CLASS 1 & V1
RULES 2019

PUBLISHED ON 21/12/18

THE 2019 EVENT RACING RULES OF OFFSHORE POWERBOATING CLASS 1 AND V1

(Described in the text as “these classes”)

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

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

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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.

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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

18.1. 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.

18.2. 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.

18.3. ALCOHOLIC BEVERAGES

Sale or consumption of alcoholic beverages is strictly prohibited at all pilots' briefings.

18.4. 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 a helmet that satisfies the SNELL or FIA standards defined on the UIM website and be 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 of their helmet and it must satisfy the SNELL or FIA criteria defined on the UIM website. 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.

A Frontal Head Restraint (FHR) shall be worn by the driver and all crew. The FHR must satisfy SFI 38.1 or FIA 8858. The helmet attachments shall utilize a tab quick release. The portion of the FHR behind the head should be of the low profile design.

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 always required to communicate with Race Control before leaving and returning to the Wet Pits .

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 buoy		
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
3 Buoys missed - Repetition	=	DISQUALIFICATION
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 (NAMEAND 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)

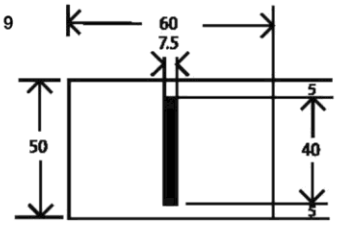


Diagram numbers 10 to 19
an 21 (White cm 70x50)

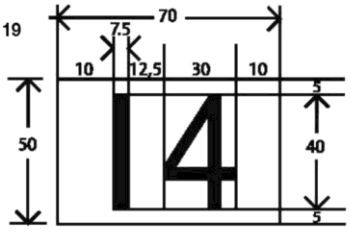
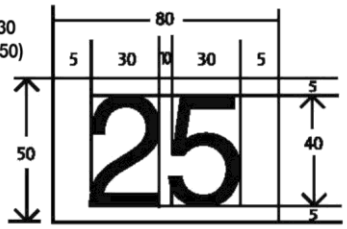


Diagram numbers 20 to 30
except 21 (White cm 80x50)



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 as per UIM requirement. The certificate must be entered in the C1-V1 Digital logbook (DLB).

1. Any International or National race in which boats registered with a DLB participate, the DLB must be updated according to the events in the race. If the event is not covered by a UIM Technical Commissioner, the NA must upload the required information to the appropriate boats' DLB. If the NA is not capable of uploading the information, scanned copies of all the information and an entry list must be sent to the UIM Offices for uploading/updating the DLBs.

2. The Measurement Certificate has no expiry date but must be updated following any of the below occurrences:

a. Change of ownership.

b. Change of boat dimensions and/or structure, or major repair after an accident or any other reason.

c. If an NA wishes to remeasure the boat, the NA must either upload the information to the boat's DLB or scan and send signed measurement results to the UIM Offices for uploading/updating the DLB.

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. All crew members must also have a valid recognised diving qualification.

   There should be one individual air supply (not oxygen) bottle & air regulator /mouthpiece for each crew member on board.

   Spare Air devices or air supply bottles that are less that 2ltrs in capacity cannot be used.

   Each air supply bottle, regardless of size, shall be designed for the delivery of breathing air. The tank shall be stamped to verify inspection and certification of the tank to meet air delivery standards. The air tank shall be securely mounted to the boat.

   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.

   Each air supply bottle must show 'full' in order to pass pre-race scrutineering.

   The air supply hose from the tank to the driver mask/ mouthpiece hose connection for V hulls shall be of sufficient length to allow the driver to move clear of the farthest side or front of the hull measured from the center of the steering wheel. The air supply hose from the tank to the driver mask/ mouthpiece hose connection for catamaran hulls shall be of sufficient length to allow the driver to move clear of the tunnel escape hatch measured from the center of the steering wheel.

   The air regulators / mouthpiece for each crew member must be easily accessible for each individual on- board. Air regulators / mouthpiece must operate in any position i.e. upside down. Alternatively, a driver's mask may be used and must cover the driver's nose and mouth and be designed to be watertight. The mask must be attached in such a way as to prevent its being dislodged or removed inadvertently. An ambient air valve is required. A quick release pressure sealing coupler shall be used to connect the air supply hose from the tank (first stage regulator) to the driver mask hose (second stage regulator); the driver mask hose length shall be 25 cm (min) to 91 cm (max) to the connection;

The mask shall be worn by the driver anytime the boat is under racing or testing conditions.

A female coupler fitting shall be attached to the air supply hose from the tank; the male coupler fitting shall be attached to the mouthpiece or driver's mask hose. A tee block with two male coupler fittings, attached to the driver mask or mouthpiece hose, is allowed. Parker part number SH1-62 / SH1-63 (or other manufacturer interchange) is the accepted design sealed coupler assembly; stainless steel material is highly recommended, brass is an acceptable alternative.

Each crew member in full race attire & race position must physically demonstrate to the scrutineer that they are able to locate and use their Air Supply Equipment.

Competitors & crew members are responsible at all times for maintaining their equipment and ensuring that it complies with the rules.

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.

