 2015 and all replacement canopies manufactured or installed after January 1, 2015 must be built by registered UIM cockpit builders. Constructors wishing to

be registered must submit panels for testing according to the following standards. Constructors meeting these standards will be registered as UIM registered cockpit builders (See technical information on rule 508.03 page 230).

5. All new boats built after January 2010 must conform to the 2010 rules. All current boats to be assessed if crunch zones and side water deflectors can be fitted. Any boat failing to carry out the Technical recommendations will not be eligible to race. All other canopy rules apply to the current boats.

6. New build manufacturers should contact the UIM for any planned rule updates due to the development program of canopy structure and safety designs.

7. Minimum weight for Class 1 to be increased to 4950kg to allow for the extra structure.

8. a. For Class 1 design and construction, an impact pressure of 2.452 MPa (356 psi) shall be met or exceeded when applied to the main hatch and surrounding structure. An impact pressure of 0.981 MPa (142 psi) shall be met or exceeded by the above the deck side of cockpit structure. The highest importance is given to protecting the crew in the event of a severe accident. To this end, load analysis and definition will continue using advanced computational tools such as CFD and FEA. Any specification or safety device over and above the requirements will be assessed and supported as required. The above impact pressure is based on the speed in fast race conditions, and are not valid for any speed record attempt.

8. b. For V1 design and construction an impact pressure of 1.37 MPa (199 psi) shall be met or exceeded when applied to the main hatch and surrounding structure. An impact pressure of 0.89 MPa (129 psi) shall be met or exceeded by the above the deck port and starboard side of the cockpit structure, as well as the below deck structure. The highest importance is given to protecting the crew in the event of a severe accident. To this end, load analysis and definition will continue using advanced computational tools such as CFD and FEA. Any specification or safety device over and above the requirements will be assessed and supported as required. The above impact pressure is based on the speed in fast race conditions, and are not valid for any speed record attempt.

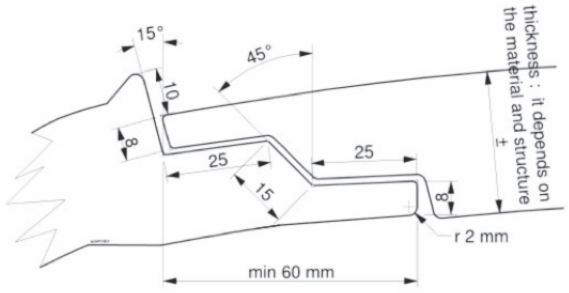
9. The extremity of a Reinforced Cockpit comprises of a canopy, forward and rear bulkheads, sides, floor, and water deflectors. Additionally the cockpit is to be protected by a reinforced shield fitted into the boat surrounding the cockpit with a cavity between to form a ‘crunch zone’.

10. Mandatory Water impact deflectors surrounding the cockpit, designed with a shape and structure so that the water is diverted around the cockpit and away from the crew in the event of the boat being breached to be fitted. There shall be no openings within the exterior confines of the impact shield/crunch zone allowing the forced ingress of water. . New boats and/or existing boats retrofitted with a Cockpit/Canopy designed and manufactured to provide high resistance to water and solid impact are exempt from the side water deflector requirement. The fore and aft water deflector is mandatory for Class1. V1 Class must have only the fore one.

11. A continuous fitted structural framework inside the cockpit must be installed reducing the unsupported panel area sizes of the cockpit cell lining. The framework will incorporate roll bars fore and aft of the hatch with extensions to support the screen aperture divisions, the rear bulkhead directly behind each seat and the top escape hatch flange. The flange is to be a minimum of 25mm width measured across the flange recess, with the hatch opening measuring at least 0.55m by 0.825m at the widest points. The canopy apertures should be cut with all corners having a radius of minimum 25mm. The radius should be constant and have a smooth finish to relieve stress. The canopy aperture must have a 20 mm wide (minimum) fluorescent orange band around the opening. All boats are recommended to use the double flange method of installation as per the graphic below. All new build boats 2010 onwards must use the double flange installation.

12. There must be a minimum of 1 compression strut installed to support the canopy.

Main hatch flange minimum dimensions



sizes in millimeter

NB : only for Liberia , Birmania & USA 1 mm = 3/64 "

13. The main hatch being directly above the crew's helmets and its supporting flange must have further reinforcement to maintain its shape under stress and be able to withstand the impact of the water and retain its ability to function. The hatch thickness must be maintained throughout and not reduced at the flange where possible. The hatch should be protected by water deflectors incorporating internal and external method of prizing open the hatch caused by water pressure or binding to assist in emergency underwater rescue and escape.

14. The hatch shall be fitted with a catch which has a positive open and positive close mechanism and should hold the hatch against lateral forces. These catches shall be able to be opened from both inside and outside the cockpit and must have a second emergency mechanism to allow the rescue team to easily remove the hatch from outside if necessary. The hatch should be fitted with hinges with large bases and backing plates to spread the load and short release pins. This is important, because long pins invariably bind the hinge. It should be considered that the hinge centers be as far apart as possible. The release mechanism or hinges must not encroach within the canopy aperture area, and must not in any way hinder the exiting of crew members when fully race fitted. It is recommended that the catch have at least 2 locking points as far apart as possible, whilst still maintaining head clearance. It should be operated by a single handle with the addition of individual mechanisms internally in case of jamming. The hatch must be removable when the quick release hinge pins are removed. The locking mechanism must protect against both forward and aft stuffing

15. For Class 1 only Mandatory secondary tunnel escape hatch, it is strongly recommended that polycarbonate windows are applied to the tunnel hatch to help illuminate the cockpit for ease of escape. A waterproof light which is activated by water, and/or being inverted, with its own power source, is mandatory as per offshore rule 508.26.

16. Canopy hatches and release handles, must be painted fluorescent orange or have a fluorescent orange background panel to identify them, with directional arrows to indicate the method of opening must be provided both inside and out.

17. There should be one or more divers' grab handles fitted to the outside of the top hatch.

18. The clearance between and around the crews helmet and the canopy must be a minimum of 120mm.

19. It is mandatory to close the canopy hatch, and for the hatch to remain closed during all racing and practice.

20. Raised sections above deck level, including hatches and openings, connected to the canopy, at least to the extent of the mandatory water deflection zones must be structural and comply.

21. With the 'Reinforced cockpit area' rule. Any hatch within this area must have the same strength as the main cockpit hatch.

22. Cockpit seating must be side by side seating only.

23. The Cockpit should have flood tubes or other means of flooding the cockpit to equalize the pressure quickly in an accident. The floor of the cockpit should be as airtight as possible when in an upturned position. It is mandatory that sufficient buoyancy is provided in the boat, or in the material used for its construction, to ensure that the boat floats if capsized or holed, the hull should float as parallel with the surface of the water

as is practical, to help in rescue accessibility. If extra buoyancy is needed, the buoyancy system described by the designer should be verified by the Measurer. This added buoyancy must be in at least four separate flotation units.

24. The various components that constitute the Reinforced Cockpit shall be properly maintained to ensure reliable operation of all components, with emphasis being placed on the canopy release mechanisms, emergency air supply and restraint systems, in accordance to the latest cockpit guidelines.

Windscreens

Polycarbonate (only) areas are strongly recommended to be as small as possible, while still maintaining that the pilot and co-pilot have clear, safe and undisturbed visibility ahead at sea level whilst racing. **Refer to rule C1 44.06.6.**

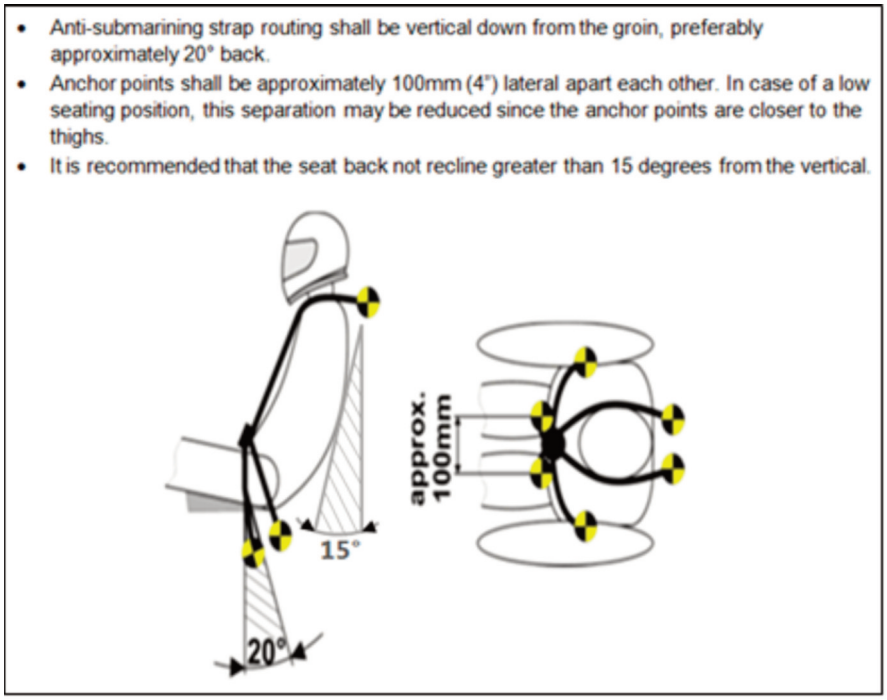
1. The combined visibility the pilot and co-pilot must be through a horizontal arc of 225 degrees (112.5 degrees either side of the centre line of the boat).
2. These polycarbonate panels are to be recessed into the composite structure and should be bonded using a suitable bonding agent, and/or “bobbins” (Bonding the Windscreen is the recommended method of fitment. Boats built after January 2010 must use bonding only, to fit the windscreen no bobbins will be allowed).

   a. If the boat is requested, for any reason, to change the windscreen from 1/01/2013, it must use bonding only.
3. It is highly recommended that there is also a through bolted outer flange for the fitting of the polycarbonate panels.
4. Screen flanges should be a minimum of 50 mm, if bobbins are to be used they should be fastened every 100 mm it is recommended to use metal bobbins” with heads, as opposed to the recessed plastic type.
5. The outer polycarbonate area of the flange fitting must not be painted, so that the measurer/ scrutineer may monitor any discrepancies. A removable covering tape or other easily removable means can be applied to protect from UV rays.

Seats and Seatbelts Side of head protection

1. Cockpits must be fitted with **rear and side** of head protection for each crew member. This must be an integral part of the seat, which must be attached directly to the structure of the Restraint Compartment. The head protection must be a minimum of 0.2m wide and extend at least 80% of the height of the safety helmet as worn by the crew whilst in the normal seating position. There must be a minimum of 0.12m vertical and lateral clearance between the canopy and each of the crewmembers when in the normal seating position.
2. The Restraint System must consist of minimum of 6 point harness and should utilize a minimum 50 mm lap belt, a minimum 50 mm strap over the shoulder harness rated at 4,100kg (9,000 lb.) and protected to prevent chafing or cutting of the belt. Harness straps must be attached directly to the cockpit structure. Those straps close behind the driver’s head and neck must be 100 mm to 150 mm apart at point of attachment. The shoulder harness should be installed at 90 degrees to the spine at shoulder line to minimize compression injuries under high “G” loading. All straps must be free to run through intermediate loops or clamps/buckles. All anchor point bolts must be fitted with backing plates of 10cm minimum width. The driver harness attachment bolts in reinforced cockpits must consist of minimum grade EN8 bolts, with an 8 x 1.25 mm thread and locked nuts. There must be a spacer and plain washers on each bolt. The spacers must be glued to the cockpit structure. Intention of these spacers is to prevent buckling of surface material near bolts. This always leads to local delamination which easily spreads out over cockpit structure, when it is under stress.
3. On the sides of the structure, which has to take up the force on the attachment bolts, there must be a stainless steel plate (washer of minimum 3 mm thickness and 100 cm2 area).
4. When using seats with suspension, and therefore not using a bulkhead restraint anchorage, drawings must be lodged with the National Authority of the measurer and approved prior to boat measurement.
5. All restraint systems must have a common method of release. The single lever method (sometimes called the NASCAR type) or rotary type, are both acceptable restraint release systems. Both types of restraint release must be examined for satisfactory operation by the scrutineer before every race.

6. The shoulder harness should be installed 90 degrees to the spine at shoulder line to minimize compression injuries and the high “G” loading. 75 mm minimum/maximum to Centre line of Lap Belt at Seat Back, Seat Bottom junction. Lap Belt should continue in straight line to anchorage.
7. The seatbelts must be Supplier certified for longevity time at the first installation. The original certification must be presented to the Technical Scrutineer. After any serious accident if requested by the UIM Technical Commissioner the Seatbelts must be replaced.
8. To reduce the risk of injury risk, from 2016 onward all racing boats must be equipped with an appropriate suspension seats.
9. The following instructions are mandatory for Seatbelt installation.



DRAWINGS AND MEASUREMENT

Drawings of the Reinforced Crew Canopy/Cockpit to be supplied will include the following:

1. The type of Canopy, Plan, side and elevation.
2. The Bulkheads and buoyancy system
3. Restraint System anchorage Points
4. Canopy aperture dimensions
5. The type and method and construction of release devices.
6. Material specification of the transparent areas.
7. Water impact deflectors and crunch zones
8. Material mechanical property data of the canopy, hatch, cockpit and crunch zones, running surfaces should be provided in support of the drawings to establish a database for future assessment and analysis.

Prior to Boat Measurement the drawing and material specifications shall be sent to the Measurer requested to measure the boat. On completion of measurement, the drawings and material specifications called for by the designer shall be lodged with the measurers National Authority before they issue a certificate of compliance and measurement. Drawings must also be submitted to the UIM for all entries to UIM races prior to racing.

The construction, strength safety and conformity to meet and exceed the recommended requirements is the sole responsibility of the boat owner and or boat builder. All points of impact incidence to the canopy, hatch and screens, (as being a primary impact area) cockpit and crunch zone extremities should be afforded the diligence deserved in protecting the crew. Any scrutineering or measurement by the UIM officials is not condition/construction survey.

Non-compliance - The Chief Technical Commissioner has the authority to deny entry to any race boat subject to these rules that has non-compliant cockpit safety systems. The Chief Technical Commissioners also has the

authority to allow a non-compliant boat to compete, provided that after consultation with the Chief Technical Commissioner, the O.P.C Technical Task Force determines that the intent of the guidelines has been met and that the safety of the riding crew and fellow competitors is not jeopardized.

SECTION J

CLASS 1 TECHNICAL RULES REQUIREMENTS

45. UIM CLASS 1 ENGINE SPECIFICATIONS FOR REGISTRATION AND RACING 850 HP +2% TOLERANCE

0.0 A complete boat Power/Weight ratio is introduced with the power curve data and limits described in APPENDIX 8

1. Deliberate breach of any engine/Drivetrain rules either written or implied at any time will result in a minimum of Disqualification. The Technical inspector may remove or exchange any part of the engine or Drivetrain and replace it with a substitute, so as to inspect the component or part for adherence to the rules.

2. Registration of new engines entering UIM Class 1 must be received no later than 10th February for appraisal. The OPC may accept registrations after 10th February, upon acceptance engines would be eligible for race entry and points:

   For engine appraisal the following information/declaration must be sent (use the form in APPENDIX 6.02):

   a. Natural aspirated or Compressed (please for: Natural Aspirated 775 and 850V8 see specific rules)

   b. Number of cylinders

   c. Number of valves per cylinder

   d. Maximum displacement

   e. Stroke and bore dimensions

   f. Compression ratio

   g. Number of fuel injectors

   h. Any and all components made of exotic materials.

   i. OPC will welcome other gasoline forced induction engine configuration.

      Manufacturer must present the product details to OPC to commence the above appraisal process prior to approval to start the homologation procedure.

3. To ensure a form of parity between new engines entering and the current engines, currently running in Class 1. Each manufacturer/Tuner is to submit Dyno results using the air restrictor, PCM or Carburettor as approved by the UIM OPC no later than 20th February consisting of information on Dyno test result, detailed every 250RPM (dyno sheets)

4. The OPC may request that the Torque sensor be fitted for the Dyno test.

   Engines that do not have near the maximum horsepower restricted using the air restrictor, may only use OPC approved electronic control devices on the engine.

5. Engine Dynamometer (Dyno Test facilities, and/or Torque Sensor) correction method ISO 3046-1 is to be used (the old 88/195/CEE method is not to be used)

6. The mandatory Torque Sensor with inbuilt data logger must be purchased by the Promoter and leased to the Teams following the protocol in APPENDIX 6.01. The torque sensor(s) will measure the actual engine power output during the entire official race weekend by continuously recording torque and RPM and computing the instantaneous horsepower being transmitted through the respective drive shaft after the “crash box” and ahead of the drive system.

   In case a torque sensor mechanical failure stops the power transmission, the affected boat will be awarded Championships points (only) as follow:

   - Boat retirement up to 70% of total race, 50% of position points, or

- Boat retirement above 70% of total race 100% of position points for the position the racing boat held at the retirement lap.

The horsepower thus measured is the total sum of the engine's(s') output delivered to the boat's drive system(s) through the drive shaft(s). The power losses from any additional device/s such as a geared drop box, hydraulic oil or water pump/s, electrical generator/s, etc., that are not part of the engine's original support system, and which are installed between engine and torque sensor, will be added to the power measured by the torque sensor during the race to give a total engine power output that must, at all times during a race event, remain below the mandated power limit. Teams may be requested to duplicate race-recorded data on the Dyno, if their engine is chosen and sent for testing during the season, with the dedicated torque sensor from the race, if both the dyno and torque sensor readings match within 1% tolerance the data recorded during the race is confirmed. In the event of torque sensor failure during the dyno test a replacement torque sensor will be installed. The Chief Technical Commissioner will inform the team, after the free test on day one of the event, if their RPM and /or Torque and Power are out of legal range. Data taken from engines during pole or race may be judged by the technical commissioner, as to whether they are actual breaches of the rules or simply running data spikes. Breaches will receive a penalty from the following list, added post-race:

a. RPM infringement:

   1. Up to five: 30 second penalty each.

   2. Multiple deliberate infringements above five: disqualification

b. Power and torque infringement

   1. Not complying during Pole and Race: Disqualification

   2. If a new engine is installed after free test, replacing the registered one, during the same event weekend and has no previous record with Torque sensor: five minute penalty

7. Engine must be registered with UIM OPC, with the form in APPENDIX 6.03. to be eligible to race.

8. Engine vendors and teams must make their engines available for any inspection which may include Dyno testing, complete stripping or any other inspection deemed necessary at the Vendor's or team's cost to ensure legality of engines and components at all times.

9. Each engine manufacturer's request for registration will be reviewed positively, but full consideration will be given to the satisfaction of the spirit of these rules as well as the written specifications.

10. The engines MUST be based on automobile, marine, or industrial cylinder blocks and heads. Specialty non production heads and blocks will not be accepted, Engines must be commercially available.

The follow information/declarations are required in the appraisal file (APPENDIX 6-02):

1. Certificate of origin for the heads and block.

2. Declaration that the engine will be available for any kind of use, to any entity, including competing race teams; and that they will be available within a reasonable time frame and at a commercially realistic price, estimated in € (time frame and final price to be agreed in writing with the UIM/OPC).

11. When Engines are presented for scrutineering, they must have the sealing and lock wires already twisted in place, ready for the fitment of the numbering and sealing tags. The precise method of carrying this out is shown in technical notes supplied at engine registration.

12. The seals will prevent the following operations: Splitting of the crankcase for access to crank and bearings. Removal of cylinder heads for piston, rod, and liner withdrawal. Removal of camshafts, valves, and valve springs, pushrod engines may use split rocker covers that allow the adjustment of tappets only, without breaking the seals.

13. For any race that is subject to Post-Race Engine Dyno Testing, the finish order is provisional pending the report from the Dyno Test Facility. Teams must declare the type and brand of engine oil used for the race in question.

14. Costs for Dyno testing engines and UIM Commissioners involved that are protested against will be paid by the losing party.

15. Engines that are chosen to be dyno-tested, have the choice of the following with no loss of engine bonus points:

a) If the engine is returned before the next race - refit the engine

b) If the engine is not returned in time for the next race, it can be fitted at a later date during the season with no penalty and points will be counted as if they had been awarded for consecutive races. The engine must remain sealed.

c) If the engine fails or encounters technical problems on the Dyno, the engine may be repaired and fitted at a later date during the season with no loss of points.

d) If an engine is sent for testing on the second-to-last race of the season and cannot be fitted for the last race due to points b) and c) above, the new engine fitted will act as a substitute, and points will be given.

16. All 850 hp+2% engine rules apply to the 775hp+2% Naturally aspirated pushrod engines by substituting 850hp with 775 in the text.

17. All engines will be fitted with loom and sensors, that will record to the torque sensor logger, the rpm, max boost pressure, and air depression inside the air box;

18. SINGLE MAP ECUs REQUIRED

Only ECUs with a single map “built in” are allowed, carryovers of old ECU’s are accepted only if modified and certified by their original manufacturer. Protocol for updating and checking software. on APPENDIX 6 09.

ECU’s are subject to random testing at the discretion of the Chief Technical

Commissioner to confirm conformity to the rules.

Only ECUs with a single map “built in” are allowed, carryovers of old ECU’s are accepted only if modified and certified by their original manufacturer. Protocol for updating and checking software will be issued by the OPC.

ECU’s are subject to random testing at the discretion of the Chief Technical

Commissioner to confirm conformity to the rules.

19. THROTTLE BY WIRE.

Throttle by wire is allowed once the homologation file on the existing engine is updated, and displayed on the new engine homologation with the following conditions:

1. Engine manufacturer declaration specifying that the points on Appendix 6.06.1-2 and 3 are respected, specifying no strategy of Traction Control (53.50)

2. Engine manufacturer declaration specifying the potentiometer in the cockpit that manages the throttle via ECU, must not be connected to any other device, as per rule 53.9 and following statements.

3. Engine manufacturer declaration stating that in any case of malfunction the Throttle goes into a closed recovery position to guarantee maximum security.

4. To ensure the above, the Engine manufacturer must supply to UIM the following :

   a. Construction drawing of the throttle by wire looming installation to be updated with running changes, if any, on the following sections:

      i. Pin to Pin between Potentiometer throttle command and device that receives the signal.

      ii. Pin to Pin between Engine ECU and throttle by wire on the engine

   b. Provide updated engine map, to be used in conjunction with the Engine manufacturer as a comparison at any time requested by the UIM Technical Commissioner, particularly on Throttle by wire management.

   c. Provide at free cost, equipment and software to record during race events in actual time (maximum delay 1 second) the following data:

      i. Engine RPM

      ii. Position of Throttle by wire (butterfly on engine)

      iii. Input from potentiometer connected to the Throttle inside the cockpit

45.01. CAPACITY, TYPE AND RESTRICTIONS (non-compliance will result in Disqualification)

1. Max 4 camshafts per engine.
2. OEM camshaft position cannot be changed.
3. OEM position of lifter bores cannot be changed.
4. Pistons to be produced from automotive piston alloys.
5. Heads and blocks to be manufactured in cast Aluminium or Iron only.
6. Max 4 valves per cylinder.
7. No exotic material as per APPENDIX 6.07. with the exception of Inconel for Headers on Exhaust System, Titanium on cylinder head valves and spring retainers, no Titanium coatings are allowed.
8. No Ceramic components or coatings with the exception of spark plugs, seals and bearings.
9. Any Diamond or hardened coatings.
10. Valves must open and close using conventional mechanical methods.
11. No variable length tracts or ducts.
12. Original registered quantity of spark plugs to be retained.
13. Mercury 850 engine with standard factory ECU, type to be approved by the OPC, No blue printing or Modifications of any kind Allowed, maximum 6250 Rpm random cylinder cut out, 6350 full cut out as per Mercury standard,. Other supercharged engines may be accepted by the OPC for racing subject to approval, the Mercury 850hp torque curve printed on ANNEX 6. 04 is not to be exceeded.
14. 6100cc-8200cc overhead cam V12 Naturally aspirated engines, 60mm restrictor, maximum RPM 7600.
15. 8111cc-9521cc(495 to 581 cu inch) pushrod engines, single camshaft, maximum RPM 7600, (see specific OPC engine data sheet for restrictions and specifications)
16. No non-piston or unconventional engine are allowed - engines must be based on standard production engines
17. Any form of traction control managed by the engines' ECUs with any kind of slip sensor are forbidden; management of the engines' RPM limiter related only to the engine's acceleration rate is allowed, the protocol of rpm management is specified on Appendix 6.06

45.02. COMPRESSION RATIO MAXIMUM ALLOWABLE

• Natural aspirated 10.0:1

• Pressure charged 8.5:1

• Pushrod engines 10:8:1

46. AIR BOXES AND AIR INTAKES

1. Internal or external spraying of any substance into the airstream except fuel through the engines injection system is forbidden

• All Single Camshaft Pushrod engines

2. The air track running from an external opening to the flame arrestor/Air Cleaner may not be completely sealed. Likewise, sealing or pressurizing of the engine compartment or engine air intake is prohibited. Fresh air ducting is not allowed to be closer than 50mm in any direction to the engine and/or flame arrestor/ Air Cleaner.

• V12 Naturally aspirated engines with restrictor

3. The maximum dimensions of the Plenum Chamber must be contained within an imaginary straight-sided square-edged box. The volume of this box must be no more than 1 cubic meter.
4. The Air box dimensional schematic showing all components including anything passing through or placed inside the air box must be supplied to the UIM OPC

5. A single air restrictor is to be situated at the first point of air entry into the mandatory sealed plenum chamber/Air box. This air restrictor will be issued by the UIM OPC (at a cost of Euro 650 each) and will be engraved with a specific serial no. The air restrictor will be anodized to provide ease of inspection, a go and no go mandrel will be used to check the restrictor size has not been modified. No other restrictor will be accepted

6. The air restrictor must be placed in an accessible position for easy visual and dimensional checking. If required it is permitted to be forward facing above the boat's deck.

7. The air restrictor must be fitted in such a way that it can be removed and substituted for another UIM OPC official air restrictor at any time.

8. All air feeding the engine must pass through the air restrictor. The air box must remain airtight at all times and is subject to post race scrutineering.

9. Conformity of the air box tract seal will be checked using the official UIM OPC "vacuum gauge" applied to a running engine. The check will be performed at post race Scrutineering The engine speed during the check is set at approx 2200rpm. A minimum reading of -100 millibars must be reached to confirm 100% seal. Should the reading fail to reach -100 millibars, the induction tract seal will be considered illegal.

- Reading from -100 to -85,00 millibars time penalty 20" from classification time
- Reading from -84,90 – 70,00 millibars time penalty 50" from classification time
- Below -70,00 millibars disqualification.

10. OPTION for V12 Naturally aspirated engines with Air Box:

- ***An option to the "Air Restrictor" with "Air Box" is introduced whereby a Power/Torque limit is displayed in ANNEX 8 and checked with a torque Sensor.***
- ***Internal or external spraying of any substance into the airstream except fuel through the engines injection system is forbidden.***
- ***The air tract running from an external opening to the flame arrestor/air cleaner may not be sealed. Likewise, sealing or pressurizing of the engine compartment or engine air intake is prohibited. Fresh air ducting is not allowed to be closer than 50mm in any direction to the engine and/or flame arrestor/air cleaner.***

47. ENGINE QUANTITY & POSITION

- Maximum of 2 engines per boat.
- Inboard engines only.

48. FUEL & INJECTION

- Gasoline powered engines only.
- Max 2 fuel injectors per cylinder.
- The only fuel approved for use in UIM Events, will be that supplied by the local organiser or series supplier, as the case may be. The Unleaded fuel supplied will have a minimum of 95 Octane. Unless otherwise notified in the Race Instructions.
- No modifications or additives are permitted to the fuel.
- Fuel samples showing any characteristics other than the fuel issued at the event, will be deemed illegal. The penalty is Disqualification from the event for a first infringement, and more serious penalty for a second offence.
- The UIM inspector can at any time take samples from boats to ensure compliance.

49. ENGINE RULE FOR 775 AND 850 NATURAL ASPIRATED V8

(NON-COMPLIANCE WILL RESULT IN DISQUALIFICATION)

1. Displacement, maximum 581 CID
2. Displacement, minimum 495 CID
3. Compression ratio Maximum 10.8:1, no minimum – Measured by Whistler at race site – before or after race.
4. Number of valves, two valves per cylinder operated by pushrods. One camshaft located in the block, OEM location.
5. Intake valves, allowed: Stainless steel, or titanium
6. Exhaust valves, allowed: Stainless steel, or Inconel
7. Valve stem diameter, minimum 11/32”
8. Variable cam timing, not allowed
9. Camshaft must remain in OEM location
10. Valve guides not to be cut down, shortened, tapered, or reshaped
11. Valve angle as manufactured OEM + - 2 deg
12. Valve head diameter, maximum Intake 2.450”, exhaust 1.950”
13. Valve spring cooling allowed with internal engine oil
14. Spring Retainers Any material and design may be used
15. Rocker Arms Except as stated above, any type or design legal
16. Rocker stud girdle Legal
17. Engine Blocks: Cast iron – painting block is allowed, No aluminium blocks allowed, GM Blocks with 9.8” or 10.2” deck heights approved, GM Blocks manufactured by General Motors, World Products (Merlin), Dart, approved. GM part #, approved 10185049, 10134367, 24502502, 24502500, 12370834, 14044808, 12370833, 10051106, 10237292, Merlin part #, approved 080100, 080110, 081100, 081110, 081102, 081112 and 081120, 085010, 085110,Dart part numbers, approved 31263344, 31263354, 31263444, and 31263454.
18. Cylinder bore centers must remain in OEM spacing
19. Internal components: Materials allowed, Crankshaft, connecting rods, pushrods and wrist pins must be made of steel. Wrist pins may be hard coated, Materials, not allowed Titanium or any other materials
20. Main and rod journals, not to deviate more than .040” in diameter from OEM specifications
21. Connecting rods Big end width may not be reduced from OEM specifications.

    Width of rod big end not to be less than .980”
22. Wrist pins Minimum .990” inch diameter
23. Pistons, allowed, Forged aluminium only
24. Thermal barrier coatings, No thermal barrier coatings allowed on any engine parts
25. NO Single plane crankshafts Crankshaft throws must be timed according to OEM specifications
26. Angle Milling, Not allowed
27. Cylinder Heads: Must remain in OEM location. Intake and exhaust ports must be in conventional OEM location and spacing (NO BIG CHIEF STYLE CYL HEADS). 1.Allowed:CNC machining, Blending, Grinding and Polishing, Resizing of ports, 2.Cylinder head repairs welding to repair cylinder head must not change original manufacturers shape
28. Head bolts Additional head bolts legal. Any type legal.
29. Intake Manifold: Approved intake manifolds, commercially available 4bbl cast intake manifolds only. 1.Welding Not allowed. 2. Porting Allowed
30. Carburettor spacers Maximum 2.5”
31. Intake Manifold, The angle between deck surface and intake manifold surface not to be altered.

32. Induction System: Only one carburettor or 4bbl throttle body, if injection used Approved type, Holley dominator bolt spacing
33. Fuel injection Maximum 8 injectors only
34. Blueprinting Allowed
35. Exhaust System: C.M.I. 2.25 E-TOP 1075 HEADER #13595 C. No modifications allowed. Alternative suppliers may be accepted by the OPC, in writing, for reliability/durability reasons only.
36. Cooling, Exhaust system from engine outlet to point of exit from hull or deck must be water-cooled by water jackets. “Cool Collar” design water jacket exhaust cooling is allowed.
37. Lubrication: Wet sump, Wet sumping and internal oil pumps allowed
38. Dry Sump External oil pumps / dry sumping allowed. Not more than three scavenging pump sections allowed. Not more than three hoses (maximum size –12AN) shall be connected from the oil pan to the scavenging sections of oil the pump. Oil may only be scavenged from the oil pan.
39. Crankcase vacuum, Not allowed. Engines must be vented to the atmosphere
40. Crankshaft oil seals, Conventional style only
41. Filter screens, Allowed. May not restrict the return of oil to the crankcase. Flush mounted only.
42. Intake valley, As cast only. No damming, no raised sections, no alterations whatsoever.
43. Ignition: Distributor type only, Spark distribution Distributor rotor / cap only
44. Electronic ignition Allowed, Crank triggered ignition allowed, Belt drive ignition allowed.
45. Coils, Limit one ignition coil per ignition system (primary and back up). Back- up ignitionAre allowed. Illegal if any combination is capable to exceed specified rev limits.
46. Rev limiter. The maximum RPM allowed is 7,600 RPM with no tolerance above 7,600 RPM. Engines which have ignition systems exceeding 7,600 RPM are illegal as determined by OPC test equipment.

50. EXHAUSTS

- Exhausts to be adequately insulated as to prevent the possibility of fires or burns.

50.01 MAXIMUM PERMITTED NOISE LEVELS

- The maximum permitted noise levels from any individual competing boat in a UIM Class 1 race is 100 Decibels +5%.
- Testing may be instigated by the Technical commissioner for noise readings during the race weekend or upon request at any time.
- Readings are taken at 50 metres distance, at max RPM+/- 2% with no other race boat in the vicinity.
- Readings are only accepted as official when taken with the official UIM calibrated sound meter.
- Race Venues that do not require a limit on engine noise levels, must first obtain approval from their National Authority. Upon receiving written notice from their National Authority, the OPC Task Force will give its final approval and which will be written into the Advance Notice of the stated event. Only in such a case are teams free (not mandatory) to use the noise free equipment without altering the engine performance as per rules.

51. TRANSMISSION RESTRICTIONS

- No method of shift able gear ratio selection is permitted in the driveline between the engine crankshaft and the propeller, other than neutral facility. C1 boats are not required to have astern propulsion ability.
- No forms of variable speed transmission or torque biasing devices are permitted.
- During the event, all ratio changes (if made on the launch jetty) must only take place under the strict control and agreement of the Technical Commissioner, and be achieved by mechanical parts replacement only.

52. PROPELLERS

Propeller registering, marking and measuring procedure.

- There will be 1 supplier of propellers for Class1,
- Only Cast propellers are allowed
- One specified (regular) blade area only is allowed.
- The Propellers thickness cannot be altered, and will be specified by the manufacturer and or the UIM, disqualification will result for modified propellers.
- Only the propeller cup may be altered; however, this will void any warranty claim that may arise. The manufacturer will specify the areas that can be modified. Diameter can be reduced only by the original supplier who must remeasure and release a new certificate for the UIM Technical Commissioner. No superficial treatments are allowed unless requested by the supplier to improve the durability, and then this must be applied to all propellers racing in the boat fleet by the same supplier.
- The propellers will be produced from the manufactures C1 specified material only.
- 3 different pairs of propellers per boat will be allowed (to be used in subsequent championship).

  Propellers can only be changed for the identical type as those initially registered due to damage or wear. In that event it must be reported to the Technical Commissioner, It may then be replaced and the registered number will be cancelled from the eligibility records, and the new number submitted. New entry boat on championship will have one more season to select the three pair of propeller.
- New propellers will be stamped at the end of the first World Championship, Pole or Race in which they were first used, and will be registered by the Technical Commissioner. Each propeller selected must stay registered on the same boat, at least until its warranty expires (12 hours running time as per supplier contract) after which it may be replaced.
- Propellers will be allocated to a boat, for use on that boat only. For instance a two boat team may not swap registered propellers from one boat to the other. However a two boat team with less than 4 sets of registered propellers may use them on either boat.
- Replacement warranty of Propellers, is only for material failure and doesn‘t include misuse or damage.
- Running life at each race venue of each set will be recorded by the UIM Technical Officer. During any use of the registered propellers in private testing, the running time must be reported to the UIM Technical Officer at the next event to account for the total running life. Failure to report will result in void warranties, for all registered propellers.
- It shall be the responsibility of the competitors to ensure that the propellers are protected while operating on land, and during gear ratio changes in the wet pits. Penalty for non-compliance will be a fine of Euro 1000.
- In the event that teams have to replace only one propeller due to damage, to keep the complete set the ID of the new propeller must be the same as the one replaced. The running life time of those combined pair (original plus replaced one) will be accounted with the aged one.

53. CREW CONTROL AND SYSTEMS

Technical restrictions for all boats.

1. Steering must be by either drives or rudders but not both. Steerable drives are to be homologated before acceptance for racing. Double installation of Sterndrive System and rudder is allowed, however, when steering with the rudder the Sterndrive System must be mechanically fixed, vice versa when steering with the Sterndrive System, the rudder must be removed.
2. Rudders must only be allowed to move on one axis or line (No retractable rudders).
3. Drives must not steer independently of each other (no toe in or out underway). Additionally the tie bar length and attachments are to be fixed mechanical.
4. No Auto gyros.
5. No form of traction or acceleration control.

6. No presets of any kind including trim and steering.

7. Potentiometers may be used for monitoring only.

Rule – “All control inputs affecting trimming, throttling and steering of the boat must be directly provided by the crew. It is not permitted to interface the operation of the control surfaces, drives, ballast tanks, fuel tanks or throttles with any devices that provide additional control input, whether electronic, mechanical, hydraulic, pneumatic, or any other means.

Crew derived control inputs may be amplified, in force and/or displacement, using suitable power assistance systems, but the response of the control device must remain a constant and direct function of the crew input.

Any additional sensing devices, such as, but not exclusively, those used in a data acquisition system, must be demonstrably physically independent of any individual control system.”

54. DATA TELEMETRY

Teams may not upload or download data whilst the vessel is moving during any race weekend. Data loggers may be used.

55. ENGINE BONUS POINTS

All eventualities within the Engine Bonus points Rule will be judged according to the following text together with the published Bonus Points scenarios. Any unforeseen scenarios will be judged by the OPC Technical Task Force within the spirit of the engine longevity requirements.

1. Bonus Points will only be allocated for the World Championship (i.e. they do not apply to Continental Championships).

2. Allocation of points is to a boat / engine combination, and they are not transferable with the engine to another boat.

3. Engines presented for scrutineering with broken or no seals, will not be eligible for points that race weekend, this includes the first race of the season. Engines presented with previous seasons unbroken seals will be treated as a new engine that requires seals and not be eligible for points that race weekend

4. Race weekend completed with seals unbroken and or engine replaced will get 2 points per engine per race weekend after the first completed race weekend. The boat must at least leave the jetty for the start of race two of the race weekend to be eligible for the bonus points. Race 2 remains the defining changing and completion point for the bonus points.

YOU LOSE POINTS IF YOU CHANGE AT ANY TIME											
RACE WEEKEND 1			*RACE WEEKEND 2*			*RACE WEEKEND 3*			*RACE WEEKEND 4*		
PR	*R1*	*R2*	*PR*	*R1*	*R2*	*PR*	*R1*	*R2*	*PR*	*R1*	*R2*
		0 POINTS			*2 POINTS*			*2 POINTS*			*2 POINTS*
NO POINTS FOR THE THE FIRST COMPLETED R2											
PR	*R1*	*R2*	*PR*	*R1*	*R2*	*PR*	*R1*	*R2*	*PR*	*R1*	*R2*
		0 POINTS			*0 POINTS*			*0 POINTS*			*2 POINTS*
					DNS OR DNF R2			*ENGINE SEALS UNCHANGED*			
PR	*R1*	*R2*	*PR*	*R1*	*R2*	*PR*	*R1*	*R2*	*PR*	*R1*	*R2*
		0 POINTS			*0 POINTS*			*2 POINTS*			*2 POINTS*
			SUBSTITUTE ENGINE FITTED DURING RACE WEEKEND SEALED ENGINE FITTED RACE 2								
PR	*R1*	*R2*	*PR*	*R1*	*R2*	*PR*	*R1*	*R2*	*PR*	*R1*	*R2*
		0 POINTS			*0 POINTS*			*2 POINTS*			*2 POINTS*
			ENGINE CHANGED BOAT COMPLETED RACE 2 WITH NEW ENGINE								
PR	*R1*	*R2*	*PR*	*R1*	*R2*	*PR*	*R1*	*R2*	*PR*	*R1*	*R2*
		0 POINTS			*2 POINTS*			*0 POINTS*			*2 POINTS*
						NEW ENGINE FITTED AND SEALED DURING SCRUTINEERING					

SECTION K

V1 TECHNICAL RULES REQUIREMENTS

60. ENGINES

01. GENERAL

1. All Boats shall be limited to the use of two essentially identical engines while racing, the use of electronic and/or mechanical components that can alter the engines' performance is not permitted, violation will result in disqualification from that race, Teams are limited to the use of a maximum of three engines per event Grand Prix. For purposes of this rule an "engine" shall be defined as the cylinder block, the cylinder heads, the pistons, connecting rods and the crank shaft. For clarity this means that each Team may only change one engine during the course of a Grand Prix, and any engine changes must be notified to, and agreed by, the UIM Technical Commissioner before being carried out. See rules SECTION D PRE RACE INSPECTION 13.01

2. **Engines shall be inboard only**.

3. **Spare parts are unlimited**.

4. **Multispeed gear boxes are prohibited**.

5. **Engine capacities** -The maximum engine capacities shall be;

   - Forced induction Diesel -13,000 cc (=793c.i.) (= 793c.i.);
   - Forced induction Petrol -9,315 cc (=572c.i.) (= 572c.i.);
   - Normally aspirated petrol -11,000 cc (=671c.i.).
   - From 2015, boats with Diesel Engines must show no visible smoke in any race condition, violating this condition, the boat will not be admitted to the Championships.

6. Have a maximum DPO to weight ratio of 1hp per 3.5 kg. (no tolerance) for petrol boats or have a maximum DPO to weight ratio of 1hp per 3.35 kg. (no tolerance) for diesel boats. See follow rule: Declared Power Output.
(= 671c.i.).

   0.1 **Declared Power Output (DPO)** - The engine type and power capacity must be declare on the Digital Measurement Certificate (DMC); the DPO cannot be change unless modifications are approved in advance by OPC and registered on the DMC. A change of the type of engine is allowed once a year must be approved in advance by the OPC with registration on the DMC. Declared power must be accurate, if the declared power is 3%(or more) less than that detected by the torque sensor it will result in disqualification from that race. The UIM Technical Commissioner shall calculate the total engine power capacity of the engines used while racing and this figure will be the Declared Power Output or DPO. The UIM Technical Commissioner shall create and maintain a DPO Ratio Table for all entries. The DPO Ratio Table will use the DPO and the category power to weight ratio to calculate the minimum post-race weight for each entry. The DPO Ratio Table will be placed on the official notice board at each Grand Prix.

   0.2 Failure to meet the post-race minimum weight (the DPO weight) within the tolerances set in rule will result in disqualification from that race.

   Note: Teams are reminded that the power output from an engine may increase during the season even without any intervention from the Team. Given this and the fact that the DPO weight is the minimum post race weight requirement, Teams may wish to increase their DPO (and ballast their Boat accordingly) to ensure compliance with the relevant power-to-weight ratio rule.

