

UIM
2025

OFFSHORE CLASS 1 REGULATIONS





Class 1



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OFFSHORE CLASS 1 REGULATIONS 2025

VALID AS FROM 01/01/2025

THE 2025 EVENT RACING RULES OF OFFSHORE POWERBOATING CLASS 1

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INTRODUCTION

The Racing Rules of these classes include three main sections. The first, Parts 1–3, contains rules that affect all competitors. The second Part provides details of rules, rules that apply to Class Promoter racing which affect only competitors or officials.

The fourth 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 Class 1 rules do not cover will rely on the Offshore rules (separate publication). In the case of a conflict between the Offshore rules and the Class 1 rules, the Class 1 rules prevail.

PART 1 FUNDAMENTAL RULES

1. FAIR RACING
2. ACCEPTANCE OF THE RULES
3. DECISION TO RACE
4. BANNED SUBSTANCES AND METHODS

1. 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 Championship score.

2. 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 any penalties imposed and any other action taken under and within the rules. These shall be subject to the appeal and review procedures provided there in, as the final determination of any matter arising under the rules; and
- c) With respect to such determination, not to resort to any court or other tribunal not provided for in the rules governing the activities of the sport and the Championship

3. DECISION TO RACE

The responsibility for a driver's decision to participate in a race or to continue racing is their alone.

4. 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.

5. MISCONDUCT

Rules and Regulations exist for the safety and security of competitors, and the public and for the orderly conduct of racing events and must be followed at all time. All team members are required to behave in a responsible and professional manner at all time throughout the duration of any event. Any behavior which acts to disrupt the smooth running of the events or bring the Class 1 Promoter or Class 1 Championship or could be deemed to have brought the sport into disrepute may be subject to penalties (which may include disqualification, suspension from an event, reprimands, yellow cards, red cards, blue cards expulsion or financial penalties may be applied). Abuse of Officials – Any instances of verbal or physical abuse against any race or event Official or other competitor or team member will result in a penalty. Penalties may include suspension or disqualification from an event, exclusion from the Championship or the imposition of points and/or fines as per Programme / Racing instructions.

6. ENVIRONMENT RESPONSABILITY

All persons involved in Class 1 events are encouraged to minimize any adverse environmental impact of the sport of powerboating.

PART 2 GENERAL APPLICATION

SECTION A

1. GENERAL APPLICATION TO ALL EVENTS
2. GENERAL PRE-RACE REQUIREMENTS FOR CONDUCT OF EVENTS
3. COMPLIANCE WITH RULES AND REGULATIONS
4. INTERPRETATION OF THE RULES
5. AWARDS AND PRIZE MONEY
6. PAYMENT OF FINES
7. CONSUMPTION OF ALCOHOL
8. ANTI-DOPING REGULATIONS

SECTION B

9. INDIVIDUAL REQUIREMENTS FOR PARTICIPATION IN AN EVENT

SECTION A

1. GENERAL APPLICATION TO ALLEVENTS

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.

2. 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.

3. 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 Programme / Racing instructions.

Any telemetry/locator GPS/Data or TV/Video recorder(s) required by the UIM to be fitted to the race boats must remain in place and removed or its content reviewed only with the permission of the Technical Chief.

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.

4. 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.

5. 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 Programme / Racing 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.

6. PAYMENT OF FINES

All fines must be paid to the series promotor by the end of the race unless a protest has been filled correctly and protest fees paid (to the series promotor) in which case the fine / penalty will be fully investigated prior to any financial / disciplinary actions being implemented. 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 without a protest being filed shall be subject to additional penalties unless a specific agreement has been negotiated with the Series Promotor. Postrace / event issued fines must be paid within 14 days of notice being issued or will become subject to additional penalties.

Fines and Penalties are the responsibility of the Promotor / Organiser and can be changed in the Programme / Racing instructions to inform the teams about the Fines / Penalties for that specific event.

7. 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/she 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/her entry or by resigning his/her 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.

8. 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

9. 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/her representatives or any race official shall hold any other owner, driver, competitor or his/her 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 - During all official times, all assistance / safety / rescue boat teams and all teams in support boats must wear life jackets to conform to the LOC/NA safety regulation or special prescriptions.

The race organiser may or may not provide medical and rescue coverage for testing prior to the race event. If medical and rescue coverage is to be provided, a schedule will be posted at Race Registration detailing times and specific location of covered testing.

PART 3 EVENT RULES

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 Programme / Racing 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

1. RACE ORGANISATION AND SANCTION

1.1. 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.

1.2. 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.

1.3. 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.

1.4. 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.

2. TITLE

The title of the Championship will be known as the:

“UIM Class 1 World Powerboat Championship”.

3. 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
1 ^s	20
2nd	15
3rd	12
4th	9
5th	7
6th	5
7th	4
8th	3
9th	2
10th	1

4. CHAMPIONSHIP

The Class 1 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.