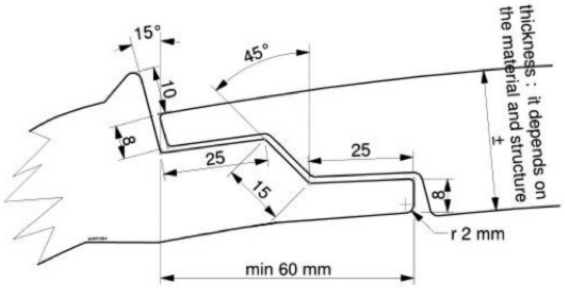
9. The extremity of a Reinforced Cockpit comprises of a canopy, forward and rear bulkheads, sides, floor, and water deflectors. Additionally the cockpit is to be protected by a reinforced shield fitted into the boat surrounding the cockpit with a cavity between to form a ‘crunch zone’.

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. For class V1 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. Flood tubes are not required for Class 1.

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.

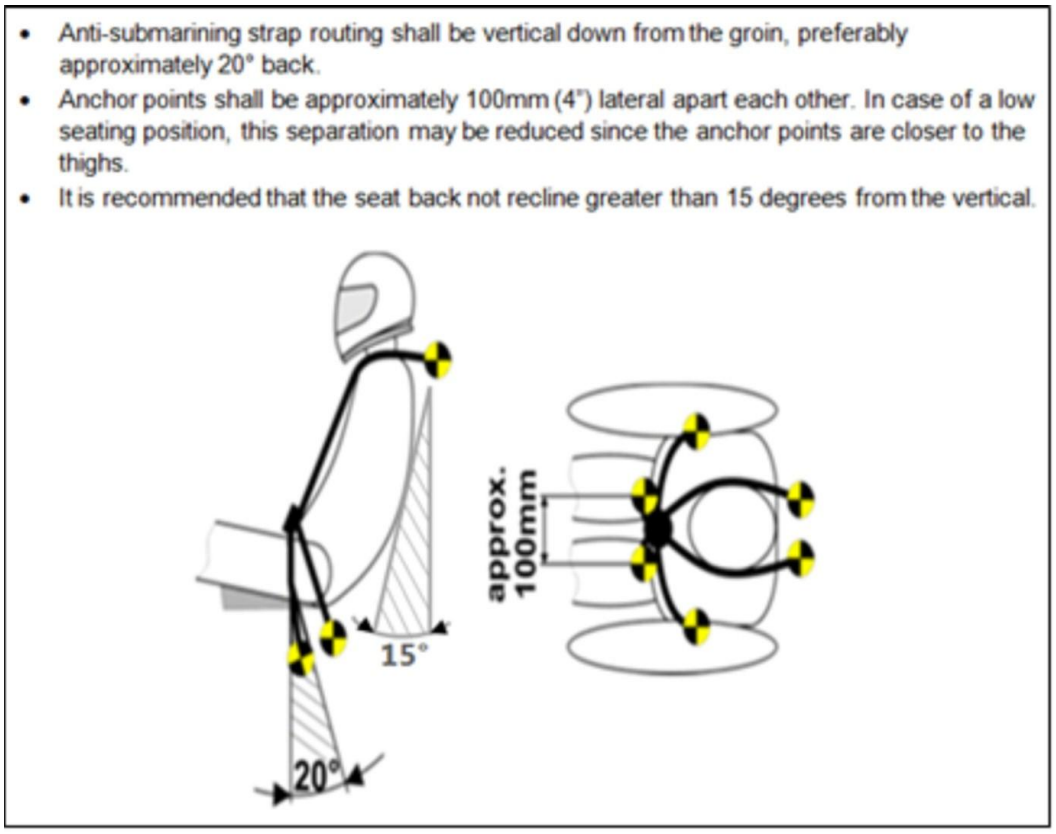
5. All restraint systems must have a common method of release. The single lever method (sometimes called the NASCAR type) or rotary type, are both acceptable restraint release systems. Both types of restraint release must be examined for satisfactory operation by the scrutineer before every race.

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. 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 INTAKE

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.

   0.3 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
- 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.
- 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.
4. 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):

- Certificate of origin for the heads and block.
- 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. The UIM 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

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

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

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.