   0.2 The Engine Dynamometer correction method ISO 3046-1 is to be used for Dyno Test facilities and/or Torque Sensors (the old 88/195/CEE method is not to be used)

03. TORQUE SENSOR RACE WEEK END PROTOCOL

The Torque Sensor (TS) systems are owned by teams participating in the UIM V1 World Championship, on a per Race weekend basis. They will remain under the jurisdiction of the UIM Technical Scrutineer. In principle one TS will be installed per boat. However, during the racing season and at their discretion, the Technical Inspector may require individual boats to run with a sensor on the second engine (see Point 6).

In case a torque sensor mechanical failure stops the power transmission, the affected boat will be awarded Championships points (only) as follow:

- Boat retirement up to 70% of total race, 50% of position points, or
- Boat retirement above 70% of total race 100% of position points

for the position the racing boat held at the retirement lap.

The operating protocol for the sensors' use during the race weekend is as follows:

1. The system components to be installed in racing boats are as follows:
   a. ABB Torque sensor, to be installed in the drive shaft line between the engine(s) and the transom(s).
   b. ABB electronic interface unit(s) for one or two ABB torque sensors.
   c. Race Technology Data Logger system and junction box for two ABB torque sensors
   d. Connecting Cables: Torque sensor to ABB interface box to Junction box to Data logger for one or two ABB torque sensors
2. During the TS distribution procedure time, defined in the Advance Program, the team representative will pick up the same system sets used in the previous races, as detailed above in Point's 1.a.-1.b.-1.c., and will receive direction on which side it is to be installed. The cabling detailed in Point 1.d, will remain installed in each boat during the entire race season. However, the cabling will be subject to frequent inspection by the Technical Scrutineer for connectivity, condition and/or damage.
3. After the last race of each weekend the complete torque sensor and logger system as detailed in Point 1 a. through c., must be return to the Technical Scrutineer. All logistics related to the system will be announced in the Race Instruction documents.
4. Team Responsibility: All system components listed in Point 1, are the Team's sole responsibility. The Team must pay for any damage occurring during the Race weekend (or for Point 1.d. during season), even if said damage is discovered after removal from the boat
5. Please note that it is at the sole discretion of the Technical Scrutineer to require a Team - at any time during a race weekend - to install a second ABB torque sensor owned by the Team.
6. Teams are requested to install one torque sensor during race weekend. The team cannot install a second torque sensor device of any kind on the second engine during any part of the race weekend unless directed to do so by the Technical Scrutineer.
7. The use of any connecting cable or wiring loom as specified in 1.d. above is prohibited at any time other than the race weekend.

We would like to remind the Teams that the application of the torque sensor, as requested by the UIM rules, is to measure and log engine output power. The power losses from any additional device(s) such as a geared drop box, hydraulic oil or water pump(s), electrical generator(s), etc., that are not part of the engine's original support system, and which are installed between engine and torque sensor, will be added to the power measured by the torque sensor during the race to give a total engine power output that must, at all times during a race event, remain below the mandated declared power limit.

UIM will determine, and issue a list, of the exact power loss for each additional device. The power losses listed at this time are conservative, and do not account for all the losses in the systems, therefore, a series of dyno tests will be performed to add the missing values and a new list will be issued upon completion. No appeals regarding the UIM power determinations will be accepted.

04. PRELIMINARY POWER LOSS LIST;

a. Engine mounted drop box before TS with three internal gears: Power read from the Torque Sensor adjusted +3% (1% each contact eg: 500HP +3% = HP515.

b. Engine mounted drop box before TS with two internal gears: Power read from the Torque Sensor +2% (1% each contact eg: 500HP + 2% =Hp 510

06. AFTER RACE/POLE POSITION POWER/WEIGHT VERIFICATION

a. Data used for the calculation:

- Power declared by the Team.
- Power read from TS with 2% margin, the margin is introduced to eliminate any read errors. This means that if the team says that the engine has an output of 500 hp, and during the competition recorded readings are higher but by less than 2% (Max 510 Hp), the calculation of the minimum weight will continue to use the power declared by the team; but if the recording indicates excess values greater than 2%, the Hp excess above the 2% margin will be used for calculation of the minimum weight. Example: detected power 525 hp, power / weight ratio calculated with 515 Hp

b. After Pole Position and Races the Commissioner will perform the post-race weighing procedure, carefully inspecting to determine that no extra weight has been added after the finish of the race.

c. Result of verification:

1. When the power read from the TS is less than the stated amount, for any reason, the minimum weight of the boat is calculated using the power declared by the Team.
2. If the boat's weight is lower than the calculated ratio by 50Kg or less, there will be a time penalty of one minute, if more than 50Kg the boat is disqualified, as per rule 44B.3.
3. If the team does not accept the reading of the TS and the motor(s) are verified on the dyno, the tolerance of 2% will no longer be used, and each Hp exceeding the declared will be used for the calculation of the minimum weight of the boat. The engine speeds (excluding over-revving) recorded during the competition must be the same on the dyno test.

07. If a second spare engine eventually is installed replacing the registered one, during the same event weekend: five minute penalty

08. Engine must be registered with UIM OPC, with the form in APPENDIX 6.03. to be eligible to race.

09. Engine vendors and teams must make their engines available for any inspection which may include Dyno testing, complete stripping or any other inspection deemed necessary at the Vendor's or team's cost to ensure legality of engines and components at all times.

10. Each engine manufacturer's request for registration will be reviewed positively, but full consideration will be given to the satisfaction of the spirit of these rules as well as the written specifications.

11. The engines MUST be based on automobile, marine, or industrial cylinder blocks and heads. Specialty non production heads and blocks will not be accepted, Engines must be commercially available.

The follow information/declarations are required in the appraisal file (APPENDIX 6-02):

a. Certificate of origin for the heads and block.

b. Declaration that the engine will be available for any kind of use, to any entity, including competing race teams; and that they will be available within a reasonable time frame and at a commercially realistic price, estimated in € (time frame and final price to be agreed in writing with the UIM/OPC).

12. When Engines are presented for scrutineering, they must have the sealing and lock wires already twisted in place, ready for the fitment of the numbering and sealing tags. The precise method of carrying this out is shown in technical notes supplied at engine registration.

13. The seals will prevent the following operations: Splitting of the crankcase for access to crank and bearings. Removal of cylinder heads for piston, rod, and liner withdrawal. Removal of camshafts, valves, and valve springs, pushrod engines may use split rocker covers that allow the adjustment of tappets only, without breaking the seals.

14. For V1 diesel engines only, it is required to seal the valve that regulates the flow rate of the fuel pump.

15. For any race that is subject to Post-Race Engine Dyno Testing, the finish order is provisional pending the report from the Dyno Test Facility. Teams must declare the type and brand of engine oil used for the race in question.

16. Objection to Torque Measurement Device Output - If during the course of the season a Team objects to the torque measurement device output and/ or its total horse power output generated whilst racing, it shall have the right to request a dynamometer test according to the following procedure:

i. The UIM Technical Commissioner shall select the engine(s) for test, apply any required seals, and arrange for the test(s) as soon as practicable (normally within two weeks and prior to the next Grand Prix);

ii. The dynamometer test(s) shall be run at a testing facility determined by the UIM Technical Commissioner. The Team shall have the right to attend the test;

iii. The engine(s) must have the same set up and calibration as under race conditions;

iv. The Team shall be bound by the results of the dynamometer test(s),

v. TheUIM Technical Commissioner shall accept the results of this dynamometer test(s) for purposes of updating the DPO and for re-calibration of the torque sensor, if required.

vi. If the dynamometer tested power output is higher than the declared power output for that engine, then the Team must pay the costs of the dynamometer test and the Team will be disqualified from all races previous to the test;

vii. If the dynamometer tested power output is lower than or equal to the declared power output for that engine, then the Promoter must pay all costs and no further action will be taken.

At all times, each Team remains responsible for all risks to its engines.

If a Team is protested on suspicion of being outside the power to weight ratio or the UIM Technical Commissioner requests a test or re-test of an engine, then the procedure set forth in points i - v above shall be followed. In addition:

- each Team shall have the right to attend and witness the test.
- if the new dynamometer tested power output is lower than or equal to the declared power output for that engine, then the protesting Team, or the Promoter in the case of a UIM Technical Commissioner test or re-test, must pay all costs and no further action shall be taken for that protest.

17. At all times, each Team remains responsible for all risks to its engines. IMPORTANT NOTE: Should an engine not complete a dynamometer test for any reason whatsoever, unless it can be proved beyond doubt that the fault lies with the test engineers or the test facility, that engine will be deemed to have failed the test and the team will be disqualified from the applicable races as described above.

18. Costs for Dyno testing engines and UIM Commissioners involved that are protested against will be paid by the losing party.

19. Engines that are chosen to be dyno-tested, have the choice of the following with no loss of engine bonus points:

a) If the engine is returned before the next race - refit the engine

b) If the engine is not returned in time for the next race, it can be fitted at a later date during the season with no penalty and points will be counted as if they had been awarded for consecutive races. The engine must remain sealed.

c) If the engine fails or encounters technical problems on the Dyno, the engine may be repaired and fitted at a later date during the season with no loss of Realibility Points gained in the relevant part of the season or disqualification.

d) If an engine is sent for testing on the second-to-last race of the season and cannot be fitted for the last race due to points b) and c) above, the new engine fitted will act as a substitute, and points will be given.

22. All Teams must have available at all times at events a cradle or casing capable of safely containing an engine of the type fitted to the Boat, to allow for the removal and shipment of an engine for testing or re-testing purposes

23. FUEL & INJECTION

- Gasoline and Diesel powered engines only.
- Max 2 fuel injectors per cylinder.
- The only fuel approved for use in UIM Events, unless otherwise notified in the Race Instructions, will be that supplied by the local organiser or series supplier, as the case may be. The Unleaded fuel supplied will have a minimum of 95 Octane for Gasoline , and for Diesel fuel shall comply with the NEN-EN 590 nor. Cooling the diesel fuel before and during race is forbidden.
- No modifications or additives are permitted to the fuel.
- Fuel samples showing any characteristics other than the fuel issued at the event, will be deemed illegal. The penalty is Disqualification from the event for a first infringement, and more serious penalty for a second offence.
- The UIM inspector can at any time take samples from boats to ensure compliance.
- Alternative Fuels - Applications to use alternative fuels or energy sources will be welcomed and considered by individual application to the UIM TCC, and the UIM TCC shall decide upon the appropriate power to weight ratio to be applied.

24. **Fuel Transfer** - Fuel may only be transferred between tanks using permanently installed fuel lines connected to fixed, permanently installed tanks. All fuel tanks must have an earth or ground wire to enable the discharge of static electricity. Any Team which transfers fuel either into or out of the Boat other than at the designated fuelling area or fuel discharge area and from the designated fuel source, or without the prior approval of the UIM TCC will be subject to a fine of €2,000 for a first offence, and/or a larger fine or disqualification for a subsequent offence in any given season.

25. **Throttles** - The use of foot throttles is prohibited.

26. **Propellers** - Propellers shall be of a type that is readily available on the market at commercially reasonable prices and produced using a casting method. Specialized high performance propellers (e.g., forged steel, fabricated, welded or propellers which have been CNC machined from solid billet) are prohibited. Teams shall provide the Promoter with a signed affidavit from the propeller manufacturer that the propellers have been produced using a casting process and are not specialized high performance propellers.

27. MAXIMUM PERMITTED NOISE LEVELS

- The maximum permitted noise levels from any individual competing boat in a UIM V1 race is 100 Decibels+5%
- Testing may be instigated by the Technical commissioner for noise readings during the race weekend or upon request at any time.
- Readings are taken at 50 metres distance, at max RPM+/- 2% with no other race boat in the vicinity.
- Readings are only accepted as official when taken with the official UIM calibrated sound meter.
- Race Venues that do not require a limit on engine noise levels, must first obtain approval from their National Authority. Upon receiving written notice from their National Authority, the OPC Task Force will give its final approval and which will be written into the Advance Notice of the stated event. Only in such a case are teams free (not mandatory) to use the noise free equipment without altering the engine performance as per rules.

28. **Ballast** - Only solid fixed ballast is permitted. The use of water ballast is prohibited. Failure to comply with this ruling will result in disqualification.

29. CREW

There shall be a minimum of two (2) and a maximum of three (3) Crew members in the Boat during a race. The control of the direction of the Boat and the control of the throttles shall be considered to be two separate functions and shall be performed by two persons.

30. Tracking, timing and logging equipment - Teams shall fit on their Boat a supplementary GPS tracking system, and other electronic data-logging device/s, for race and technical control purposes as provided by the Promoter. Teams are obliged to fit the equipment in line with the instructions supplied. Any Team which is deemed to have tampered with this equipment in any way will be subject to disqualification. In the event that a sensor or other data-logging equipment supplied by the Promoter is broken or damaged (except for fair wear and tear), then the Team shall be responsible for the cost of repairing or replacing that equipment.

31. Crew control and systems – Technical restrictions for all boats.

1. Steering must be by either drives or rudders but not both. Steerable drives are to be homologated before acceptance for racing. Double installation of Sterndrive System and rudder is allowed, however, when steering with the rudder the Sterndrive System must be mechanically fixed, vice versa when steering with the Sterndrive System, the rudder must be removed.
2. Rudders must only be allowed to move on one axis or line (No retractable rudders).
3. Drives must not steer independently of each other (no toe-in or -out underway).

   Additionally the tie bar length and attachments are to be fixed mechanically.
4. No Auto gyros.
5. No form of traction or acceleration control.
6. No presets of any kind including trim and steering.
7. Potentiometers may be used for monitoring only.

Rule – “All control inputs affecting trimming, throttling and steering of the boat must be directly provided by the crew. It is not permitted to interface the operation of the control surfaces, drives, ballast tanks, fuel tanks or throttles with any devices that provides additional control input, whether electronic, mechanical, hydraulic, pneumatic, or any other means.

Crew derived control inputs may be amplified, in force and/or displacement, using suitable power assistance systems, but the response of the control device must remain a constant and direct function of the crew input.

Any additional sensing devices, such as, but not exclusively, those used in a data acquisition system, must be demonstrably physically independent of any control system.

32. Data telemetry

Teams may not upload or download data whilst the vessel is moving during any race weekend. Data loggers may be used.

SECTION L

ENFORCEMENT

Consistent with the purpose and intent of the rules, the OPC Task Force is entitled to take whatever action it deems necessary to enforce these rules. Any parts or components which give a Boat or Team an unfair competitive advantage may be deemed illegal and may result in disqualification. The OPC task Force, in its sole and absolute discretion, may decide if any part, component, or equipment change is being implemented in an effort to defeat or beat the rules, and the OPC Task Force may disqualify an entry in violation of the spirit and intent of these rules. In the interests of safety, the OPC Task Force reserves the right to make changes to the regulations regarding safety matters or equipment and such changes may be made with immediate effect. In matter of a technical nature the OPC Task force shall consult the UIM Technical Commissioner for information and explanations.

The OPC Task force is composed of four people,

- The President of OPC
- Two OPC Technical Members
- The designated representative of the Promoter,

All penalties and fines collected by the promoter will be paid to a registered charity, which will be nominated on an annual basis.

APPENDIX 1
SAFETY PROCEDURES AND GUIDELINES

SAFETY PROCEDUR ES

01. GENERAL REQUIREMENTS

02. TECHNICAL RECOMMENDATIONS FOR SAFETY BOATS

03. INTERVENTION PROCEDURE

SAFETY GUIDELINES

SAFETY

LAND SERVICES

A. DRY PIT AND WET PIT AREAS

B. FUELLING AREA

C. HELICOPTER AREA (IF REQUIRED)

D. HOSPITALITY AREA

ON WATER OFFICIAL TIME LAND SERVICES

SEA SERVICES

E. RESCUE BOAT

F. TOW BOAT

G. FIRE BOAT

H. COURSE PATROL BOATS

I. FINISH BOAT

J. COURSE CONTROL BOAT

K. CONTROL BOAT

ACCESSORIES AND SPECIAL EQUIPMENT

SPECIAL INFORMATION TO BE PROVIDED BY THE LOC

RECOMMENDED SAFETY PROCEDURES

Minimum requirements for the realisation of a Class 1 Grand Prix

01. GENERAL REQUIREMENTS

01.01. the recommended minimum depth of the water for the race course area, in normal condition, is 4 meters in the turn mark; this depth can be reconsidered by the Safety Coordinator, in case of bad sea weather condition and or in case of particular geographical local condition;

01.02. the logistics point on land where safety boats and ambulances are located must not be further than 2 nautical miles from the furthest point of the race course;

01.03. the mooring post for the rescue boats has to allow for a parking area for ambulances;

02. TECHNICAL RECOMMENDATIONS FOR RESCUE BOATS

02.01. The rescue boats should be:

- a minimum of 7.5 metres long with free bow in order to have enough space for stretchers;
- sides and/or stern can allow an easy boarding of stretchers and/or must have a system for the easy loading of stretchers;
- cannot transport on board minors (18 years) and/or persons who do not belong to the crew or to the rescue group;

02.02. Considering that race courses have a maximum lap length of six nautical miles, the safety plan, coordinated by the Safety Coordinator, according to the Local Safety Officer, with the assistance of the Local Medical Coordinator, envisages a minimum number of six rescue boats. This plan is created according to the grid method in order to be able to patrol an area of 1 mile for each rescue boat.

Following this method, the rescue boats will be implemented if the race lap is longer than 6 miles and, in any case under the Safety Coordinator approval;

The Safety Coordinator, according to the Local Safety Officer, is responsible for the repositioning of the safety Plan, according to the interventions and in order to cover the whole race course.

02.03. Each rescue boat is assigned a Tow boat and they form the safety group positioned in the grid plan. The rescue boat is the group leader.

The group has to take its position according to the safety plan and it has to maintain the position by maneuvering the engine (avoiding the creation of waves), at a minimum distance from the course line of 200 metres and, in any case, in a safe position. Every group has to be constantly in contact and has to listen to Race Control on the assigned radio channel. The driver's assistant is assigned to carry out this function.

03. INTERVENTION PROCEDURE

03.01. Every safety group, composed of one Rescue boat and one Tow boat, has to be in the assigned position at least 30 minutes before the official start time for practice, pole position & race.

03.02. Every group has to check how the practice is going, reporting every anomaly, accident, etc. to Race Control.

03.03. It cannot act unless authorised by Race Control.

03.04. Once the group has received the authorisation from Race Control, and if towing is not specifically requested - in which case, only the Tow boat would intervene - the group moves towards the point requiring intervention. While the rescue boat approaches the accident location, the Tow boat, with the yellow flag raised, places itself about 100 metres from the intervention point, on the course line, in a safe and visible position, signaling the danger to the other race boats, and protecting the intervention by the rescue boat.

If it is a medical intervention, the operation is controlled by the doctor and/or paramedic on board the Rescue boat, who will take care of rescuing the patient(s) and report to Race Control regarding what further action needs to be taken.

Once the rescue has been completed, the rescue boat will return to the established mooring post following the re-entry procedure, while the Tow boat will control the accident area and clear the water of any floating debris.

At the end of its intervention, with the consequent report having been made to Race Control, the group will take up its original position for normal service.

03.05. During the operation, Race Control will reposition the inactive groups in order to cover the whole race course.

03.06. If, during an intervention, the operation commander requires the aid of other rescue boats, Race Control will send the appropriate group(s), including the fire service.

03.07. In the case of an inverted race boat, the UIM Commissioner, via Race Control, will stop the practice, pole position and/or race. In this case, the order will be given to raise the red flag, thus initiating the Race Stopped/Pace Boat procedure.

03.08. If simultaneous incidents require the use of more than 50% of the active groups envisaged in the safety plan, it will be the decision of the UIM Commissioner, via Race Control, to stop the practice, pole position and/or race. In this case, the order will be given to raise the red flag, thus initiating the Race Stopped/Pace Boat procedure.

SAFETY GUIDELINES

SAFETY

The Safety and Rescue Plan includes both land and sea services.

All services will be carried out by Local Committee crews together with relevant class and Police / Military crews.

The Safety and Rescue system will be co-ordinated by the Race Control.

LAND SERVICES

The Land Safety System includes the medical, fire prevention, helicopter and hospitality area services.

The Land area is divided into four separate zones:

- Dry Pit and Wet Pit area;
- Fuelling area;
- Helicopter area;
- Hospitality area

The areas indicated above must be set up and equipped as follows:

A. DRY PIT AND WET PIT AREAS

A.01. Medical Services

The medical services will be carried out under the control of the Head of the Medical Committee, with:

A.01.01. N.1 Ambulance, with doctor and paramedical crew, used in place of first aid and patient transport.

This ambulance will be positioned close to Dry Pit, free to move, from 08.00 to 20.00 from arrival to departure of all vehicles.

A.02. Fire Prevention Services

A.02.01. 3 Fire points, marked with signposts, each containing 6 Extinguishers of 10 Kg, in separate locations in the pit area.

A.02.02. N.2 fire extinguisher operators.

A.02.03. N.2 water pumps, positioned in crane area (one at each crane).

B. FUELLING AREA

B.01. Medical Services

B.01.01 N.1 Ambulance, fully equipped and manned by reanimation doctor and reanimation paramedical crew.

This ambulance will be positioned close to Fuelling area, free to move, one hour before and until one hour after the official fuelling times.

B.01.02 N.1 Fire engine with a minimum of 2 cm extinguishing capacity, fully equipped and manned by the proper crew

During fuelling operations, the area will be closed and controlled by the security crews.

C. HELICOPTER AREA (IF REQUIRED)

C.01. Medical Services

According to the local Law.

C.02. Fire Prevention Services

According to the local Law

D. HOSPITALITY AREA

D.01. Fire Prevention Services

D.01.01. 2 Fire points, marked with signposts, each containing 5 Extinguishers of 10 Kg, in separate locations.

ON WATER OFFICIAL TIME LAND SERVICES

N.2 Reanimation Ambulance ("A" type), fully equipped and manned by reanimation doctor and reanimation paramedical crew.

These ambulances will be positioned free to move one hour before and until one hour after the official race, practice and pole position times.

Note: The LOC can also use the fuel ambulance during the official race times.

SEA SERVICES

Safety and Rescue Services on Racecourse.

E. RESCUE BOAT

(Mandatory for Practice, Pole Position & Races)

E.01. Two Rescue Boats, specification as per point 02.01, with only driver and helper, which will be located with the Class 1 Official Rescue Group.

E.02. A minimum of n. 5 Rescue Boats, specification as per point 02.01, with crew, n. 1 reanimation doctor or specialist paramedic and n. 2 divers for each boat, fully equipped (see following details).

F. TOW BOAT

(Mandatory for Practice, Pole Position & Races)

F.01. N.6 Boats with crew, equipped for towing in order to tow up to 5 tons (see following details).

G. FIRE BOAT

(Mandatory for Practice, Pole Position & Races)

G.01. N.2 Boats with crew, equipped with anti fire system with foams and water pump.

H. COURSE PATROL BOATS

(Mandatory for Practice, Pole Position & Race)

H.01. N.6 / 7 Military boats for external course patrol.

I. COURSE OBSERVERS BOAT

(Mandatory for Pole Position & Races)

I.01. N.1 Boat (minimum 7 mt) each turn point with crew and n. 2 Course Officials.

J. OFFICIAL CLASS 1 PHOTO BOAT

(Mandatory for practices, pole position and races)

J.01. N. 1 Boat for Class 1 Official Photo crew during whole period, available with driver at disposal of the Class 1 (minimum 7m - high speed).

ACCESSORIES AND SPECIAL EQUIPMENT

- LOC DIVERS' EQUIPMENT

The only special request for the divers is the supply of max 2 liters cylinders.

- LOC TOW BOAT

- Class One flag;
- Nautical radio system;
- 1 Yellow flag;
- 5 lengths of rope (15m each);
- 2 Blankets;
- 2 Marker buoys.

- LOC COURSE OBSERVERS BOAT

- Class One flag;
- Nautical radio system;
- 1 Yellow flag;
- 1 Red flags;

- LOC RESCUE BOAT

CREW

- Driver;
- Assistant;
- 1 Reanimation Doctor or Specialist Paramedic;
- 2 Paramedic Scuba Divers

LOC RESCUE BOAT EQUIPMENT

- Class One flag;

- Nautical radio system;
- 1 Yellow flag;
- 1 Red flags
- Oxygen
- 2 Collars
- C35
- Several Splints
- Pair of Scissors
- Floating Stretcher
- Thermal Blanket
- Emergency Medical Bag

• SUGGESTED Bag's contents in detail (FOLLOWING THE NATIONAL LAWS)

Venflon 14 g	**Ipnovel 15mg/3ml**	**Effortil vials 10mg/1ml**
Venflon 16 g	**Cortop vials 500mg/5ml vials**	**Ebrantil vials 50mg/10ml vials**
Venflon 18 g	**Gluc 33%/10ml**	**Sodium bicarbonate 8.4%/100ml**
Butterfly 19 g	**Mgso4 vials 1g/10ml vials**	**Emagel 500ml/flac**
Butterfly 21 g	**Normal saline solution 0.9%/10ml bottle**	**Sodium chloride 0.9%/500ml**
Arterial compressors with 19g Needles	**Calcium chloride fl 1g/10ml**	**Corrugated tube**
Silk bandage 2.5	**Esmeron vials**	**Endotracheal tube 7.5**
Syringes 5 millilitre	**Silk bandage 2.5**	**Endotracheal tube 7**
Syringes 10 millilitre	**Lubricant**	**Endotracheal tube 6.5**
Administration set with flow regolator	**Laryngoscope**	**Endotracheal tube 6**
3-way taps	**Blades for laryngoscope Mac 3-4**	**Endotracheal tube 5.5**
Mini tracheal set	**Magil forceps**	**Disposable gloves, size M**
Adult laryngeal tubes	**Mayo cannulas in several measures**	**Adrenaline 1mg/ vials**
Adult Ambu bag	**Intubation stylet**	**Midarine (succinylcholine) vials**
Adult hematometer	**Atropine sulphate 0,5mg/1ml vials**	
Adult ventilation mask	**Xilocaina 2% 50ml flac**	
Ventolin spray flc	**Cordarone 150mg/10ml**	
Diprivan 10mg/millilitre bottle	**Revivan vials 200mg/**	

SPECIAL INFORMATION TO BE PROVIDED BY THE LOC

1) Name of pre-warned hospital(s) with contact names of doctors and telephone numbers;
2) Notification of location of specialized units at hospital(s) (emergency surgery; radiology with tac; resuscitation; etc.);
3) Time to cover distances from the pits to the designated hospital(s) via road;
4) Time to cover distances from the pits to the designated hospital(s) via helicopter;
5) Further emergency berthing points (if any);
6) Possibility of security presence at such berthing points;
7) Possibility of resuscitation ambulance at such berthing points.

APPENDIX 2
ON-WATER PROCEDURES AND GUIDELINES

01. POLE POSITION PROCEDURE
01.01. GROUPING
01.02. POLE POSITION PROCEDURE
02. PIT STOP PROCEDURES
03. START PROCEDURE
04. RACE STOPPED/PACE BOAT PROCEDURE
04.01. RACE STOPPED
04.02. PACE BOAT PROCEDURE
05. FINISHING PROCEDURE

01. POLE POSITION PROCEDURE

01.01. GROUPING

All Race boats must be positioned on the wet pit pontoon 1 hour before the scheduled start time for Pole Position, unless otherwise stated in Race instructions or race bulletin. Boats to be positioned in Championship order. In the case of equal standing, we will follow the race number order.

01.02. POLE POSITION PROCEDURE

Ten minutes prior to start of pole position, a white flag will be shown at the wet pit area

As soon as the green flag is displayed and the course is open, race control will call in championship order, each boat to be given permission to enter the course. After this first call any race boat is entitled to request permission from Race Control on the designated VHF channel to leave the Race wet pit pontoon and enter the race course.

There is no maximum number of race boats on the course.

Each boat is entitled to run a minimum of 1 timed lap; there are not laps limits. Completion of 1 timed lap only will qualify for Pole Position. To qualify for any Pole Position prize funding (at the discretion of the class 1 promoter) race boats must have completed a minimum of 2 timed laps.

Race boats are also entitled to use the crane for a maximum of 10 minutes during the pole position round, when available and/or possible and under the direction of the Chief Technical Commissioner.

Any boat entering or leaving the race course must request explicit permission from Race Control via radio on the designated VHF channel and follow the In & Out procedure as given in the Race Instructions and/or Bulletin and/or Pilots' Briefing.

The course will be closed at the Race Instruction specified time min 45 minutes to 90 minutes maximum, the chequered flag will be raised and all boats on the course must exit the course following the In & Out procedure.

As a consequence of the strict time limitation, all race boats must commence a timed lap before the allotted minutes have passed so as to be entitled to finish this timed lap. Each boat must then proceed to the wet pit area, respecting the In & Out procedure.

The final Pole Position results will determine the starting order for all participating boats in the Grand Prix Race 1 only.

It is at the discretion of the UIM Commissioner to establish whether, when entering the race course, the departure point will be the Wet Pit, or whether it is necessary to designate a Pole Position Milling Area. This will be indicated in the Race Instructions and/or Bulletins and/or Pilots' Briefing. In there is a Pole position Milling Area, the race boat must declare its' intended destination (pole position race course or pole position milling area).

After the start time of the Pole Position, priority use of the cranes is at the sole discretion of the Chief Technical Commissioner. No refueling no adding or removing of weight will be allowed during the Pole Position. Repositioning of solid ballast weights is only allowed under supervision by the Technical Commissioner

Under no circumstance during the Pole Position may any boat run outside of the Pole Position course area. Failure to comply will result in a fine of Euro 1,200 and/or disqualification.

Lap timing commences after the first passing of the timing gate.

The Pole Position format on the same day of the race will be held as part of the final practice session, unless otherwise stated in the race instruction or posted in a race bulletin due to unforeseen local conditions or weather.

No more than 50 KG can be added to a boat between a Pole Position and its Race.

Penalty for a violation: From 50 to 100Kg added = Race start at the back position and 1 minute penalty at the end of the race; Over 100Kg added = Disqualification.

After Pole Position all boats must be available for scrutineering at discretion of the UIM Chief Technical Commissioner.

The 1st, 2nd & 3rd Class 1 and V1 boats of the Pole Position round must proceed directly to the Race wet pit pontoon and any Podium area after the finish of Pole Position for the Prize Giving Awards, if requested in the race instructions or by the LOC.

The result of the Pole Position will be determined by the fastest timed lap.

Boats compete in the Pole Position for Race 1 for the Pole Position Trophy. Pole Position trophies will be awarded to the 1st, 2nd and 3rd placed boats for the overall Pole Position Trophy.

No part of the Pole Position is subject to protest.

Boats disqualified from the race for technical reasons will automatically be disqualified from the event, including the Pole Position Series.

In addition to the penalties determined by the Rules, the following penalties will be applied:

a) In the case of non-participation in the Pole Position Round for certified technical reasons, the position in the Start will be in last place (e.g. 10th of 10 boats);

b) In the case of missing or destroying a buoy, the time from the relevant lap will not be counted towards qualification; but does count as one of the allowed number of race laps.

In the event of bad weather or curtailment

In the event that the Pole Position has run for a minimum of 50% of the published duration the results will stand, any boats that have not chosen to run in that time will be classified after the qualifying boats in their World Championship order.

If 50% of the published time session is not completed, the session will be cancelled. In this case the Races start order will follow the Championship order. In case of new Teams Entry, their race start position will be placed after all the boats in championship order and in the Race number numerical order.

02. PIT STOP PROCEDURES

- Boats which wish to make a Pit Stop must follow the In & Out procedure outlined in the Race Instructions.
- Boats returning to the wet pit pontoon must turn on their strobe light.
- If several boats are returning at the same time, use of the cranes will be designated by the Chief Technical Commissioner based on the order of the boats entering the wet pit pontoon.
- Boats must be at very slow speed at all times while in the harbour (no wake).
- Penalty for infringement: Disqualification and/or fine.
- Refueling is not permitted.
- Only the official crane areas may be used during pit stops unless agreed by the Chief Technical Commissioner.
- No boats will be recovered during the duration of Pole Position, except for damaged boats and under the responsibility of the UIM Technical Commissioner.
- Cranes may be used to recover boats during the Grand Prix race 1&2 period, but priority will be given to pit stops, except for damaged boats, and under the responsibility of the Chief Technical Commissioner.
- Craning time is fixed at ten minutes per Pit Stop. A boat can enter the craning area only when it is ready to be hoisted by the crane. Craning time starts from when the boat is attached to the crane by its straps and ends when the straps are released from the crane.

See also Class 1 event Rules Section H 31Craning and 32 Pit Stop Rules.

03. START PROCEDURE

Class 1 and V1 boats will be positioned in Pole Position order by the wet pit pontoon.

15 minutes before the start, a white flag will be raised in the wet pits and the drivers will take their positions in their cockpits with their attention focused on race boat VHF channel.

10 minutes before the start, the green flag will be raised and the UIM Commissioner/ Start Marshall will call by radio the race boats in starting order; all boats will then leave the pontoon accordingly, following the Start Boat to proceed on parade to the start. All boats will follow the Start Boat at very low speed (max 10 knots) in their qualifying order. Where possible a parade lap will take place straight in to a rolling start, with no Flare.

When the Start Boat turns in the direction of the Start Line, then all race boats have to take their position at the start.

All boats will line up in their Class's qualifying order as described. The leading boat must be adjacent and a minimum of 30 meters astern of the Start Boat. All other boats must line up alongside the leading boat in starting order and maintain a distance of approx. 30 meters between them. When lineup is complete, a yellow flag will be raised. When all the boats are in position the green flag will be raised as soon as possible in the vicinity of the start chute.

A second start boat may be used where available to form an imaginary line between the 2 start boat transoms. In this instance the 30 metre rule will apply from both start boats.

If any of the race boats are out of starting order by the Start, a penalty will be applied as describe in the Race Instructions

The start of the race is denoted when the Start Boat has raised the green flag. The green flag will be raised at approx. 45 Mph and confirmed by radio. The start boat will not advise boats to speed up or slow down, this is the sole responsibility of the pilots.

All race boats must line up and remain at a constant speed in starting order – no 'runs' through the lineup will be permitted. Penalty will be applied as describe in the Race Instructions

If a race boat starts before the yellow flag is raised, the penalty is Disqualification. It is the Team Manager's responsibility to guarantee the good functioning of the Race Boat's radio communications.

Penalties for infraction of the Starting Procedure are:

- Interference with starting procedure Penalty will be applied as describe in the Race Instructions and if the driver had caused danger, a Yellow Card.
- Should the bow of any boat be in front of the transom of the start boat when the green flag is raised Penalty will be applied as describe in the Race Instructions
- Starting on the incorrect side of the start boat or in front of the start boat - Disqualification.
- Damaging the position of another boat - Yellow card.
- Infringement of the 30 meters rule will be penalized as describe in the Race Instructions.
- See relevant diagram issued with Race Instructions.

NB - Refer to the race course location, bad weather condition, or others, different start procedure can be applied by UIM Commissioner.

The Start can be:

1) standard one line;

2) standard one line with multi gates on the first turn mark;

3) multi line;

4) single row;

See Appendix 5 – Start procedure drawing & clarification

04. RACE STOPPED/PACE BOAT PROCEDURE APPLIES ALL CLASSES

All Races – In the event of a race boat capsizing racing will be immediately Red Flagged until the incident is under control. Pace boat procedure will then commence as per rule and/or race instruction.

04.01. RACE STOPPED

In the event that a race has been stopped with a red flag, the race time will keep running to account for the 1 hour maximum time limit, but the time as adjustment, per article 29.02,' will be made and the real time of the race length will be announced.

If the race is stopped during the first lap or, in any event, before the first timed lap has been completed by the leading boat, the Restart will be effected in accordance with the normal Start Procedure and starting order as given in the Race Instructions and/or Bulletin and/or Drivers' Briefing and the time adjustment to reach the nominal Race Length will be calculated as a percentage, as published in the Race Instruction (29.02. RACE LENGTH)

If the race is stopped, after the first timed lap has been completed by the leading boat, all boats must proceed to the Pace Boat Milling Area, and further instructions will be communicated via the radio race channel or by visual signals.

In any case, whichever procedure is to be followed (normal Restart and/or Pace Boat), all boats must observe the Pace Boat Milling Area procedure as described below.

- The stopping of the race will immediately be communicated via radio (VHF channel as announced in the Race Instructions) and via timing computer.
- It is the responsibility of the Team Manager to inform his pilots that the race has been stopped.
- All boats must immediately slow down. No overtaking will be permitted from the stopping of the race/red flag.
- Slowly, each boat must follow the race course, passing in the finish/timing gate, to the designated Pace Boat Milling Area;
- As soon as all race boats are assembled in the Pace Boat Milling Area they must follow the instructions from the Pace Boat:
    - If the Pace Boat shows the red flag, the race is definitively stopped and all boats must follow the Pace Boat into the wet pits.
    - If the Pace Boat raised the yellow flag and/or turns on the orange strobe lights, the Pace Boat procedure comes into force.

Refer also to Event Rules 35 Finishing Procedure 01, 02, 03.

04.02. PACE BOAT PROCEDURE

The pace boat and the location of the Pace Boat Milling Area will be announced in the Race

Instructions and/or Pilots´ Briefing and/or Bulletin.

- Once all race boats have reached the Pace Boat Milling Area and are assembled, and the Pace Boat raised the yellow flag and/or turns on the orange strobe lights, the race boats must line up behind the pace boat in the order of the classification (distinct for each class) of the lap prior to the stopping of the race. From this moment on, each single overtaking will be penalized as describe in the Race Instructions per boat overtaken. (3 boats overtaken under Red Flag = 3 penalties). All Long/Short Lap made during a red flagged lap will not be counted.
- Race Control will announce the line-up via radio and timing computer.
- As soon as all race boats have taken their correct position behind the pace boat, they must closely follow the course of the pace boat.
- From the moment that the race course is cleared, the pace boat will follow the regular race course (race lap) as announced in the Race Instructions and/or Pilots´ Briefing and/or Bulletin.
- The race laps runs under the Pace Boat procedure will be counted.
- It is the responsibility of the pace boat/Race Control to restart the race. The pace boat will accelerate to a high speed. The race boats must continue to follow the pace boat in the designated order.
- The restart of the race will be indicated by a green flag and communication via radio and timing computer.

- The race will be considered restarted either as soon as the pace boat, at any time, when the Green flag is raised and called on the Race boat channel.

The green flag will be displayed and the Team Managers will be informed via radio and timing computer.

Overtaking is only permitted, after the green flag is shown and after race boats have passed the finish/timing gate in the race order.

In the case of a boat having technical or other problems during the restart procedure, the strobe light must be switched on immediately and all following boats are entitled to pass this boat without penalization. If the strobe lights are not switched on immediately and the restart procedure is affected, the concerning boat will be as describe in the Race Instructions

If the boat is not able to perform this penalty during the actual race, the penalty will be valid for the next race in which the boat takes part.

05. FINISHING PROCEDURE

05.01. No Patrol Boat or Jury Boat shall be released from his station until the official in charge at Race Control has given clearance to that specific boat.

05.02. Once all the race boats have passed the Finish/Timing line, they must proceed to a safe area outside the race course as defined in the Race Instructions, where the Pace Boat will collect them.

05.03. Once all the boats have been collected by the Pace Boat, they must follow the procedure to return to the wet pits, following the In & Out Procedure given in the Race Instructions and/or Bulletins and/or Drivers' Briefing.

05.04. The Winner, 2nd- and 3rd-placed boats for each Classes will be led to the Wet Pits or other designated area as announced in the Race Instructions by the Start/Pace Boat.

05.05. If the first three boats for each Classes are not docking in the dry pit after the complete boat seal by the Technical Commissioner, they will be towed to the dry pit and under the crane by the organization.

APPENDIX 3
ON-LAND PROCEDURES AND GUIDELINES

01. PITS
- 01.01. DRY PIT
- 01.02. CRANING AREA
- 01.03. REFUELING AREA
- 01.04. WET PIT AREA
- 01.05. HELIPAD
- 01.06. RACE CONTROL/TIMING/TEAM MANAGERS' AREA

02. HOSPITALITY AND VIP AREA
- 02.01. TEAMS' HOSPITALITY
- 02.02. PODIUM AREA

03. OFFICES
- 03.01. PROMOTER OFFICES
- 03.02. OFFICIALS
- 03.03. PRESS OFFICES
  - 03.03.01. PROMOTER Press - PR
  - 03.03.02. LOC Press Office
- 03.04. CLASS 1 TV
- 03.05. MEETING ROOM
- 03.06. PILOTS' BRIEFING ROOM

01. PITS

The PIT area comprises the areas on land and the quayside where the activities connected to the event take place.

The Pit area is made up of: Dry Pit; Craning Area; Refuelling Area; Wet Pit; Helipad; Timing area;

01.01. DRY PIT

The Dry Pit is the area where the race boats and workshops are situated.

The usable area required is approx. 6,000 m2 and it is requested that this be available from 00.00 on the day 5 days before the start of the race weekend until 24.00 on the day after the last Grand Prix.

It is compulsory that this area be closed off and the entrances protected 24 hours a day by security guards (the type of pass which allows access will be advised by the Promoter via panels displayed in the area).

The area must have sufficient space for the movement of trucks to and from the craning area (point 1.2) and the refueling area (point 1.3)

The Dry Pit must be equipped with the following:

a. 8 multiple (minimum dual) 220/380V electricity connections with a maximum charge of 200 kW;

b. 8 multiple (minimum dual) water supply points;

c. minimum of 4 x 200 litre containers for collecting oil;

d. 1 rubbish bin for each race boat (minimum of 10), 200 litres in size;

e. 3 Fire points, marked with signposts, each containing 6 Extinguishers of 10 Kg, in separate locations in the pit area and a minimum of 2 fire prevention officers;

f. 1 forklift truck, minimum 3 tons (no operator);

g. 1 van for transporting materials (no driver);

h. adequate electric lighting;

i. adequate toilet facilities.

01.02. CRANING AREA

The craning area is where the cranes for launching and haulage operations are situated. The usable area required is c.1,000m2 and it is requested that this be available from 00.00 on the day 2 days before the start of the race weekend until 24.00 on the day after the Grand Prix. It is compulsory that the entrances to this closed off area be protected 24 hours a day by security guards (the type of pass which allows access will be advised by Event Promoter/Organizer via panels displayed in the area).

The area must have sufficient space for the movement of trucks to and from the Dry Pit (point 1.1) and the refueling area (point 1.3).

The Craning Area must be equipped as follows:

a. 2 x minimum 70 ton cranes with 20-metre range available for use and in position from 08.00 of the day before the race weekend until 24.00 of the day of the final GP, with operators present during the official hours. The operators must also be on call for other activities, if necessary, at other times.

b. 2 multiple (minimum dual) 220/380V electricity connections

c. 2 water pumps, one by each crane, to be used to pump out race boats in case of accident

d. a minimum of one 200 liters rubbish bin;

e. 2 fire extinguishers for each crane;

01.03. REFUELING AREA

The refueling area is where the race boats fill up with petrol.

The usable area required is a minimum of c.500 m2 and it is requested that this be available from 00.00 on the first day of the race weekend until 24.00 on the second day of the race weekend. It is compulsory that this area be closed off and the entrances protected 24 hours a day by security guards (the type of pass which allows access will be advised by Promoter/Organizer via panels displayed in the area).

The area must have sufficient space for the movement of trucks to and from the Dry Pit (point 1.1) and the craning area (point 1.2).

The Refueling Area must be equipped as follows:

a. N.1 Fire engine with a minimum of 2 cm extinguishing capacity for combustibles, fully equipped and manned by the proper crew. The fire prevention group must also be on call outside the official time;

b. 1 ambulance with medical staff and paramedic in attendance during all official refueling times;

c. 1 multiple (minimum dual) 220/380V electricity connection;

d. a minimum of one 200 litre container for collecting oil/fuel;

e. 4 x 30 Kg fire extinguishers;

f. sufficient antipollution material.

01.04. WET PIT AREA

The Wet Pit is the area for the launching and haulage of the boats.

The usable area must be adjacent to the craning area and have sufficient space for the positioning of c.200 linear meters of pontoons.

It is compulsory that the entrances to this closed off area be protected 24 hours a day by security guards (the type of official pass which allows access will be advised by Promoter/Organizer via panels displayed in the area).

The area must be equipped with gangplanks, ladders, etc. which enable the authorised personnel to reach the pontoons.

01.05. HELIPAD

The helipad is the area from where the helicopters used for the race take off, land and park.

The entrance to this closed off area must be protected by security.

The usable area must be suitable for the use by 3 helicopters (e.g. Ecureil AS355 or similar).

As an alternative to a permanent helipad, it is possible for the Local Organizer to provide an area which can be used for this purpose on a temporary basis and request the “OPENING OF TEMPORARY HELIPAD” authorization from the relevant Civil Aviation Authority.

In this case, the Local Organiser must arrange for the temporary area to be set up in the following way or, in any event, in accordance with all legal requirements:

a. 1 fire engine equipped for combustibles and with staff on call during the official times for helicopter use (the service must start 45 minutes before the official period and last until 45 minutes afterwards). The fire prevention group must also be on call for other activities, if necessary, at other times.

b. 1 ambulance with medical staff and paramedic in attendance during all official refueling times (the service must start 45 minutes before the official period and last until 45 minutes afterwards).

c. Water tank truck if surface is sandy.

01.06. RACE CONTROL/TIMING/TEAM MANAGERS’ AREA

The Race Control/Timing/Team Managers’ area is where the timing of the event is done and from where the participating Teams are controlled. It is situated close to the Finish Line.

The usable area required is a minimum of c. 50 m x 4 m and it is requested that this area be available from 00.00 on the day 3 days before the start of the race weekend until 24.00 on the day of the final Grand Prix.

It is compulsory that this area be closed off and the entrances protected 24 hours a day by security guards (the type of pass which allows access will be advised by Promoter/Organiser via panels displayed in the area).

The Race Control/Timing/Team Managers’ Area must be equipped as follows:

a. 220V electricity connection min 10 Kw;

b. 3 rubbish bins;

c. 2 fire extinguishers;

d. fast ADSL Broadband internet connections, minimum 4 Mbit UPLOAD (either via cable or wireless);

02. HOSPITALITY AND VIP AREA

The Hospitality Area is the group of areas on land where the Teams’ and LOC/Event Sponsors’ hospitality activities take place.

The Hospitality Area made up of: Teams’ Hospitalities; Hospitality for Local Sponsors (if requested locally); Local Organizer’s Space (if requested locally); VIP Village (if requested locally); Commercial area (if requested locally); Podium Area.

02.01. TEAMS’ HOSPITALITY

The Teams’ Hospitality area is where the Teams’ motorhomes and that of the Promoter are situated (including the Class 1 VIP area).

The usable area required is c.3,000m2 and it is requested that this area be available from 00.00 on the day 3 days before the start of the race weekend until 24.00 on the day after the Grand Prix.

It is compulsory that the entrances to this closed area be protected 24 hours a day by security guards (the type of pass which allows access will be advised by Promoter/Organiser via panels displayed in the area).

The Teams’ Hospitality area must be equipped as follows:

a. 6 multiple (minimum dual) 220/380V electricity connections with a maximum charge of 200 kW;

b. 6 multiple (minimum dual) water supply points;

c. 200 litres rubbish bin for each motorhome (minimum of 10);

d. 2 Fire points, marked with signposts, each containing 5 Extinguishers of 10 Kg, in separate locations.

e. adequate toilet facilities;

f. adequate cleaning of the area on daily basis and removal of rubbish;

g. adequate drainage (white water) system

02.02. PODIUM AREA

The Podium Area is where the prize-giving takes place.

This is normally situated inside the VIP Hospitality area and where VIP activities are run.

The usable area required is c.100 m2 and it is requested that this be available from 00.00 on the day before the start of the race weekend until the end of the prize-giving ceremony which follows the Grand Prix.

This area must be protected by security guards for the duration of the prize-giving ceremony (the type of pass which allows access will be advised by the Promoter via panels displayed in the area).

The Podium area must be equipped as follows:

a. 1 multiple (minimum dual) 220V electricity connection

b. 1 stage, minimum 10m wide, 6m deep, on which backdrop is to be set up (provided by Promoter/Organiser) steps up to stage

c. 1 PA system with radio-microphones (2)

d. Table to display trophies

03. OFFICES

The Offices are a collection of areas requested for the execution of the technical and administrative work relating to the event.

They comprise: Promoter Operations Office; Officials; Press/PR; Class 1 TV; Press Office; Meeting Room; Briefing Room;

Overall, they can be made up of offices and/or portacabins/stretched flexible structures set up for the purpose.

The Offices are normally located near the Pit Area.

They should be cleaned, with waste paper baskets to be emptied, on a daily basis.

03.01. PROMOTER OFFICES

Made up of 1/2 rooms totaling approx. 30m2:

- a minimum of 5 workstations, made up of desks and chairs with sufficient electrical sockets and internet connections (either via cable or wireless); also area to be used for private meetings.

03.02. UIM OFFICIALS

An office with a minimum of 8 workstations, made up of desks and chairs with sufficient electrical sockets and internet connections (either via cable or wireless); one colour photocopier/printer with sorter;

03.03. PRESS OFFICES

The Press Offices are divided between International (Promoter) and Local (LOC).

The Promoter Press/PR- and the local Press Office must be one large room, separated by a room divider.

03.03.01. Promoter Press – PR

An office c.30 m2, to seat a minimum of 5 people, with workstations made up of desks and chairs with sufficient electrical sockets and fast ADSL Broadband internet connections, minimum 4 Mbit UPLOAD (either via cable or wireless);

03.03.02. LOC Press Office

An office c.100 m2 (size, tables, chairs, etc. depend upon number of journalists expected) equipped with one fax, ADSL Broadband internet connections, colour photocopier,

03.04. CLASS 1 TV

A closed off office, minimum 40m2, equipped with a minimum of 8 workstations, sufficient electrical sockets, internet connections, minimum 8 Mbit UPLOAD (either via cable or wireless);

03.05. MEETING ROOM

A room which can seat up to 30 people for private Class 1/Promoetr meetings, furnished with tables and chairs.

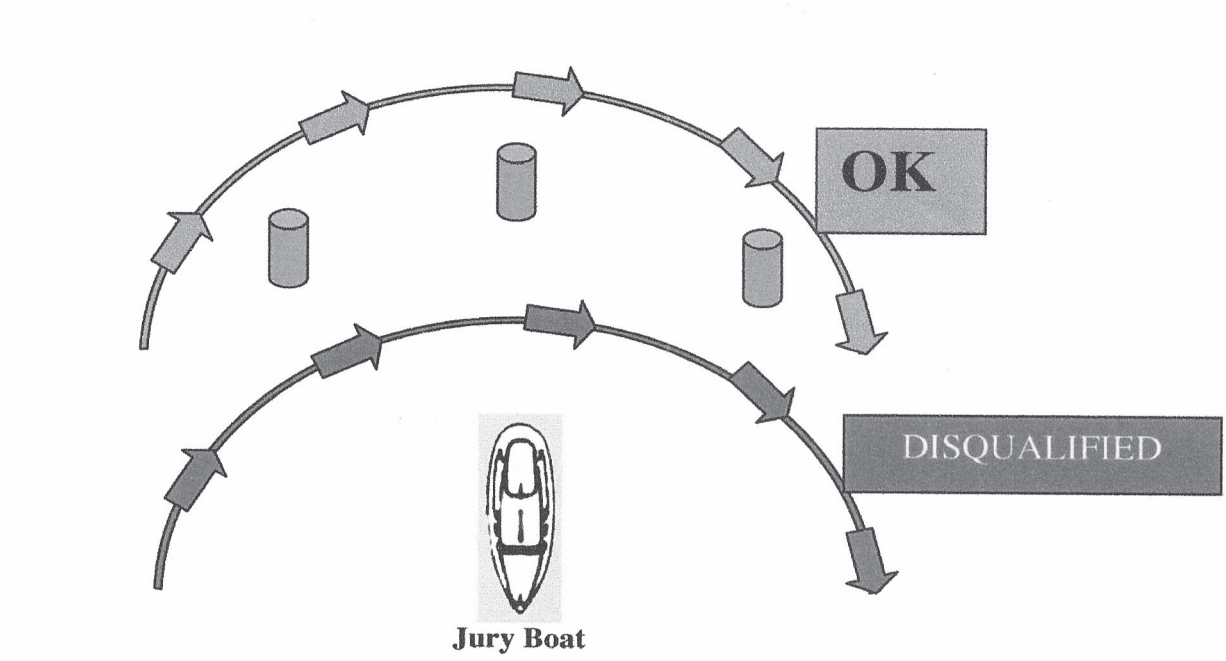
03.06. DRIVERS' BRIEFING ROOM

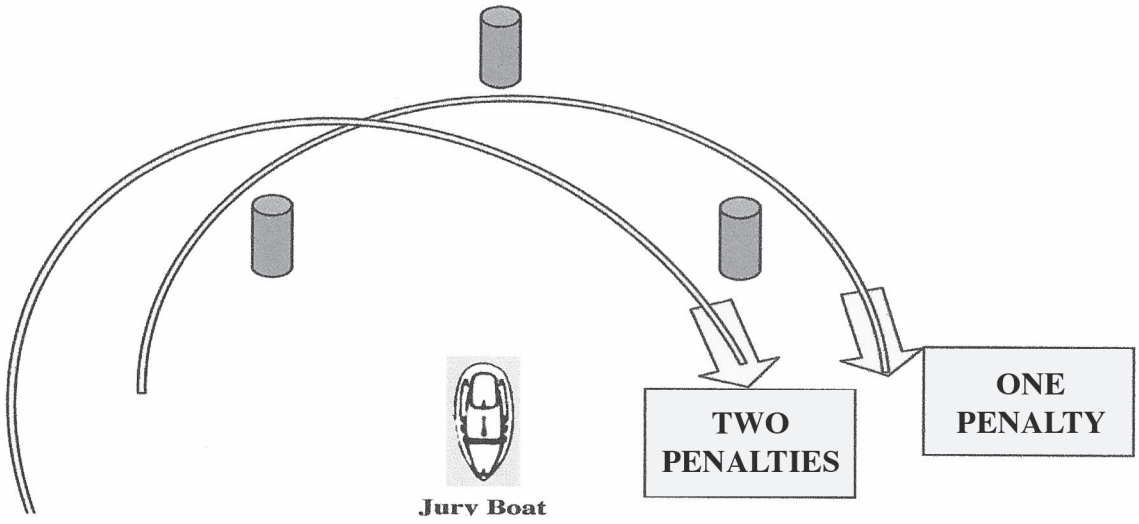
A well-presented room which can seat around 50 people for the Pilots' Briefing. It is set up with a top table (for a minimum of 8 people) and seating in theatre-style.

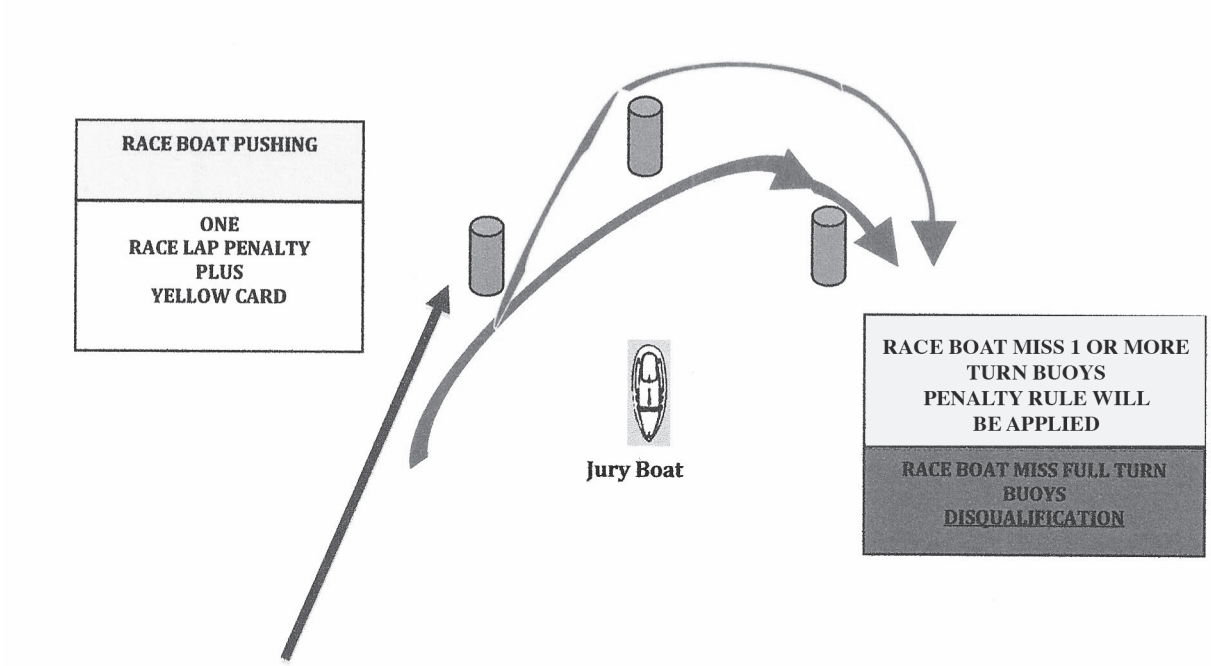
For use for two hours on the first day of the race weekend, normally 18.00 - 20.00.

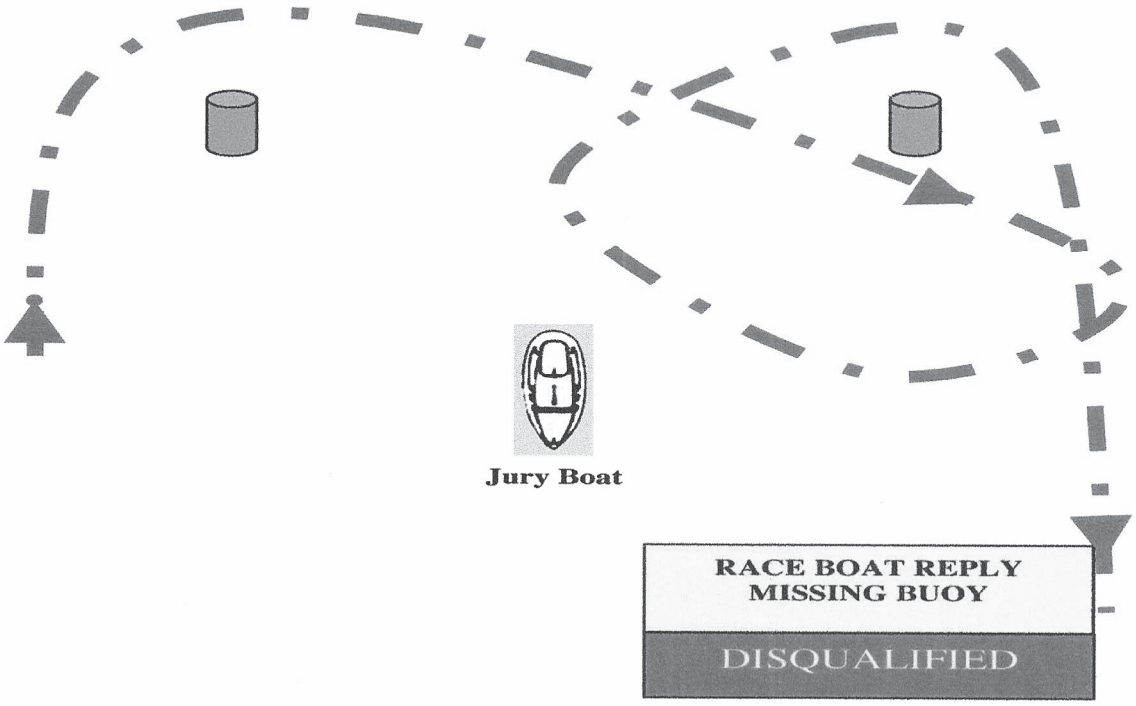
Equipped with PA system with radio-microphones (2), overhead projector and PC projector with projection screen.

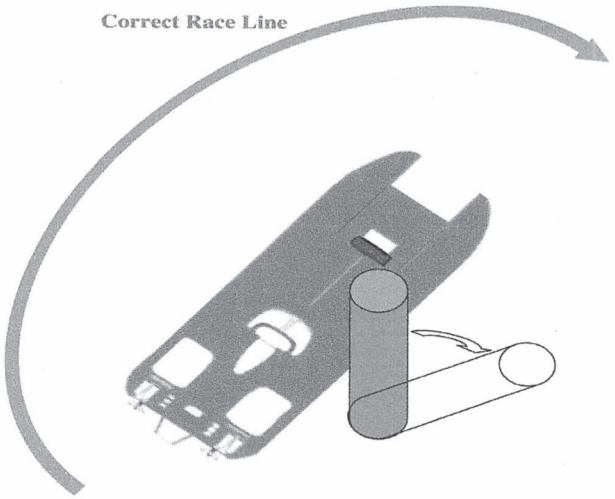
APPENDIX 4
TURN BUOYS CLARIFICATION DRAWINGS





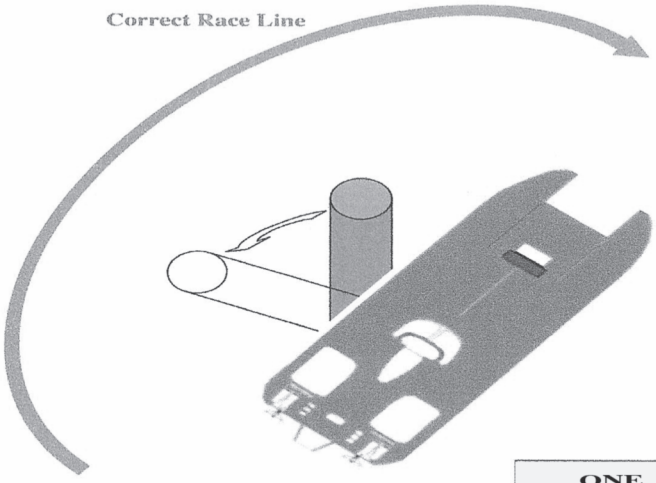

RACE BOAT PUSHING
ONE
RACE LAP PENALTY
PLUS
YELLOW CARD
Jury Boat
RACE BOAT MISS 1 OR MORE
TURN BUOYS
PENALTY RULE WILL
BE APPLIED
RACE BOAT MISS FULL TURN
BUOYS
DISQUALIFICATION


Jury Boat
RACE BOAT REPLY
MISSING BUOY
DISQUALIFIED



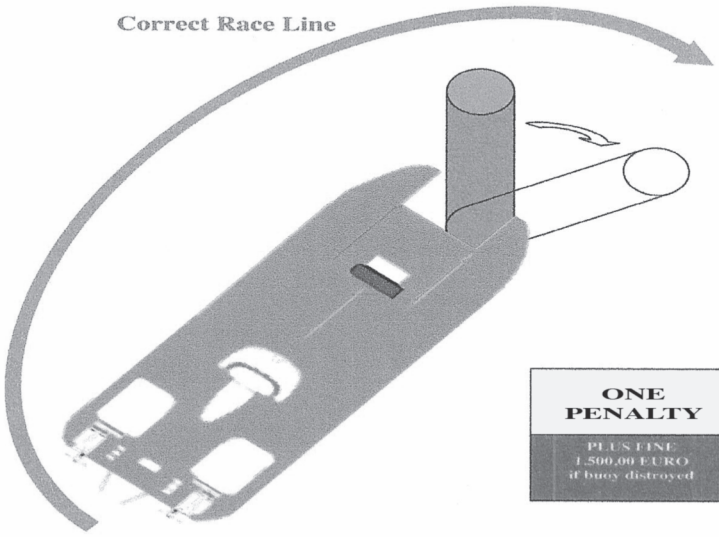
FINE
1.500,00 EURO
if buoy distroyed

OK



FINE
1.500,00 EURO
if buoy distroyed

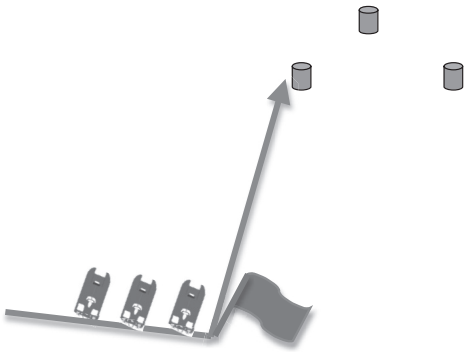
ONE
PENALTY



ONE
PENALTY

PLUS FINE
1.500,00 EURO
if buoy distroyed

APPENDIX 5
START PROCEDURE DRAWING & CLARIFICATIONS



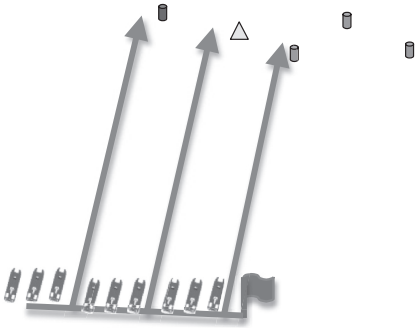
Standard Start Procedure

ALL
Race
Overtaking
Rounding marks
Rules will apply

Standard Start Procedure
On line with multi gates on the first turn mark

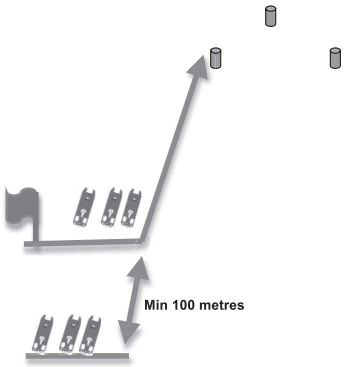
ALL RACE BOAT MUST MAINTAIN THEIR REFERENCE BUOY TURN MARK

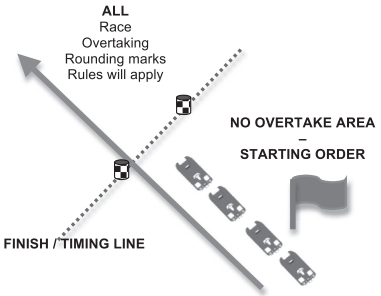
ALL
Race
Overtaking
Rounding marks
Rules will apply inside each “gate channel”



Start Multi Line Procedure

ALL
Race
Overtaking
Rounding marks
Rules will apply





Single Row Start Procedure
(Valid also for Pace Boat re start procedure)

ALL RACE BOAT MUST MANTEIN THEIR REFERENCE BUOY TURN MARK

Procedure
In the case of single row start , the race boats must be in line respect their starting order.

In the vicinity of the Finish/Timing line, the Start Boat will raise the Green Flag and will exit the race course.

At the green flag, all race boat must maintain their starting order till the Finish/Timing line (no overtake), as soon they have passed the Finish/Timing line, all race boat are under **ALL** Race - Overtaking - Rounding marks Rules.

APPENDIX 6
TECHNICAL CLARIFICATIONS

01. TORQUE SENSOR RACE WEEK END PROTOCOL

The Torque Sensor (TS) systems are owned by "Class 1 Promotion mfze", and are leased to the teams participating in the UIM C1 World Championship, on a per Race weekend basis. They will remain under the jurisdiction of the UIM Technical Scrutineer. In principle one TS will be installed per boat. However, during the racing season and at their discretion, the Technical Inspector may require individual boats to run with a sensor on the second engine (see Point 6). The operating protocol for the sensors' use during the race weekend is as follows:

1. The system components to be install on racing boat are as follows:
   a. ABB Torque sensor, to be installed in the drive shaft line between the engine/s and the transom/s
   b. ABB electronic interface unit/s for one or two ABB torque sensors
   c. Race Technology Data Logger system and junction box for the two ABB torque sensors
   d. Connecting Cables: Torque sensor-ABB interface box-Junction box-Data logger for one or two ABB torque sensors
2. During the TS distribution procedure time, defined on Advance Program the team representative will pick up same system sets used in the previous races, as detailed above in Point's 1.a.-1.b.-1.c., and will receive direction on which side it is to be installed. The cabling detailed in Point 1.d, will remain installed on each boat during the entire race season. However, the cabling will be subject to frequent inspection by the Technical Scrutineer for connectivity, condition and/or damage.
3. After the last race of each weekend the complete torque sensor and logger system as detailed in Point 1 a. through c., must be return to the Technical Scrutineer. All logistics related to the system will be announced in the Race Instruction documents.
4. Team Responsibility: All system components listed in Point 1, are the Team's sole responsibility. The Team must pay for any damage occurring during the Race weekend (or for Point 1.d. during season), even if said damage is discover after removal from the boat.
5. Please note that it is at the sole discretion of the Technical Scrutineer to require a Team - at any time during a race weekend - to install a second ABB torque sensor supplied by C1P.
6. Teams are requested to install one torque sensor during race weekend. The team cannot install a second torque sensor device of any kind on the second engine during any part of the race weekend.
7. The use of any connecting cable or wiring loom as specified on 1.d. above is prohibited at any time other than the race weekend.

We would like to remind Teams that the application of the torque sensor, as requested by the UIM rules, is to measure and log engine output power. The power losses from any additional device/s such as a geared drop box, hydraulic oil or water pump/s, electrical generator/s, etc., that are not part of the engine's original support system, and which are installed between engine and torque sensor, will be added to the power measured by the torque sensor during the race to give a total engine power output that must, at all times during a race event, remain below the mandated power limit. The Race Technology Data Logger, independent of the engines' control system, will also record engine RPM, boost pressure and the depression (pressure drop) inside the air box as was done in previous years. Additional measurements may be required by the UIM/OPC, during a season, to be announced in due time.

UIM/OPC will determine, and issue a list, of the exact power loss for each additional device. The power losses listed at this time are conservative, and do not account for all the losses in the systems, therefore, a series of dyno tests will be performed to add the missing values and a new list will be issued upon completion. No appeals regarding the UIM/OPC's power determinations will be accepted.

Preliminary Power Loss List

1) Engine mounted drop box with three internal gears +25 hp
2) Engine mounted drop box with two internal gears +17 hp

02. REQUEST FOR ENGINE APPRAISAL FOR CLASS 1-V1 COMPETITION

The following information is requested for UIM/OPC appraisal and eventual homologation of candidate engines for use in UIM Class 1-V1 Offshore racing

Manufacturer: _____

Addresses/Contact _____

Engine Model Proposed: _____

Is this model naturally aspirated or supercharged: _____

Manufacturer of Origin For Cylinder Heads (+part number): _____

Manufacturer of Origin For Cylinder Block (+ part number): _____

Number of Cylinders: _____

Number of Valves per Cylinder: _____

Maximum (total) Engine Displacement: _____

Stroke and Bore dimensions: _____ X_____

Compression Ratio: _____

Number of Fuel Injectors: _____

Any and All Components Made of Exotic Materials: _____

ECU's Manufacturer: _____

The ECU's must have single map built in only; please attach a signed confirmation declaration from the ECU's Manufacturer.

ALSO:

1) Please attach a dynamometer report, corrected to ISO 3046-1, for this engine showing at least the RPM, Torque and Horsepower at 250 RPM intervals through the operating range.

2) Please attach a signed declaration that at least 30 of these engines will be manufactured; the date at which that will be accomplished; that they will be available to competing race teams or the general boating public; and the estimated price in Euros.

Please submit this form for evaluation to the UIM OPC at the UIM offices by FAX or email. The addresses are:

Fax n° : + 377 92 05 04 60

Email : uim@uimpowerboating.com

Upon review and acceptance of this appraisal for Class 1 by the OPC, the manufacturer will be requested to file a completed Class 1 engine homologation form.

03. CLASS1-V1 OFFSHORE HOMOLOGATION FILE

CLASS1-V1 OFFSHORE HOMOLOGATION FILE

Class1-V1 Offshore Homologation File Number:

Homologation Valid from:

Manufacturer:

Engine Model:

Certified by the National Authority of:

At the date:

UIM Homologation Inspector:

UIM Certification Approval:

Running Production Changes

Change Detail	Page No.	Date	Approved for Use	Approved by

CLASS1-V1 OFFSHORE
HOMOLOGATION FILE

Photo of the engine, 45° from the front at the starboard side.	Photo of the engine, 45° from the rear at the port side.
Photo of the cylinder block 45° from the front at the starboard side.	Photo of the cylinder block 45° from the rear at the port side.

CLASS1-V1 OFFSHORE
HOMOLOGATION FILE

Photo of the cylinder head from the combustion chamber side	Photo of the cylinder head from the valve assembly side.
Photo of the flywheel.	Photo of the connecting rod.

CLASS1-V1 OFFSHORE
HOMOLOGATION FILE

Photo of the piston, viewed 45° from the wrist pin.	Photo of the crankshaft.
Dynamometer results (corrected to ISO 3046-1) of RPM; Torque; & Horsepower every 250 RPM in the operating range.	← Continued, if needed

CLASS1-V1 OFFSHORE

HOMOLOGATION FILE

ENGINE TYPE

Number of cylinders: _____

Cylinder arrangement and angle: _____

Naturally Aspirated or Super Charged: _____

ENGINE BLOCK

Origin of Cylinder Block (manufacturer and part number): _____

	Tolerance	Measurement	
Bore	+/-		mm
Stroke	+/-		mm
Capacity per cylinder	…max…		cc
Total Capacity	…max…		cc

Cylinder block material _____

Cylinder liner material _____

CYLINDER HEAD

Origin of Cylinder head (manufacturer and part number): _____

Cylinder head material _____

Compression ratio …max… _____

PARTS OF EXOTIC MATERIALS

List all parts made of materials other than steel or aluminum:

_____

_____

_____

_____

CLASS1-V1 OFFSHORE

HOMOLOGATION FILE

ENGINE MANAGEMENT

Origin of PCM (manufacturer)_____

Does the Engine Management Correct Power for Atmospheric Conditions _____

_____

WEIGHTS

Piston and Rings	min	gm
Piston Pin	min	gm
Connecting Rod (with bearings)	min	gm
Crankshaft	min	gm
Flywheel Assembly	min	gm
Damper	min	gm
Other Rotating Attachments	min	gm

NOTES:

{Please attach a signed declaration that the engine will be available for any kind of use, to any entity, including competing race teams and the letter with the commercial price and delivery time as agreed with the UIM/OPC.}

_____

_____

_____

_____

_____

04. TECHNICAL CLARIFICATION

Clarifications rule 44.01 B. 6.

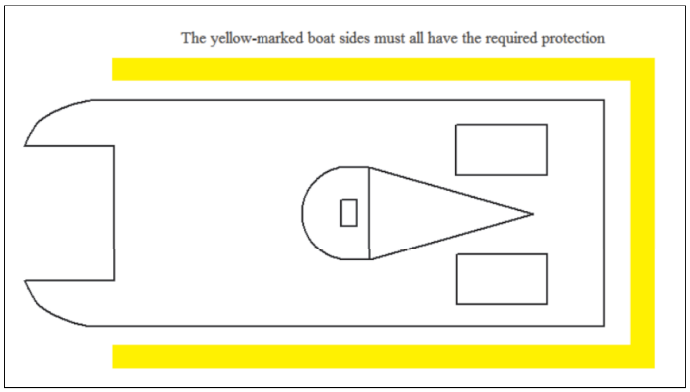
The protection layout as to be similar as follow sketches:

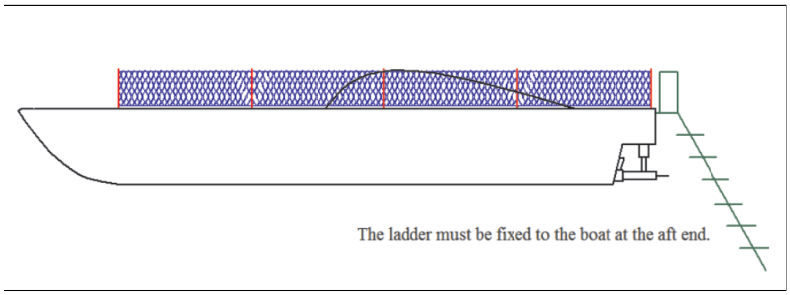
- The staircase must have at least one side handrails
- During boat launch and recovery to trailer protection are not mandatory installed
- Boat parade with people in top of deck protection must be installed
- Penalties on race venue:

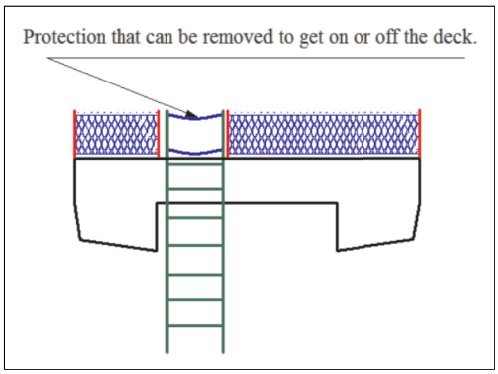
  - First infraction: fine € 1500,00

  - Second Infraction: one lap penalty in the first race after infraction.

  - Third and following Infractions: disqualification in first race after infraction.







05. PROTOCOL TO IMPLEMENT RULES, AND BOAT MAIN EQUIPMENT DATA BASE FOR TECHNICAL INSPECTION

PREAMBLE:

SECTION I - BOAT RULES 44-HULL DIMENSION, MINIMUM WEIGHTS AND EQUIPMENT pt.1

SECTION J - TECHNICAL RULES REQUIREMENTS 53. CREW CONTROL AND SYSTEMS –

Technical restrictions for all boats.

To define “Commercially Available”

The following are considered to be commercially available:

Any equipment for Marine applications such as:

- Engines package, drop box, drive line, trim equipment, rudder system (not rudder design), steering system, propeller, instrumentation, any accessory like bolt, nuts, backup plate and fitting, escape access, sea strainer, water pickup, potentiometer, relays, pumps (fuel, hydraulic, and water), high pressure line, fuel line.

These rules are to be followed before C1 boats/teams may use new or modified Machinery, Components or Systems (M/C/S). The following protocol is to help in order to avoid any misunderstandings that can result in a waste of time and investment by the teams and unnecessary clarifications/rulings at a race site by UIM officials.

1. Protocol how to proceed for rules implementation: Teams before starting to manufacture any M/C/S are to send To UIM/OPC a letter requiring “approval in principle” to install the specific M/C/S (one request per item) including the following documentation:

a. A schematic drawing showing clearly the concept, operation and design of the device and the goal of its intended use.

b. Specifications of all material which will be used in construction.

i. Standard material

ii. Exotic material

c. Expected time frame for implementation.

d. Expected sale price “quantity related” to third parties.

e. Expected delivery time from order placement for third party sales.

f. Price for similar/equivalent M/C/S available on market.

2. After OPC investigation of the M/C/S, the OPC will take one of the following actions:

a. If it is “in principle approved” the UIM/OPC will make its decision official to all teams.

b. If it is partially rejected, the OPC will require further data and evaluate that submission.

c. If it is rejected – no further action.

3. After OPC’s “in principle approval” the team may:

a. Complete the activity to make the M/C/S prototype.

b. Do all non-race-site testing until satisfied that the item is ready for implementation in racing.

4. Following successful prototype testing, the team must homologate the new M/C/S with the UIM/OPC three (3) months prior to the first intended use at a race venue. The following documents will be required for homologation:

a. Drawings and details of components.

b. Final price for other teams.

c. Delivery time to other teams.

d. Inspection venue for the UIM Technical Official, at the team’s expense, for final inspection.

5. The Homologation procedure must be completed positively before the M/C/S may be used at any race.

6. Boat Main Equipment Data Base

The C1 Technical rules stress that the installed equipment is to be available commercially and there are also technical restrictions/controls to be inspected for checking the compliance to the rule synthetize on above PREAMBLE.

Moreover, as per rule SECTION J 53. CREW CONTROL AND SYSTEM, UIM must guarantee to the series that the competitor understands and follows the rules. These are the main reasons to create a data base for each racing boat, compiled by the teams, to be ready and update at the start of the race season. The files will be strictly confidential and only UIM Technical Commissioners will have access. For the attachments, the following list will guide the team in compilation of the electronic file to be sent to the UIM Headquarters

7. Lists the equipment involved in the data base.

C1 Racing Boat Main Equipment Data Base Requirements

Reference Number	EQUIPMENT	RULE REFERENCE	DOCUMENTATION REQUIRED		
			Drawing or Comm. Reference	Picture or Drawing	Description: how system operates
1	Engine	SECTION J 45.	As per homologation procedure		
2	Crash Box		YES	YES	NO
3	Drop		YES	YES	YES
4	Cardan shaft		YES	YES	NO
5	Rudder/Skeg		YES	YES	NO
6	Steering System		YES	YES	YES
7	Trim pumps and piston		YES	YES	YES
8	Surface Drive/Stern Drive		YES	YES	YES
9	Ballast System	SECTION I 44 point 10	YES	YES	YES
10	Cockpit Hardware		YES*	YES**	YES
11	Telemetry Hardware		YES	YES	YES
13	Potentiometers		YES	NO	YES
14	Fuel System		YES	YES	YES

YES* All switches, displays, hardware commands must be identified, and their function described
YES** A panoramic picture is required that includes all YES* marked items.

8. Boat Main Equipment data base Instruction for compilation

- Each of the equipment listed on 7. are shown on 9. with at least one empty box on the left where a picture is to be inserted, and a box on the right where all the required information is to be compiled.
- Some of the empty boxes on the left do not require a picture but instead, the functional scheme, sketch, and/or drawing as per the written instruction in the box. The space available may not be sufficient, if so, please create a separate file with equipment name to be attached on 9. file.
- If the right space for information, especially for custom equipment, is not sufficient, again create a separate file with equipment name.
- At the end of the file note some pages available for future UIM requests and/or for your modifications to update the data base of your boat. Please, for modifications do not forget to follow the procedure in Appendix 6.05.1. if required.
- The Cockpit sector is quite large. It is extremely important that all controls you have on board your racing boat BE PICTURED AND PROPERLY DESCRIBED, and updated for any change, before you show the boat at the next race. Please, if you need more space you can copy the template and add to the file. For

the cockpit we require information related to the safety of the escape hatch access and of the canopy structure.

9. Race Boat file.

File to be completed by the teams, inserting pictures saved in Word where required, and inserting in a separate file the drawings and functional schemes, plus more space for the team to update the file during the life of the boat, as per instruction on 8.

The Technical Inspector at each race venue will define how many boats he intends to check according to these criteria:

- Two thirds boats selected of the first three boats in overall C1 Championship points.
- One-third of boats from the remaining fleet.

Any discrepancy from the original data base file found during the boat inspection will open an investigation file to determine if a penalty is to be assessed.

CLASS 1 OFFSHORE

Boat Main Equipment Data Base

Before the start of the 2012 C1 race season

Team: _____

Racing Number: _____

Boat "Measurement Certificate" copy to be attached here

Picture

Crash Box

Manufacturer : .....

Part Number: .....

Picture

Cardan shaft

Manufacturer : .....

Part Number: .....

Picture

Commercial Drop Box

Manufacturer : .....

Part Number: .....

Custom Drop Box

Designed by:.....

Picture

Rudder/Skeg

Manufacturer : .....

Part Number: .....

General Information

- Alloy specification
- Working Hours through 2011 (to be updated annually)

Picture

Steering System

Manufacturer : .....

Part Number: .....

Additional Information

- Hydraulic only.....
- Hydraulic plus electric.....

Picture

Trim pumps and pistons

Manufacturer : .....

Part Number: .....

Picture

Surface Drive/Stern Drive

Manufacturer : .....

Part Number: .....

Custom Package Information

Dimension drawing of tanks or other system, funtionality scheme of transfer weight

Ballast System

Manufacturer : .....

Part Number: .....

Documentation as per C1 rules: 44 point 10:

44 point10. It is mandatory that fully dimensioned drawings of all liquid containers and/or tanks are given by each team before the first race to the OPC Technical Inspector. This drawing shall include measurements from the nearest reference point e.g. a bulkhead to show its location. Methods of filling and emptying must also be shown and the tanks must be able to be checked if empty or not. All onboard liquid ballasting must be coloured with a permanent dye.

THE ABOVE DOCUMENTATION MUST BE SUPPLIED AS AN ATTACHMENT TO THE PRESENT DOCUMENTATION

Picture of at least two installations, if any

Potentiometer

List all potentiometers installed with their use described

1. Manufacturer : .....
   a. Part Number.....
   b. Description/use.....
   .....
2. Manufacturer : .....
   a. Part Number.....
   b. Description/use.....
   .....
3. Manufacturer : .....
   a. Part Number.....
   b. Description/use.....
   .....
4. Manufacturer : .....
   a. Part Number.....
   b. Description/use.....
   .....