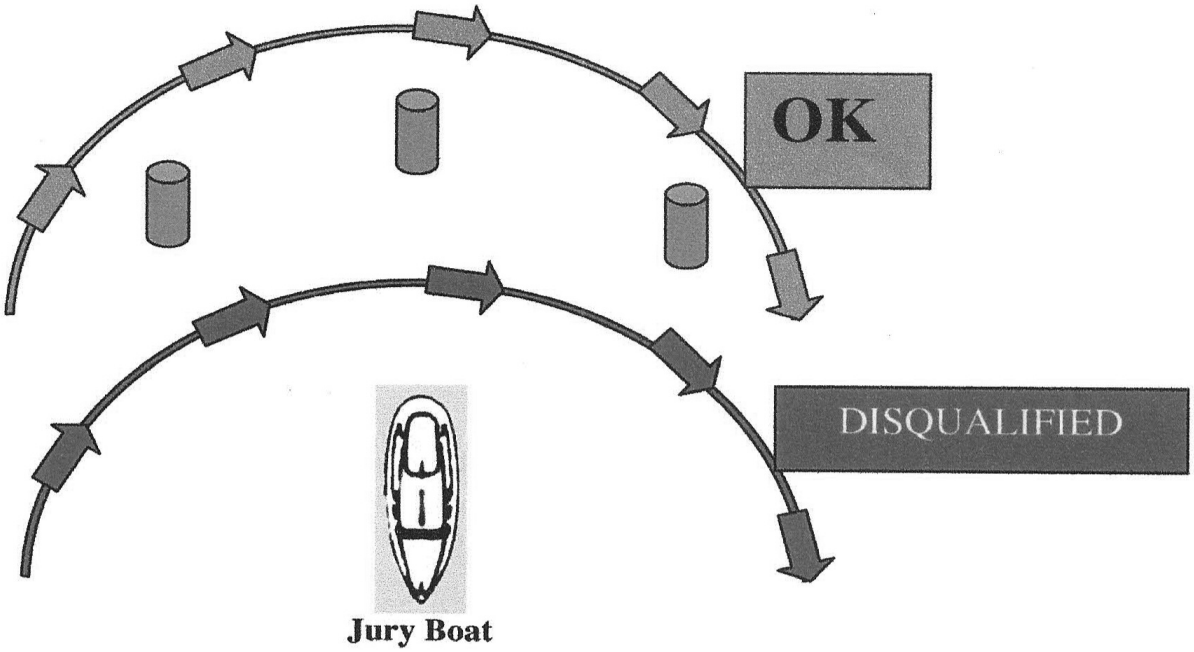
03.06. DRIVERS' BRIEFING ROOM

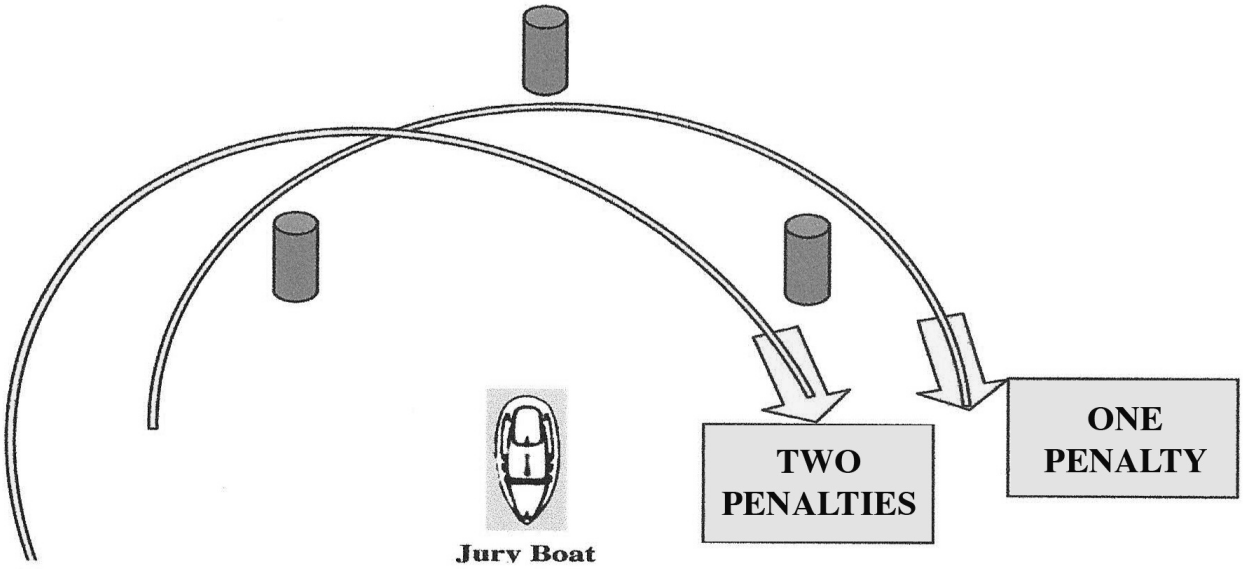
A well-presented room which can seat around 50 people for the Pilots' Briefing. It is set up with a top table (for a minimum of 8 people) and seating in theatre-style.

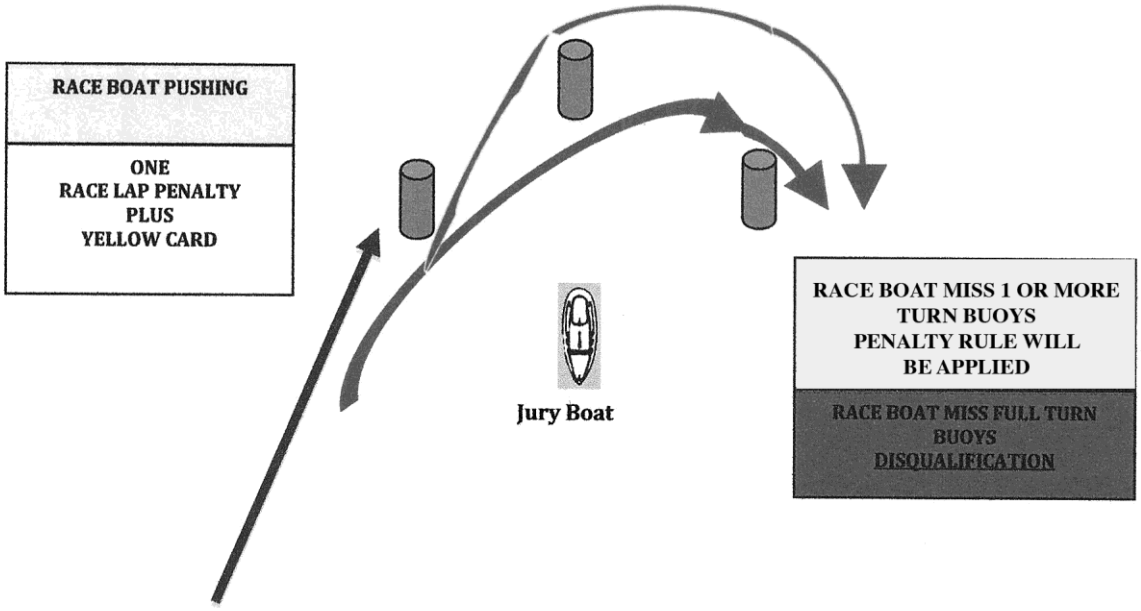
For use for two hours on the first day of the race weekend, normally 18.00 - 20.00.

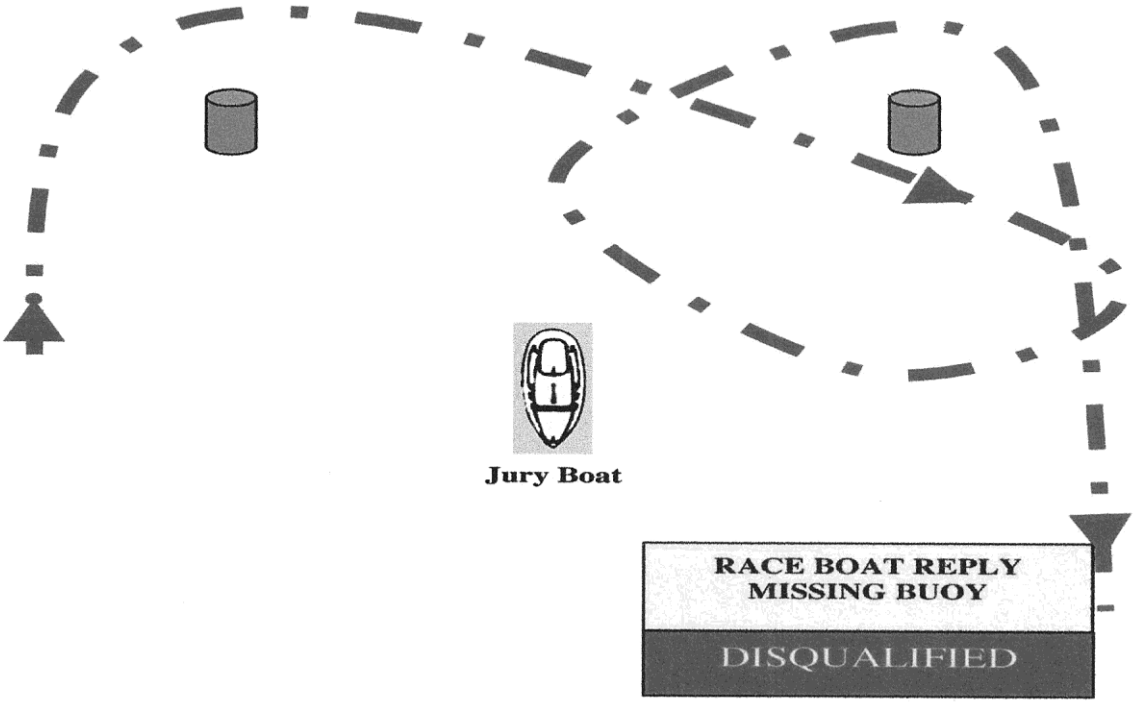
Equipped with PA system with radio-microphones (2), overhead projector and PC projector with projection screen.

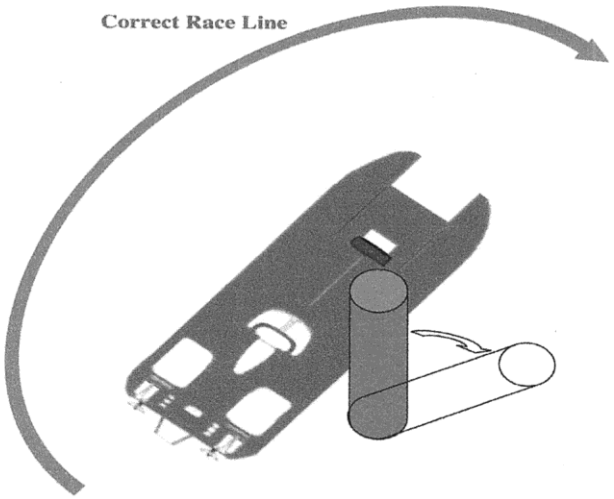
APPENDIX 4 - TURN BUOYS CLARIFICATION DRAWINGS





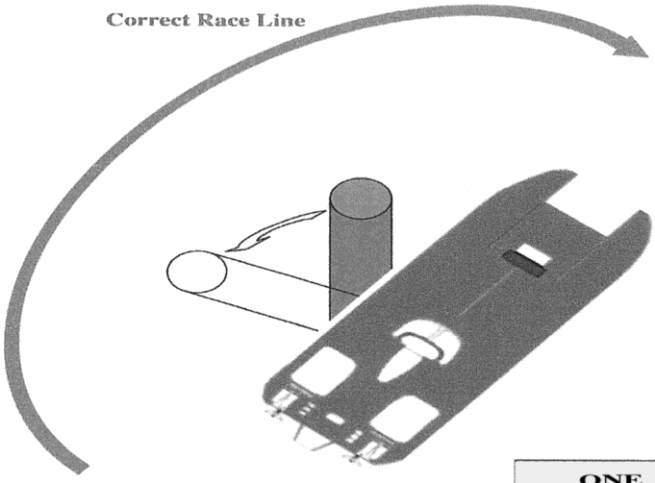

RACE BOAT PUSHING
ONE
RACE LAP PENALTY
PLUS
YELLOW CARD
Jury Boat
RACE BOAT MISS 1 OR MORE
TURN BUOYS
PENALTY RULE WILL
BE APPLIED
RACE BOAT MISS FULL TURN
BUOYS
DISQUALIFICATION