Please continue on next page

Picture of at least two installations, if any

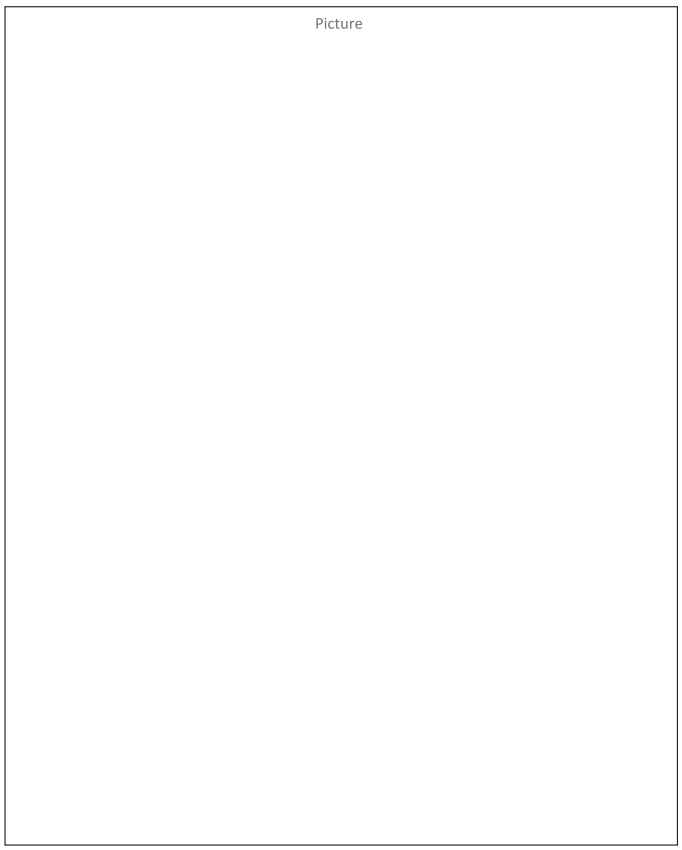
Potentiometer

List all potentiometers installed with their use described

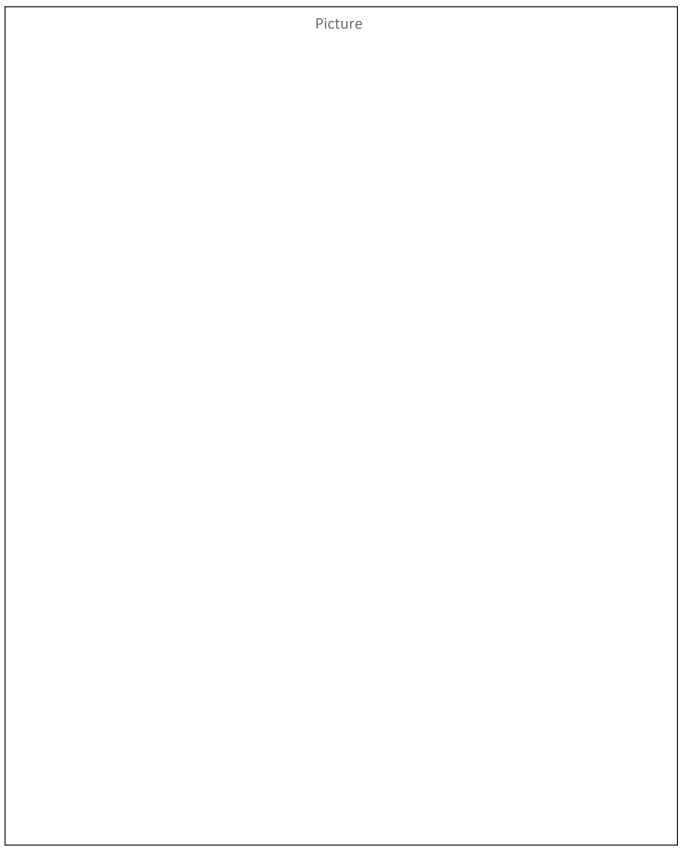
5. Manufacturer : .....
   a. Part Number.....
   b. Description/use.....
   .....
6. Manufacturer : .....
   a. Part Number.....
   b. Description/use .....
   .....
7. Manufacturer : .....
   a. Part Number.....
   b. Description/use .....
   .....
8. Manufacturer : .....
   a. Part Number.....
   b. Description/use .....
   .....

Please continue on separate page if needed

Cockpit View No. 1



Cockpit View No. 2



Cockpit View No. 3

Picture

Cockpit View No. 4

Picture

Picture	Cockpit Manufacturer : ..... Part Number: .....
Picture	Cockpit Manufacturer : ..... Part Number: .....
Picture	Cockpit Manufacturer : ..... Part Number: .....
Picture	Cockpit Manufacturer : ..... Part Number: .....

Picture	Cockpit Manufacturer : ..... Part Number: .....

Picture	Cockpit Manufacturer : ..... Part Number: .....

Picture	Cockpit Manufacturer : ..... Part Number: .....

Picture	Cockpit Manufacturer : ..... Part Number: .....

Picture	Cockpit Manufacturer : ..... Part Number: .....
Picture	Cockpit Manufacturer : ..... Part Number: .....
Picture	Cockpit Manufacturer : ..... Part Number: .....
Picture	**Canopy water deflector**

Picture	**Cockpit Safety Device** External Hatch Locking Handle Mechanism describe its design and use:
Picture	**Cockpit Safety Device** Internal Hatch Locking Handle
Picture	**Divers Grab Handle**
Picture	**Canopy Hinge Attachment** Describe the attachment method Number of bolts per hinge Canopy reinforcement structure supporting the bolt fixture

laminate schedule	**Canopy (Lid) Structure** Supply the laminate schedule
Picture	**Bottom Escape Access** **External Tunnel Side** External Hatch Locking Handle Mechanism describe its design and use:
Picture of data logger	**Telemetry** Manufacturer: …… Part Number: …….. Please certify below that there is no transmission hardware/software capability onboard the boat, to transmit real-time data anywhere.
Functional scheme	**Fuel System** **The following information is required:** 1. **Fuel tank** a. Number b. Capacity per tank c. Location (simple sketch) 2. **Fuel pump** a. Number b. Supplier c. Part Number 3. **Fuel hoses and pressure regulators** a. Functional scheme

	Device name:…… **Update Information:** **Date……** Manufacturer : …… Part Number: …… Change description……
	Device name:…… **Update Information:** **Date……** Manufacturer : …… Part Number: ……
	Device name:…… **Update Information:** **Date……** Manufacturer : …… Part Number: …… Change description……
	Device name:…… **Update Information:** **Date……** Manufacturer : …… Part Number: ……

	Device name:…… **Update Information:** **Date……** Manufacturer : …… Part Number: …… Change description……
	Device name:…… **Update Information:** **Date……** Manufacturer : …… Part Number: …… Change description……

06. MANAGEMENT OF THE ENGINES' RPM LIMITER FUNCTION IE. ALLOWED/NOT ALLOWED

1. Any device utilizing the ECU to control the rpm limiter must only utilize the engine rpm signal.
2. Boat speed, throttle position or other such inputs may not be used in conjunction with the rpm limiter.
3. The rpm limiter may only operate by cutting the injection or ignition separately or together.
4. The soft limiter is only allowed to activate above 95% of the maximum rpm listed in the UIM rules.

Engine Manufacturers and Teams are requested to send to the UIM/OPC a self-declaration that the above points are maintained and specify in detail the Map setting used to allow the UIM Official to check during the championship and/or on Dyno for post-race scrutineering. This must be done 30 days before the start of the Championship

07. BANNED METAL LIST

Nickel

Chromium

Cobolt

Hastelloy

Haynes

Inconel

Molybdenum

Monel

Platinum

Tantalum

Titanium

Tungsten or Wolframite

Waspaloy

08. BOAT LIFT EQUIPMENT

Teams shall ensure that their Boat has fixed lifting points. Teams must have all lifting equipment (straps and shackles) annually tested and supply a valid test certificate Each Team must ensure that all of the lifting straps are of appropriate length and connected to a certified central ring or shackle to facilitate connection to the weighing device. It will be the responsibility of Team members to connect lifting straps to their Boat and the central shackle or ring to the crane to facilitate lifting in or out of the water. Any damage caused by failure of straps or central ring, or due to incorrect attachment to the crane, shall be the responsibility of the Team.

09. "PROTOCOL FOR UPDATING AND CHECKING ECU SOFTWARE"

Per: Rule SECTION J.45.18. Single Map ECU's required

Preamble: Definition of map: An engine map is the implementation software, for all variables and settings that regulate the engines' operation.

1. Any supplier of an ECU that, from its original production, has continuously only had one map capability, must produce an homologated version of their ECU software that cannot be modified to have or use more than one map.
2. ECUs originally built with software capability for more than one map must supply the following:
    a. The ECU supplier must provide UIM with a program that runs on a Windows PC that allows race officials to plug into an ECU and verify that it contains the homologated software. To validate the

ECU, the program must work by reading the memory out of the ECU, and confirm that the software embedded in the ECU is the homologated one, and be able to read the actual map.

b. At least 30 days before first C1 race, the engine manufacturer registered on the UIM homologation file must send an original written declaration, on company letterhead, certifying that the ECU's conform to the rules and specifying the names of their customers in the UIM Class 1 World Championship by courier to the UIM headquarters.

c. Each ECU supplier must also provide the UIM, via the engine manufacturer, the ECU's technical information specifying the function related to each connector pin.

d. One month before participating in the first C-1 Championship race each C-1 team must supply to the UIM the following:

   i. Scrutineering software to validate their ECU's, including:

      1. CD copy of engine map used at the first race of the championship (there will be no obligation to keep the same map during the entire championship series).

      2. Capability to read and copy the installed map.

   ii. Information on "communication methods" (Ethernet or CAN or RS232 serial).

   iii. Communication cable to check an ECU in their boat.

   iv. A declaration that their two engines' ECUs do not communicate with each other for any kind of strategy.

   v. A simple loom to allow C-1 to check an ECU out of the boat.

e. Teams must issue a written declaration, to be delivered at race registration, that the ECUs installed are the ones the supplier certifies, the declaration will stay valid until the team changes its ECU supplier.

3. Teams must contact their engine manufacturer to insure UIM will receive the information on above point 1, 2 and 2.b. at least 30 days before the first C-1 race.

4. ECU retrofitting with a different supplier is allowed but must follow the above procedure.

5. If any ECU is found during a race weekend breaking the rules and the above protocol, the competitor will be penalized as follows:

   a. Disqualification of the team/drivers from the involved race results.

   b. A reduction of 50% of the team/driver's accumulated overall championship points.

6. The above protocol does not replace, but integrates into the existing rules about ECU's.

APPENDIX 7
DIGITAL BOAT AND EVENT LOGBOOK

A digital Boat and Event Logbook proposed from OPC and approved during UIM G.A. in Auckland, must be implemented from 2014; the web program is based on modern Internet Technology, logging all information available including the mandatory by- rules. The digital Boat and Event Logbook will be cloud-based, the access will start from the UIM website, providing secure access through use of dedicated user credentials and all traffic will be SSL encrypted.

The architecture of the project will consider two containers:

Boat Logbook

Event Logbook

- Boat Logbook will contain the follow digitized document:
  - All Boat measurements
  - Actual measurements certificate (as per rules 501 integrated with more info)
  - Old scanned measurement certificate
  - Change old ownership
  - Boat leasing history
  - Actual cockpit registration document
  - Old cockpit registration document
  - Restrain annual renewal
  - Hull modification information
  - Boat equipment modification procedure as per rules
  - Attendance on race event
  - Accident report
  - UIM Officer decision for repairing after accident
  - Boat's main equipment data base
  - Engine manufacturer file
  - Engine UIM approval file
  - Engine type replacement file during measurement certificate validity

- Event logbook will contain the follow digitized document:
  - Event basic information:
    - Entry list
    - Pole Position/Races result
    - Championships overall points
    - Timed lap on free test and races
  - Technical Information:
    - Scrutineering files
    - Power and boat weight report
    - UIM Technical commissioner report
  - Propeller file life information
  - UIM Commissioner report
    - Report
    - Penalties
    - Race Bulletin
    - Race Instruction
    - Timetable
    - Administration file
    - Yellow flag file containing number and reason

- Red flag file containing number and reason
- Official mailing after race event

- Protest appeal copy file
- Miscellaneous information
  - Weather, sea condition
  - Media information
- Email and correspondence (non-confidential) between the involved parties: UIM-Commission-Committee-Promoter-Teams- Manufacturer

APPENDIX 8
C1 POWER/WEIGHT RATIO DATA FOR ALL ENGINES

1. THIS MANDATORY RULE IS APPLICABLE FOR THE FOLLOWING REASONS:

a. All other Engines are heavier than N.A. V12

b. Aged boats, when repaired due to accidents have their original weight increased

c. Most of the available and potential fleet's minimum weight exceeds the minimum (4950Kg.)

d. Give the boat designers and manufacturers more weight allowance to design stronger boats, limiting the cost of composite material and process.

2. NEW BOAT BUILD FROM 2017 MUST HAVE MINIMUM WEIGHT AS FOLLOW:

a. 4950Kg. plus engines packages weight difference from N.A.V12 engines package:

i. Mercury QC4 TBD Kg. minimum weight

ii. Mercury Supercharge TBD Kg. minimum weight

iii. Other new engines package must be evaluated with new boat Designer/manufacturer.

iv. Additional weight in order to lower the centre of gravity weights, applied in final form at the bottom of the hull by sacrificing the correct use of composites used for the stiffness of the structure is not 'allowed.

3. BOAT WEIGHT DECLARATION:

a. On the Championship entry form to be delivered to the Promoter

b. For boats built before 2016, the weight declaration will be compared with the previous year's statistics, and will not be accepted if not justified by acceptable reasons, i.e.: major certified repair; certified modification; engine package change; etc.

i. Addition of weight in order to lower the centre of gravity of the boat, applied in final form at the bottom of the hull to gain performance advantage, is not accepted.

c. Not allowed to change weight during season, unless:

i. Major certified repair after an accident

ii. Change of engine package

4. THE RATIO POWER/WEIGHT WILL BE MANAGED BY THE FOLLOWING DATA

Power in HP including tolerance of 2%					
Segment	Weight of boat min.Kg	Weight of boat max.Kg	HP Engine	Hp Total	Ratio weight / power
1	4950	5049	867	1734	2,855
2	5050	5149	884	1768	2,856
3	5150	5249	902	1804	2,855
4	5250	5349	919	1838	2,856
5	Above 5350 Kg		937	1874	2,855

Note

Naturally aspirated engines in the segment 1:

-Must respect power limits given if not fitted with the restrictor.

-Fit the restrictor with a maximum power of 867 HP, as per rules 2015

Segment 1

Minimum weight of the boat 4950 kg
Max Power including tolerance of 2%
As per rules of 2015

RPM	HP N.A	HP Merc. Superch.	HP Merc. QC4
2500	303	364	363
2750	342	413	409
3000	393	460	470
3250	455	526	545
3500	505	600	605
3750	546	655	656
4000	586	696	693
4250	618	723	729
4500	649	758	763
4750	679	787	796
5000	708	825	826
5250	735	851	851
5500	758	858	862
5750	784	861	863
6000	805	861	863
6250	820	867	867
6350		867	867
6500	835		
6750	845		
7000	852		
7250	860		
7500	867		
7600	867		

Segment 2

Minimum weight of the boat 5050 kg
Max Power including tolerance of 2%

RPM	HP N.A.	HP Merc. Superch	HP Merc. QC4
2500	309	371	370
2750	348	421	417
3000	400	469	479
3250	464	536	556
3500	515	612	617
3750	557	668	669
4000	597	710	707
4250	630	737	743
4500	662	773	778
4750	692	802	812
5000	722	841	842
5250	749	868	868
5500	773	875	879
5750	799	878	880
6000	821	878	880
6250	836	884	884
6350		884	884
6500	851		
6750	862		
7000	869		
7250	877		
7500	884		
7600	884		

Segment 3

Minimum weight of the boat 5150 kg
Max Power including tolerance of 2%

RPM	HP N.A.	HP Merc. Superch	HP Merc. QC4
2500	316	379	378
2750	356	430	426
3000	409	479	489
3250	474	547	567
3500	526	624	629
3750	568	681	682
4000	610	724	721
4250	643	752	758
4500	675	789	794
4750	706	819	828
5000	737	858	859
5250	765	885	885
5500	789	893	897
5750	816	896	898
6000	837	896	898
6250	853	902	902
6350		902	902
6500	869		
6750	879		
7000	886		
7250	895		
7500	902		
7600	902		

Segment 4

Minimum weight of the boat 5250 kg
Max Power including tolerance of 2%

RPM	HP N.A.	HP Merc. Superch	HP Merc. QC4
2500	321	386	385
2750	362	438	434
3000	416	488	498
3250	483	558	578
3500	536	636	641
3750	579	694	695
4000	621	738	735
4250	655	766	773
4500	688	803	809
4750	720	834	844
5000	750	874	876
5250	779	902	902
5500	803	909	914
5750	831	913	915
6000	853	913	915
6250	869	919	919
6350		919	919
6500	885		
6750	896		
7000	903		
7250	912		
7500	919		
7600	919		

Segment 5

Minimum weight of the boat 5350 kg
Max Power including tolerance of 2%

RPM	HP N.A	HP Merc. Superch	HP Merc. QC4
2500	328	393	392
2750	369	446	442
3000	424	497	508
3250	492	568	589
3500	546	648	654
3750	590	708	709
4000	633	752	749
4250	668	781	788
4500	701	819	825
4750	734	851	860
5000	765	892	893
5250	794	920	920
5500	819	927	932
5750	847	931	933
6000	870	931	933
6250	886	937	937
6350		937	937
6500	902		
6750	913		
7000	921		
7250	929		
7500	937		
7600	937		

XCAT RULES
2017

PUBLISHED ON 23/12/2016

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(pages 162, 365, 368, 379, 380, 382, 387 et 400)

THE RACING RULES OF OFFSHORE POWERBOATING XCAT WORLD SERIES 2017

"We give credit to WPPA on the work done since ***8*** years to elaborate and make the racing rules for XCAT simple and objective"

All references to the promoter are subject to the renegotiations with the existing promoter

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SEA SERVICES

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APPENDIX 3 - Turn buoys clarification drawings

APPENDIX 4 - Start procedure drawing & clarifications

APPENDIX 5 - Advertising & Branding code

APPENDIX 6 - FORMS

INTRODUCTION

The racing rules and regulations will be reviewd and if needed, revised and published annually by the UIM.

The current edition will become effective on January 1, 2017 and will supersede all previous editions.

Any changes determined to be urgent during the season will be announced through the national sporting authorities and via the XCAT Class Promoter and also posted on the UIM website. www.uimpowerboating.com and the XCAT World Series website: http://xcatracing.com. Any and all regulation and or rule changes shall also be communicated directly to the entered teams directly by the XCAT promoters, via email or written letter. These shall also be posted on the official notice board at the start of any event.

PART 1
FUNDAMENTAL RULES

01. FAIR RACING

Drivers and team owners shall compete in compliance with the recognized principles of sportsmanship and fair play. A driver may be penalized under this rule if it is clearly established that these principles have been violated. A disqualification under this rule shall not be excluded from the boat's series score.

02. ACCEPTANCE OF THE RULES

By participating in a race conducted under these racing rules, each driver and team owner agrees to:

(a) To be governed by the rules;

(b) To accept any penalties imposed and any other action taken under and within the rules. These shall be subject to the appeal and review procedures provided there in, as the final determination of any matter arising under the rules; and

(c) With respect to such determination, not to resort to any court or other tribunal not provided for in the rules governing the activities of the sport and the series.

03. DECISION TO RACE

Each Driver decides, exclusively under his own responsibility, to participate and / or continue to conduct each on water session of each Event.

04. BANNED SUBSTANCES AND METHODS

A driver shall neither take a substance nor use a method banned by the Olympic Movement Anti-Doping Code or the World Anti-Doping Agency, unless a T.U.E. has been granted.

05. MISCONDUCT

Rules and Regulations exist for the safety and security of competitors, and the public and for the orderly conduct of racing events and must be followed at all time. All team members are required to behave in a responsible and professional manner at all time throughout the duration of any event. Any behavior which acts to disrupt the smooth running of the events or bring the XCAT Promoter or XCAT series or could be deemed to have brought the sport in to disrepute may be subject to penalties (which may include disqualification, suspension from an event, reprimands, yellow cards, expulsion or financial penalties may be applied).

Abuse of Officials – Any instances of verbal or physical abuse against any race or event Official or other competitor or team member will result in a penalty. Penalties may include suspension or disqualification from an event, exclusion from the series or the imposition of a points and/or fines

06. ENVIRONMENT RESPONSIBILITY

All persons involved in XCAT events are encouraged to minimize any adverse environmental impact of the sport of powerboating.

PART 2
GENERAL APPLICATION

SECTION A
01. GENERAL APPLICATION TO ALL EVENTS

Unless otherwise specified the following General Racing Rules apply to all UIM XCAT World Series Events.

An event is defined as from start of Registration time on Day 1 to end of Final Day closure of Race Administration, unless stated otherwise within the UIM Rules.

All stated numbers of days for any post-race correspondence is considered to be in accordance with the International dateline and not the race/event local time.

02. GENERAL PRE-RACE REQUIREMENTS FOR CONDUCT OF EVENTS

Event Participation - Teams are encouraged to participate in all media opportunities, autograph sessions, sponsor parties, parades, etc.

03. COMPLIANCE WITH UIM RULES AND REGULATIONS

Race Teams must comply with all UIM rules and regulations established for each particular Event, including speed zones, testing times, and testing only in designated areas, if applicable. The teams shall be solely responsible for checking with the appropriate Officials at the Event during registration as to the applicable rules and regulations for testing at the event. The team must obtain the Race Instructions.

Any telemetry/locator GPS/Data or TV/Video recorder(s) required by the UIM to be fitted to the race boats must remain in place and removed or its content reviewed only with the permission of the Technical Officer(s).

Violation of this rule may result in penalties including, but not limited to, fines, time penalties, disqualification and suspensions of not less than 30 days.

Ignorance of the rules is no excuse for not complying with the rules. Submission of entry documents and fees consitutes an automatic and irreversible acceptancce of any and all rules and guidelines.

04. INTERPRETATION OF THE RULES

In all cases not foreseen by the international rules or seemingly inaccurately defined, any decision has to be taken bearing in mind the spirit of the rules. Decisions on interpretation will be taken by the Race Director and /or the Race Jury or the UIM.

Any telemetry/datalogging device or GPS transponding and/or TV/Video equipment required by the UIM to be fitted to all competing race boats is deemed to be the official technical recording of the race. Team owned devices are not accepted as evidence.

Television/Video evidence may be used for either the correction of a race decision, or implementing a change to provisional results up to 5 days after the posting of results.

05. AWARDS AND PRIZE MONEY

No prize money shall be distributed to any driver until protests have been completed and the official order of finish is posted by the race committee in that class.

Any boat which receives prize/start money and has an outstanding debt with UIM/Event Promoter will have that debt taken out of the prize/start money that is due them. If fees are paid by cheque at the race site, prize/start money may not be paid until the cheque clears.

The sponsoring organisation may designate special awards for outstanding performance.

A minimum prize fund may be established and announced in the Race Instructions.

Any XCAT awards provided by sponsors have to be agreed with Series Promoter.

Trophies will be awarded to the first three finishers. It is the responsibility of the competitor to accept their trophy at the awards ceremony or have a representative accept on their behalf. UIM will not be responsible for the trophy after the event.

All rules in the Rule Book, and all requirements of sponsors must be met, in order to participate in the prize fund or start monies.

06. PAYMENT OF FINES

All fines must be paid to the XCAT event secretariat by the end of the race. If the fine has been issued in conjunction with penalties qualifying for appeal, then the appeal must be written and properly filed within the specified time limit for appeals. Fines that remain unpaid after 14 days shall be subject to additional penalties. Post race/event issued fines must be paid within 14 days of notice being issued or will become subject to additional penalties.

07. CONSUMPTION OF ALCOHOL

No contestant shall participate in a race / practice or any Media-Hospitality, Promotional Official Run, nor shall any official serve in an official capacity, while under the influence of intoxicants.

For XCAT Events, any competitor found to have more than 0.00 micrograms of alcohol in 100 milliliters of blood (0.00 on the breath analyzer machine) 1 hour before and during testing or race, shall be penalized as follows:

The penalty for first offence is disqualification from the event for the driver or the offending person.

The penalty for the second offense is suspension from UIM events for (06) months period.

The ***Race Director*** shall penalize anyone infringing the rule such as any competitor or official whom he believes to be under the influence of intoxicants as defined above or during the time the competitor arrives at the race site, on race day, until the competitor has been cleared through post-race inspection and for one hour after the race is over. ***The inspection must be conducted by the Medical Delegate in liaison the CMO.*** No alcoholic beverages are to be consumed until one (1) hour after the unofficial results are displayed. No contestant or official participating at a UIM event may evade this rule by withdrawing his entry or by resigning his duties while at the event. Ceremonial champagne or equivalent usage in the winner's circle shall be permitted provided that only minor consumption occurs.

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

Testing shall be carried out using an Alcometer.

08. ANTI-DOPING REGULATIONS

The Anti-doping regulations are in line with the World anti-doping code as published in the UIM Offshore Rule book.

SECTION B
09. INDIVIDUAL REQUIREMENTS FOR PARTICIPATION IN AN EVENT

Releases - All participants in each event must execute ***and submit*** a liability release to UIM, prior to racing. No owner, driver, contestant or his representatives or any race official shall hold any other owner, driver, competitor

or his representatives or any race official liable for any personal injuries or damage resulting from an accident occurring during a sanctioned race, except as the result of a deliberate collision or premeditated act of unsportsmanlike conduct. The interpretation of this shall rest with the Race Director subject to review by the UIM.

Suspension, Expulsion - No individual who has been expelled from the UIM or its events or who is currently under suspension by UIM shall be permitted to officiate, serve as a race committee member, act in any capacity of assistance, or participate as a boat owner, driver or crew member in any sanctioned racing event. No boat belonging to that individual shall be allowed to compete, nor shall it be chartered or otherwise transferred except by final sale to render it eligible for a sanctioned race. The UIM also reserves the right to deny future membership to anyone who has previously been expelled or suspended from any category of UIM.

Medical / Rescue, Tow and Patrol Boat Coverage - LIFE JACKETS/ BUOYANCY SUITS***/ HELMETS*** - During all official times, all assistance / safety / rescue boat teams and all teams in support boats must wear life jackets ***and helmets*** to conform to the LOC/NA safety regulation or special prescriptions.

The local race organiser must provide medical and rescue coverage in case of testing prior the official Event Time Table , this will be highlighted in the Event Advance Notice. A schedule will be posted at Race Registration detailing times and specific location of covered testing.

PART 3
EVENT RULES

EVENT RULES

The following General Racing Rules apply to all UIM-sanctioned XCAT Series events.

The Rules and/or Regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish the minimum acceptable requirements for an event the be held. These rules shall govern the condition and regulation of all XCAT Series events and by participating in the events, all UIM members are agreed to abide by these rules. No expressed 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.

No expressed or implied warranty of safety or any form of liability shall result from the publication of and or compliance with any of these rules and/or regulations, including any such supplementary regulations that may be published from time to time.

All Race and Championship event rules, criteria and requirements may be subject at any time to specific venue, National Authority, geographical, local legal, or safety related changes. These changes shall only be made when neccesary and in order to comply with local legal requirments or to ensure the safety of the event. Any such changes will be communicated to all teams and competitors in race instructions, bulletins posted on the official notice board and any other means deemed neccesary.

SECTION A
01. RACE ORGANISATION AND SANCTION

01.01. ELIGIBILITY

In order to be eligible to organise a UIM XCAT Series event, a Local Organising Committee must be sanctioned by the XCAT Promoter and recognised by the UIM. The National Authority or the Local Organising Committee must be recognised by the UIM.

01.02. RACE DATES

Candidatures for any XCAT event (World – Middle East- Continental Championship or any event using the name “Extreme Cat / XCAT”) must be addressed to the XCAT Promoter . Event dates will be agreed between the UIM and the XCAT Promoter, which must present the annual calendar in accordance with a timescale to be agreed with the UIM.

Final approval for Race events must be obtained from the UIM after been approved and submitted by the Promoter.

01.03. SANCTION/EVENT HOSTING FEES

The XCAT Promoter is responsible for the definition of all aspects relating to the contract with the XCAT Local Organising Committee.

The financial conditions for staging the XCAT event will be established between the XCAT Promoter and the Local Organising Committee.

The XCAT Promoter and the UIM will establish, on an event-by-event basis, the fee due to the UIM, which will not include the event insurance required or the cost of Officials assigned to the event. ***Terms & conditions as per the UIM/XCAT Promoter License agreement.***

01.04. REQUIREMENTS

The Local Organising Committee contracted by the XCAT Promoter must follow the requirements and criteria established in these rules with regard the organisational and safety aspects of the event.

The UIM and XCAT Promoter reserve the right to conduct any inspection visits prior to any event to ensure conditions are met and arrangements are in place. This may be at the LOC cost.

02. TITLE

02.01 The title of the Championship will be known as the “UIM XCAT World Series”.

02.02 In case of (Series Title Sponsor), the complete series Title will be: “Year- UIM “Sponsors Name” XCAT World Series”

02.03 The UIM XCAT World Series title will be awarded to the following :

1. Team owner

2. Driver & Co-Driver

03. WORLD SERIES

The points for the UIM XCAT World Series will be awarded to the Registered Boat number and Team entry.

The XCAT World Series will be determined from the points accrued from all the XCAT World Series events. All Races carry points with no discards

04. SERIES POINTS & SCORING SYSTEM

Unless otherwise specified, points for each titles will be awarded at each Event according to the following scale:

Number of Entries/Position	Points
1	35
2	30
3	26
4	22
5	18
6	15
7	12
8	10
9	8
10	6
11	4
12	3
13	2
14	1

04.01. CHAMPIONSHIP TIES

In the case of a tie in the overall Championship/Series, the number of first places shall be considered, then the number of second places, etc.

In the case of the Championship/Series still being a tie, the boat with the fastest average speed in any of the Series races will be deemed the Champion.

05. CREW/BOAT COMBINATION

The points and penalties for the UIM XCAT World Series will be awarded to the Registered Boat number and Team entry.

In order to participate in the XCAT World Series Event, it is mandatory that each Team should consist of minimum:

- One Driver
- One Co Driver
- One Team Manager/Radio ***Operator***

Team Owner is allowed to change the crew combination maximum 4 times during a season.

The driver and co-driver must be able to communicate clearly with each other in the same language.

The Team Manager or ***Radio Operator*** must communicate in English with the Race Control.

05.01. NATIONALITY

The nationality of the entry is that determined by the Team/Owner as declared at the first race. The nationality of the Drivers is as declared at the first race and whose nationality is determined by the Racing Licence of that Driver.

SECTION B
LOC ADMINISTRATION/ORGANISATION

06. RACE COMMITTEE MEMBERS AND ROLES

The Local Organising Committee appoints a Race Committee which is composed of:

- Local Officer of the Day (OOD)
- Chief Medical Officer (CMO)
- Chief Safety Officer (CSO)
- Jury & Course Officials Coordinator
- Local Paddock Officer
- Local Event Secretary

06.01. LOCAL OFFICER OF THE DAY (OOD)

The Local Officer of the day (OOD) is appointed by the National Authority or by the local Organising Committee, The OOD forms the principle link with the local organisational race management safety, Jury boats, air safety etc.

The OOD must direct the organisation of the races on behalf of the Local Organising Committee.

Good knowledge of the UIM Rules, especially those relating to XCAT / Offshore Power Boat Racing.

Fluent written and spoken English are obligatory.

He is responsible for the implementation of local services and must maintain communication with Jury boat coordinator and local Chief Medical Officer CMO & the local Chief Safety Officer (CSO)

The OOD must make sure that the Event Risk management on land and water is finalized and approved by the appropriate local government departments.

The OOD must liaise with the Local Organising Committee to make sure all permits and required authorizations are in place including the ones related to the environment and sea life protection.

06.02. CHIEF MEDICAL OFFICER (CMO)

The local Chief Medical Officer (CMO) is appointed by the local medical service in conjunction with the LOC for each event according to the UIM Safety Procedures and Guidelines (Appendix 1). The CMO is responsible for the implementation and running of the medical service. The CMO may be responsible for the spectator component of the event or this may be delegated to the local municipal authority. The CMO must be present in race control while boats are on the course and at racing speed.

06.03 CHIEF SAFETY OFFICER (CSO)

The CSO reports directly to the OOD. He/she coordinates with the Safety Delegate, in accordance with the UIM Safety Procedures and Guidelines (Appendix 1), for all safety and rescue activities on land, on the water and in the air.

He/she must:

- To attend regularly training and refresher
- To attend at the Event safety briefing
- ***Arrive at the workspace in time***

06.04. JURY BOAT COORDINATOR AND COURSE OFFICIALS

This group is composed of one Coordinator located at Race Control, plus a minimum of two observers for each turn - buoy. The group must attend training by a qualified Official a minimum of 1 day prior to Pole Position.

At the end of the race, they draw up and sign a statement certifying that all participants' conduct during the race and at the turn marks was in accordance with the UIM On-Water Procedures and Guidelines (Appendix 2), UIM Turn buoys clarification drawings (Appendix4) and with the Race Instructions. This statement is handed to the Race Director, who will apply the UIM rules in the case of infringements. The Course Officials monitoring turning marks must have a clear, unobstructed view.

06.05. LOCAL PADDOCK OFFICER

The Paddock Officer must guarantee security of the areas and all the services as detailed in the PADDOCK REQUIREMENTS ***as per the XCAT operation manual.***

06.06. LOCAL EVENT SECRETARY

The Event Secretary is responsible for the general local organisation of the event. He/She must ensure that all the various local officials know their respective duties and that they have the necessary documents and equipment to fulfill their duties. He/She must collate all documents following the race.

07. EVENT INSURANCE

The Organising Committee must have an Insurance Policy which covers all Race and Non-Race activities for both Competitor and Organiser liability. It must include event third party insurance which is to cover all racing and non-racing activities and, in particular, any damage resulting from towing or launching of the boats and full third party cover for all race officials and associated race helpers.

The Organiser's insurance will be available from the Organising Committee during Race Administration.

The competitors are strongly recommended to have a racing third party insurance. The amounts must not be inferior to those required by the law of the countries where the races will be held. In addition to any other insurance as required by the National Authority or local organizer, Fee to be paid by the team.

The insurance must cover the entire period of the Event, from setup the dismantling of the areas, and all activities both on land and on water, both during the preparation and during sports sessions

SECTION C
RACE ADMINISTRATION

08. RACE REQUIREMENTS

The latest version of all UIM Procedures and Guidelines, as listed below, must be strictly adhered to:

- APPENDIX 1 - Safety Procedures and Guidelines
- APPENDIX 2 - On-water Procedures and Guidelines
- APPENDIX ***3*** - Turn Buoys Clarification Drawing
- APPENDIX ***4*** - Start Procedure Drawing & Clarification
- APPENDIX ***5*** - Advertising and Branding Code
- ***APPENDIX 6 - Forms***

Failure to comply with the indications given therein will result in a penalty to be applied at the discretion of the Race Director.

08.01. PADDOCK REQUIREMENTS

At all Events the Local Organiser must establish clearly defined, readily identifiable areas for Paddock, XCAT Pontoon, and Crane/Launch Areas in accordance with the outline given below.

In all cases these areas must be set apart from the general public by being fenced off or some other means, except that the public may be admitted to the Paddock & XCAT Pontoon Areas during designated times. Only Drivers, crews, officials, approved event staff or current members of the UIM or the XCAT Promoter shall be admitted to the Launch Area. The sale to the public of Paddock admission tickets or passes to any Paddock area is strictly prohibited. These areas require the execution of Insurance Waiver/Indemnity by all participants (racers, crews, family members, officials and event staff - not spectators) for admission. Alcohol use within any of the designated Paddock areas by any UIM/XCAT Promoter members or a signee of the insurance Waiver is strictly prohibited and may result in the imposition of a penalty at the discretion of the UIM events have three mandatory Paddock area classifications with the following restrictions:

Crane and/or Launch area and/or Fuelling area: shall be defined as an adequate area around launching cranes, fuel storage, fuelling area. Entry into these Paddock areas requires UIM or XCAT Promoter Racing, Crew or Official Membership. Except for cases of emergency, the maximum number of boat crew in the lift and drop areas is restricted to maximum 4 support crew and 2 competitors. Team guests are not to enter this area.

Fuelling of boats shall be allowed only in the approved fuelling area(s). Fuelling or de-fuelling of race boats in the water is specifically prohibited. Fuelling at commercial marina pumps on the water or commercial land-based filling stations is allowed, providing they have met the fuel requirements (as specified in the Official Advance Notice & Race Instructions); it is also mandatory to use any fuel supplier provided.

Enclosed Footwear helmet and Crew vests is mandatory in the Craning Areas.

Waste oil and fuel must be disposed of in a responsible manner by all race teams ***as per the UIM Environment Code and the local regulations.***

Signs shall be posted around all working Paddock areas designating “No Smoking or Drinking of Alcoholic Beverages.”

All UIM race events are required to provide crane service for boats that provide their own single point lifting harness. All boats are required to provide their own single point lifting harness for weighing purposes.

The crane area shall be highly restricted and fenced off from all other areas. No persons shall be permitted to the crane area except specifically authorised personnel.

XCAT Pontoon – XCAT Pontoon shall be defined as the docking areas, as crew working areas and, except in cases of emergency, the maximum number of boat crew in wet Paddock areas is restricted to 4 support crew and 2 competitors. Team guests are not to enter this area. Access to this area may be available by controlled admission pass dependent on pontoon capability.

Paddock - Paddock shall be defined as those areas where race boats are on display prior to launch. Race Officials have the right to remove a race team or race boat from this area for disruptive conduct. Teams may be subject to other disciplinary actions.

Parc Fermé - A restricted area need to be defined as Parc fermé where to work properly in case of needed inspection, without any kind of interferences by non authorised persons, media, etc. The area must be fenced and large enough to host two boats, without observation from outside.

09. ADVANCE NOTICE

The Advance Notice ***is finalised by XCAT Management in liaison with the LOC & NA. It must be sent to the XCAT Promoter's Office for distribution at least 60 days before the Race.***

The Advance Notice shall contain the following information:

- Local Organising Committee contact details
- Provisional timetable
- ***Provisional Event Format for Pole Position & Race(s), Race course and distances***
- ***Provisional Local prescriptions / regulation, insurance, fuel, social event(s)***
- ***Provisional Logistical info (shipping & transportation, custom operation, etc)***
- ***Travel & accommodation info (transfer, hotels, Visa, etc)***
- ***Venue Map showcasing the following Areas: Paddock, Crane / Pontoon, Access, Offices, Medical points, Meetings & Public interaction***

10. RACE INSTRUCTIONS

The information contained within the Race Instructions is to be considered as a clarification of the UIM Rule Book or additions to take account of special local conditions.

The Race Instructions are finalised by the XCAT ***Management***, following the LOC & NA obligations and the Local Authorities regulations.

These Race Instructions shall contain all of the following information:

- Official timetable and locations.
- Official Race Courses and details.
- Local conditions, such as any special instructions and/or information pertinent to the race, e.g. special radio channels required, GPS coordinates, tides and any venue-specific Authorities' instructions.
- Terms and conditions of insurance for personal and material damage to third parties, competitors, to be included if available.
- The minimum limit of insurance cover required.
- The type of risks to be covered by the insurance.
- The amount of insurance fees to be paid at the race site.

No course, timetable or Event format can be published without direct approval of XCAT ***Management.***

SECTION D

11. RACE MANAGEMENT AND OFFICIALS

The following officials will be present at all Events to assist in the management and conduct of the Event:

- Race Director (RD)
- Medical Delegate
- Safety Delegate
- Technical Engines & Boat Safety Officer.
- Race Administrator

Each of the above may have an assistant, to be appointed from the pool of UIM-approved personnel.

Each of the above official must submit a proper report within their responsibility, within maximum 07 days after the event, using the UIM Digital E-Logbook. The report must detailing all of the events, the conduct of the races, any accidents or other incidents such as disciplinary actions, technical Disqualifications, weather conditions at race and test times, course infractions, and penalties assessed interviews with competitors or witnesses to infractions, etc as per the UIM available Form for each Official.

11.01. UIM COMMISIONER

The nomination and appointment of UIM Commissioner is mandatory at any UIM XCAT World Series. He/she is appointed by the COMINOFF.

UIM Commissioner must have extensive race management experience as either a Commissioner or International event OOD and be approved by the COMINOFF.

The COMINOFF is responsible for the appointment of the UIM Commissioner for each event under the COMINOFF jurisdiction.

Following confirmation of appointment, the UIM Secretary informs the National Authority to announce the name of the nominated Commissioner.

He/ she will evaluate and audit the event's UIM conformity to all aspects of the race event Rules, Regulations, management and requirements.

He will Chair the International Jury & Protest committee with the right to a casting vote.

After the event, he/she sends the Commissioner's report to the UIM Secretariat using the standard forms within 07 working days, these must be accompanied by the event official results, entry list and accident report.

The UIM Commissioner reports are to be considered as confidential documents and are not to be used for aims which are contrary to those of the UIM, or be communicated to the press nor otherwise reveled for any reason whatsoever. Should the UIM Commissioner not received all necessary data and results for transmission to the UIM, he/she notes the fact in the report and insists that the organisers and XCAT Promoter send every document required, without delay, to the secretariat of the UIM. Results must be sent to UIM straight every day after each water session.

A copy of the UIM Commissioner's report shall sent by the UIM Secretariat to all COMINOFF members. These reports will be reviewed at the next COMINOFF meeting.

11.02. RACE DIRECTOR

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

The RD keeps an overview of race and is the ultimate decision maker on the overall conduct of the event. This includes such matters as to whether the weather conditions are suitable for racing, while the RD is responsible for the actual conduct of the race. It is therefore important that the RD is a very experienced Official and that he is recognized as such. The RD also supervises the onshore aspects of race management.

The Race Director shall be responsible for the supervision of the race and the correct application of the UIM rules and the local regulations. He/She shall perform such other duties as are requested from time to time by the UIM. The Race Director must be included in the race/event approval process and receive all course and race instruction detail for approval.

Presence at Events **-** Each UIM-sanctioned racing event must have a Race Director present. Should an officially designated Race Director be unable to attend any sanctioned racing event, the UIM may appoint an alternate to serve at that racing event.

Duties and Responsibilities

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

Enforcement of Rules

Purpose - The Race Director shall see that all UIM racing and technical rules are enforced throughout the event. All possible rules infractions shall be reported only to the Race Director by the appropriate official. It shall be the

sole responsibility of the Race Director to communicate with any team member or other party who has been charged with the violation of any rule, as well as the proposed action that UIM shall take as a result.