Jury Boat
RACE BOAT REPLY
MISSING BUOY
DISQUALIFIED



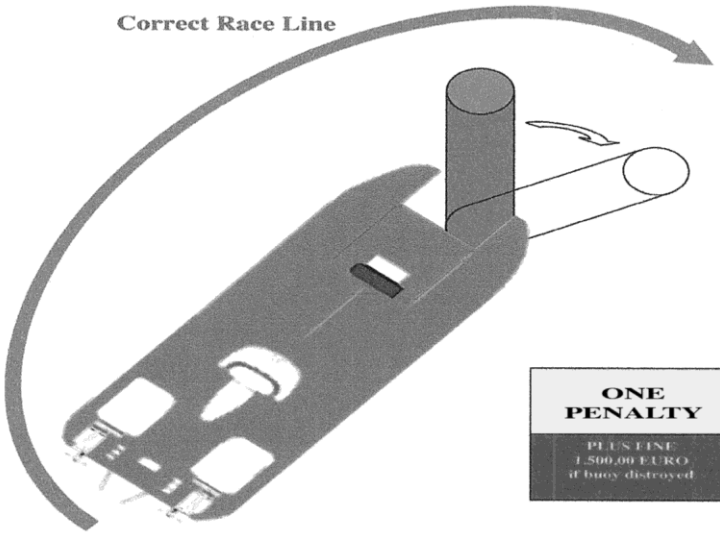
FINE
1.500,00 EURO
if buoy distroyed

OK



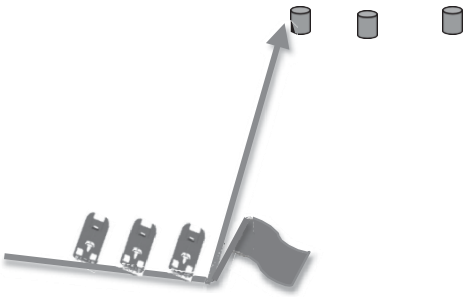
FINE
1.500,00 EURO
if buoy distroyed

ONE
PENALTY



ONE
PENALTY
PLUS FINE
1.500,00 EURO
if buoy distroyed

APPENDIX 5 - START PROCEDURE DRAWING & CLARIFICATIONS



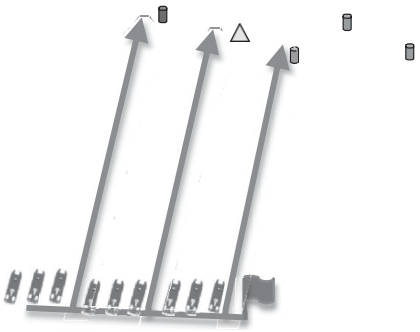
Standard Start Procedure

ALL
Race
Overtaking
Rounding marks
Rules will apply

Standard Start Procedure
On line with multi gates on the first turn mark

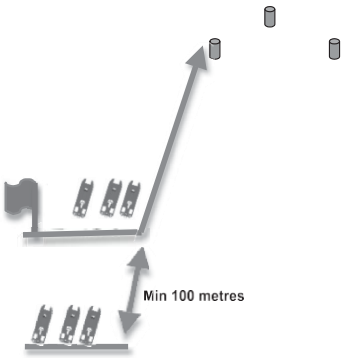
ALL RACE BOAT MUST MAINTAIN THEIR REFERENCE BUOY TURN MARK

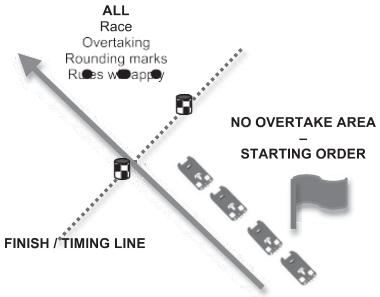
ALL
Race
Overtaking
Rounding marks
Rules will apply inside each "gate channel"



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@uim.sport

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:

_____

_____

_____

_____

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.

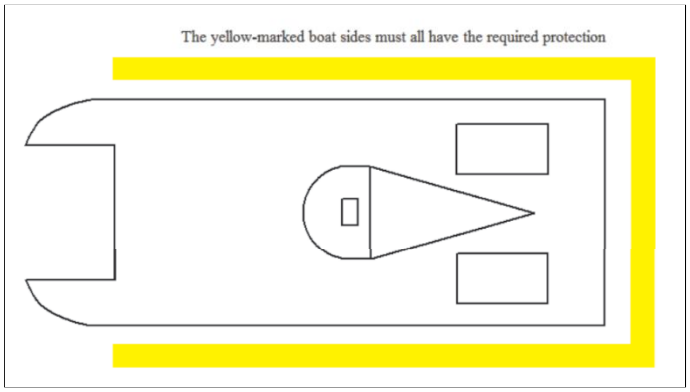
The protection layout as to be similar as follow sketches:

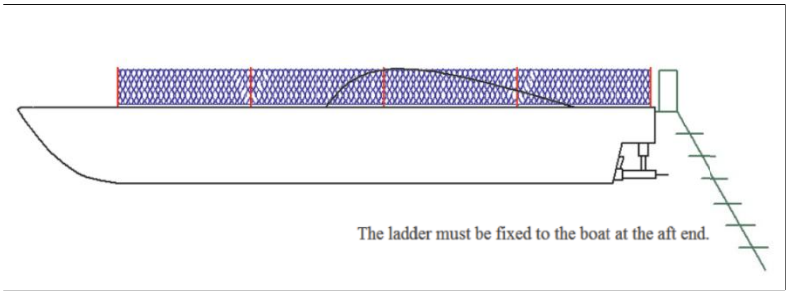
- The staircase must have at least one side handrails
- During boat launch and recovery to trailer protection are not mandatory installed
- Boat parade with people in top of deck protection must be installed
- Penalties on race venue:

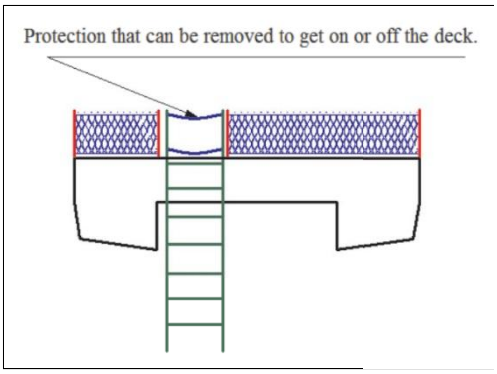
- First infraction: fine € 1500,00

- 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: .....

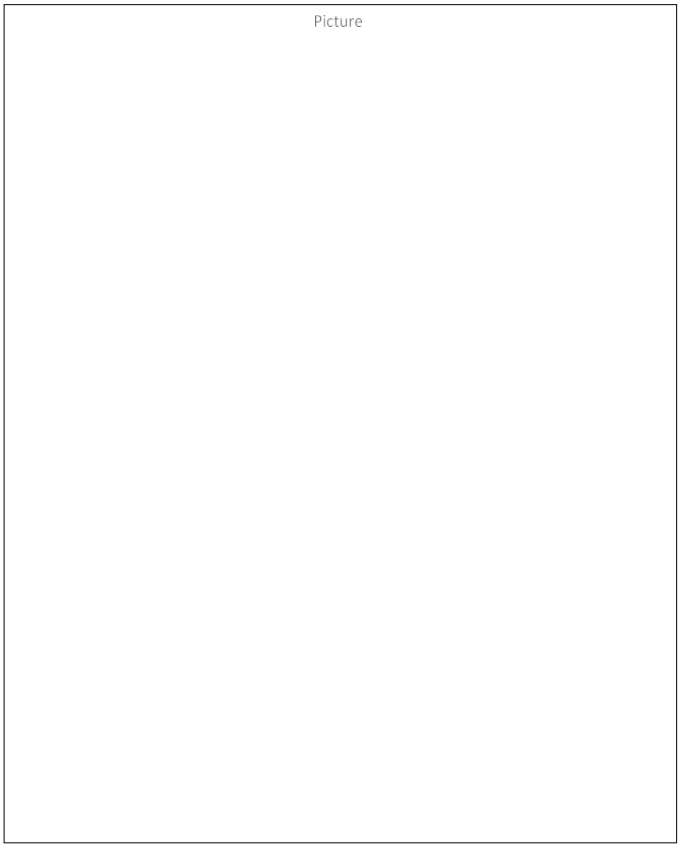
Picture	**Surface Drive/Stern Drive** Manufacturer : ..... Part Number: ..... Custom Package Information

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

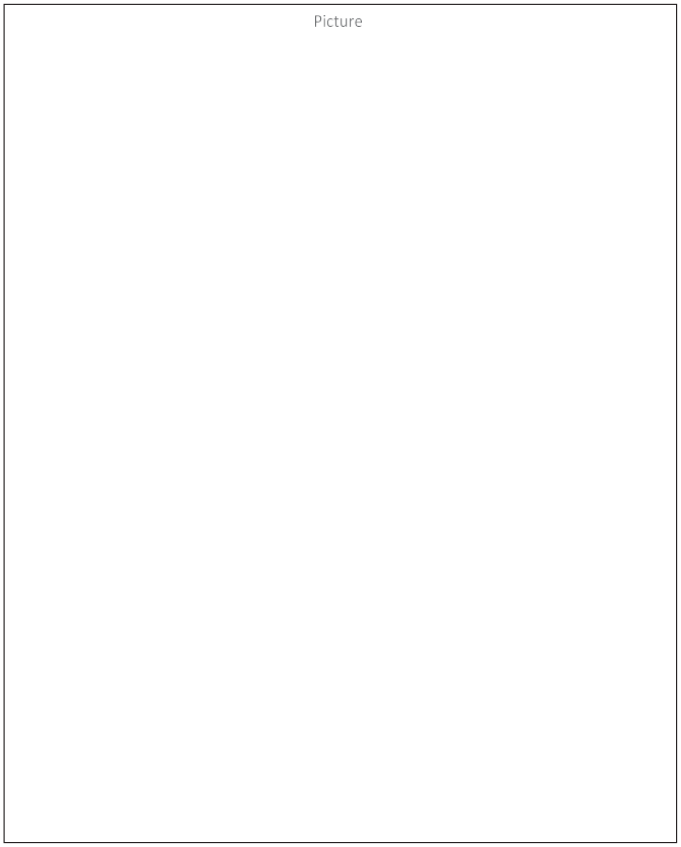
Picture of at least two installations, if any	**Potentiometer** List all potentiometers installed with their use described **1.** Manufacturer : ..... a. Part Number..... **b.** Description/use..... ..... **2.** Manufacturer : ..... a. Part Number..... **b.** Description/use..... ..... **3.** Manufacturer : ..... 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 a separate page if needed