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

Interpretation of Rules - He/she will be responsible for overseeing all sporting matters or penalties of a Championship / Race nature outside the remit of the race jury. The Race Director will additionally chair and coordinate event meetings between race officials, promoter and local authorities representatives on event. Should any questions regarding the interpretation of racing rules arise, the Race Director shall rule on these matters after consultation with all contestants, witnesses and other UIM and local officials involved. In the event that the Race Committee or another Official makes an erroneous decision or interpretation, the Race Director is authorised to overrule that decision.

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

- All proper officials be present and function during the conduct of an event to the relevant UIM standard.
- The approved course is provided (courses must be pre-approved by the UIM before the sanctioned testing or racing begins).
- At race sites, the UIM safety and rescue requirements are met.
- All bulletins, results when he also fulfills the role of the Local Race officer (OOD) - and official race documentation are signed by him, and that he is on hand at all times for this purpose.

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

11.03. MEDICAL DELEGATE

The Medical Delegate is the primary authority on medical policy, procedure and organisation for the XCAT World Series. This will include the event planning where he/she will be advised of and approve all planning related to the medical component of the event. He/she should be present at each round to oversee the medical services. The Medical Delegate should have a seat in race control next to the Local Chief Medical Officer & the Safety Delegate and within easy reach and view of the Race Director.

11.04. SAFETY DELEGATE

He/she is responsible for all aspects of safety and rescue operations. He/she must be familiar with the race venue, with the characteristics of the class(es) competing powerboats and any applicable governmental rules.

The Safety Delegate ensures the development of the event safety plan prior to the event and also that the event run in accordance with that plan. He/she will report directly to the Race Director and will work with the Medical Delegate and the Local Chief Medical Officer (CMO), the Local Officer of the day (OOD), the start Marshal and the local Chief Safety Officer (CSO).

11.05. ASSISTANT RACE DIRECTOR(s)

Assistant Race Director will assist the role of race director where necessary in his/her absence. The assistant acts with the director in the delivery and coordination of race rules and the local services.

The Assistants are also course race officials with regard to race rules, and may be acting as Director within race control, or as Start Marshal or Course Judges.

Post Race Reports – The Assistant Race Director shall report all accidents, even when no injuries are involved, to the UIM. This does not stop local authorities from reporting those accidents, as required by any local authority law or otherwise to be reported. Race Officials will assist local authorities in completing their reports where necessary.

11.06. TECHNICAL - ENGINE & BOAT SAFETY OFFICER(S)

The Technical Engine Officer and Boat Safety Officer(s) shall serve at each event. They shall be responsible for developing and implementing the Technical and safety Inspection plans, procedures and protocols (including branding marketing requirements) for each Event, and managing the Assistant Technical Officer(s) (if any) and their implementation of those practices, procedures and protocols.

He's responsible for the research into future technical rules and requirements, and is empowered to liaise with manufacturers to facilitate the future technical advancements.

DUTIES AND RESPONSIBILITIES

Compliance with Technical and Safety Rules - The Technical Engine & Boat Safety Officer(s) and assistants' main responsibility is to inspect the competitors' racing equipment for compliance with the applicable technical, equipment and safety rules and document their findings on each piece of equipment inspected at an Event.

Unsafe Equipment - The Technical Officer(s) shall also have the right to refuse any entry at any time prior to the start that in his/her opinion is not designed, built and equipped to the standards of seaworthiness and safety required for any adverse weather and water conditions during the race.

Further Technical Responsibilities - It is also the Technical Officer(s) responsibility to check all the activities relating to technical areas (craning, fuel, etc.) and to report his findings to the Race Director.

Reporting Infringements - The Technical Officer(s) inspect racing equipment for compliance with the technical and safety rules and if they find what they believe to be a violation of any of those rules, then they shall report the infraction to the Race Director for the event. The Technical Officer(s) do not discuss their findings with anyone including any member of the relevant team, until the matter has been reported to the Race Director and the Race Director has ***taken any decision.***

The Parc Fermé can be used under the Technical Officer discretion at any time. In the case of accident, the Technical Officer(s) must check all race boats involved for seaworthiness and report his findings to the Race Director ***and or to the Local involved Authorities.***

11.07. RACE ADMINISTRATOR

The Race Administrator is responsible for the general sports-related administration and organisation connected to the event, and shall also perform such other duties as requested from time to time by the UIM. The Race Administrator shall be responsible for managing the assistant administrator (if any).

DUTIES AND RESPONSIBILITIES

Membership, Registration at the Event - The Race Administrator shall be responsible for collecting and accounting for all registration details along with the respective forms.

Insurance Disclaimer - It shall also be the duty of the Race Administrator to have all members sign the insurance Disclaimer at each race site.

General documents and Race Bulletins - The Race Administrator will supervise the Local Event Secretary in organising and drafting all general racing documents and bulletins as required. The Race Administrator will also organise any briefings/daily meetings as required.

Signature and Posting of Results - The Race Administrator shall be responsible for posting the arrival order in a pre-determined and announced location, and communicating those results to the designated media representative following the final race of the day.

The Race Administrator shall also be responsible for arranging for the final results to be signed and for posting them on the Official Notice Board.

11.08. OFFICIAL RACE TIMING

An Official timekeeping system and operator will be appointed and is the official race timekeeping system. In XCAT the system and operator will be provided by the XCAT Promoter. Official timekeeping system may be linked to the mandatory transponder equipment required by the UIM. The mandatory transponder/virtual system may be used as either the principle timing system or the reserve system and operated by the UIM and/or its contractors.

Any tampering or modification of this equipment by the team shall result in immediate disqualification.

The Race Officials will provide to the operator the necessary entry list details and the official course distance calculations and information.

The Race Director and his assistants will provide information for the operator regarding race information, penalties, communications etc. as necessary during the course of each session and race.

At the end of each on water timed session the operator will make available to the Race Administration the system results.

Race Administration will publish the official timed and signed result.

These results are all provisional and subject to post race technical scrutineering, post race/pole position reports, protests etc.

12. RACE REGISTRATION (ON-SITE)

Registration will take place at the Race Administration office.

Race Registration times will be as per the Advance Notice. All Race Registration requirements (including payment of insurance) must be completed by the time Race Registration closes for signing in to the event.

Failure to do so will result in non-participation in the racing event.

On the registration form for each XCAT Race, the names of the Team Owner, Team Manager, first and second Drivers, together with reserve and test Drivers, must be specified. Also the name and boat number and a copy of the current valid measurement certificate with registration number must be supplied. ***Full details of Drivers next of kin contacts must be provided.***

On signing in at Race Registration, a Scrutineering/Technical inspection slip will be issued, which will enable competitors to present their boats for Scrutineering/Technical inspection.

All Official Race Information, Bulletins and Results will be posted on the Official Notice Board at the Race Registration Office.

Competitors will be provided with identification tags/wrist bands, if required, which must be worn at all times during practice, Pole Position and Racing.

Any person other than a racing crew member wishing to embark on the boat for practice will only be authorised under the condition that they are a UIM-licensed reserve/test Driver and have registered as such during Race Administration or as otherwise agreed by the Race Director. ***Full details of Drivers next of kin contacts must be provided.***

Changes to crew must be notified to race control a minimum of one hour prior to testing. PENALTY USD 600.

He must sign up with the Organiser's Insurance Agent with either the Local Organiser or the XCAT Promoters' representative.

He must be in possession of all current documents required by the UIM and organising committee.

All race numbers will be between 1 and 99 and will be allocated by the UIM after the entry has been accepted. Number 1 will be allocated to the previous year's World Champion, unless otherwise requested. The replaced number of the World Champion's boat will be reserved for this boat to resume when it is no longer the World Champion. Race Bulletins will be issued and signed for at Race Briefings and/or the Race Administration Office.

Restraint Indemnity - UIM rules mandate the signing of the National Indemnity form regarding restraints. In view of the International nature of the XCAT series and the fact that all boats use restraint systems, in applying for the licence, the competitor confirms that he has read and understood the UIM, and his National Authority's rules regarding restraint systems and confirms that the boat entered for the event in which he is taking part has been constructed to and conforms with these rules. He further undertakes not to hold the UIM, his National Authority, the Organising Club, or any of the servants or agents of the foregoing, nor any other person connected with the organisation of an event, responsible for any personal injury incurred by his wearing this restraint system. He will also produce on demand a copy of his National Authority's rules for restrained cockpit.

13. PRE-RACE INSPECTIONS

13.01. REQUIREMENTS

The Technical Officer(s), may also at any time during the event pre testing, pole, and/or race, require random inspection and testing of equipment for compliance to the rules.

All race boats entered in a sanctioned race are subject to a pre-race inspection by a Technical Officer(s),

The time and place of such inspection shall be published in the Advance Notice for the Event.

No race boat may be considered a bona fide entrant in a UIM race until such time as the Technical Officer(s), has passed and signed the official pre-race technical inspection form.

It is the responsibility of the Team Owner or Manager to submit his team's equipment to the Technical Officer(s), for his inspection. If, in the judgment of the Technical Officer(s), a boat and/or safety equipment is unseaworthy, unsafe, or unmanageable, the non-compliance must be brought to the attention of the Race Director. If the Race Director determines that the condition cannot be rectified prior to the start of the race, then he shall have the right to prohibit the boat from competing.

The Technical Officer(s), shall examine each entry for compliance with all safety requirements and shall also visually inspect hull, propulsion and engine for compliance with XCAT Technical Rules. The spirit as well as the letter of these rules shall be enforced equitably to all entrants.

14. PRE-RACE TECHNICAL RULES VIOLATIONS

14.01. NOTICE TO OWNER

In the event that a pre-race inspection finds a technical rule violation, the Race Director must sign and notify the Team Owner of the boat or the Team Manager of the specific nature of the alleged violation as soon as practical, but in no instance later than the Final Drivers' Meeting. Depending upon the nature of the violation, and whether this is a first or multiple offence, the UIM may issue notice with a range of penalties from fines to immediate Disqualification from the event.

14.02. CORRECTION OF VIOLATIONS

After a race boat owner has been notified of the violation, he shall have until 1 hour prior to Pole Position to correct the violation, unless he has been disqualified. Should he elect to correct the violation then it shall be his responsibility to have the boat re-inspected and cleared for competition.

14.03. PROTEST & APPEALS (Refer to Part 5- JURISICTION)

14.04. GENERAL INSPECTION

During this Inspection the UIM shall also check the team for compliance with the ***Advertising & Branding Code*** requirements in force for the race series or event venue. Teams shall comply with the marketing ***Advertising & Branding Code*** as set out in their contract with the Series Promoter ***and the current Racing Rules.***

15. TEAM'S REPRESENTATIVE

A Teams' representative must be elected by the XCAT Teams Owners in the presence of the Official and candidates must be teams actively participating in XCAT Series for a minimum of two complete seasons.

The team's Representative is elected at the first race of the season for a one-year term.

The Teams Representative may attend all Cominoff meetings and shall receive all UIM communications relevant to XCAT. She/he has no right of vote.

16. DRIVERS' REPRESENTATIVE

A Drivers' representative must be elected by the XCAT Drivers in the presence of an Official. Candidates must be drivers actively participating in XCAT Series for a minimum of two complete seasons.

The Drivers' Representative is elected at the first race of the season for a one-year term. He/She should be available to attend meetings called by the Promoter at annually, to report and advise on the consensus recommendations and safety requests from the drivers. He may be invited to attend all Cominoff meetings and may receive all relevant UIM communications relevant to XCAT.

17. TEAM MANAGERS

Each boat must designate its Team Manager at each race venue for contact in case of an accident or Force Majeure this representative must be present and registered at Race Administration.

Similarly, each boat must have its representative present at the Team Managers' Area (as described in the Race Instructions) throughout Official Practice sessions, Speed Cat Run, Pole Position and Grand Prix races for all official communications. PENALTY USD 500.

It is mandatory to have at all times during on water activities an efficiently working radio system, and to stay in permanent radio contact with Race Control. PENALTY USD 500.

Team Managers' briefings (if planned as per Race Instructions) must be attended by the Team Manager. It is his responsibility to ensure that all team and crew members are informed about all local authority requirements both on land and on water. He must also ensure that the crew are fully conversant with all testing, pole position and race course areas and all relevant safety requirements.

SECTION E
18. DRIVERS' BRIEFINGS

18.01. ATTENDANCE

Drivers' briefings shall be confined to Drivers, Team Owners / Managers and concerned officials only. Unless otherwise provided in these rules attendance at these meetings is mandatory for every boat crew. All drivers and crew members attending any drivers meeting must wear a team uniform.

18.02. DRIVERS' BRIEFING TIMES

It is mandatory for one driver from each team to attend the Teams course inspection at all venues. Time to be announced in race instructions.

It is mandatory for Team Manager and both first and second drivers to be present at the main briefing and 1 of the 2 nominated drivers for the weather briefing together with the Team Manager (if held).

Signing in for any briefing will begin 20 minutes before scheduled drivers' briefing time. It is mandatory for all competing crew members to attend and sign in at the briefing. All signing in must be completed prior to the drivers' briefing time. Penalty for non-attendance - USD 700 fine per person and / or Disqualification. Drivers who are late for a briefing: Penalty USD 350.

It is essential that all competitors read and are totally aware of the contents of the Race Instructions and/or any Race Bulletins before attending the Drivers' Briefing.

It is the responsibility of all drivers to bring the Race Instructions and any bulletins to all Briefings.

Event Race Instructions may contain one mandatory Official Reception that competitors must attend. Penalty USD 700.

The use of mobile phones during briefing is strictly forbidden Penalty USD 150.

18.03. ALCOHOLIC BEVERAGES

Sale or consumption of alcoholic beverages is strictly prohibited at all drivers' briefings.

18.04. UNIFORMS

All racing crew and team members are required to be in team uniform at Drivers' Briefings, race/event functions and on race day, unless other requirements are published in the Race Instructions / Program. Penalty USD 200.

SECTION F
19. UIM SUPER LICENCE

In order to participate in UIM XCAT Series, every Driver of the boat must hold a UIM XCAT Superlicence.

All UIM licences are valid from the date of issue to 31st December of the same year.

In the event of any accident either within the sport or beyond it's jurisdiction that prevents an individual from racing on medical grounds, a new post injury medical certificate must be submitted prior to re issue of the individuals licence.

The event insurance must be complied with.

19.01. ISSUE OF LICENCE

The UIM XCAT Superlicence can be obtained following a request by the driver's National Authority to the UIM.

The application for a UIM XCAT Superlicence must be lodged with the UIM three (03) weeks prior to the first event in which the driver wants to participate is held.

The Driver Qualification fee will be doubled for applications received within the three (03) weeks deadline.

NO Application will be taken in consideration within one hour from the official Drivers Briefing of each XCAT Event.

The UIM XCAT Driver Qualification fee has been fixed to 300 Euro by the UIM Council and must be paid to the UIM Secretariat.

For late application, the Driver Qualification fee has been fixed to 600 Euro and must be paid to the UIM Secretariat.

A Medical expertise fee for drivers over 50 years of age in the season must be paid to the UIM Secretariat: 150 Euro.

Medical expertise fee for drivers, regardless the drivers' age submitting the results for Dual Emission X-ray Absorptiometry method (DXA) as BMI is over 30 kg/m2: 150 euro.

All required documents must be completed and the following additional documentation, or proof of such, must be provided to the UIM Secretariat:

- ***Qualification to get an Ordinary XCAT Licence***
- The sports career of the Driver, including the results obtained in the previous two seasons of offshore racing.
- Evidence of having raced during the previous 2 years in XCAT, or equivalent as Driver or Throttleman in at least ***6*** races. (Other classes may be taken into consideration as agreed by the UIM).
- ***Or evidence of having throttling or steering at least six races during the last two years, in any Offshore or Circuit class with closed cockpit;***
  - ***A written examination based on rules of the road and various XCAT rules. (for new drivers)***
  - ***Must prove the ability to swim min 100 meters***
- Current immersion certificate.
- A medical certificate providing all the data required by the official medical form. (This form is available from the UIM Secretariat and published at the end of the rulebook
- Two photographs (passport size).
- The fees fixed by and paid to the UIM.

New drivers may for the first three (3) races not be throttling the boat.

The UIM may issue the UIM XCAT Driver Qualification on the basis of the information supplied by the Driver's National Authority. The UIM may withdraw a UIM XCAT Driver Qualification on the recommendation of the relevant Driver's National Authority.

Any Driver who has passed their 50th birthday before the date of application for a UIM XCAT Driver Qualification will be obliged to submit a medical report from their own doctor, and also a report of an examination by a doctor nominated by the UIM.

The minimum age for a Driver to qualify to hold a UIM XCAT Driver Qualification and to compete in a XCAT race is 18 years unless otherwise agreed by the UIM.

The application and nomination by the Driver's National Authority will be deemed to be the National Authority's consent to represent their country for the duration of the UIM XCAT Driver Qualification.

Provisional Licence

The UIM may authorize a provisional Licence for the second Driver who may not have the above - mentioned sports career to participate in the competitions provided that:

- The First Driver is well - experienced, has attended the last two XCAT Series and takes the responsibility of the Second Driver's behavior in the race, the first driver must also sign the UIM letter of agreement regarding responsibility and;
- ***The applicant raced in powerboating or in international motorsport racing classes***
- ***The applicant*** should have an Offshore ***or Circuit F1 & F2*** Licence issued by his relevant National Authority.
- The application should be authorized by his N.A.
- ***The applicant passed a written examination based on rules of the road and various XCAT rules.***
- ***The applicant must prove the ability to swim minimum 100 meters***

An anthropometric check of data reported in the Driver Qualification application may be carried on at any event during the relevant season by a UIM appointed Medical and/or Anti-Doping delegate. In case the Driver's data would not be within the mandatory parameters, the Driver Qualification will be immediately withdrawn.

19.02. COCKPIT EVACUATION / IMMERSION TRAINING

In order to be eligible to an UIM license and race in boats with restraint systems, it is necessary to pass an immersion training and cockpit evacuation.

Prior to taking the immersion training, it is necessary have a valid scuba certificate or, if authorized by the National Authority, to have received appropriate training.

The immersion test must be conducted in race suit, including all required accessories (helmet, head & neck restraint, etc.).

The Immersion Training Certificate, to certify the passed training, reporting the date of issue, must be delivered by experts, recognised by a National Authority.

All riding crew members using restraints must sign the National indemnity form prior to competing in any race or practice.

UIM XCAT Cockpit Evacuation training is available at the XCAT Series races.

Regardless of any current immersion training certificates held by competitors the UIM XCAT Cockpit Evacuation training and testing is mandatory.

Immersion testing is to include training for all crews in both self extraction and full partner rescue training utilizing on board air systems. All crew members must be capable of full use of on board air systems to the satisfaction of the appointed UIM testing facility.

The UIM will also request mandatory random training throughout each racing season for all crews, where possible this will be integrated with the local event rescue crew training.

Training must follow UIM guidelines and 508 rules.

20. PARTICIPATION RULES

The UIM and its National Authorities and Organising Clubs reserve the right of entry of any competitor and has the right to accept or reject entry/eligibility at the discretion of the UIM on the grounds of the unsuitability of any entrant for reasons such as and not limited to unsportsmanlike conduct, bringing the sport into disrepute.

Eligibility - The Team entries for the Series/Championship must be received by the UIM via the XCAT Promoter and notified to the relevant recognised NA and must include at least the Owner's name, the name of the Team Manager, the names of the First and Second Drivers and the race number of the boat. The name of the two Drivers must be stated including any reserve/test Drivers if any.

The XCAT World Series Promoter has the right to accept or reject the eligibility of a Team based on the selection criteria or breech of contractual obligation between a team Owner & the XCAT Promoter.

In the case of accident damage to a boat, the Driver may apply to the UIM for dispensation not to compete in the next races until the damage is repaired. The Technical Officer(s) must verify and certificate the damage and report to the UIM. If the dispensation is requested for, the applicant must pay all the costs.

New series entries arriving after the first round will not be eligible for Series/Championship points but will be podium placed. Late entries are at the discretion of the promoters and the UIM only.

Boats may be replaced with no loss of points in the following circumstances:

1. Should the registered hull become totally lost or totally destroyed ***or beyond safe repair*** (as certified by Officials and/or approved marine surveyors, in writing, at the expense of the owner), it may be replaced by like kind, for completion of the racing season, or if seriously damaged, until restoration of the original hull. (This replacement hull then becomes the registered hull during its period of use). If the replacement hull is a boat already in the championship, it may re-enter the championship under its original race number.
2. Teams may also change hulls, with the same boat number, once during the season, provided this new hull is used for all the remaining races. In this case it is not possible for this designated driver/hull/number combination to use the previous hull any more in that racing season unless the replacement hull becomes seriously damaged. This replacement hull then becomes the registered hull.

Inscription Fee & Prize Money - as per contracted promoter's agreement.

Entry to the UIM XCAT Series must be made on the official UIM/XCAT Promoter entry form with the accompanying Race Number registration fees prior to racing and include the names of the first and second Drivers. Also the teams request for allocation of race number.

Race numbers are allocated as follow:

Race Number 1	Reserved for Current Champion (Unavailable if not registered by the last year's Champion)
Fee:	Free
Race Numbers 2-9 Fee:	USD 1350
Race Numbers 10-99	Fee: USD 750

Previous holders of numbers have the first option to keep their race number subject to above.

Renewal of race numbers	Fee USD 130.

3 Digit numbers are not permitted.

SECTION G
SAFETY RULES

GENERAL APPLICATION

The following Safety Rules apply to all XCAT UIM Series and Championship Events and are in addition to all safety related rules set forth above in the UIM General Racing Rules.

21. REQUIRED SAFETY FACILITIES

In General - All International-Series Event Medical and Rescue facilities must be pre-approved ***by XCAT Management*** at least 30 days in advance of the Event. It shall be the Local Organising Committee's responsibility to communicate with the UIM and perform all safety functions and secure all necessary safety facilities in accordance with these rules and the UIM Safety Procedures and Guidelines Requirements. Each Local Race Promoter shall be required to provide all personnel, materials and services required by the UIM Safety Procedures and Guidelines.

It will be the responsibility of the Local Race Promoter to provide, to complete and return the UIM XCAT Pre-Race Safety Questionnaire Sheet to the UIM office no later than 30 days prior to the event.

21.01. MEDICAL/RESCUE, TOW AND PATROL BOAT COVERAGE

For detail of Safety/Medical cover requirements, see APPENDIX 1.

21.02. SEA SAFETY

Safety Equipment & Sea Safety - Whenever a registered race boat bearing UIM numbers or branding is being operated at a UIM event, including while testing, or at any other times while the craft is on plane, or while off-plane under its own power and within 250 feet of the outside of an active race course, the competitors must wear complete approved and tested personal safety equipment including helmet and life jacket. This rule shall be in effect at a race site from the time of arrival and until one hour after the chequered flag of the last event of the day. Whenever such registered equipment is being operated at times other than UIM events, such operation shall be conducted in a careful and prudent manner according to local rules and regulations with regard to safety, so as not to endanger life or property and so as not to bring powerboat racing into disrepute.

Violation of this rule shall result in a fine or Disqualification from that event or a subsequent event at the discretion of the Race Director.

Drivers must have the full Safety Equipment for all on water official sessions as per the official event time table.

It shall be the driver's sole and ultimate responsibility **to ensure the overall compliance and integrity of their boat** and to decide whether or not to start or to continue in the race once the boat has passed ***official registration and technical*** scrutineering. The Organisers wish to inform competitors that all safety and patrol boats will be instructed that their first priority at any incident is saving human life. If possible, although no guarantee can be given, assistance may be given to **the recovery of stricken boats.**

In case of an incident or accident on the racecourse, a yellow flag will be flown or waved by any "Official" boat. Race boats should keep a distance of at least 50 meters away from any boat displaying this flag and the accident ***and must be prepared and able to take any evasive action as and when required***. A minimum penalty of a Yellow Card for infringement of this rule will be enforced.

Harbour restrictions. All boats must respect the local rules with reference to the maximum speed in the harbour ***and designated areas***. A USD 500 penalty for infringement of this rule may be enforced. Crews may also be subject to Local Authority conditions and possible legal actions.

It is the Team's sole and ultimate responsibility to recover damaged and/or sunken participating race boats.

During an XCAT Event, in case of accident, during any session in or off the water, if required by ***the Promoter*** and/or Race Director, drivers must be reapproved to participate by the Medical Delegate ***in liaison with the CMO,*** or in his absence, from the Rescue Doctor. They will decide according to all medical reports and documentation taken from Local Medical Services, if there are.

The Medical Delegate, or in his absence, the Rescue Doctor, must approve the decision to authorize or not to participate. This must be also entered into the UIM XCAT official Digital logbook.

The decision must be communicated to the Race Director who will apply the relevant actions.

If a competitor is injured and not able to continue in the Event, a new sport medical examination must be done and submitted to the UIM for entering the next Event. The new medical examination must be submit at least 7 days before next Event start.

The Medical Delegate decides and prescribes the type of necessary medical examination.

All medical document must be filled and submitted together with the race documents.

Any medications given to Drivers as result or accident/incident must be clearly described in the medical documents.

22. FUELLING

Any fuelling infringements will result in disqualification from the current race weekend

- Boats are to arrive at the Paddocks empty of fuel, all boats will be inspected during scrutineering and must activate the fuel pumps into a container, until no further fuel comes out to ensure only residue is present in the tanks, no outside fuel is allowed in the Paddocks including fuel in containers.
- All fuel containers must be empty when arriving at the Paddocks.
- Fuelling times will be notified in the Race Instructions and/or Bulletin, posted on the Official Notice Board.
- The only fuel approved for use in UIM Events, will be that supplied by the local organiser or series supplier, as the case may be. The Unleaded fuel supplied will have a minimum of 95 Octane. Unless otherwise notified in the Race Instructions.
- No modifications or additives are permitted to the fuel or oil.
- Fuel**/ oil** samples showing any characteristics other than the fuel issued at the event, will be deemed illegal. The penalty is Disqualification from the event for a first infringement, and more serious penalty for a second offence.
- The Technical Officer(s), or his designated person, can at any time take samples from boats to ensure compliance. Refusal to provide a sample will be deemed as an immediate disqualification
- Fuel or Oil spill in the venue (on shore & on water) is prohibited and subject to heavy penalties up to disqualification.
- ***Procedure for fuel samples for laboratory analysis, refer to UIM Offshore Rules (rule 504.06).***

23. SMOKING

“All smoking of any type is prohibited in Paddock areas”. The deemed area for non-smoking is in the Paddocks, Time Keeping, Event Offices, XCAT Pontoon, Staff Canteen, inside the Hospitality and the community interactive areas, craning area. Competitors are reminded that it is their responsibility to ensure that the rule is strictly adhered to by all their team members. Any contravention of this rule shall incur a penalty of USD 100.

Race officials, event staff and guests must fully respect the smoking rule under this regulation and local prescriptions if any.

24. RACE OVERALLS AND PERSONAL SAFETY WEAR

24.01. BUOYANCY AID / LIFE JACKET

Any person aboard any boat partaking in Races, Pole Position, Speed Cat Run, Practice and any other on water session must always wear an adequate Buoyancy aid/ Life jacket as per UIM rules.

A jacket with ballistic covering having approximately 4,5 kg (10 lbs) flotation and equipped with epaulette type extraction loops on the shoulders and properly fitted to prevent being accidentally pulled over the head is mandatory.

Flotation overalls are a permitted alternative to life jackets, but must conform to all life jacket requirements (buoyancy, protective plates, collar, etc.).

Life jackets/Buoyancy aids must be worn ***at all time*** during all ***water sessions***. The choice and efficiency of Life jackets/Buoyancy suits is the sole responsibility of the wearer. The inflatable life Jacket is prohibited. ***Either positively buoyant or manually (not automatically) inflatable life vests are permitted. Life vest must have grab ‘lapels’ to aid in case of emergency.***

24.02. RACING HELMETS

Any person aboard any boat participating in Races, Pole Positions Speed Cat Run, Practice and any other on water session must always wear an adequate helmet of orange or fluorescent green colour,

Each crew member's helmet must be identified with their boat race number. This number shall be placed on the top surface of the helmet and shall be read from the rear. The numbers shall have a minimum height of 7,5 cm and shall be of the same style as the boat race number. These numbers shall be painted in waterproof black paint or be made of black coloured self adhesive material of adequate strength.

All drivers and co-drivers must wear racing helmets which conform to the latest (2015) or immediately previous (2010) Snell SA/MA rating for motor sport or FIA equivalent. If a helmet is damaged in an incident it cannot be used again and must be replaced.

24.03. RACE OVERALLS/SUITS

All crew members must wear a race vest during all on-water event activity.

All drivers and co-drivers must wear a racing suit which conforms to SFI rating 3.2A/5 or better. Similar rated fire retardant gloves and racing boots must be worn. Fire retardant underwear is highly recommended. If a suit is exposed to flame it must be discarded and replaced by another. It's recommanded that racing suits shall be renewed at least once per year.

Racing vest must have epaulets/handles to help extract crew from the boat. The racing vest must have crutch straps or a method of ensuring that the vest does not "ride up".

This protective clothing must have the name of the competitor clearly visible on the front chest section or waist band. The inclusion of Blood Group detail added to the race overalls is recommended.

Contravention of any of the above clothing rules will result in a minimum of a USD 500 fine.

24.04. HEAD AND NECK RESTRAINT

Any person aboard any boat partaking in Races, Pole Position, Speed Cat Run, Practice and any other water session, must always wear a head-and-neck restraint which meets SFI 38.1 and/or FIA 8858 standards. The attachment tethers shall use quick release connectors at the helmet attachment. The lower profile head and neck restraint designs are recommended.

25. RADIO COMMUNICATION EVENT

Radio communications with the Race Boats and Team Managers / Radio Man will be maintained on the designated VHF channel as detailed in the Race Instructions and/or Bulletins and/or Briefings.

The Team Manager is responsible for ensuring that all communications to be made to the Race Boats have been received by the drivers on board.

Communications via VHF radio are allowed excluding Official Race Control Channels and Channel 16. Competitors must be fully conversant with, and at all times, must comply with, the International Regulations for the Prevention of Collisions at Sea and such other safety measures promulgated in connection with this event.

Competitors must at all times use the Race Number of their boat as their call sign.

Competitors are required to communicate with Race Control before leaving and returning to the Wet Paddocks at all times. A team representative must be present in the timing area during all on water activity - no boats may leave the Paddock area without the presence of the team representative.

No boat will be allowed to leave the wet Paddock before its radio communications system, as well as that of its Team Manager, has been checked and approved by the Technical Officer(s).

It is mandatory to have at all times during on water activities an efficiently working radio system, and to stay in permanent radio contact with Race Control. PENALTY USD 500.

It is prohibited to use hand held Radio by the Riding Crew Members to communicate with the race control. Riding Crew members must have a radio capable of monitoring race control integrated in their race helmets. PENALITY – DSQ- Disqualification

Communications - Radio, cell phone or other electronic communication from any aircraft, boat, or shore crew, to any race boat shall be permitted provided that those communications are not used to violate or assist in the violation any of the rules contained herein, and provided further that any team using such communication must provide UIM live access to said communications through assigned radio frequencies or otherwise so that Officials

can monitor those communications when requested by UIM. Such communication is prohibited on official Race Control channels.

SECTION H
GENERAL REQUIREMENTS, PRACTICES AND PROCEDURES FOR CONDUCTING RACES ON WATER EVENT FORMAT

- The XCAT World Series Event on water format will consist of:
  - Official Practice maximum 02
  - Official Pole Position maximum 01
  - Official Speed Cat Run maximum 02
  - Official Match Race maximum 01
  - Official Race Grand Prix maximum 02

It is under the discretion of the XCAT Promoter together with the Local Organiser and the race officials to approve or amend the event time table and on water session format.

26. BOAT PARADE

All boats must take part in the Boat Parade unless previously agreed by the Race Director.

27. TESTING/PRACTICE

Inspections and Registration - Race boats must have a pre-race technical and safety inspection, the boat and all riding drivers must complete all registration requirements prior to any on water testing.

Testing must always take place on the race course where possible.

Any boats wishing to practice during the official practice period, must communicate with Race Control on the designated event channel for approval before proceeding out on the course and on safe arrival back in the Wet Paddock pontoon, in accordance with the procedures contained in the Race Instructions. Penalty USD 500.

Practice times will be detailed in the Race Instructions and/or Bulletins. Any practicing outside of these times must be agreed by the Race Director. Boats must not cut across the practice course except in the case of Force Majeure and with extreme caution, ***when possible they must ask Race Control for prior permission to cross the course***. Penalty for non-compliance - USD 500 per boat for first offence, USD 1,000 for subsequent offences in the event and/or the Series/Championship.

Official Practice will only take place after Administration and Scrutineering have been completed satisfactorily.

Penalty for non-compliance will result in a penalty of USD 1,000.

A minimum of practice, must be made by the team to be allowed to start in the race, at the discretion of the RD.

28. POLE POSITION

A Pole Position will be held on the race course either by designated Pole Position session the day before the race, the final practice session unless otherwise stated in the Race Instructions or posted by Race Bulletin as change due to unforeseen local conditions or weather.

The UIM will approve all rules, procedures and guidelines for the official Pole Position.

All communication will be on the event official VHF channel, as announced in the Race Instructions, via the Team Manager and/or Race Boat.

Boats may run in accordance with the official “On-Water Procedures and Guidelines”. As per Race Instructions.

Pole Position Procedures – see APPENDIX 2 - 01.

29. RACE COURSE

29.01. RACE COURSE

The UIM must approve all XCAT Series Race Courses. Courses must be submitted at least ***60*** days prior to event.

The minimum depth on the course must be 4 meters.

The promoter and/or the UIM will correspond with the drivers' representative with the draft race course for comments and observations in writing for consideration by the UIM and within 48 hours of the notification to the representative.

29.02. RACE LENGTH

The XCAT Race lap must be a minimum of 3.0 Nautical Miles. Race Laps must be repeated. The minimum distance for race duration is 50 Nautical Miles, and maximum 1 Hour plus a lap, or as stated in Race Instructions.

Under no circumstance during the event may any boats practice, Pole Position, Speed Cat Run, Match Race or race outside of the designated area. Failure to comply will result in a fine of up to USD 1,000.

Failure to complete the course correctly as described in the Race Instructions and/or at Race Briefing and/or Race Bulletins, will result in time added or lap penalties.

Should such circumstances deem necessary, the Race Director reserves the right to adjust the race format and run a number of heats and a final to accommodate all entrants in the competition.

29.01. a - BOAT SPEED LIMIT

The race course should be designed to contain the speed 'up to 100 knot + 2%. In case of speed exceeding during practice, Pole Position and/or race/s, even is from one boat only, the Race Director must take immediate action to change the course design to guarantee the defined speed will not be exceeded on next official on water session on same event.

The UIM Technical Scrutineers will control the speed reading the data logger installed on each boat.

29.03. LONG LAP

It is allowed to enter one or more Short or Long Lap. The rules and procedures of Short or Long Lap must be provided in Race Instructions.

- The Short(s) / Long(s) Lap(s) must be done starting from the beginning of Lap 2 and until the 70% lap, unless otherwise specified in the Race Instructions.
- Failure to complete the Long Lap procedure will result :
  - In case of total lack of execution of the Short(s) / Long(s) Lap(s): Disqualification.
  - In case of partial failure of performing of Short(s) / Long(s) Lap(s): Penalty Lap(s) or Time added
- The length shall allow at least 20 seconds difference from the normal Race Lap.
- The Short and/or Long, it's also used such as Penalty Lap.

29.04. BAD WEATHER

If it is necessary to run a Bad Weather course and/or bring the Race start time forward, full points will be given provided:

- The length must be a minimum of 50% of the original programmed number of laps.
- A minimum of one-hour notification must be given prior to the start time.
- The Teams' Representative, Race Director, Promoter's Representative, Safety Coordinator and Local Race Officer must agree the bad weather course and the number of laps.

29.04.01 Adverse Weather condition to run an on water section:

The Race Director can decide to cancel any on water activity based on the following:

1. Bad visibility ***minimum 1 nautical mile.***
2. Wind speed exceeding 25 knots on flat water conditions
3. In rough water condition with waves/ swell higher than 5 feet & wind speed exceeding 15 knots.

The Race Director will take his/her decision based on the Chief Safety Officer weather report in consultation with the Officer of the day and Teams representative.

In case of sudden weather deterioration during any on water session, the Race Director can stop the session and if 50% of the session is completed that the result can be considered valid.

29.05. START CHUTE

Minimum Width - The recommended minimum starting chute width shall be 30 meters per race boat.

Minimum Length **-** The recommended minimum starting chute length shall be 1,2 miles before the first turn mark.

If the starting chute length is less than 1,2 nautical miles, the first turn must not be more than 90 degrees to the second buoy of the turn.

Other Requirements - The chute must be maintained in a straight line so that the boats can maintain their position. The start cannot be set up with a turn before the end of the chute.

The start run must allow for the pole position boat to have the shortest distance to the first turn mark.

The start chute may be clearly marked, buoys or fixed points on either side of the course. All competing boats must pass through the start chute between the markers.

On Start Chute, or on a first turn mark, it's possible to have a separation gate/s. Only maximum 05 racing boats are allowed per separation gate/s. Derogation can be implemented based on the topography/geographical configuration of a venue location. This derogation can only be taken by the Race Director together with the Safety Delegate, Start Marshal & and the Drivers Representative.

The finish boat shall fly a XCAT Flag or a specifically-designated flag, and chequered flagging will be done from the official finish boat.

29.06. TURN MARKS

All turn marks on the course, approved by the UIM, will be published in the Race Instructions.

When a turn is less than 90 degrees, it should be designated by a minimum of 3 mark buoys a minimum of 100 meters apart.

Above 90 degree turns should be designated by a minimum of 2 mark buoys a minimum of 100 meters apart.

Any buoy used to designate race marks should be a minimum of 1.5 meters tall, and made of vinyl or plastic material capable of withstanding conditions encountered in powerboat racing.

It is recommended that where turn marks are located in the vicinity of permanent navigation marks, the turn mark must be laid to the outside of the permanent mark at a minimum distance of 10 meters.

Each turning point must be marked by a buoy in accordance with the relevant guidelines and controlled by the Course Officials. Different colours must be used to indicate whether the boat must pass inside or outside the buoy.

29.07. TURN MARKS AND/OR ABSENT OR NON-CONFORMING TURN BOAT OR BUOY

The procedures for passing buoys are included in the UIM On-water Procedures and Guidelines (Appendix 2), with related illustrations of the various scenarios in the turn Buoys Clarification Drawings (Appendix 4)

All marks are laid in the approximate positions referred to in the Race Instructions and/or Drivers' Briefing and/or Race Bulletins.

It is the competitor's responsibility to drive close enough to the course marks to ensure that he/she has been seen to pass correctly and to satisfy him/herself to this effect.

Unless otherwise specified in the Race Instructions and/or Drivers' Briefing and/or Race Bulletins, the colour of the Course Buoys must be as follows:

All Outside Course Marks YELLOW

All Inside Course Marks ORANGE

Should a buoy go 'missing', the driver must pass through the approximate geographical position referred to in the Race Instructions and/or Drivers' Briefing and/or Race Bulletins. Penalty for not passing through the geographical

position or around the Boat waving the yellow flag - one Long Lap or Time Penalty 30 Sec minimum, 40 Sec Maximum.

If a boat hits a buoy on the correct side, no action will be taken. If a boat goes over a buoy, demolishes and/or dislodges a buoy, a one Long Lap or Time Penalty will be applied.

If the buoy is also demolished, the team will be fined USD 850 for big buoy and USD 500 for small one, any alteration will be mentioned in the event Race Instructions to refund the cost of the buoy. See (Appendix 4)

The repetition of missed buoy is not allowed – Penalty: DSQ and Yellow Card

Any buoy passed on the wrong side during practice may result in a USD 500 fine, and if safety or other boats are compromised a Yellow Card.

Course IN and OUT Procedures and mark buoys must be followed at all time during Practice, Pole Position, Speed Cat Run, Match Race and Race.

Failure will result in USD 500 fine.

Infraction during race will result in additional time penalties and/or disqualification.

Any buoy passed on the wrong side will result in a Penalty specified in the table below:

(See also Appendix 4).

29.08. RIGHT OF WAY

Overtaking - When two race boats are on the same course or approximately the same course on a straight, and one boat is passing or attempting to pass another boat, the passing boat shall keep clear of the boat being passed, and in passing, shall allow at least 2 boat-lengths of clear water between its transom and the bow of the boat being passed, before altering its helm so as to assume the same or essentially the same line or lane as that of the overtaken boat.

Passing in a Turn (Formerly "Overlap") - If two or more boats are approaching a turn mark side by side, the boat on the inside of the turn has priority and the outer boat must keep clear.

Any overtaking boat must still give way to the overtaken boat as per overtaking above.

Priority must be given to the race boats on the race lap.

Long Lap - Boats returning from their long lap to the race lap must give priority and give way to the boats on the race lap unless they are clearly ahead as overtaking above. The return to race lap line is at any point when returning from Long Lap mark buoys and rejoining the race line at any point.

Yellow Flag - On seeing the Yellow flag signal from a safety boat, race boats must slow down, acknowledge the signal, proceed with caution and keep clear of the danger area. No overtaking is permitted under this yellow flag. Any competitor who ignores the Yellow flag signal will be penalized and/or issued with a Yellow card and minimum USD 1000 Fine.

Red Flag - All boats must safely slow from racing and make their way under safe speed as described in Race instructions or drivers briefing to the muster/milling area.

29.09. SPECTATOR AREAS

Organisers should designate spectator areas. If a race boat finds itself in a spectator area, it must reduce speed to less than 12 knots immediately and proceed at less than 12 knots with caution until back on the race course.

Penalty Yellow Card and USD 500 fine

30. LAUNCHING

Launching and recovery facilities are available to competitors during Official Races, Pole Positions and Practice. The operational hours are indicated in the Race Timetable. No facilities will be available to competitors until they have signed in and completed Administration and Technical Inspection.

All boats' movements, launching and recovery instructions will be under the responsibility of the Technical Officer(s). Once signed in, no boat may leave the compound for any reason unless agreed by the Race Director.

At the end of the Pole Position and the Grand Prix race, unless otherwise advised by the Technical Officer(s), boats are obliged to return to the crane from which they were launched.

In all cases when a crane is used, it is forbidden for any person to be on or in the race boat while the boat is being lifted. The penalty for non-compliance will be a USD 1,000 penalty and/or Disqualification from the event. Exception is rule 32.02 Pit Stops. Any and all personell should also avoid being under the boom or boat during a lift.

The order of launching for the race and the choice of the crane and launch time will be decided by the classification order of the Pole Position, or based on the previous race result if no Pole Position takes place.

If the race boat is not ready to be launched at its designated time:

- The team may be fined USD 500
- The boat will be launched at a time to be decided solely by the Technical Officer(s).

No boat will be recovered from the water once launching has commenced unless with the permission of the Technical Officer(s).

If a race boat, having been launched needs to use the crane, it may only do so after all race boats have been launched and with the permission of the Technical Officer(s).

No propeller changes will be permitted until the start has taken place and the change will be deemed a Paddock stop.

31. CRANING

Craning time is fixed at a maximum of ten minutes. A boat can enter the craning area only when it is ready to be hoisted. The time starts from when the boat is attached to the crane by its straps and ends when the straps are released from the crane.

Boats exceeding the craning time during pole position or race will not be permitted to continue in the Pole Position or race.

Practice session time infringement Penalty USD 500.

It is the responsibility of each team to comply with the craning safety operation regulations as mentioned in the Racing Instructions

32. PIT STOP

32.01. DEFINITIONS

Paddock Stops - visit to the designated Paddock Stop area for assistance during the Race and/or Pole Position i.e. from the time of the race Start until the time the last boat crosses the finish line. The Paddock Stop area is the XCAT Pontoon unless otherwise defined in the Race Instructions.

32.02. PIT STOP RULES

The Pit Stop procedure is under the responsibility of the Technical Officer(s).

No-one is permitted in the water during Paddock stops.

Whilst on the crane drivers may remain harnessed for prop changes (safety issue exiting and entering the boat). In this case, 1 x support crew to check with race crew that BATTERY SWITCHES ARE OFF for duration of change. No Crew are allowed on deck Penalty USD 1000. If advantage gained and/or time penalty and/or disqualification.

PIT STOP PROCEDURES – SEE APPENDIX 2 – 04

33. OUTSIDE ASSISTANCE

Refuelling is not authorised for any race boat whilst competing in the Pole Position or Grand Prix race.

Outside assistance may only be provided in the officially designated Paddock Stop Area.

Changes - No change is allowed during Pole Position and Grand Prix Race, except if conforming to Paddock Stop Rules. Otherwise the Penalty is Disqualification.

The Race Director has the right to decide if there was illegal outside assistance, which will result in Disqualification.

34. START PROCEDURE

Start/Pace Cat - The Start/Pace Cat Procedure is as described in the latest version of the Appendix 2 UIM On-water Procedures and Guidelines and/or the Race Instructions or race bulletins and must be followed at all times.

Description - The description of the Start/Pace Cat will be given in the Race Instructions.

Safety Equipment:

- Life Jackets to be worn by all onboard personnel.
- Radio VHF marine system.

START Procedures – see APPENDIX 2 – 05

35. FINISHING PROCEDURE

35.01. STOPPING THE RACE

Emergency Race Stoppage Procedures/Restarts (Force Majeure).

The procedure is included in **APPENDIX 2-06.**

Only the Race Director shall have the authority to stop an event.

Red Flag race stopped procedure (see Pace Cat Procedure Appendix 2-06.01).

The severity of the incident and race stop decision is taken only by the Race Director with information from his race officials.

If the race is stopped after completion of 70% of the race laps, then the boats will be classified based upon their position when crossing the previous lap timing line. In this case, a restart will not be implemented.

35.02. CURTAILING THE RACE

In the case of Force Majeure or accident, the Race Director may curtail (shorten) the race by the waving the Finishing (Chequered) Flag. Boats will be classified on completion of their current lap, based on their position at the Finishing line.

35.03. STOPPED / CURTAILED RACE

In the event of a Stopped or Curtailed Race, if the 'winning boat' has completed:

- A minimum of 50 % of the actual programmed number of laps: full points will be awarded.
- Between 25% but less than 50 % of the actual programmed number of laps: half points will be awarded.
- Less than 1 lap: the race may be restarted using the normal procedures.

In the event of a Stopped or Curtailed race, boats must have completed a minimum of 70% of the laps completed by the 'winning boat' to be classified a finisher.

LONG LAP CALCULATION "Stopped/Pace Cat Procedure"

- If a race is stopped before the completion of 70% and the Pace Cat is used, the mandatory long laps can be done after the restart at any time before the end of the race.
- If the race finishes while the Pace Cat is running 1 hour (time Limit), the order of the boats will be used for the final classification. Time compensation will apply provided that all the boats have done at least one Long Lap. In this case, the boats that have done a Long Lap will be compensated replacing their long lap time with the time of their best race lap (excluding the first/start lap).

- If the race finishes by the 70% Lap, then two Long Laps will be counted.

LONG LAP CALCULATION "Stopped/Curtailed"

- If the race is curtailed between the beginning of lap 2 and the 50% lap and not all the boats have done at least one mandatory Long Lap, none of the long laps will be counted. The boats that have done a Long Lap will be compensated with the time of their best race lap (excluding the first lap/start lap).
- If the race is curtailed between the 50% and the 70% laps, two long laps will be counted. Time compensation will be applied to the boats that have done only one mandatory Long Lap, replacing their fastest Race Lap with the time of their previous mandatory Long Lap.

35.04. FINISHING PROCEDURE

White Flag - When the leading boat crosses the finish/timing line to commence its last lap, a white flag with XCAT logo will be raised on the Finish Boat.

The white flag will also be announced via radio and timing computer.

Chequered Flag - When the leading boat completes the course and crosses the finishing line, the chequered flag will be waved. It designates the 'winning boat' for the Race and the start of the finish procedure.

The chequered flag will also be announced via timing computer.

The full finishing procedure is included in **APPENDIX 2-07.**

- The Winner, 2nd and 3rd place will be awarded for the Grand Prix.
- In order to be classified as an official finisher, a race boat must make a legal start. Both Drivers must remain in the boat during the entire race, except during Paddock Stop procedure.
- After crossing the finish line, a race boat shall not interfere with any other boat still in the race so as to affect the time of such boat at the finish or endanger its crew.
- Official race results shall be posted on the Official Notice Board and on the UIM website and XCAT website.

A boat is timed when the bow crosses the finishing line.

A boat that finishes a race must follow the procedure described in the UIM On-Water Procedures and Guidelines and Race Instructions and/or Bulletins and/or Drivers' Briefing. Penalty USD 1000 and Yellow Card.

The Team support crew cannot under any circumstance open any engine, cockpit or any other hatch on the race boat until they receive the permission of the Technical Officer(s). Penalty Disqualification.

Posting of Results - The arrival order will be posted at a designated location, and may be announced on radio after the race. A racer or team cannot badger any officials for their decision which they are ruling on.

For any race that is subject to Post-Race Dyno Testing, the finish order is provisional pending report from Dyno Test Facility.

As soon as the results have been officially confirmed by the Race Director the final official results are posted. Once the official posting of the results has taken place, there is a period of one hour in duration during which protests can be made. These results are deemed to be provisional for the purposes of post race dyno and/or engine inspections testing and subject to any video evidence of race infractions.

35.05. 70% RULE

CALCULATIONS (PERCENTAGE/FRACTION)

Throughout the % rules, where a percentage/fraction needs to produce a whole number, the number will be rounded up or down to the nearest whole number. Where the percentage/fraction results in .5 (1/2) or less, the number will be rounded down unless specifically stated in the rule.

For example:

- 70 % of 7 laps is 4.9, 5 laps would count.
- 70 % of 5 laps is 3.5, 3 laps would count.

The minimum number of laps to qualify as a finisher may also be announced at the relevant Drivers' and/or bulletin. This should equate to 70% of the laps of the race.

Any boat crossing the finishing line after the 'winning boat', will be classified based on the number of laps completed and its time, provided it has covered the minimum number of laps.

Any boat that fails to cross the finishing line after the winning boat will be classified based on the number of laps completed and its time, provided it has covered the minimum number of laps.

The Course will close 15 minutes after the 'winning boat' has finished unless otherwise stated in the Race Instructions, Race Briefing and/or Bulletin. Any Lap completed after this time will not be included in the final results.

After this time, Race control will notify the teams and boats are to immeditely STOP racing and to return immediately to the pontoon at a non race speed under the guidance of the race control.

35.06. TIME LIMIT

All Grand Prix races will have a maximum time limit of 1 hour plus 1 Lap. The chequered flag will be waved when the lead boat crosses the line after the 1 hour maximum time limit plus 1 Lap, and all boats will finish as they complete that lap. The number of laps completed by the 'winning boat' will determine the number of laps for the 70% rule. Alternate distance may be set by Race Instruction. Extreme Cat have maximum time limit of 60 mins + 1 lap unless stated otherwise in race instructions.

35.07. NO FINISHERS

Should no boats finish, each boat will be classified based on the number of laps completed and its time, provided it has covered the minimum number of laps of the 70% rule, as announced at the relevant Drivers' Briefing and/or Bulletin.

35.08. RETURNING TO THE XCAT PONTOON

When a race boat retires, it must move out of the race route safely and the strobe light must be on until in the XCAT Pontoon. A USD 500 penalty for infringement of this rule may be enforced.

35.09. RETIREMENTS

Boats, when retired, must report to Race Control on the VHF channel detailed in the Race Instructions. If a boat has announced its retirement to Race Control, the timing will be stopped at the moment of the announcement. Retired boats are forbidden to proceed on the course and must return to the XCAT Pontoon, with assistance if necessary.

35.10. POST RACE

After the end of the race, to be classified as a finisher competitors must not receive any outside assistance, go alongside, collect other persons aboard, allow access to any deck/engine hatches or remove or place in electronic equipment etc., before reporting to the official Post-Race Scrutineering area and being cleared by the Technical Officer(s). Disregard for this rule will result in Disqualification. With the exception of medical or mechanical emergency by permission of Race Control.

36. POST RACE TECHNICAL INSPECTIONS

36.01. TECHNICAL INSPECTION

All boats are subject to a post race technical inspection conducted by a Technical Officer(s).

36.02. TECHNICAL OFFICER(S) DISCRETION

The Technical Officer(s), has the discretion to develop and implement a Technical Inspection Plan for each Event, and may vary the items and boats to be inspected at each Event. The Race Director may also direct the Technical Officer(s), to conduct an inspection of any competing race boat.

36.03. FINAL RESULTS

No points shall be awarded until the legality is confirmed by the Technical Officer(s), to the Race Director, but still remain provisional subject to post race dyno and/or engine inspection and any video or virtual/Telemetry evidence regarding race infringements.

36.04. ENGINE INSPECTIONS

At the discretion of the Race Director or Technical Officer(s), any engine may be stripped down to check legality. It is also the Race Director's and Officer(s) right to request re-inspection at any point up to the presentation of awards. When an owner or driver has been notified that his equipment is to be stripped down, he has the option of having either an "Open" inspection (in full view of competitors and any other observers) or a "Closed" inspection (open only to the official Technical Officer(s), and the Race Director assigned to this inspection). The results of a technical inspection may be made public by a designated Official but only after the information has been transmitted to the Team Owner.

Engines may be sealed for transport to official inspection or dyno testing facility.

36.05. REFUSAL OF INSPECTION

Any entrant to UIM events refusing an inspection after having been notified by the Race Director or Technical **Officer(s**), that equipment within his control must be checked for conformity with safety and/or technical specifications shall be disqualified from that event and suspended for sixty (60) days.

Violations - In addition to the penalties provided in above clauses of Rule 36, the following procedures and penalties shall apply to post race technical inspections and violations.

First Offence - A first offence of a technical, weight, safety nature at any time during the annual registration of the boat in question may result in the forfeit of monies for the event, a deduction in position for that event, Fine USD 1,000 - 10,000.

This is applicable unless a penalty is established in any other specific rule.

Second Offence - A second offence of the same nature at any time during the annual racing registration of the boat in question shall result in a mandatory Disqualification from the event**.**

Subsequent Offence(s) - A subsequent offence(s) of the same nature at any time during the annual racing registration of the boat in question will result in mandatory Disqualification from the event and the current racing year.

Team Responsibility - The owner shall be responsible for the condition of the engine and hull as raced. Errors on the part of the manufacturer, boat builder, engine builder, mechanic or previous owner shall not excuse non-compliance with the rules. The Owner is also responsible for their team's conduct at an event.

Additional Responsible Parties - The party responsible for making illegal modifications to engines shall be subject to up to one year suspension from UIM/XCAT events and /or a USD 50,000 fine and if a commercial homologated vendor, possible barring of all equipment prepared by them for competition in UIM/XCAT Events.

37. POSTPONEMENTS

If a race cannot be run due to inclement weather or any other unforeseen circumstances, it can be rescheduled to run on the day following the scheduled, date or a storm course may be substituted. This decision shall be made by the Race Committee in conjunction with the Drivers' Representative and Local Authorities.

Hourly postponements will be permitted when weather or other conditions are such as to make it unsafe to start a race at its designated time, but there is a reasonable chance that conditions will improve. In no case shall a race be started if it will place race boats on the course within one (1) hour before sunset.

If a race cannot be run due to inclement weather or any other unforeseen circumstances, and cannot be rescheduled, the entry fee is not refunded.

Changes to the Event - Any race postponement or substitution of an alternate storm course shall be announced by Race Bulletin. The Race Committee shall adhere to the schedule set forth in the Race Instructions unless some emergency shall dictate otherwise.

In the case of any such changes, the Race Officials must notify the teams at least one hour prior to the race.

38. PRIZE GIVING

1st, 2nd and 3rd place will be awarded for the Grand Prix.

Additional prizes may be awarded at the discretion of the Organisers or the XCAT Promoter.

The No.1 and No.2 drivers of the first three classified boats must appear at the prize-giving (and at the following press conference if any) at each XCAT Round, unless agreed in writing by the XCAT Promoter. The prize-giving (and the press conference if any) will be held within one hour after the end of the race. The drivers must wear their own race overalls.

Penalty for either of the above: USD 1000 fine.

39. LAY DAYS

Lay days are allowed if previously agreed with the UIM and announced in the Advance Notice.

40. RESCHEDULING OF RACES

Should it be impossible to hold a scheduled race due to Force Majeure, the UIM may reschedule to race at a different time and place, the commitment of the teams to participate remaining unaffected, provided a minimum of 28 days' advance notice is given prior to the date of the original event that is being cancelled. Unless agreed by the promoter and the UIM.

If insufficient notice is given, the race may not be rescheduled and may be lost.

Reserve dates/venues will be fixed by the promoter in agreement with UIM.

PART 4
TECHNICAL RULES
XCAT - TECHNICAL SPECIFIC RULE

XCAT - TECHNICAL SPECIFIC RULE

Hull Dimensions Requirements etc.

XCAT allows only catamaran boats with Mercury 4 stroke ROS engines, Homologation number 534.

All equipment fitted to the race boat or used for the purpose of XCAT racing must be available commercially, any equipment or component not covered by the rules must be approved by the UIM before its use in XCAT

It is ***strictly*** forbidden to use any form of live telemetry ***directly by teams to monitor life boat/engines data***. Data loggers may be used ***by the UIM*** but can only be accessed ***after on water session at the team request.***

Teams are permitted to use their own data loggers however the use of live telemetry is strictly forbidden. Teams wishing to access the information from the UIM data loggers may only do so when granted permission by the Race Director. The Race Director may access the data at any time. Data provided to the teams by the UIM from their loggers is at the UIM's sole discretion.

01. HULL MEASUREMENT

All hull measurements are to be taken while the boat is ashore.

The length must be measured between perpendiculars of the external molded length of the boat, taken at the extreme bow and the rear most planning surface (the rear most part of the keel) including all hull planning steps (regardless of height), but excluding trim tabs, either fixed or movable.

Hull extensions beyond the transom shall be deemed to be "fixed trim tabs" and shall not be included in the measured length.

Hull extensions added to the bow and/or any extending parts, rubbing strakes, fenders, outboard motor spacing brackets, stabilising trim tabs and rudder assemblies are not to be included in the measured length.

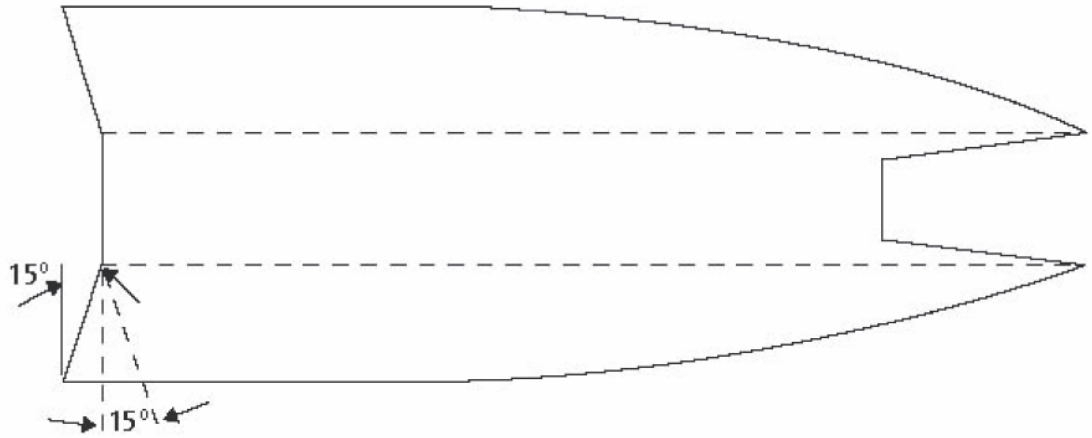
When defining “extreme bow”, any form that constitutes the bow and its construction and contributes to the performance of the boat shall be included in the measured length. Any other attachment that is added to meet a minimum length requirement shall not be included in the measured length.

Should the trailing edge of the planning surface of a hull or sponson terminate with an angle greater than 15º measured between the keel and outer chine in plan view (birds eye view), such excess shall not be included in the measured length.

The beam measurement shall be taken at the widest part of the moulded hull, excluding any extending parts, rubbing strakes and/or fenders.

Trim tabs, either fixed or moveable, shall not exceed a length of 10% of the measured length of the hull.

Tunnel flaps shall not exceed a length of 10% of the measured length of the hull.



NOT GREATER HAN 15º

CATAMARAN IN PLAN VIEW

02. HULLS MINIMUM/MAXIMUM LENGTHS AND WEIGHTS

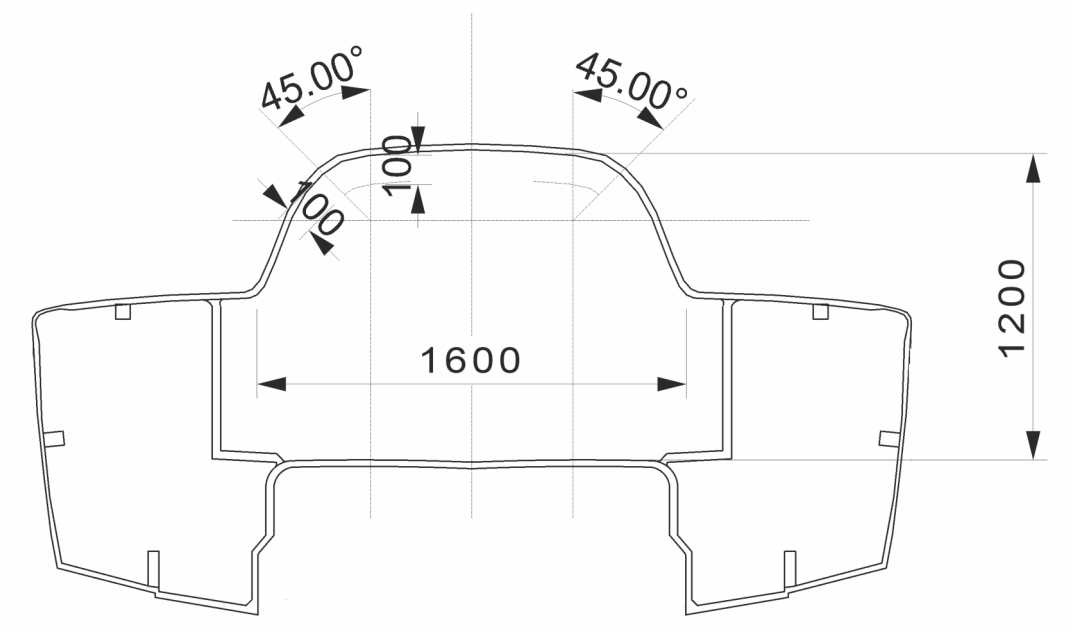
1. Boats must fit in the ***XCAT Promoter*** supplied shipping container on the angled shipping cradle to be eligible to race.

2. Cockpit Measurement

New boats measured after 1st of June 2017 must have an internal measured height of the cockpit from the floor to the inside of the cockpit roof of 1200 mm.(see drawing below) measured at the centerline of the cockpit seats.

New boats measured after 1st of June 2017 must have the width of the cockpit of 1600 mm. The minimum width of the inside of the cockpit shall be taken as shown below measured at the centerline of the cockpit seats.

New boats measured after 1st of June 2017 must have the clearance between the top of the helmet and the inside of the canopy of minimum 100 mm directly above and at 45 degrees to the drivers head, with the driver strapped in position (see drawing below).



Any XCAT boats built and measured before 1st of June 2017 are exempted from the floor to the cockpit roof measurement and the 1600 mm width measurement. However, the boat and occupants must meet 100 mm head clearance directly above and at 45 degrees to the driver's head after January 1, 2018 onward.

3. It is mandatory that fully dimensioned drawings of all liquid containers and or tanks are given by each team before the first race to the Technical Officer(s). This drawing shall include measurements from the nearest reference point e.g bulkhead to show its location. Methods of filling and emptying must also be shown and the tank must be able to be checked if empty or not.

4. No liquid ballast is permitted, whether in sealed containers or not.

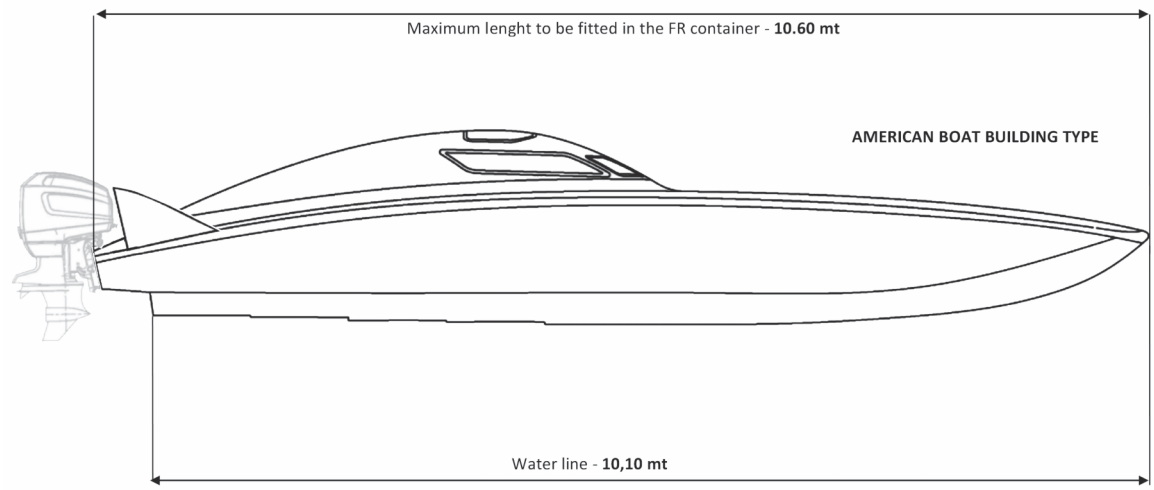
03. BOAT/ HULL LENGTH

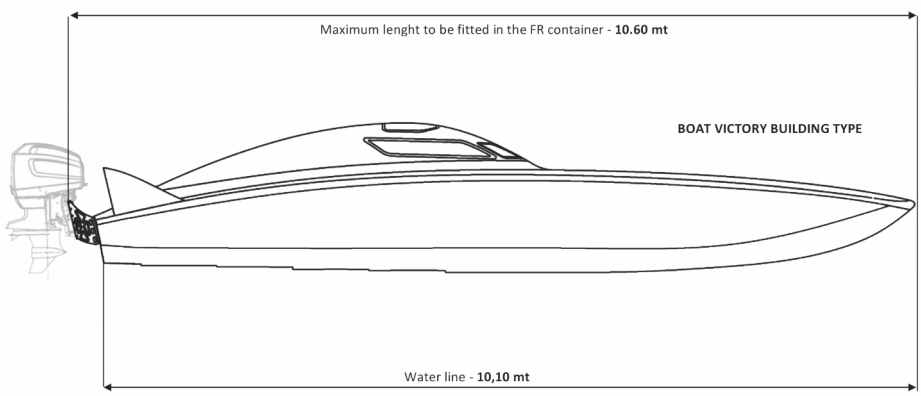
Any new boat built must have the follow the measurement (Measured Length):

Min Length 9.10 m

Max length 10.10 m

The maximum boat size to be fitted in the Flat Rack Containers must be – 10.60 m ***(see drawings below)***





04. BOAT WEIGHT

The weighting procedure will be defined as the scale of the day (further instructions will be published in the Race Instructions).

Minimum weight is 2400 Kg, fixed for any boat length.

Minimum weight is calculated including all safety equipment, ***and the Drivers in race clothing, including Helmet, Head & Neck restrain, Life vest weighed at the first race of participation in the annual calendar to create a database, the drivers classified 1st, 2nd and 3rd in Pole Position Speed Cat Run, Race/s and all on water session eligible for a Championship at each event will be verified immediately after the arrival and if necessary data base will be update.*** Residual fuel in tanks will be included in the minimum weight. Slings carried in the boat during the race will count as safety equipment. The boat must be empty of water.

1. No additional nor removing weight can be added / removed after the green flag, for Pole position, Speed Cat Run, Match Race or The Race.
2. No loose weights can be kept on the jetty during pole or race.
3. All weight that is to be added or removed after craning and before the green flag, must be shown to the Technical Officer(s), before been installed. And if removed from the boat it must be bought to the crane area for inspection.
4. Boats weighing under their minimum weight post pole, will have their pole position times cancelled and will take last position AT THE START OF THE RELATED RACE.
5. • Boats weighing 0 to 15 kg under their minimum weight will have a 30 second penalty added to their time.
   • Boats weighing 15 to 30 kg under their minimum weight will have a one-minute penalty added to their time.
   • Boats weighing more than 30 kg under their minimum weight will be disqualified.
6. It is mandatory to post the calibration forms of the scales used for weighing on the official notice board.

05. MINIMUM FLOTATION

All boats shall contain a minimum volume of buoyancy permanently installed in the hull.

The minimum volumes measured in litres are mentioned in the chart.

If a boat is constructed of wood, the wooden weight content of the boat may be accepted as buoyancy as per the following formula: Wood weight in kg x 2 = litres of buoyancy.

06. HULL/DECK REQUIREMENTS

All hulls racing must have side by side seating canopies with secondary escape hatches. Tandem and/or separate sponson type canopies are not permitted.

The deck must be able to bear the weight of a standing man (100 kg) at any point.

All cable and wiring deck exits should be watertight.

All boats shall be fitted with a well secured mooring cleat or tow bracket adequate for anchoring in a seaway and for towing at sea over a prolonged period.

Teams shall ensure that their Boat has four certified lifting eyes either through deck or topside hull cleat type, suitably engineered to withstand lifting the boat fully equipped and fueled with an adequate safety margin.

Teams must have all lifting equipment straps and shackles certificate with minimum 2500 kg. lifting load each.

The lifting straps must be replaced every two years, unless otherwise decided by the Scrutineers who observe wear or signs of breakage. Each Team must ensure that all of the lifting straps are of appropriate length to facilitate connection to the weighing device. It will be the responsibility of Team members to connect lifting straps to their Boat and the central shackle or ring to the crane to facilitate lifting in or out of the water. Any damagecaused by failure of straps or central ring, or due to incorrect attachment to the crane, shall be the responsibilityof the Team.

The hook is to be fitted on a reinforced area designed for the purpose of towing a water laden hull.

Each boat shall be equipped with a detachable ***strap*** assembly providing a single lifting point.

Boats must have fuel filling and fuelventing capabilities outside of the crew containment area.

Canopied craft are to have fuel tanks contained in sealed compartments from the hull and crew area to avoid leakage of liquid or vapour being released into the area being used by the crew. Fuel filling / fillers are to be outside of the crew compartments.

The fuel tank or tanks must be grounded to enable the discharge of static electricity.

Fuel tanks may be constructed as an integral component of the hull construction, or may be fabricated material suitably secured to the hull.

Purpose designed and constructed rubberised collapsible fuel cells may be used.

It is recommended that new boats are fitted with “explosafe” type fuel tanks.

07. MANDATORY EQUIPMENT

Any television equipment and/or telemetry equipment required by the UIM or its contractors or associated equipment and is deemed to be mandatory and must remain in place at all times and maintained for the intended purpose.

When additional electric pumps are fitted to the fuel supply a fuel cut-off switch for the pump shall be fitted within reach of either crew member.

It is mandatory that all crews carry emergency harness cutters as used by emergency rescue services.

On board air systems are mandatory and they should have sufficient air for 10 minutes and a working regulator for each of the two persons on board.

Other items may be required as listed on the class scruitineering checklist.

08. ENGINES

2017 XCAT World Series it mandatory to use only Mercury/XCAT 4 stroke engines.

During 2017 races season to ensure accurate post-race scrutineering a Customize Engine Data Logger installation will be mandatory in all racing boat at entire cost of Teams.

The Data Loggers are in the custody of the UIM Commissioner.

The data logger will be installed at the beginning and removed at the end of each Event.

UIM Commissioner after Pole Position, Speed Cat Run, Race and all on water session eligible for a Championship, will download data, any rules infraction will be notified on the race board.

As soon as the installation and test are completed; UIM will communicate the official start on engine data logger post-race scrutineering implementation.

Non conformance of engine rules, or deliberate modification will result in a minimum of disqualification.

To be eligible for racing, teams must submit three brand new ECUs. The ECUs will be held by The Technical Officer(s). Teams will be given two random ECUs each day for pole, Speed Cat Run, Match Race and Race; NO other ECU may be used for the race weekend. Non conformance, interruption or modification of the ECU or signal will result in a minimum of disqualification. The race organisers/committee cannot be held responsible for any failure or defective ECU or connections, causing interruption or loss of position to the race or racers

The Technical Officer(s) may at any time request the engine ECUs for recalibration or inspection. The recalibration may include a reduction in RPM or total power output. Any recalibration to reduce either RPM or power output on the grounds of safety may take place for all boats at any designated time in the race year or end.

Manufacturers' new models EPA/CARB type engines may be used subject to the UIM Cominoff approval. Only those that closely match exiting horse power capabilities will be considered. No modifications will be permitted.

All engines must conform to those entered and accepted on the UIM measurement certificate.

Internal or external spraying of any substance into the airstream except fuel through the engines injection system is forbidden.

Engine jacking plates must not be able to be adjusted whilst the boat is under way, only mechanically adjusted jacking plates will be accepted.

09. GENERAL ENGINE MODIFICATION RULES

Revolution counters, tachometers, water pressure and temperature gauges may be fitted to the engines.

Thermostats of the cooling circuit may be removed.

The use of an ECU outside of the official homologated standard offshore equipment or factory offshore standard, or any other device is not permitted. The modification and/or reprogramming is strictly forbidden.

Re-boring and fitting of oversize pistons is allowed as made available by the manufacturer for that model.

The steering bar and brackets may be reinforced as a safety measure.

It is also permitted to modify the standard engine cowling in order to facilitate the fitting of steering assemblies, provided that any openings are sealed so the engine cannot pull in any additional air.

The rubber mounts of the engine may be changed or substituted.

A spring may be added to the intake butterfly valve.

All external (not contained within the powerhead) studs, screws, nuts, bolts and their washers are free as well as the method of locking them, providing there is no performance advantage.

Manufacturers available counter rotating gearboxes may be used.

The use of thrust blocks mounted on the lower unit and or on the boat is permitted.

Power Trim: a properly engineered system for altering engine trim whilst under way is permitted.

Transom brackets may be reinforced.

Lighter flywheels as made available by the manufacturer may be fitted as per homologation tolerances.

09.01. MODIFICATIONS NOT PERMITTED (EPA/CARB)

OUTBOARD ENGINES

The following modifications are expressly NOT permitted.

- Blueprinting' of the powerhead.
- Alteration or modification of any powerhead components.
- Removal of material from the powerhead for any reason other than recognised (by the manufacturer) repair.

10. MERCURY XCAT 4 STROKE ENGINE-

Mercury Racing ROS rules for XCAT

- The Mercury 400 ROS engine may not be modified in any way from the as-delivered configuration. The engine's crankcase, cylinder head, and supercharger are sealed. A seal is also in place between the powerhead and mid section.
- Although other components are not sealed, they may not be modified. Any replacement of unsealed parts must be identical to the original unless specifically released as an official change by Mercury Racing. This is not open to interpretation.
- Mercury DTS controls and rigging are necessary and required to complete the installation. Engine calibration, wire harness and ECU will be controlled by UIM. Controlled ECU's will be distributed according to UIM / XCAT Promoter race control procedures.
- ***Gear ratio change is forbidden, verification will be part of scrutineering procedure.***

Propellers, as well as oil and filter changes are not controlled.

PENALTIES

If as a result of technical inspection, the seals are found broken, the following penalties are applied:

- First offence, Team & Drivers, disqualification from the Event;

- Second offence, Team & Drivers, disqualification from the Championship/Series;

11. PROPELLERS

The use of forged propellers is strictly prohibited. Maximum number of permitted blades is 5.

12. CANOPY RULES & CREW SAFETY

1. All XCAT boats must be equipped with a Reinforced Canopy/Cockpit, it is defined as a containment area for the crew and should be constructed as an integral part of the boat or suitably attached to boat if a drop in cell is fitted this should be complete with reinforced shield/crunch zones. This Reinforced Cockpit Area must be designed and constructed to a specification capable of withstanding the forces of a water impact when running at the highest design speed of the boat.

2. All new cockpits built and measured after June 1, 2016 shall be built by a UIM registered cockpit builder. Builders wishing to be registered must submit panels for test according to the standards specified in Offshore rule 508.03. For the test procedure see the technical information on Offshore rule 508.03. Builders meeting these standards will be registered as UIM registered cockpit builders. All the shell and hatch areas must meet the minimum standard as recorded on the builder's registration documents.

3. All new boats built after June 1, 2016 must conform to the current UIM rules. All boats built and measured prior to June 1, 2016 are to be assessed if water deflectors, crunch zones, and canopy construction can be updated. Any boat failing to carry out the Technical recommendations will not be eligible to race.

   Cockpit/Canopy modifications undertaken after October 1, 2016 must be done by a registered cockpit builder. All other canopy rules apply to the current boats.

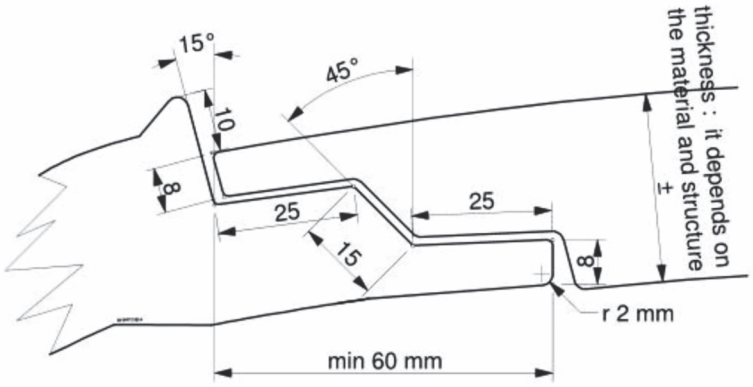
4. New build manufacturers should contact the UIM for any planned rule updates due to the development program of canopy structure and safety designs.

5. For design and construction, an impact pressure of 1,64 MPa (238 psi) shall be met or exceeded with the highest importance given to protecting the crew in the event of a severe accident. Any specification or safety device over and above the requirements will be assessed and supported as required.

6. The extremity of a Reinforced Cockpit comprises of a canopy, forward and rear bulkheads, sides, floor, and water deflectors. Additionally the cockpit is to be protected by a reinforced shield fitted into the boat surrounding the cockpit with a cavity between to form a 'crunch zone'.

7. Mandatory Water impact deflectors surrounding the cockpit, designed with a shape and structure so that the water is diverted around the cockpit and away from the crew in the event of the boat being breached to be fitted. There shall be no openings within the exterior confines of the impact shield/crunch zone allowing the forced ingress of water.

Main hatch flange minimum dimensions



sizes in millimeter

NB : only for Liberia , Birmania & USA 1 mm = 3/64 "

8. A continuous fitted structural framework inside the cockpit must be installed reducing the unsupported panel area sizes of the cockpit cell lining. The framework will incorporate roll bars fore and aft of the hatch with extensions to support the screen aperture divisions, the rear bulkhead directly behind each seat and the top escape hatch flange. The flange is to be a minimum of 25mm width (New build boats must have a minimum of 50mm) measured across the flange recess, with the hatch opening measuring 0.55m by 0.825m at the widest points. The canopy apertures should be cut with all corners having a radius of minimum 25mm. The radius should be constant and have a smooth finish to relieve stress. The canopy aperture must have a 20 mm wide (minimum) fluorescent orange band around the opening. All boats are recommended to use the double flange method of installation as per the graphic above. All new build boats 2010 onwards must use the double flange installation.

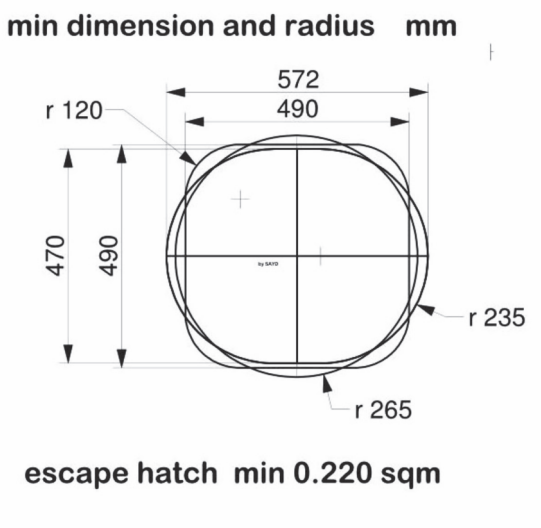
9. There must be a minimum of 1 compression strut installed to support the canopy. 12 mm padded protection, specification SFI 45.2 or equivalent.

10. The main hatch being directly above the crew's helmets and its supporting flange must have further reinforcement to maintain its shape under stress and be able to withstand the impact of the water and retain its ability to function. The hatch thickness must be maintained throughout and not reduced at the flange where possible. The hatch should be protected by water deflectors incorporating internal and external method of prizing open the hatch caused by water pressure or binding to assist in emergency underwater rescue and escape.

11. The hatch shall be fitted with a catch which has a positive open and positive close mechanism and should hold the hatch against lateral forces. These catches shall be able to be opened from both inside and outside the cockpit and must have a second emergency mechanism to allow the rescue team to easily remove the hatch from outside if necessary. The hatch should be fitted with hinges with large bases and backing plates to spread the load and short release pins. This is important, because long pins invariably bind the hinge. It should be considered that the hinge centers be as far apart as possible. The release mechanism or hinges must not encroach within the canopy aperture area, and must not in any way hinder the exiting of crew members when fully race fitted. It is recommended that the catch have at least 2 locking points as far apart as possible, whilst still maintaining head clearance. It should be operated by a single handle with the addition of individual mechanisms internally in case of jamming. The hatch must be removable when the quick release hinge pins are removed. The locking mechanism must protect against both forward and aft stuffing

12. Mandatory secondary tunnel escape hatch, it is strongly recommended that polycarbonate windows are applied to the tunnel hatch to help illuminate the cockpit for ease of escape. Alternatively a waterproof light which is activated by water and/or being inverted with its own power source is fitted.

    See diagram below for minimum dimensions for all new measured boats from 1 June 2016:

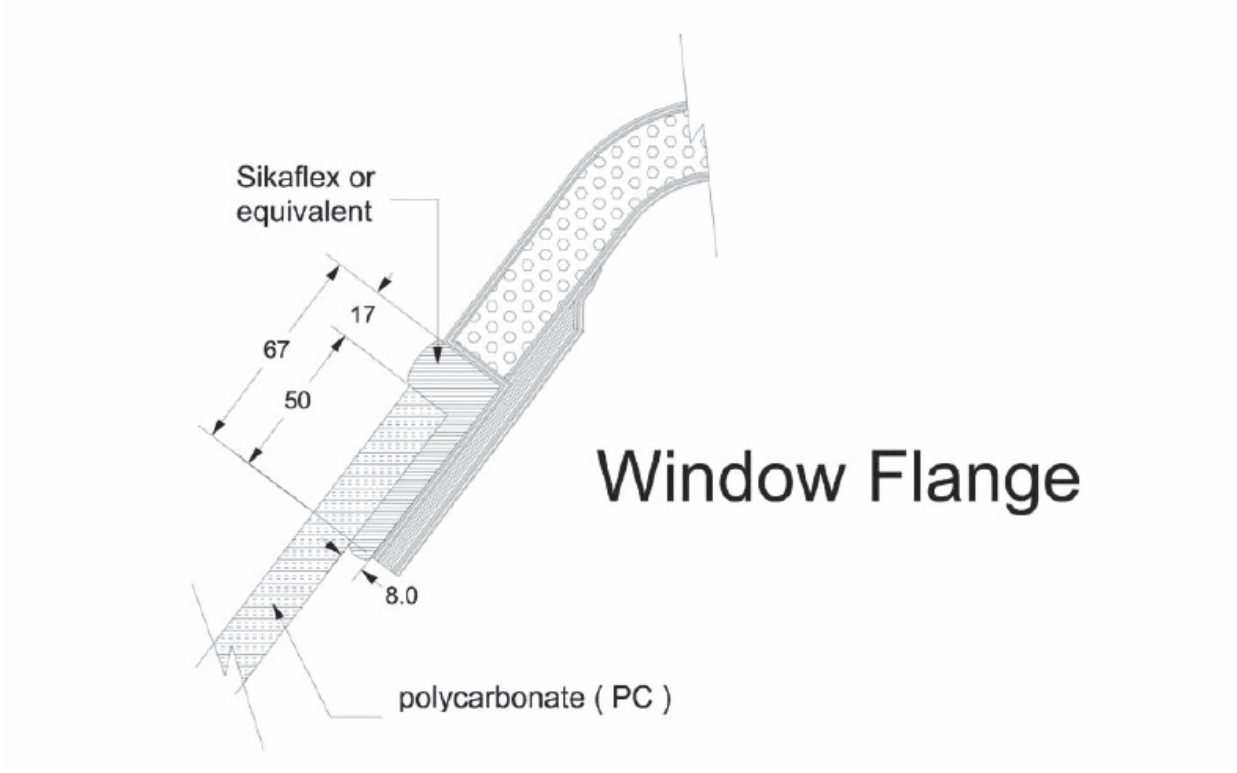


13. Canopy hatches and release handles, must be painted fluorescent orange or have a fluorescent orange background panel to identify them, with directional arrows to indicate the method of opening must be provided both inside and out.
14. There should be one or more divers' grab handles fitted to the outside of the top hatch.
15. It is mandatory to close the canopy hatch, and for the hatch to remain closed during all racing and practice.
16. Raised sections above deck level, including hatches and openings, connected to the canopy, at least to the extent of the mandatory water deflection zones must be structural and comply
17. With the 'Reinforced cockpit area' rule. Any hatch within this area must have the same strength as the main cockpit hatch.
18. Cockpit seating must be side by side only.
19. The Cockpit should have flood tubes or other means of flooding the cockpit to equalize the pressure quickly in an accident. Flood tubes must be located near the floor. The floor of the cockpit should be as airtight as possible when in an upturned position. It is mandatory that sufficient buoyancy is provided in the boat, or in the material used for its construction, to ensure that the boat floats if capsized or holed, the hull should float as parallel with the surface of the water as is practical, to help in rescue accessibility. If extra buoyancy is needed, the buoyancy system described by the designer should be verified by the Measurer. This added buoyancy must be in at least four separate flotation units.
20. The various components that constitute the Reinforced Cockpit shall be properly maintained to ensure reliable operation of all components, with emphasis being placed on the canopy release mechanisms, emergency air supply and restraint systems, in accordance to the UIM cockpit guidelines.