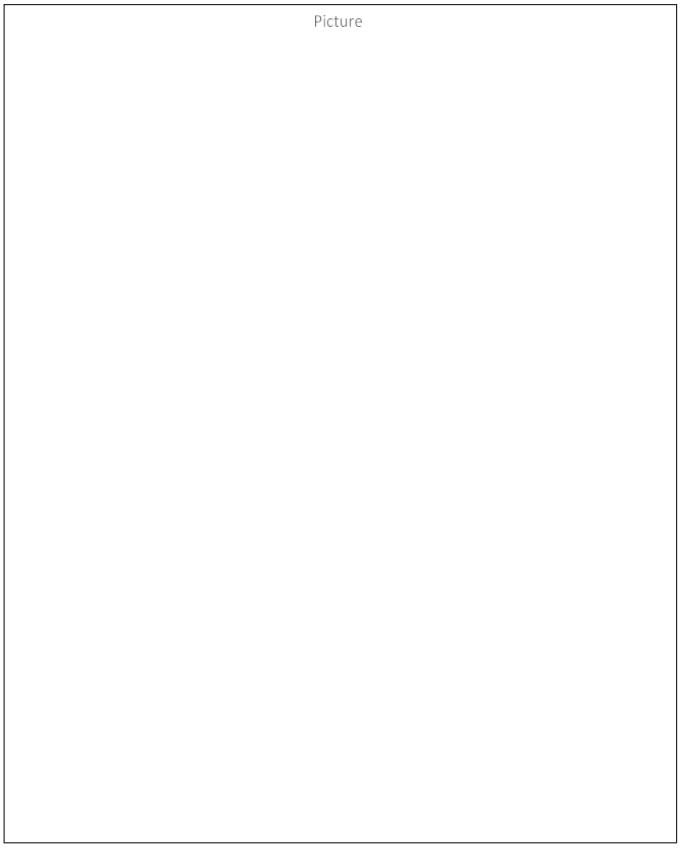
Cockpit View No. 1



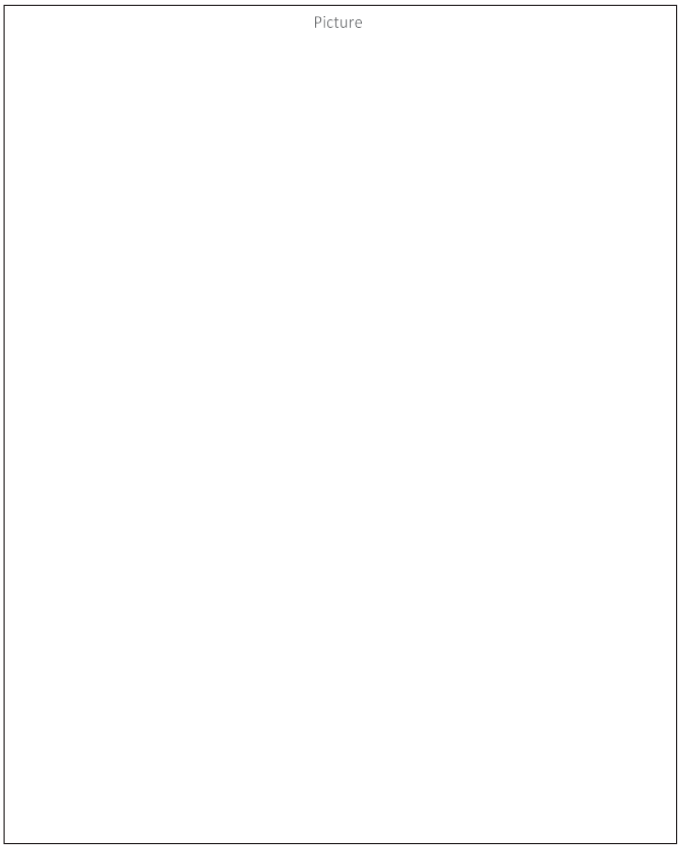
Cockpit View No. 2



Cockpit View No. 3



Cockpit View No. 4



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: .....

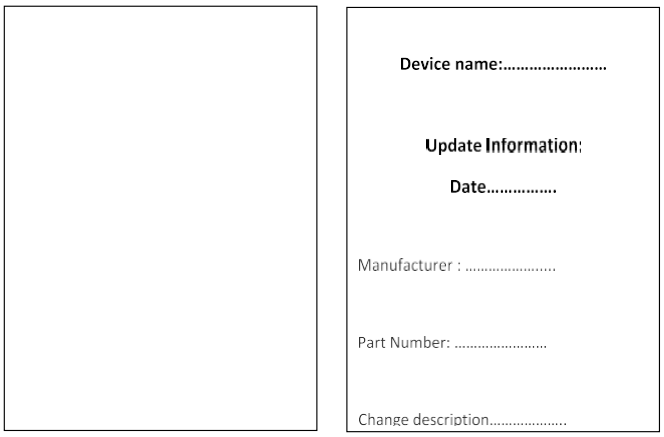
Please certify below that there is no transmission hardware/software capability onboard the boat, to transmit real-time data anywhere.