Windscreens

1. Polycarbonate (Acrylic will not be accepted) areas are strongly recommended to be as small as possible, while still maintaining that both drivers have clear, safe and undisturbed visibility ahead at sea level whilst racing. It is mandatory that these polycarbonate areas be designed and built to meet the impact pressure criteria stated under rule ***12.5*** or greater.
2. The combined visibility of both drivers must be through a horizontal arc of 225 degrees (112.5 degrees either side of the centre line of the boat).
3. These polycarbonate panels are to be recessed into the composite structure and should be bonded using a suitable bonding agent, and/or "bobbins" (Bonding the Windscreen is the recommended method of fitment. Boats built after January 2010 must use bonding only, to fit the windscreen no bobbins will be allowed)
4. It is highly recommended that there is also a through bolted outer flange for the fitting of the polycarbonate panels.

5. For all new Boats built and measured starting from 1st of June 2016 it is mandatory to have a minimum width of 67mm for the screen flange. See the diagram below.



For boats built and measured before June 1, 2016, it is mandatory to have a flange with a minimum width of 50mm after January 1, 2017.

6. The outer polycarbonate area of the flange fitting must not be painted, so that the measurer / scrutineer may monitor any discrepancies.

Seats and Seatbelts Side of head protection

1. Cockpit must be fitted with rear and side of head protection for each crew member. This must be an integral part of the seat, which must be attached directly to the structure of the Restraint Compartment. The head protection must be a minimum of 0.2m wide and extend at least 80% of the height of the safety helmet as worn by the crew whilst in the normal seating position..

2. The Restraint System must consist of a 5 or 6 strap harness and should utilise a 75 mm lap belt, a 50 mm strap over the shoulder harness rated at 4,100kg (9,000 lb.) and grommeted to prevent chafing or cutting of the belt. Harness straps must be attached directly to the cockpit structure. Those straps close behind the driver's head and neck must be 100 mm to 150 mm apart at point of attachment. The shoulder harness should be installed at 90 degrees to the spine at shoulder line to minimize compression injuries under high "G" loading. All straps must be free to run through intermediate loops or clamps/buckles. All anchor point bolts must be fitted with backing plates of 10cm minimum width. The driver harness attachment bolts in reinforced cockpit must consist of minimum grade EN8 bolts, with an 8 x 1.25 mm thread and locked nuts. There must be a spacer and plain washers on each bolt. The spacers must be glued to the cockpit structure. Intention of these spacers is to prevent buckling of surface material near bolts. This always leads to local delamination which easily spreads out over cockpit structure, when it is under stress.

   All boats build or measured after 1 June 2016 must have following criteria.

   All existing boats until 1 June 2016, ***by last race of 2017 Calendar***, the following criteria:

   - The seat must satisfy SFI 39.2 stiffness or equivalent.
   - The Restraint System must consist of a minimum 6 strap harness and should utilize a minimum of a 50 mm lap belt, a minimum 50 mm strap over the shoulder harness rated at 4,100kg (9,000 lb.). Belts should not touch through holes in the seat and the through holes shall be grommeted to prevent chafing or cutting of the belt. Harness straps must be attached directly to the cockpit structure. Those

straps may attach at a narrower spacing than the shoulder spacing behind the driver's head and neck. (Reference UIM Circuit 509 belt attach angle guidelines). The shoulder harness should be installed at 90 degrees to the spine at shoulder line to minimize compression injuries under high "G" loading. All straps must be free to run through intermediate loops or clamps/buckles. All anchor point bolts must be fitted with backing plates of 10cm minimum width. The driver harness attachment bolts in reinforced cockpits must consist of minimum grade EN8 bolts, with an 8 x 1.25 mm thread and locked nuts. There must be a spacer and plain washers on each bolt. The spacers must be glued to the cockpit structure. Intention of these spacers is to prevent buckling of surface material near bolts. Belts shall be replaced every three years or after a crash at the discretion of the scrutineer

3. On the sides of the structure, which has to take up the force on the attachment bolts, there must be a stainless steel plate (washer of minimum 3 mm thickness and 100 cm2 area).
4. When using seats with suspension, and therefore not using a bulkhead restraint anchorage, drawings must be lodged with the National Authority of the measurer and approved prior to boat measurement.
5. All restraint systems must have a common method of release. The single lever method (sometimes called the NASCAR type) or rotary type, are both acceptable restraint release systems. Both types of restraint release must be examined for satisfactory operation by the scrutineer before every race.
6. The shoulder harness should be installed 90 degrees to the spine at shoulder line to minimise compression injuries and the high "G" loading. 75 mm minimum/maximum to Centre line of Lap Belt at Seat Back, Seat Bottom junction. Lap Belt should continue in straight line to anchorage.

13. DRAWINGS AND MEASUREMENT

Drawings of the Reinforced Crew Canopy/Cockpit to be supplied will include the following

1. The type of Canopy, Plan, side and elevation.
2. The Bulkheads and buoyancy system
3. Restraint System anchorage Points
4. Canopy aperture dimensions
5. The type and method and construction of release devices.
6. Material specification of the transparent areas.
7. Water impact deflectors and crunch zones
8. Material mechanical property data of the canopy, hatch, cockpit and crunch zones, running surfaces should be provided in support of the drawings to establish a database for future assessment and analysis.
9. ***Design calculations for cockpit and windscreen done to ensure compliance with rule 12.5 Canopy Rules & Crew Safety.***

Prior to Boat Measurement the drawing and material specifications shall be sent to the Measurer requested to measure the boat. On completion of measurement, the drawings and material specifications called for by the designer shall be lodged with the measurers National Authority before they issue a certificate of compliance and measurement. Drawings must also be submitted to the UIM for all entries to UIM races prior to racing.

The construction, strength safety and conformity to meet and exceed the recommended requirements is the sole responsibility of the boat owner and or boat builder. All points of impact incidence to the canopy, hatch and screens, (as being a primary impact area) cockpit and crunch zone extremities should be afforded the diligence deserved in protecting the crew. Any scruitineering or measurement by the Officials is not condition/construction survey.

Reference: Also 44.01 MEASUREMENT CERTIFICATE.

14. REINFORCED COCKPIT AREA AND CANOPY MANDATORY REQUIRMENTS

1. One single air supply (not oxygen) and a bottle will be provided for each riding crew member. The air supply must be securely fixed adjacent to, or on each one of them. It is recommended that sufficient air be provided in each individual bottle for ten minutes.

2. Air bottles must have a pressure gauge fitted for visual checking at pre-race scrutineering. This gauge should be filled with liquid and be at least 5 cm in diameter for easy reading.

3. Air supply bottles shall be “Turned On” before starting a race or taking part in practice and/or testing. All air hoses to be secured and mouthpieces to be placed within reach of the drivers and mounted on retainers

4. Diving Masks for each crew member, stowed securely and accessible.

5. A minimum of 1 belt cutter or knife is to be secured in the cockpit

6. Stop buttons/switches located in the cockpit area, immediately accessible to the crew and rescue officers. The stop buttons/switches must be identified by a fluorescent colour. These switches must shut off all fuel pumps as well as the ignition circuit.

7. A White High Intensity Strobe Light fitted to indicate “coming off the plane”. The strobe light must be able to be operated by both crewman, and should be operated if a problem occurs, to enable any following race boats to take avoiding action. The strobe light shall be mounted on the top rear of the canopy. This strobe light may also be used as a substitute for the orange retirement flag when returning to port under reduced power.

8. A quick release steering wheel must be fitted on all boats but all drivers must be able to exit the cockpit without removing the steering wheel.

9. Rear view mirrors are mandatory, as well as a method of cleaning ***inside of the windscreen*** whilst underway.

   From 1 June ***2017*** all the boats must apply the following:

   Port and Starboard rear view mirrors are mandatory with a minimum area of 100 sq. cm ***per mirror***. The mirrors must be mounted with at least a two-point attachment to react loads.

   A rear facing video camera with screen in dashboard may be used for a better view but only as an additional device to the above mentioned rear view mirrors.

   A means of cleaning or de-fogging the inside of the windscreen is required.

   A means of cleaning the outside of the windscreen is recommended in order to remove dried salt spray and other materials from the spray that impair vision.

10. Two fire extinguishers, each a minimum of 2kg must be carried and be readily accessible to the crew. All crew containment areas of inboard engine canopied boats must be fitted with a carbon-monoxide alarm.

Notes

“Cool Suits” - may contain any proven safe fluid or gas cooling agent other than Freon.

Restraint of the driver(s) should be consistent with the UIM Driver Restraint Guidelines for Offshore and Circuit and applicable requirements.

The Race Director - or Technical Officer(s) may prohibit use of any equipment he deems unfit for service.

Violation - of safety rules will result in a penalty assessed by the Race Director in conjunction with the Medical and Safety.

15. OTHER REQUIREMENTS

Non-compliance - The Technical Officer(s) has the authority to deny entry to any race boat subject to these rules that has non-compliant cockpit safety systems. The Technical Officer(s) also has the authority to allow a non-compliant boat to compete, provided that after consultation with the Technical Officer(s), the Technical Committee determines that the intent of the guidelines has been met and that the safety of the riding crew and fellow competitors is not jeopardised.

Intercoms - Locking boat intercom plugs connecting helmets to racing craft are expressly prohibited. Plugs must disconnect easily, placing no additional stress on competitors’ necks. Inflexible metal or plastic intercom microphone booms are strongly discouraged.

Radios - A licensed ship-to-shore radiotelephone must be permanently installed in an unexposed location with a minimum power input of twenty-five watts with international marine VHF channels available and any channel designated by the Race Committee as being essential for race communications.

Bilge Pumps - Two (2) bilge pumps, at least one of which it is recommended shall be hand-operated. Electric bilge pumps are to be automatic and wired so as to maintain operation independent of the battery cut-off switches.

Cleats - All cleats and other deck hardware must be recessed or protected.

Non-Skid - It is recommended that non-skid material be installed on the deck surface surrounding the cockpit to the satisfaction of the Chief Safety Inspector (Clear non-skid is available).

16. MESUREMENT CERTIFICATE

A boat is not allowed to take part to XCAT World Championship event without a Digital Measurement Certifi¨cate as per the UIM requirement. The certificate, must be submitted in the XCAT UIM logbook.

The measurement certificate has no expiration and must be updated when needed as follow:

- Change of Ownership.
- Change of boat dimensions & structure or major repair after accident or for any other reason.

Further instructions as per the UIM ***501 rule.***

PART 5
JURISDICTION

SECTION A

01. PROTESTS AND RESULTS MANAGEMENT

01.01. GENERAL

Protests and results are to be managed and conduct in accordance with the UIM 400 rules and the following specific rules:

01.02. PROTEST JURY

The Jury Protest Committee shall be present at its venue throughout the event.

The Jury Protest Committee shall be composed of the following Officials:

- Jury Chairman –UIM Commissioner.
- Minimum of 2 International Jury Members appointed by National Authorities
- Jury Secretary minute takers – no vote. (This task can be done by the Event administrator)
- Protest Committee to be appointed and named prior to drivers briefing in either Race Instructions or Race bulletin.

01.03. POST RACE EVALUATION OF THE OFFICIAL DATA LOGGER AND OTHER EVIDENCE

UIM shall have the power to review any and all decisions or paperwork resulting from Pole Position, Speed Cat Run & Grand Prix races, and shall have the power to correct any evidences up to 5 (five) days after the event.

Information recorded by the official datalogger/transponder and/or Virtual system information is to be the Official method for examination of any race and /or on water infringement. TV/Video evidence may be used for the detection of course/driving infractions and as above results may be corrected within the 5 days period and notified to all Team Owners & Managers.

Any change in posted results according to this rule may be protested within 5 days of the issue date of the change notice to teams.

01.04. MAKING A PROTEST

See rules 403.01 and the drivers protest form.

In addition the protester shall notify all named parties, teams or Officials of his intention to protest at the first reasonable opportunity.

01.05. FEES

Protests must be accompanied by the proper fee in cash USD 350 or as described by the Event Race Instructions. If the protest is upheld all fees shall be returned.

SECTION B

02. HEARINGS AND DECISIONS

In case of necessary redress (cancellation of a long lap penalty) the Event Jury shall make an arrangement as fair as possible for all teams affected.

SECTION C

03. PENALTIES

03.01. PROHIBITED CONDUCT AND ASSOCIATED PENALTIES AS JUDGED BY THE RACE DIRECTOR AND/OR PROTEST OR APPEAL COMMITEES

In addition to the rules violations and associated penalties described above, the following constitutes a list of prohibited conduct and the associated penalties:

Course Infractions

Observed Infraction - No course infraction penalty shall be applied to any team or competitor unless a Race Officials has observed the infraction.

Careless Driving - Any action deemed either unsafe or against the spirit of the racing rules by the race Officials may result in either a penalty or combination of penalties listed below.

Reckless Driving - Recklessly endangering any craft, patrol boat, medical boat, towing boat, media/TV boat, spectator boat, person, or property shall result in Disqualification from the event.

Helmets and Jackets While on Plane - Any Driver or racing crew member who participates on plane in a race without wearing an approved life jacket/buoyancy suit/floatation device and crash helmet shall be disqualified. At any race site, from the time of arrival and until one hour after the chequered flag of the last event of the day, any race boat occupant failing to wear a life jacket and helmet at any time while a race boat bearing a racing number is on plane shall subject the occupant(s) to an appropriate penalty up to and including Disqualification from that event.

PENALTIES

Penalties can be given to boat driver for rule infringement and additionally named below:

- Reprimand / Warning
- Yellow Card
- Blue Card
- Time penalty
- Lap penalty (Long lap, Short Lap, Race lap - see procedure)
- Fines
- Deduction of Points
- Disqualification

- Temporary Suspension
- Prolonged suspension
- Exclusion

03.02. PENALTY LAP PROCEDURE

N.B.: A Long Lap applied as a penalty is a substitution lap for a race lap.

The Team Manager will be notified by the timing computer and/or via radio by race control if the relevant race boat is under investigation, which may result in an additional Long Lap or Race Lap as a penalty being applied.

It is the responsibility of the Team Manager to inform the relevant boat of any applied penalty.

The Long Lap as a Penalty must be completed during the race that the penalty was applied and within 2 laps of the notification to the teams. If the penalty is not taken within the correct number of laps a further Lap penalty for each lap completed without taking the penalty shall be applied.

In the case that, for any reason, a Long Lap as a Penalty cannot be completed before the end of the race, the time recorded for the lap when the infringement took place will be replaced by the slowest mandatory Long Lap time recorded by the penalised boat. This corrected Total Race Time for the boat will determine the ranking of the boat in the final results.

In the case of an incorrect application of a Long Lap Penalty or in the event a protest against the application of a Long Lap Penalty being upheld, the Long Lap penalty time will be deleted and replaced by the time recorded for the fastest race Lap. In the case of a long lap penalty being applied post race ie on video evidence, the time is added post race to the boats finishing time. In the case of a boat receiving a long lap penalty post race and not classified as a finisher, the time penalty set according to the race course in which the penalty was given will apply at the next round only if the incident interfered with the race order and/or start.

Infringements corrected on post race evidence:

- Start lap - Time added to the first full race lap.
- Long lap - the following race lap is to be replaced with the slowest long lap.
- Race lap - replaced with slowest long lap.

03.03. OTHER PENALTIES

New penalties may be implemented during the season and will be announced at the main Drivers' Briefing and I official notification posted on the official notice board.

Two Yellow Cards received by a Team/competitor in the same racing season will result in a Long Lap as a Penalty being applied during the current or next race (or the first race of the following racing season).

Three Yellow Cards received by a Team/competitor in the same racing season will result in Disqualification from the race/round in which the card was issued for. If a Team/competitor will receive a yellow card after been earlier disqualified he/she will be automatically disqualify form the event and the following one as well.

A Bleu card can be given by the Race Director or UIM Commissioner for any offensive, unsportsman like conduct, abrasive and or abusive manner or behavior, or for bring the sport into disrepute during any official event activity. A second card will immediately remove the offender from the event activity. Following the subject activity, the Protest Committee will meet and determine if further disciplinary action is justified.

Destroying or Dislodging Turn Buoy - Every boat must go fairly around the course without damaging, dislodging or destroying any turn buoy unless forced to do so by another boat. In that event, only the offending boat will receive Penalties as listed under Turn Marks.

Local Authority or Government Regulations - Any owner, driver, assistant or official, whether competing or not, must respect at all times the laws and regulations published and unpublished by the local authorities and or government.

On plane in spectator area - Should a race boat fail to come off plane and maneuver with caution at less than 12 knots out of a designated spectator fleet, a penalty of USD 600 fine and Yellow Card will be applied.

Start Violations of starting rules are as C1.34 and Appendix 11-4, 11-3.

SECTION D

04. MISCONDUCT

Rules and regulations exist for the safety and security of competitors, officials, and the public and for the orderly conduct of racing events and must be followed. All team members are required to behave in a responsible and acceptable manner throughout the duration of any event. Any individual who's behaviour which acts to disrupt the smooth running of the events the series or could be deemed to have brought the sport in to disrepute may be subject to penalties which may include but not limited to disqualification suspension from an event reprimands yellow cards expulsion or financial penalties may be applied.

Abuse of Officials - Instances of verbal or physical abuse against any race or event official or competitor will result in a penalty. Penalties may include suspension or disqualification from an event, exclusion from the Championship or the imposition of a points and/or financial penalty.

Reference to teams by nationality used in any way that is in the opinion of the race officials, deemed derogatory or racist will not be tolerated. Penalties as above will apply.

04.01. ACTION BY THE RACE OFFICIAL/S

a) When a race official/s, from their own observation or a report received from any source, believes that a competitor may have committed a gross breach of a rule, good manners or sportsmanship, or may have brought the sport into disrepute, they may call a hearing.

b) The race official/s shall promptly inform the competitor in writing of the alleged misconduct and of the time and place of the hearing.

c) A Protest Jury of at least three jury members shall conduct the hearing. If it decides that the Team/ Driver committed the alleged misconduct it shall either

   1) warn the competitor or

   2) fine the competitor or

   3) impose a penalty and,
   when appropriate, disqualifying a boat, form a race or all races of the championship, or by taking other action within its jurisdiction.

   4) Apply either a time or long lap penalty in the race following the hearing.

d) The race official/s shall promptly report a penalty, but not a warning, to the national authorities of the venue, of the competitor and of the team owner.

04.02. ACTION BY A NATIONAL AUTHORITY

a) When a National Authority receives a report alleging a gross breach of a rule, good manner or sportsmanship, or a report alleging conduct that brought the sport into disrepute, it may conduct an investigation and, when appropriate, shall conduct a hearing. It may then take any disciplinary action within its jurisdiction it consider appropriate against the competitor or team owner, or other person involved, including suspending eligibility, permanently or for a specified period of time, to compete in any event held within its jurisdiction, and suspending UIM eligibility.

04.03. ACTION BY UIM

Upon receipt of a report by the race official/s of misconduct by a competitor or team owner, UIM shall inform all National Authorities, which may also suspend eligibility for events held within their jurisdiction. The UIM Executive Committee shall suspend the competitor's UIM eligibility if his/her National Authority does not do so.

SECTION E

05. APPEALS

UIM 405 rules apply

APPENDIX 1
SAFETY PROCEDURES AND GUIDELINES

01. GENERAL REQUIREMENTS

01.01. The minimum depth of the water for the race course area is *4* meters in the turn mark; this depth can be reconsidered by the Safety Delegate, in case of bad sea weather condition and or in case of particular geographical local condition;

01.02. The logistics point on land where safety boats and ambulances are located must not be further than 2 nautical miles from the furthest point of the race course;

01.03. The mooring post for the rescue boats has to allow for a parking area for ambulances;

01.04 The Chief Medical Officer's Declaration Form should be returned to the XCAT Medical Delegate no later than 30 days prior to the dates of the event. You can find « CMO Declaration Form » in Appendix 6.

01.05 The LOC must provide in advance documented proof that all measures required have been put in place and if not an immediate plan to remedy the situation. If the LOC cannot do so the XCAT Promoter will make the arrangemnets with the full costs covered by the LOC plus any penalty fee or "time spent" fee as appropriate. The UIM & XCAT Promoter reserve the right to conduct any inspection visits prior to any event to ensure conditions are met and arrangements are in place. This may be at the LOC cost.

02. RESCUE TEAM

To ensure that high safety standards are maintained, a qualified rescue team must be available at each XCAT event. The Rescue Team will be appointed by XCAT Management.

The Rescue Team shall be composed by 01 (one) Rescue Driver Leader, 06 (six) qualify rescue driver operators, 1 rescue on water doctor.

The number of Rescue Teams can be increased following the request of the Safety Delegate subject to the level of the local rescue capabilities at each venue host. The Final decision will be taken by XCAT Management.

The Rescue Team is managed by the Safety Delegate in conjunction with the CSO or by the Medical Delegate in conjunction with CMO.

All Rescue group members must have the following criteria:

- Rescue Drivers: licensed minimum CMAS *** driver - minimum First AID licensed & Pre Hospital Trauma Care licensed - Helicopter rescue swimmers certified – minimum of 2 powerboat season assistance done – minimum 1 season XCAT assistance done;

- Rescue Doctor: qualified resuscitator doctor – minimum PADI Open Driver or equivalent licensed - Helicopter rescue swimmers certified - minimum of

2 powerboat season assistance done – minimum 1 season XCAT assistance done;

During each new Event, the Rescue Driver Leader in conjunction with the

Medical & Safety Delegate can evaluate local rescue crew and/or give the appropriate training.

03. TECHNICAL RECOMMENDATIONS FOR SAFETY BOATS

03.01. The rescue boats should be:

- a minimum of 7.5 meters long with free bow in order to have enough space for stretchers;
- sides and/or stern can allow an easy boarding of stretchers and/or must have a system for the easy loading of stretchers;
- cannot transport on board persons who do not belong to the crew or to the rescue group;

03.02. Considering the race courses have a minimum lap length of three nautical miles, the safety plan envisages a minimum number of three rescue boats. This plan is created according to the grid method in order to be able to patrol an area of 1 mile for each rescue boat.

Following this method, the rescue boats will be implemented if the race lap is longer than 3 nautical miles.

The Safety Delegate is responsible for the repositioning of the safety Plan, according to the interventions and in order to cover the whole race course in consultation with the Race Director.

The plan is not sufficient if 50% of the available rescue boats are used in one or more interventions at the same time.

03.03. Each rescue boat is assigned a Tow boat and they form the safety group positioned in the grid plan. The rescue boat is the group leader.

The group has to take its position according to the safety plan and it has to maintain the position by maneuvering the engine (avoiding the creation of waves), at a minimum distance from the course line of 200 meters and, in any case, in a safe position.

Every group has to be constantly in contact and has to listen to Race Control on the assigned radio channel. The driver's assistant is assigned to carry out this function.

04. INTERVENTION PROCEDURE

04.01. Every safety group, composed of one Rescue boat and one Tow boat, has to be in the assigned position at least 30 minutes before the official start time for practice, pole position & race. No race or session will start until all saftey craft and vehicles onshore are in position and ready

04.02. Every group has to check how the practice is going, reporting every anomaly, accident, etc. to Race Control.

04.03. It cannot act unless authorised by Race Control.

04.04. Once the group has received the authorisation from Race Control, and if towing is not specifically requested - in which case, only the Tow boat would intervene - the group moves towards the point requiring intervention. While the rescue boat approaches the accident location, the Tow boat, with the yellow flag raised, places itself about 100 meters from the intervention point, on the course line, in a safe and visible position, signaling the danger to the other race boats, and protecting the intervention by the rescue boat.

If it is a medical intervention, the operation is controlled by the Race Control, in conjunction with Medical ***Delegate*** with feedback from the doctor and/or paramedic on board the Rescue boat, who will take care of rescuing the patient(s) and report to the CMO regarding what further action needs to be taken.

Once the rescue has been completed, the rescue boat will return to the established mooring post following the re-entry procedure, while the Tow boat will control the accident area and clear the water of any floating debris.

At the end of its intervention, with the consequent report having been made to Race Control, the group will take up its original position for normal service.

04.05. During the operation, Race Control will reposition the inactive groups in order to cover the whole race course.

04.06. If, during an intervention, the operation commander requires the aid of other rescue boats, Race Control will send the appropriate group(s), including the fire service.

04.07. If simultaneous interventions require the use of more than 50% of the active groups envisaged in the safety plan, the Race Director, via Race Control, stop the practice, pole position and/or race. In this case, the order will be given to raise the red flag, thus initiating the Race Stopped/Pace Cat procedure.

SAFETY GUIDELINES

SAFETY

The Safety and Rescue Plan includes both land and sea services.

All services will be carried out by Local Committee crews together with relevant class and Military crews.

The Safety and Rescue system will be co-ordinated by the Race Control.

LAND SERVICES

The Land Safety System includes the medical, fire prevention, helicopter and Hospitality area services.

The Land area is divided into four separate zones:

- Paddock and XCAT Pontoon area;
- Fuelling area;
- Helicopter area;
- Hospitality area

The areas indicated above must be set up and equipped as follows:

A. PADDOCK AND XCAT PONTOON AREAS

A.01. Medical Services

The medical services will be carried out under the control of the CMO, with:

A.01.01. N.1 Standard Ambulance (“B” type), with doctor and paramedical crew, normal equipment.

This ambulance will be positioned close to Dry Paddock, free to move, from 08.00 to 19.00 from arrival to departure of all vehicles.

A.02. Fire Prevention Services

A.02.01. 3 Fire points each containing 5 Extinguishers of 9 KG in separate locations in the Paddock area.

A.02.02. N.2 fire extinguisher operators.

A.02.03. N.2 water pumps, positioned in crane area (one at each crane).

B. FUELLING AREA

B.01. Medical Services

B.01.01 N.1 Reanimation Ambulance (“A” type), fully equipped and manned by reanimation doctor and paramedic crew.

This ambulance will be positioned close to Fuelling area, free to move, one hour before and until one hour after the official fuelling times.

B.01.02 N.1 Fire engine with foam and a minimum of 2 cubic meters extinguishing capacity, fully equipped and manned.

B.01.03 N.2 fire extinguisher operators.

During fuelling operations, the area will be closed and controlled by the security crews.

C. HELICOPTER AREA (IF REQUIRED)

C.01. Medical Services

According to the local Law.

C.02. Fire Prevention Services

According to the local Law.

D. HOSPITALITY AREA

D.01. Fire Prevention Services

D.01.01. N.1 fire areas composed by 6 extinguishers of 10 Kg each, with locations clearly indicated.

LAND SERVICES DURING OFFICIAL ON WATER SESSIONS

N.2 Reanimation Ambulance ("A" type), fully equipped and manned by reanimation doctor and reanimation paramedical crew.

These ambulances will be positioned free to move one hour before and until one hour after the official race, practice and pole position times.

Note: The LOC can also use the fuel ambulance during the official race times. ***Must be back in place or replaced before any further fuelling activity takes place.***

SEA SERVICES

Safety and Rescue Services on Racecourse.

E. RESCUE BOAT

(Mandatory for Practice, Pole Position, Speed Cat Run, Race and any on water official session)

E.01. A minimum of n. 3 Rescue Boats min 7,5 m, sufficient space in order to accommodate stretcher, with crew, n. 1 reanimation doctor or specialist paramedic and n. 2 divers for each boat, fully equipped for reanimation at sea (see following details).

F. TOW BOAT

(Mandatory for Practice, Pole Position, Speed Cat Run & Race)

F.01. N. 4 Boats with crew, equipped for towing in order to tow up to 3 tons (see following details).

G. FIRE BOAT

(Recommended for Practice, Pole Position, Speed Cat Run & Race)

G.01. N.2 Boats with crew, equipped with anti-fire system with foams and water pump.

H. COURSE PATROL BOATS

(Mandatory for Practice, Pole Position, Speed Cat Run & Race)

H.01. N.6 / 7 Military boats, or similar, for external course patrol.

I. COURSE CONTROL BOAT

(Mandatory for the Race & Pole Position)

I.01. N.1 Boat each turn point with crew and n. 2 Course Officials (minimum 7m).

J. PRESS/ MEDIA/TV BOA

(Mandatory 1 day before the first practice and until the GP day)

J.01. N. 1 Boat for XCAT Press during whole period, available with driver at disposal of the Series Promoter (minimum 7m - high speed). This boat(s) must also fall under the control and direction of Race Control and must ask permission for any and all activity

K. START/ FINISH/PACE CAT BOAT

(Mandatory 2 days before the first practice and until the GP day)

K.01. N. 1 Boat for Start / Finish / Pace Cat Operations during whole period, available with driver at disposal of the Series Promoter.

This Boat must follow the criteria:

- ***Minimum 9 mt long;***
- ***High speed, minimum 50 Mph;***
- ***min 4 seat available, including driver;***
- ***a VHF nautical radio system must be on board with an headset system, available for each seat, as also intercom system;***
- ***an emergency engine stop system must be ready to wear from each of the available seat;***

ACCESSORIES AND SPECIAL EQUIPMENT

• LOC DIVERS' EQUIPMENT

The only special request for the divers is the supply of 2 liter oxygen cylinders.

• LOC TOW BOAT

- XCAT flag;
- Nautical radio system;
- 1 Yellow flag;
- 5 lengths of rope (15m each);
- 2 Blankets;
- 2 Marker buoys.

• LOC COURSE CONTROL BOAT

- XCAT flag;
- Nautical radio system;
- 1 Yellow flag;
- 1 Red flags;
- 1 Red flares.

• LOC RESCUE BOAT

CREW

- Driver;
- Assistant;
- 1 Reanimation Doctor or Specialist Paramedic;
- 2 Paramedic Scuba Divers

LOC RESCUE BOAT EQUIPMENT

- XCAT flag;
- Nautical radio system;
- 1 Yellow flag;
- Oxygen

Medical equipment on board rescue boats should be as specified in the medical regulations and should be approved by the Medical Delegate at the start of the XCAT event. Any specification changes required by the Medical Delegate should be immediately complied with

The MEDICAL KIT FOR THE MEDICAL RESCUE BOATS should comprise but is not limited to:

(a) Airway and ventilation equipment to include equipment for endotracheal intubation, laryngeal mask, oropharyngeal airway, portable high flow oxygen with non-rebreathing mask, bag and valve mask. Tubes in a range of suitable sizes. 1 mini cricothyroidotomy device. Portable suction. Equipment for thoracic decompression. Laryngoscope.

(b) Circulatory support to include tourniquets (CAT), equipment for IV access with volume expanders, sphygmomanometer and stethoscope.

(c) Cervical spine collars x2 and a spinal immobilisation device suitable for use in water.

(d) A selection of pressure dressings and burns dressings.

(e) Drugs for resuscitation as allowed in the country of the event and at the level of specification for use by the most senior medical person on board. This should include drugs for cardiac arrest and if an appropriately qualified practitioner is on board, drugs for sedation and analgesia.

(f) Miscellaneous equipment as needed by the crew such as gloves, scissors, blankets and any other equipment specified by the CMO.

SPECIAL INFORMATION TO BE PROVIDED BY THE LOC

1) NAME OF PREWARNED HOSPITAL(s) WITH CONTACT NAMES OF DOCTORS AND TELEPHONE NUMBERS;
2) NOTIFICATION OF LOCATION OF SPECIALISED UNITS AT HOSPADDOCKAL(s) (Emergency surgery; Radiology with TAC; Resuscitation; etc.);
3) TIME TO COVER DISTANCES FROM THE PADDOCKS TO THE DESIGNATED HOSPADDOCKAL(s) VIA ROAD;
4) TIME TO COVER DISTANCES FROM THE PADDOCKS TO THE DESIGNATED HOSPADDOCKAL(s) VIA HELICOPTER;
5) FURTHER EMERGENCY BERTHING POINTS (IF ANY);
6) POSSIBLITY OF SECURITY PRESENCE AT SUCH BERTHING POINTS;
7) POSSIBLITY OF RESUSCITATION AMBULANCE AT SUCH BERTHING POINTS.

APPENDIX 2
ON-WATER PROCEDURES AND GUIDELINES

01. POLE POSITION PROCEDURE

01.1. GROUPING

All Race boats must be positioned on the XCAT pontoon **30 minutes** before the scheduled start time for Pole Position, unless otherwise stated in Race instructions or race bulletin.

01.2. GENERAL RULE

After the start time of the Pole Position, priority use of the cranes is at the sole discretion of the Technical Officer(s).

No refuelling will be allowed during the Pole Position.

No additional weight can be added after the green flag for Pole position.

No loose weights can be kept on the jetty during Pole.

All weight that is to be added or removed after craning and before the green flag, must be shown to the Technical Officer(s), before been installed. And if removed from the boat it must be bought to the crane area for inspection.

Under no circumstance during the Pole Position may any boat run outside of the Pole Position course area. Failure to comply will result in a fine of USD 1000 and/or disqualification.

Lap timing commences after the first passing of the timing gate.

After Pole Position all boats must be available for scrutineering at discretion of the Technical Officer(s).

The result of the Pole Position will be determined by the fastest timed lap.

In addition to the penalties determined by the Rules, in the case of missing or destroying a buoy, the time from the relevant lap will not be counted towards qualification; but does count as one of the allowed number of race laps.

In the event of bad weather or curtailment

In the event that the Pole Position has run for a minimum of 50% of the published duration the results will stand, any boats that have not chosen to run in that time will be classified after the qualifying boats in their Series Championship order.

The session is cancelled if is not to completion of 50% of the published time, in this case the Race start order will follow the Championship order. In case of new Teams Entry, their race start position will be taken in base at the Championship / Race date entry list.

01.3. POLE POSITION FORMAT

The Pole Position can be held in two different Format (Format 1 & Format 2).

The Pole Position Format will be communicated in the Advance Notice and then described at Drivers Briefing.

POLE POSITION PROCEDURE – FORMAT 1

XCAT Pole Position session is mandatory with no minimum or maximum number or laps. Boats qualify in order of fastest recorded lap times during this session. Any boat failing to compete in Pole Position session will be placed after all the qualifying boats from the session in their championship order.

As soon as the green flag is displayed and the course is open, any race boat is entitled to request permission from Race Control on the designated VHF channel to leave the XCAT pontoon and enter the race course (a white flag may also be shown 5 minutes prior to start of pole position).

There is no maximum number of race boats on the course.

Any boat entering or leaving the race course must request explicit permission from Race Control via radio on the designated VHF channel and follow the In & Out procedure as given in the Race Instructions and/or Bulletin and/or Drivers' Briefing.

The course will be closed at the Race Instruction specified time min 45 minutes to 90 minutes maximum, the red flag will be raised and all boats on the course must exit the course following the In & Out procedure.

As a consequence of the strict time limitation, all race boats must commence a timed lap before the allotted minutes have passed so as to be entitled to finish this timed lap. Each boat must then proceed to the XCAT pontoon, respecting the In & Out procedure.

The final Pole Position results will determine the starting order for all participating boats in the Grand Prix Race.

It is at the discretion of the Race Committee to establish whether, when entering the race course, the departure point will be the XCAT Pontoon, or whether it is necessary to designate a Pole Position Milling Area. This will be indicated in the Race Instructions and/or Bulletins and/or Drivers' Briefing.

POLE POSITION PROCEDURE – FORMAT 2

The Pole Position, Format 2, is composed by three sessions, performed consecutively.

Each session will define the relative starting order in the referred starting gate; 1st session will define the last gate, second session the middle gate and the last session the first leading gate, all based on the timed laps.

SESSION 1 – Duration 45 min

Procedure:

- At ***XCAT Pontoon*** Green Flag , all racing boats are allowed to enter the Pole Position Course, following authorization by Race Control via radio;
- No laps limitation in this session;
- ONLY 1 (one) propeller change is allowed;
- At end session 1, the last 5 (five) boats qualified will start in qualifying order at the last gate;
- If one or more racing boats will not take part on this Session 1, will take place at last position in the last gate;
- If more than one, the position will be taken by race number (smaller number last and so);
- Following this criteria, the first 9 qualified racing boats will take part at Session 2;
- At the end of Session 1, the 9 qualified boats will be allowed to return the XCAT Pontoon or wait at the designated Milling Area, under radio communication with Race Control.

A BREAK OF 10 MINUTES WILL BE GIVEN TO RESET ALL THE RACE MANAGMENT SYSTEMS

SESSION 2 – Duration 15 min

Procedure:

- At XCAT Pontoon Green Flag, all 9 qualified racing boats are allowed to enter the Pole Position Course, following authorization by Race Control via radio;
- No laps limitation in this session;
- Propeller changes and any other operation are NOT allowed – controlled by Technical Officer;
- At end session 2, the last 5 (five) boats qualified will start in qualifying order at MIDDLE gate;
- If one or more racing boats will not take part on this Session 2, will take their place in the last position in the Middle Gate;
- If more than one, the position will be taken by previous Session timed best lap.
- Following this criteria, the first 4 racing boats will take place at Session 3 and Final.

A BREAK OF 5 MINUTES WILL BE GIVEN TO LET THE AREA CLEAN

SESSION 3 – Duration 1 single timed Lap

Procedure:

- At XCAT Pontoon Green Flag, all 4 qualified racing boats are allowed to enter the Pole Position Course, following authorization by Race Control via radio;

- ONLY ONE timed lap is allowed (warm-up + timed);
- Propeller changes and any other operation are NOT allowed – controlled by Technical Officer;
- At the end od Session 3, we get the FIRST Race starting gate;
- If one or more racing boats will not take part on this Session 3, will take place at last position in the FIRST Race starting gate;
- if more than one, the position will be taken by previous Session 2 timed lap.
- Still in place the Fines and Penalties as per the Rule and XCAT Promoter Agreement.

02. SPEED CAT RUN RULE & PROCEDURES

1) The Speed Cat Run will take place at each UIM XCAT World Series Event;
2) Consisting of an acceleration run between two race boats with direct elimination;
3) The run is based on a distance of minimum 700 mt and up to 1300 mt with a rolling start at about 25 mph;
4) The course is defined by buoys and can be run in any location including outside the race venue;
5) Technical details will be given at the drivers briefing;
6) The starting order for the first run will be determined by ballot held during the drivers briefing of each event;
7) If necessary, it is permissible to repechage, it will be made by ballot during the drivers briefing and/or by the Race Director during launching procedures and then communicated via radio;
8) 1st, 2nd and 3rd places will be awarded for each event;
9) All participants that are in line with the Promoter Agreement and regularly registered, will be entitled to access to the prize money, if there is, according to the criteria as detailed Year by Year by the Promoter;
10) A general classification will be given at the end of the season and determines the Champion; 1st, 2nd and 3rd place in the overall standings will be awarded.

PROCEDURE

1) At the designated area and time (as described in the Event Time Table and Appendices of Race Instructions, all the race boats must be ready to run;
2) As per the ballot held during the Drivers Briefing, two by two, the race boats will be called by the Pace Cat Boat and proceed to the run course;
3) The winner of each run will be the race boat that cross first the finish line;
4) After each run, the winning race boat must proceed to the milling area, ready for the next run; the loser must proceed to the XCAT Pontoon unless if not called by the Race Control because subject to repechage.

SCORING SYSTEM

The speed cat run scoring system is as follow:

1) All Eligible boats entering the Speed Cat Run for first Run, will receive 1 point.
2) After each knockout qualifying session, each running boat will receive 1 point.
3) In the case of repechage, the boat is eligible to run a match but will not acquire points in the current run.
4) The run for 3rd place will not be given any points;
5) Based on 14 participating boats, the score system, including the bonus for the first three, will be: 1° - 8 points / 2° - 6 points / 3° - 4 points / ***4° to 7° - 2 points*** / 8° to 14°- 1 point

PENALTIES & CLARIFICATIONS

Starting before the Green Flag is raised or in front/ahead of the Pace boat: Disqualification on the Current Run.

Starting on the incorrect side of the Pace boat: Disqualification on the Current Run.

Interference with the starting procedure: Disqualification on the Entire Speed Cat Run Session and if the driver had caused danger, a Yellow Card.

Interference with the run, change of run line or gate: Disqualification on the Entire Speed Cat Run Session and if the driver had caused danger, a Yellow Card

In case of DQ on a single run, all the point acquired in the previous runs are valid.

In case of DQ on the Entire Speed Cat Run Session, all the points acquired in the previous runs are lost.

In case of DQ, both from a single run that the entire session, the race boat loses the right to be eligible for the repechage.

In case of a DQ the boat loses the right to be called for the repechage list.

03. MATCH RACE PROCEDURES

1) Match Race can take place at each UIM XCAT World Series Event;
2) Consisting of a race between two race boats with direct elimination;
3) The race is based on a distance of minimum 1,5 Nm and up to 3 Nm lap, composed by a short + long lap with a rolling start at about 25 mph;
4) The course is defined by buoys and can be run in any location including outside the race venue;
5) Technical details will be given at the drivers briefing;
6) The starting order for the first launch will be determined by ballot held during the drivers briefing of each event;
7) If necessary, it is permissible to repechage, it will be made by ballot during the drivers briefing and/or by the Race Director during launching procedures and then communicated via radio;
8) 1st, 2nd and 3rd place will be awarded for each event;
9) All participants that are in line with the Promoter Agreement and regularly registered, will be entitled to access to the prize money, if there is, according to the criteria as detailed Year by Year by the Promoter;
10) A general classification will be given at the end of the season and determines the Champion; 1st, 2nd and 3rd place in the overall standings will be awarded.