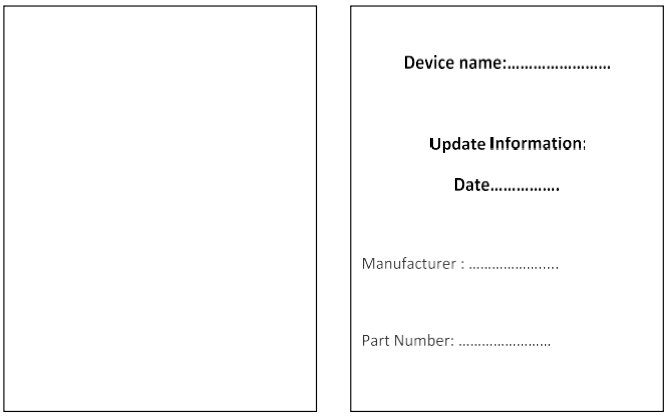
Functional scheme

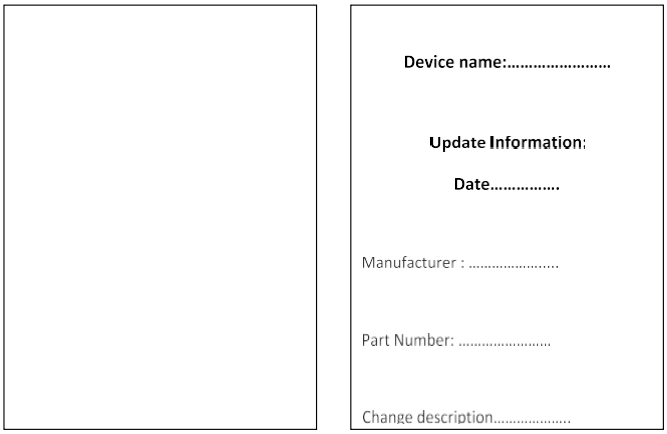
Fuel System

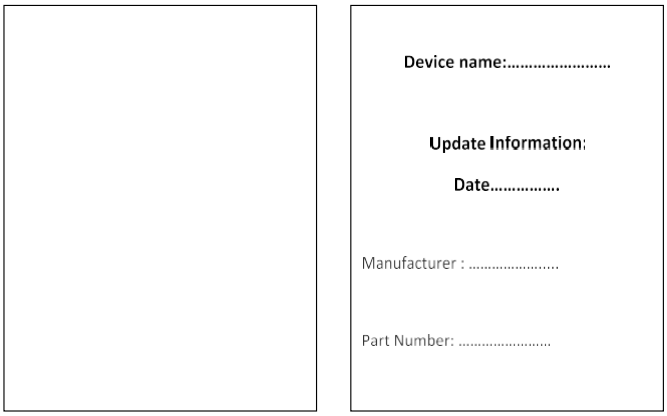
The following information is required:

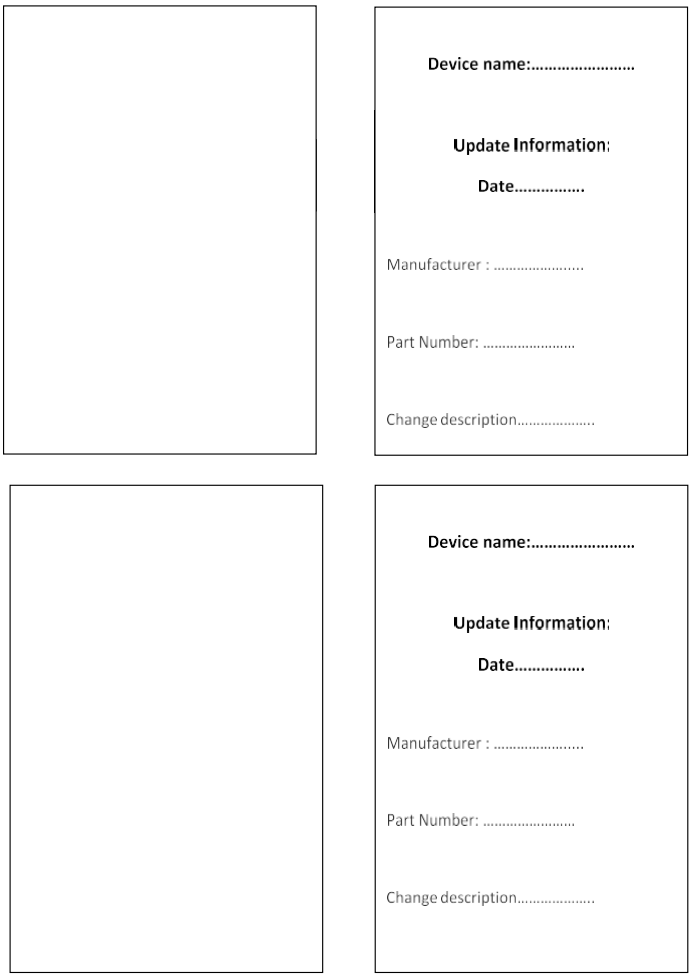
1. **Fuel tank**
   a. Number
   b. Capacity per tank
   c. Location (simple sketch)
2. **Fuel pump**
   a. Number
   b. Supplier
   c. Part Number
3. **Fuel hoses and pressure regulators**
   a. Functional scheme


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

Cobalt

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		