PROCEDURE

1) At the designated area and time (as described in the Event Time Table and Appendices of Race Instructions, all the race boat must be ready to run;
2) As per the ballot held during the Drivers Briefing, two by two, the race boat will be called by Pace Cat Boat and proceed to the course;
3) The winner of each run will be the race boat that cross first the finish line;
4) After finish each run, the winner race boat must proceed, following instruction, to the milling area, ready for the next run; the loser must proceed to the wet Paddock if not called by the Race Control because subject to repechage.

SCORING SYSTEM

The Match Race scoring system is as follow:

1) All Eligible boats entering the Match Race for first Run, will receive 1 point.
2) After each knockout qualifying session, each running boat will receive 1 point.
3) In the case of repechage, the boat is eligible to run a match but will not acquire points in the current run.
4) The run for 3rd place will not be given any points;

PENALTIES & CLARIFICATIONS

Starting before the Green Flag is raised or in front/ahead of the Pace boat: Disqualification

Starting on the incorrect side of the Pace boat: Disqualification.

Interference with the starting procedure: Disqualification and if the driver had caused danger, a Yellow Card.

Interference with the run, change of run line or gate: Disqualification and if the driver had caused danger, a Yellow Card

In case of DQ, all the point acquired in the previous runs are lost.

in case of DQ, the race boat loses the right to be eligible to the repechage.

In case of DQ and/or race boat already qualified for the next Run and/or retired, it will be used the first race boat useful in the order of the draw.

04. PIT STOP PROCEDURES

- Boats which wish to make a Pit Stop must follow the In&Out procedure outlined in the Race Instructions, Drivers' Briefing and/or Bulletin
- Boats returning to the XCAT Pontoon must turn on their strobe light.
- If several boats are returning at the same time, use of the cranes will be designated by the Technical Officer(s) based on the order of the boats entering the XCAT Pontoon.
- Boats must be at very slow speed at all times while in the harbour (no wake). Penalty for infringement: Disqualification and/or fine.
- Refuelling is not permitted.
- Only the official crane areas may be used during Pit stops unless agreed by the Technical Officer(s).
- No boats will be recovered during the duration of Pole Position, except for damaged boats and under the responsibility of the Technical Officer(s).
- Cranes may be used to recover boats during the Grand Prix race period, but priority will be given to Pit stops, except for damaged boats, and under the responsibility of the Technical Officer(s).
- Craning time is fixed at ten minutes per Pit Stop. A boat can enter the craning area only when it is ready to be hoisted by the crane. Craning time starts from when the boat is attached to the crane by its straps and ends when the straps are released from the crane.

See also Event Rules Section H 31Craning and 32 Pit Stop Rules.

05. START PROCEDURE

Start line will be deemed to be a straight line between the inner and outer start line which is define as 90 degre perpendicualr imaginary line from the Pace Boat transom. All Boats are to remain 3 boat lengths behind the Pace Cat until the Pace Cat crosses this imaginary start line, at which point racing may commence. Telemetery and technology can be used to display this line in race conrol and to determine if any false start has occurred. In such a case flags will be shown and a restarted ordered.

Boats will be ordered such that pole position has the line with the least distance to the first turn marker and moving outwards to the last place qualifier who shall have the furthest distance to cover.

All boats will be positioned in Pole Position order by the wet Paddock pontoon.

15 minutes before the start, a white flag will be raised in the wet Paddocks and the drivers will take their positions in their cockpit with their attention focused on race boat VHF channel.

10 minutes before the start, the green flag will be raised and the Race Director / or Start Marshall will call by radio the race boats in Pole Position order; all boats will then leave the pontoon accordingly, following the Start Boat to proceed on parade to the start.

All boats will follow the Pace Cat Boat at very low speed (max 10 knots) in Pole Position qualifying order. Where possible a parade lap will take place straight in to a rolling start, with no Flare. If boats are not in a sufficiently controlled and ordered state no start order shall be given and a second parade/formation lap ordered

When the Start Boat turns in the direction of the Start Line, then all race boats have to take their position at the start.

All boats will line up in Pole Position qualifying order as described. The Pole Position winner must be adjacent to and minimum 30 meters astern of the Pace Cat transom. All other boats must line up alongside the Pole Position winner in PP order and maintain a distance aprox 30 meters between them. When line up its complete, a yellow flag/ lights will be raised. When all boats are in position the green flag/ lights will be raised/ illuminated as soon as possible in the vicinity of the start chute.

A second start boat may be used where available to form an imaginary line between the 2 start boat transoms. In this instance the 30 meters rule will apply from both start boats.

If any of the race boats are out of Pole Position order by the Start, a long lap penalty will be applied.

The start of the race is denoted when the Start Boat has raised the green flag. The green flag will be raised at approximate 45 Mph and confirmed by radio. The start boat will not advise boats to speed up or slow down, this is the sole responsibility of the drivers.

All race boats must line up and remain at a constant speed in starting order – no 'runs' through the line up will be permitted. Penalty – Long Lap.

If a race boat starts before the yellow flag is raised, the penalty is Disqualification.

Once the green flag is raised and the race is started all boats are under ALL RACE RULES and all overtaking and rounding marks rules will apply.

It is the Team Manager's responsibility to guarantee the good functioning of the Race Boat's radio communications.

Penalties for infraction of the Starting Procedure are:

- Interference with starting procedure – Long Lap Penalty and if the driver had caused danger, a Yellow Card.
- Should the bow of any boat be in front of the transom of the start boat when the green flag is raised - Long Lap Penalty or time penalty 30 seconds.
- Starting on the incorrect side of the start boat or in front of the start boat - Disqualification.
- Damaging the position of another boat - Yellow card.
- Changing and or crossing start line / position damaging other boat /s – TWO Penalty Laps and Yellow card, up the Disqualification.
- See relevant diagram issued with Race Instructions.
- Infringement of the 30 meters rule will be penalized with one long lap penalty or time penalty as describe in the Race Instructions.

NB - Refer to the race course location, bad weather condition, or others, different start procedure can be applied by Race Director.

The Start Can be as follow:

1. Standard one line;
2. Standard one line with multi gates on the start chute and or at the first turn mark;
3. Multi line;
4. Single Row

See Appendix 5 – Start Procedures Drawing & Clarification

06. RACE STOPPED/PACE CAT PROCEDURE

All Races – In the event of a race boat capsizing racing will be immediately Red Flagged until the incident is under control. Pace Cat procedure will then commence as per rule and/or race instruction.

06.01. RACE STOPPED

In the event that a race has been stopped with a red flag, the race time will keep on running.

If the race is stopped during the first lap or, in any event, before the first timed lap has been completed by the leading boat, the Restart will be effected in accordance with the normal Start Procedure and starting order as given in the Race Instructions and/or Bulletin and/or Drivers' Briefing.

If the race is stopped before the first timed lap has been completed by the last boat, all boats must proceed to the Pace Cat Milling Area. If the Pace Cat raise Nautical Flag Code "Y" means follow the Pace Cat and further instructions will be communicated via radio race channel or visual signals.

In any case, whichever procedure is to be followed (normal Restart and/or Pace Cat), all boats must observe the Pace Cat Milling Area procedure as described below.

- The stopping of the race will immediately be communicated via radio (VHF channel as announced in the Race Instructions) and via timing computer.
- It is the responsibility of the Team Manager to inform his Drivers that the race has been stopped.
- All boats must immediately slow down. No overtaking will be permitted from the stopping of the race/red flag.
- Slowly, each boat must follow the race course to the designated Pace Cat Milling Area where the Pace Cat is located and waiting.
- As soon as all race boats are assembled in the Pace Cat Milling Area they must follow the instructions from the Pace Cat:
  - If the Pace Cat shows the red flag, the race is definitively stopped and all boats must follow the Pace Cat into the wet Paddocks.
  - If the Pace Cat raised the yellow flag and/or turns on the orange strobe lights, the Pace Cat procedure comes into force.

Refer also to Event Rules 35 Finishing Procedure 01, 02, 03.

06.02. PACE CAT BOAT PROCEDURE

The pace cat and the location of the Pace Cat Milling Area will be announced in the Race Instructions and/or Drivers' Briefing and/or Bulletin.

- Once all race boats have reached the Pace Cat Milling Area and are assembled, and the Pace Cat raised the yellow flag and/or turns on the orange strobe lights, the race boats must line up behind the pace cat in the order of the classification of the lap prior to the stopping of the race. From this moment on, each single overtaking will be penalised with 1 long lap per boat overtaken. (3 boats overtaken under Red Flag = 3 long laps as penalty).
- Race Control will announce the line-up via radio and timing screen.
- As soon as all race boats have taken their correct position behind the pace cat, they must closely follow the course of the pace cat.
- From the moment that the race course is cleared, the pace cat will follow the regular race course (race lap) as announced in the Race Instructions and/or Drivers' Briefing and/or Bulletin.
- It is the responsibility of the pace cat/Race Control to restart the race. The pace cat will accelerate to a high speed. The race boats must continue to follow the pace cat in the designated order.
- The restart of the race will be indicated by a green flag/light and communication via radio.
- The race will be considered restarted either as soon as the pace cat, at any time, when the Green flag/light is raised and called on the Raceboat channel.

The green flag will be displayed and the Team Managers will be informed via radio and timing screen

Overtaking is permitted at the restart, ONLY when the boats are passed on Finish /Timing line.

In the case of a boat having technical or other problems during the restart procedure, the strobe light must be switched on immediately and all following boats are entitled to pass this boat without penalisation. If the strobe

lights are not switched on immediately and the restart procedure is affected, the concerning boat will be penalized with 1 long lap / or additional Time.

If the boat is not able to perform this penalty during the actual race, the penalty will be valid for the next race in which the boat takes part.

07. FINISHING PROCEDURE

07.01. No Patrol Boat or Jury Boat shall be released from his station until the official in charge at Race Control has given clearance to that specific boat.

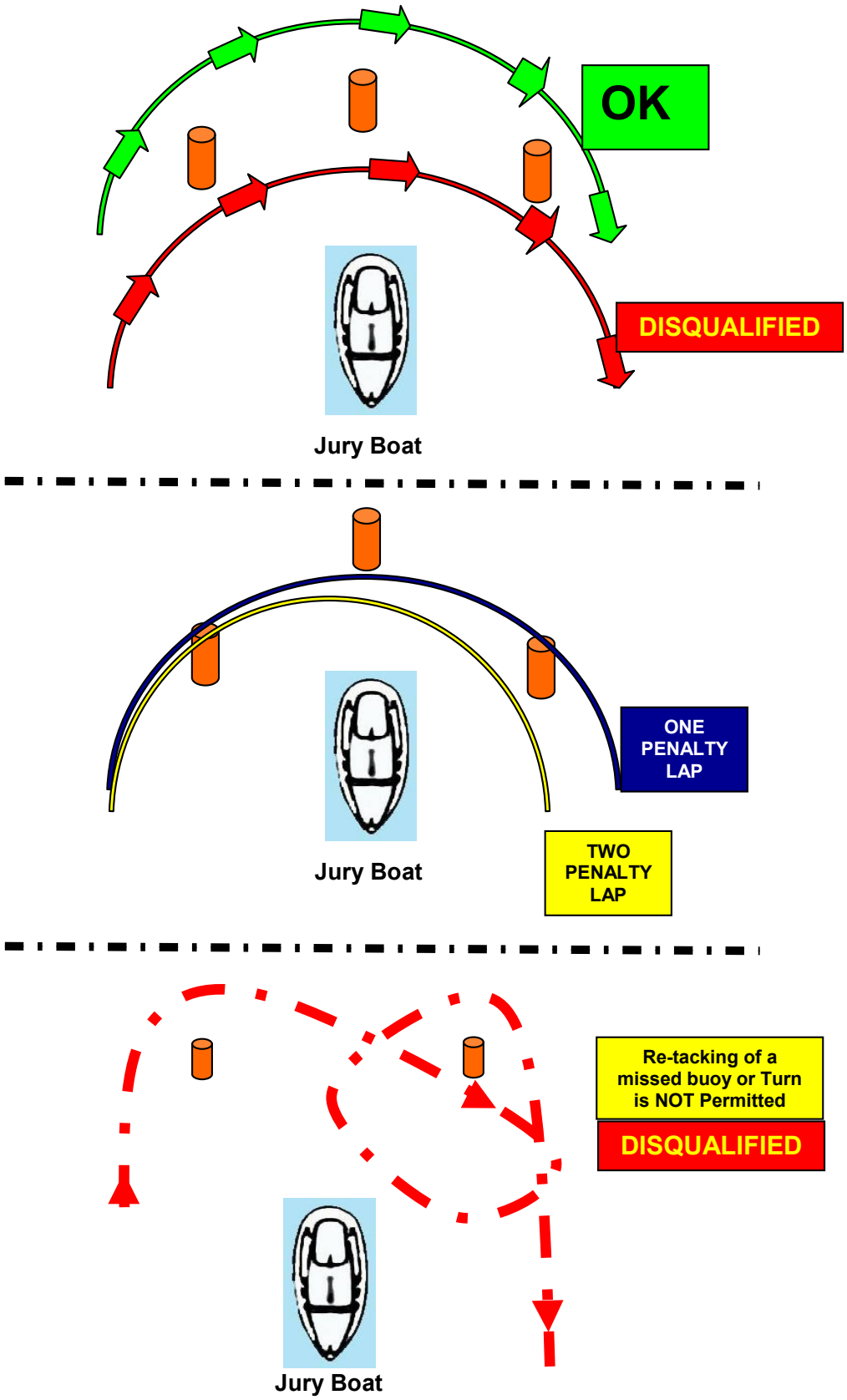
07.02. Once all the race boats have passed the Finish/Timing line, they must proceed to a safe area as defined in the Race Instructions.

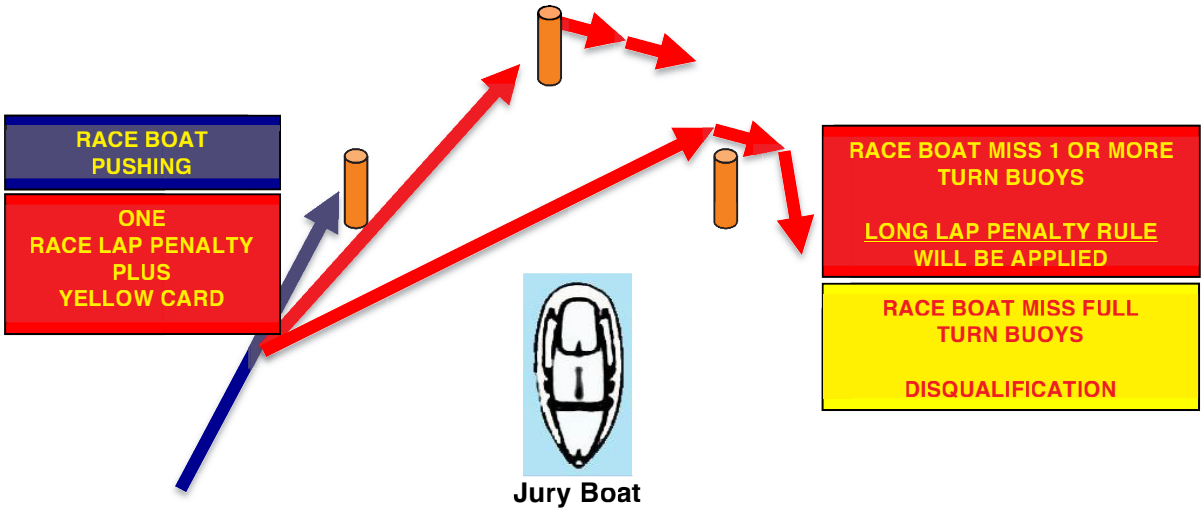
07.03. Once all the boats have passed the Finish/Timing line, the race boats are free to return to the wet paddock, following the In & Out Procedure in the Race Instructions and/or Bulletins and/or Drivers' Briefing.

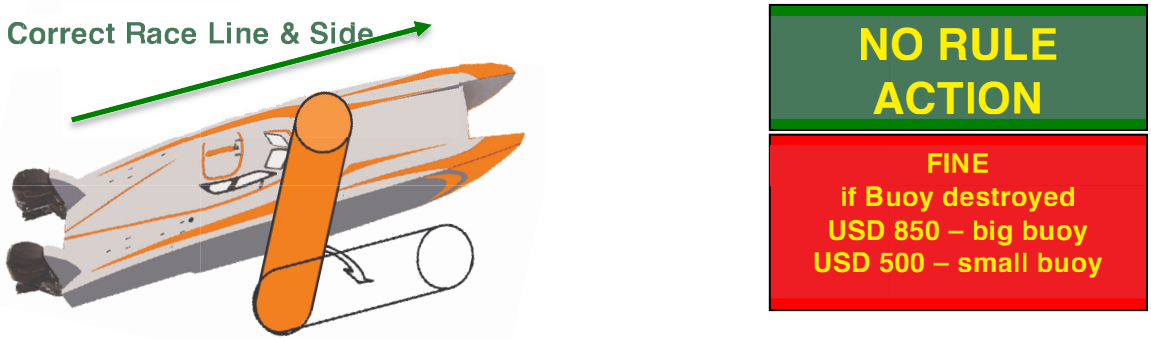
07.04. The Winner, 2nd- and 3rd-placed boats will be led to the Wet paddock or other designated area as announced in the Race Instructions by the Start/Pace Cat.

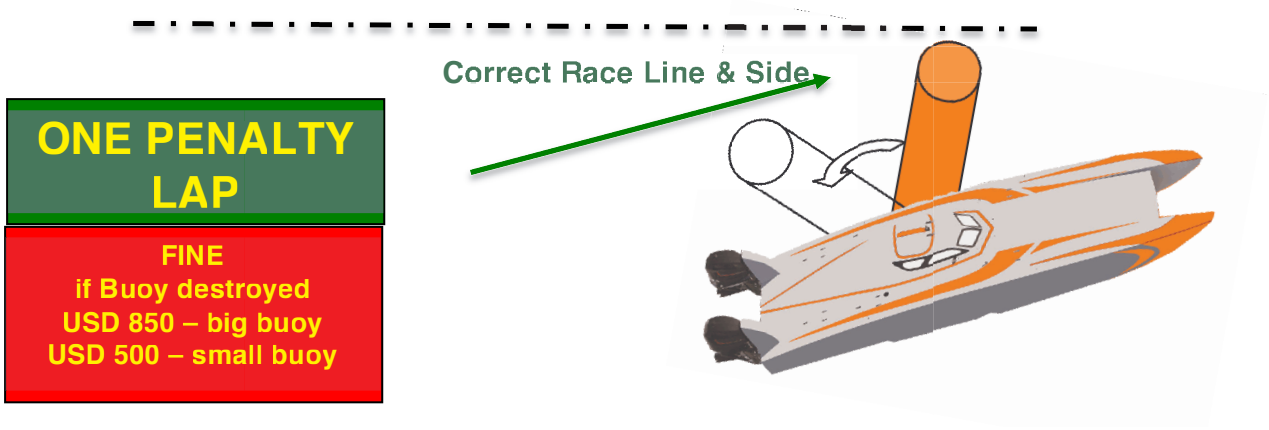
Rescue boats are to go to the wet paddock area and remain at a safe distance but on standby until all boats have been made safe and all drivers are safe

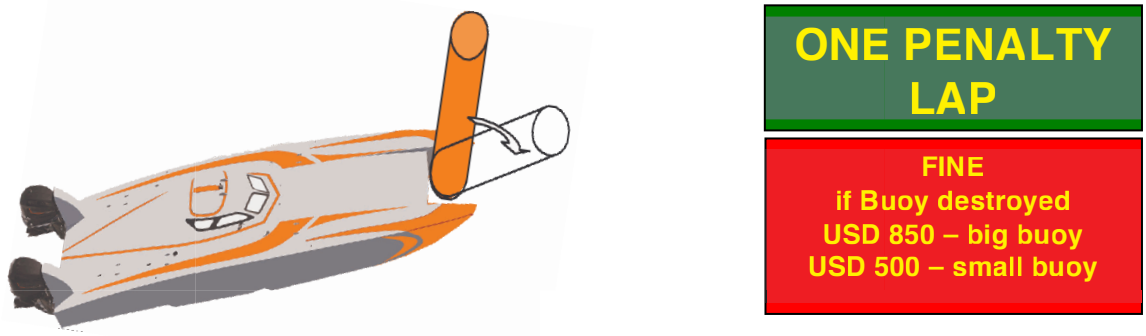
APPENDIX 3
TURN BUOYS CLARIFICATION DRAWINGS



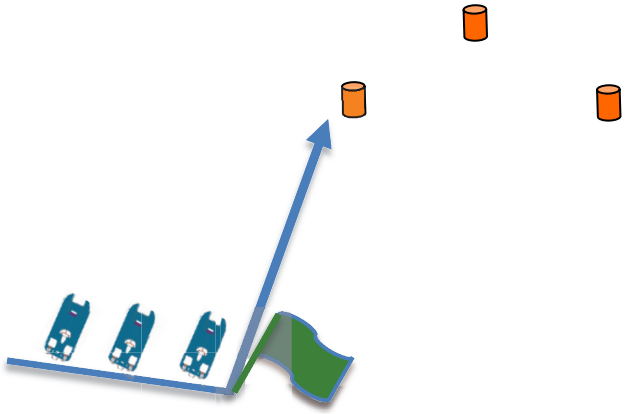

RACE BOAT PUSHING
ONE RACE LAP PENALTY PLUS YELLOW CARD
RACE BOAT MISS 1 OR MORE TURN BUOYS
LONG LAP PENALTY RULE WILL BE APPLIED
RACE BOAT MISS FULL TURN BUOYS
DISQUALIFICATION
Jury Boat


Correct Race Line & Side
NO RULE ACTION
FINE
if Buoy destroyed
USD 850 – big buoy
USD 500 – small buoy


ONE PENALTY LAP
FINE
if Buoy destroyed
USD 850 – big buoy
USD 500 – small buoy
Correct Race Line & Side


ONE PENALTY LAP
FINE
if Buoy destroyed
USD 850 – big buoy
USD 500 – small buoy

APPENDIX 4
START PROCEDURE DRAWING & CLARIFICATIONS



Standard Start Procedure

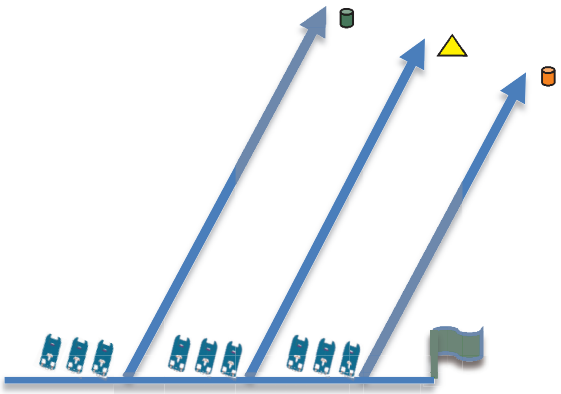
ALL
Race
Overtaking
Rounding marks
Rules will apply

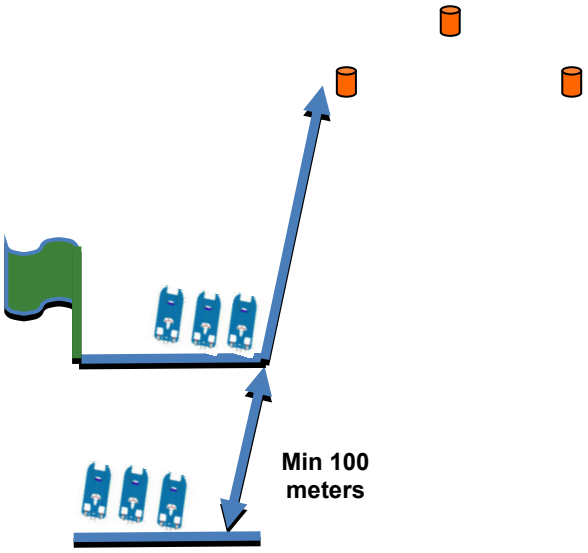


Standard Start Procedure
On line with multi gates on the first turn mark

ALL RACE BOAT MUST MANTEIN THEIR
REFERENCE BUOY TURN MARK

ALL
Race
Overtaking
Rounding marks
Rules will apply inside each “gate channel”





Start Multi Line Procedure

ALL
Race
Overtaking
Rounding marks
Rules will apply

Single Row Start Procedure
(Valid also for Pace Cat Re-Start procedure)

ALL RACE BOAT MUST MANTEIN THEIR REFERENCE BUOY TURN MARK

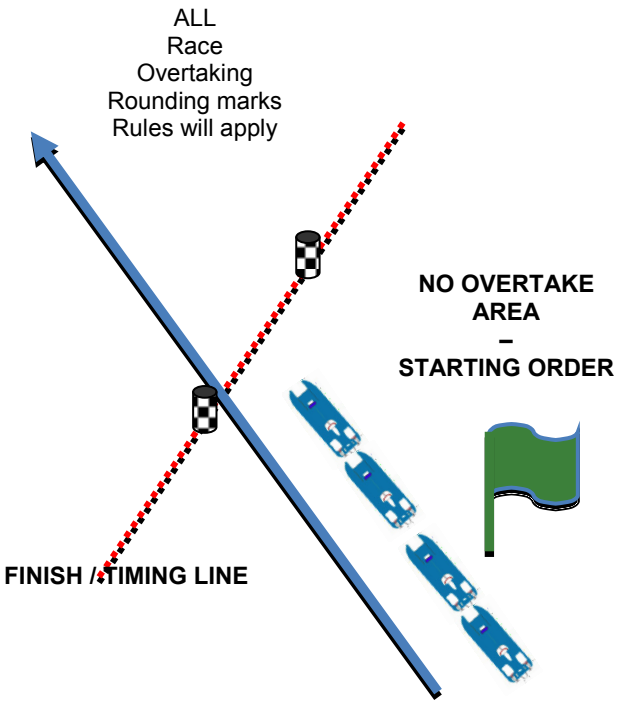
Procedure

In the case of single row start , the race boats must be in line respect their starting order.

Boats must mantain their respective position behind the Pace Cat.

It is the responsibility of the Pace Cat to raise the Green Flag as soon as the race course is cleared and all conditions are ready for the Start.

Note: This Schematic s only for clarifications.
Reference Appendix 2 – 06.02



APPENDIX 5
ADVERTISING & BRANDING CODE

1. DEFINITIONS

1.1 The following definitions shall apply to this UIM XCAT Advertising Code only:

"Advertising" a name, logo, slogan, description, depiction, a variation or distortion thereof, or any other form of communication that promotes an organization, person, product, service, brand or idea so as to call attention to it or to persuade persons or organizations to buy, approve or otherwise support it

"Boat Number" an identifier assigned to a boat by the Series Promoter which shall be displayed on the bow of that boat.

"Competitor" a person on board a boat while Racing.

"Racing" the period of time defined in the Race Instructions.

1.2 Advertising on a boat, personal equipment, race overall, or any other object on board a boat shall be displayed in accordance with this Code, the applicable UIM XCAT rules or the rules of the relevant system. Advertising that is not specifically permitted under this Code is prohibited.

1.3 This Code applies to racing boats – Teams and Competitors during: Official Practice – Pole Position and Racing and at all other times when so prescribed herein.

1.4 Any Advertising and anything advertised shall meet generally accepted moral and ethical standards. Any Advertising which is political, religious, racial or propaganda shall not be displayed on a boat, personal equipment or any other object on board a boat while Racing. Attention is also drawn to the laws of individual nations which may restrict Advertising within their territory or territorial waters.

1.5 Advertising on the boat shall be clearly separated from hull/boat numbers and from XCAT – UIM/XCAT Promoter insignia and the Event Organizing Authority Advertising

The XCAT Promoter will have to approve any and all advertising and sponsorship and will have final say on its use, display, association with the sport etc.

2. TEAM/COMPETITOR'S ADVERTISING

2.1 Each Team or Competitor, with the agreement of the Person in Charge, may display Advertising on personal equipment.

2.2 Subject to any limitations on Advertising in the applicable UIM XCAT Rules or the rules of the relevant System, Advertising chosen by the Person in Charge may be displayed on a boat /race overall or part thereof, except on the areas detailed in Regulation 1.1 – 1.2

3. EVENT ADVERTISING

3.1 The Organizing Authority may require that boats to display the Event Advertising, provided that such requirement is stated in the Advance Notice or Race instructions. The Organizing Authority must provide the boats with the needed materials (stickers).

4. UIM LOGO AND BRANDING GUIDELINES

Teams / Competitors and event organizers are not allowed to use the UIM logo for any commercial activities or any use which is not specified by the Series Promoter. The usage of the UIM logo when authorize within this code should follow the UIM Branding Guidelines available on the UIM website: www.uimpowerboating.com

5. XCAT PROMOTER & XCAT LOGO AND BRANDING GUIDELINES

Teams / Competitors and event organizers are not allowed to use the XCAT Promoter and XCAT logo for any commercial activities or any use which is not specified and or approve by the Series Promoter. The

usage of the XCAT Promoter logo when authorize within this code should follow the XCAT Promoter and XCAT Branding Guidelines available on the XCAT website: www.xcatracing.com

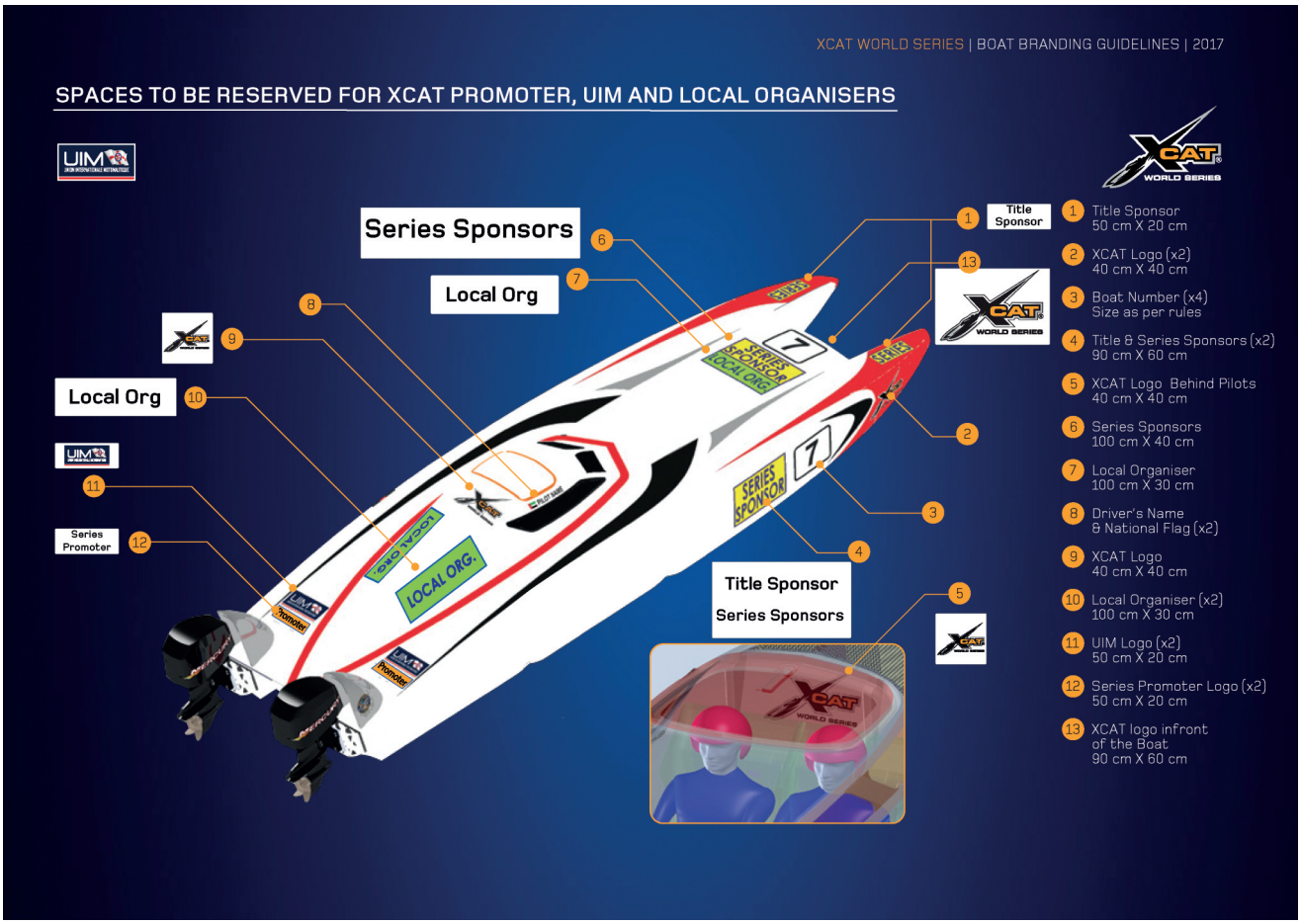
6. RACE NUMBER DIMENSIONS

The Race number has to be contained in a white square of 60 x 50cm for numbers 1 to 9, a white square of 70 x 50cm for numbers 10 to 19 and two digit numbers containing a 1, and a white square of 80 x 50cm for numbers 20 to 90 except two digit numbers containing a 1.

Race numbers must be black in colour, plain and upright and use the Arial font or similar. The number 1 in any number will not be Arial font but a plane upright single line white background must be surrounded by a 2cm thick black line with 12.5cm radius corners.

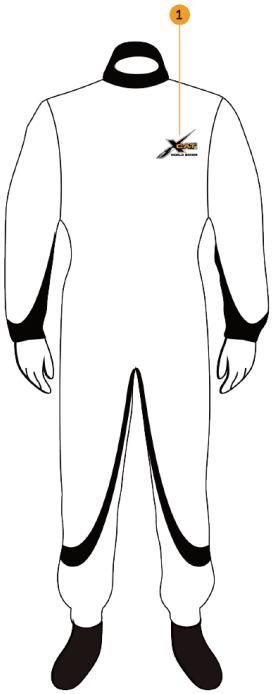
They shall conform to the following minimum dimensions: Height: 40cm Width: 30cm Thickness: 7.5cm Spacing:10cm (see diagrams). The numbers shall be positioned as far forward as possible. The distance between the Race boat number area and any advertising will be 150mm.

REGULATION 1.1 - XCAT BOAT BRANDING



REGULATION 1.2 - RACE OVERALL - ADVERTISING & BRANDING CODE

2017 XCAT Overall Guideline



Overall



T-Shirt



Jacket



Polo

SPECS:

1 XCAT Logo
Location: Should be on either left or right side of chest
Size: Not less than 08 cm

TEAMS / DRIVERS LIABILITY

- Teams/ Competitors are responsible to comply with the Advertising and branding code contained in the 2017 UIM XCAT Racing Rules and any and all regulations issued by the Series Promoter.
- Teams may submit a diagram of their Branding layout to the Series Promoter for approval.
- **Branding shall be kept in a clean and tidy condition and stickers shall be properly applied and maintained. Teams shall maintain the branding material provided by the Series Promoter and the Event Organiser.**
- Teams/Competitors attention is drawn to Appendix 6- Regulation 1-1 & 1-2: if the branding does not comply with the Rules:
  - the Technical Officer(s) or the Race Director may apply a penalty to any non complying boat.
  - the UIM & Series Promoter may penalize any non complying boat.

APPENDIX 6 - FORMS

2017 CLASS 1 / V1 / XCAT DRIVER QUALIFICATION

205.03 - MEDICAL EVALUATION SHEET

Location of test _____ Date _____

Name _____ Surname _____

Born in _____ Date _____

Address _____

Status _____ Profession _____

Date of first involvement in the sport _____

Other sports practised _____

PRESENT STATE OF HEALTH AND FORMER DISEASES

Disease (former or current) _____

_____

With special mention of _____

o Cardiopathy o Coronary o Diabetes Type 1 / 2 (circle the type)

o Epilepsy o High blood pressure

Operations undergone previously _____

Dates of these operations _____

Accidents (when, where, under which circumstances) _____

_____

Alcohol g/day _____ Tobacco pack/year _____

Allergies _____

Medicines usually/frequently taken

Please keep in mind the Anti Doping rules and the WADA – UIM list of banned substances and Therapeutic Use Exemption rules.

205.04 - GENERAL OBJECTIVE EXAMINATION

Height m _____ Weight kg _____

Body Mass Index (Weight (kg)/Height2(m) BMI): _____

Exemption of BMI rule over 30 kg/m^2

In order to obtain from UIM an exemption from the “BMI rule”, a Driver could be able to prove to the Medical adviser that his (her) body fat anthropometric characteristic still remain within or near the normal range, and consequently being possibly eligible.

To do so, the Driver should undergo a body composition assessment by using a Dual Emission X-ray Absorptiometry (DXA) method.

The total Body Fat percentage obtained from this measure should remain outside of the “obese range” for the gender and age considered (please refer to Table below)

Due to reliability issues, no other body composition measurement methods than DXA will be accepted by UIM.

This procedure should be repeated by the Driver every year prior to Driver Qualification application, should his BMI being calculated over 30 kg/m^2.

All other requirements include in the Driver Qualification medical procedure should be fulfilled.

BODY FAT RANGES TAKING AGE AND GENDER INTO ACCOUNT

Women

Age	Underfat	Healthy Range	Overweight	Obese
20-40 yrs	Under 21%	21-33%	33-39%	Over 39%
41-60 yrs	Under 23%	23-35%	35-40%	Over 40%
61-79 yrs	Under 24%	24-36%	36-42%	Over 42%

Men

Age	Underfat	Healthy Range	Overweight	Obese
20-40 yrs	Under 8%	8-19%	19-25%	Over 25%
41-60 yrs	Under 11%	11-22%	22-27%	Over 27%
61-79 yrs	Under 13%	13-25%	25-30%	Over 30%

Age _____ Sex _____

Congenital or acquired deformities _____

Respiratory system _____

Spirometry (mandatory) Please attach printed results and graphs _____

FVC (measured/predicted) _____

FEV1 (measured/predicted) _____

Cardiovascular system : is there any evidence of abnormality of the heart or cardiovascular system ? o Yes o No

If “Yes”, give details below.

_____

_____

Blood pressure at rest _____

Heart frequency at rest _____

Electrocardiogram at rest _____

Stress ECG and blood pressure profile (Mandatory, please attach printed results and graphs and final report in English language)

_____

Ophthalmologic check-up (mandatory every two years)

Have you undergone this ophthalmologic check-up last year ?

If yes, please specify when : .. / .. / ....

If not, ask your ophthalmologist to fill the hereafter items

Faculty of vision -(uncorrected) R _____ L _____

(with correction) R _____ L _____

Vision with both eyes open (wearing corrective lenses if necessary)

_____

Field of vision _____

Vision of colours: is the applicant’s colour vision normal?

o Yes o No

If “No”, give details below.

Signature and practice stamp of the ophthalmologist _____

Hearing testing _____

Urine: Albumine _____ Sugar _____

Is the Urine analysis normal? o Yes o No

If “No”, give details below.

_____

_____

Nervous system _____

Others _____

Does the applicant have any physical abnormality or restriction of movements in the arms or legs? o Yes o No

If “Yes”, give details below.

_____

_____

Is there any evidence of a physical or mental condition (past or present) which could, in your opinion, prevent the applicant from holding a competition licence for motorsport ?

o Yes o No

If “Yes”, give details below.

_____

_____

To the Doctor and the Driver :

Are you the applicant’s usual doctor? o Yes o No

Your practice stamp (together with your name and qualifications):

Name in capital letters _____

Degree _____

Address_____

Tel _____

Fax _____

Aptitude assessment _____

Date _____

This is to certify that I have examined the applicant in line with this form.

Signature of the Doctor_____

Signature of the Driver _____

Maximal stress ECG and blood pressure profile: electrocardiogram have to be performed:

* on a cycloergometer starting at 60 or 70 watts and increasing by 30 or 35 watts every two minutes.

The driver must be capable of reaching a minimum power level of 2.5 watts (males) – 2.2 watts (females) per kilogram of body weight.

* or on a treadmill, using a Bruce protocol (preliminary warm-up recommended)

The driver must be capable to complete at least the entire stage 3 (i.e. 3 minutes at 5.5 km/h (3.4 mph) and 14% gradient).

This stress ECG aims to confirm both cardiovascular health and that the driver reaches the minimal fitness level to compete in powerboating sports. Therefore, we strongly encourage drivers to undergo regular physical training and to perform a maximal stress ECG test.

A written report from the physician (English language) must be enclosed.

Exhaustive ophthalmological check-up, tested and certified (English language) by a professional ophthalmologist to be renewed every two years and after skull trauma.

General Recommendation for Class 1/V1 and XCAT Driver Qualification holders concerning physical fitness

Cardiovascular training (endurance training) as jogging, cycling, rowing etc. twice a week - minimum 20 minutes without any interruption. Any sports activity which has “stand still” during the activity such as soccer, tennis or any ball sport is not suitable for the endurance training, but recommended as additional training.

Training to build up muscles for neck and back at least twice a week

CMO DECLARATION

XCAT EVENT _____

DATE _____

1. As Chief Medical Officer for the above event I hereby declare that:

(a) MEDICAL PERSONNEL will be present for the duration of the event as required in the document XCAT Medical Regulations 2017. They will be licensed to practice at the event or given special permission to do so by the relevant authority.

(b) MEDICAL EQUIPMENT will be present at the event as per the specification set out in the document XCAT Medical & Safety Requirements.

(c) AMBULANCES will be present for the duration of the event as per the specification set out in the document XCAT Medical Regulations 2017. A MEDEVAC HELICOPTER will be present for live sessions if the time to definitive care is greater than 30 minutes.

(d) MEDICAL RESCUE BOATS in liaison with the LOC will be present at the event as per the specification set out in the document XCAT Medical/Safety requirements.

(e) HOSPITALS have been informed of the event and can receive at least 2 trauma cases arising as a result of injury at the event to level 1 trauma specification for the duration of the event. At least one hospital is capable of dealing with a intensive care, neurosurgical, cardiothoracic, orthopaedic, trauma or burns case.

2. I confirm the following information:

CMO

Name _____

Email address _____

Mobile telephone _____

HOSPITAL 1

Name _____

Address _____

Main telephone _____

Direct line to ER _____

HOSPITAL 2 if required

Name _____

Address _____

Main telephone _____

Direct line to ER _____

3. I enclose with this signed form:

- WRITTEN CONFIRMATION from the HOSPITALS clearly stating they are aware of the event and can take emergency cases for the duration of the event. Email communication is acceptable.

Signed _____
CMO

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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UIM
UNION INTERNATIONALE MOTONAUTIQUE

1, avenue des Castelans - Entrée H - MC 98000 Monaco
Telephone : +377 92 05 25 22 - Telefax +377 92 05 04 60
e-mail: uim@uimpowerboating.com - Website: www.uimpowerboating.com