4.1 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.

5. CREW/BOAT COMBINATION

The points and penalties for UIM Class 1 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 three drivers are permitted with the possibility to change one time the second driver, the first driver has to stay the same during the season.

The control of the direction of the Boat and the control of the throttles shall 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/she may transfer his/her accumulated points in the championship only if he/she moves into the new boat and also uses his/her original boat number (once accepted).

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.

5.1 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

6. 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

6.1 THE OFFICER OF THE DAY (O.O.D), namely CHIEF REFEREE (CR) in USA

The Officer of the Day (namely Chief Referee in USA) must supervise the organisation of the races on behalf of the Organising Club. He/she works closely with the Race Director and the UIM Sports Commissioner. He/she 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 (or CR in USA) 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" (namely Chief Referee in USA).

National Authorities must keep a list of their O.O.D.'s (namely Chief Referee in USA) up to date and notify the UIM upon request accordingly. National Authorities are strongly encouraged to arrange for their Officers to attend training sessions.

6.2 LOCAL SAFETY OFFICER

The Local Safety Officer reports directly to 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.

6.3 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 Programme / Racing instructions. This statement is handed to the 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.

6.4 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.

6.5 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 fulfil their duties. He/She must collate all documents following the race.

7. 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

8. 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.

8.1 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, National Authority or the Promoter of this class 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 Class 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 or Series Promotor events have three mandatory pit area classifications with the following restrictions:

Crane and/or Launch area and/or Fuelling area and/or Wet Pits: shall be defined as an adequate area around launching cranes, fuel storage and fuelling area and defined as the docking areas, as crew working areas.

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. Access to the pontoon area may be available by controlled admission pass dependent on pontoon capability.

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.

The 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.

9. ADVANCE PROGRAMME see also the Offshore rulebook article 202.01

The Advance Programme 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 60 days before the Race.

The Advance Programme 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. PROGRAMME / RACING INSTRUCTIONS (see also UIM Offshore rulebook art 204)

The information contained within the Programme / Racing instructions is to be considered as a clarification of the UIM Rule Book or additions to take account of any special local conditions.

These Programme / Racing 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 Sports Commissioner (UIM Sp. Comm.)
- OOD (Chief Referee) (nominated by the NA and the Promotor)
- Race Director RD (nominated by the Promotor)
- Safety Coordinator (nominated by the NA and the Promotor)
- Chief Medical Coordinator (CMC) (nominated by the NA and the Promotor)
- UIM Technical Commissioner (nominated by the UIM Technical Commission)
- Race Administrator (nominated by the UIM and the Promotor)
- Protest Judge (nominated by the UIM in agreement with the Promotor)

Each of the above may have an assistant, to be appointed from the pool of UIM or host NA approved personnel.

11.1 UIM SPORTS COMMISSIONER (UIM Sport Comm.) See also UIM Offshore Rulebook art 120)

The nomination and appointment of an UIM Commissioner is mandatory at any UIM Class 1 World Championship. He/she is appointed by the UIM Secretary General in coordination/consultation with the President of the UIM Class 1 Committee.

The UIM Commissioner must have extensive race management experience as either a Commissioner or as an International event OOD and he/she must be approved by the UIM Secretary General in coordination/consultation with the President of the UIM Class 1 Committee.

The overall on water management of the race is the responsibility of the Race Director together with the O.O.D or Chief Referee, who are the ultimate decision makers on the overall conduct of the event liaising with the Safety Coordinator.

The UIM Sports Comm. keeps an overview of the race. He/she shall be consulted when judging if the weather conditions are suitable for racing. The UIM Sports Comm. also supervises the onshore aspects of race management. The UIM shall appoint a UIM Sports Commissioner who shall serve at the discretion of the UIM. The UIM Sports 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 Sports 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 Sports Commissioner present. Should an officially designated UIM Sports 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 Meetings - The UIM Sports Commissioner shall attend all drivers' meetings together with the Race Director and the OOD or Chief Referee. 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 Sports 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 Sports Commissioner by the appropriate UIM official in writing. It shall be the sole responsibility of the UIM Sports 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 Sports Commissioner shall not serve in any other official capacity such as Timer, Technical Chief, etc., nor shall he/she act as a member of any committee charged with the actual management of the racing event or any other racing organisation that directly competes with the UIM while also serving as the UIM Sports Commissioner.

Interpretation of Rules - He/She, along with the Race Director shall be responsible for overseeing all sporting matters or penalties of a Championship / Race nature outside the remit of the race jury. The UIM Sports Commissioner will additionally chair and coordinate event meetings with the Race Director and O.O.D or Chief Referee between race officials, promoter and local authority's representatives for the event. Should any questions regarding the interpretation of racing rules arise, the UIM Sports 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 Sports 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 Sports 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.
- The Race-Secretary prepares all bulletins and results, and official race documentation to be signed by the UIM Sports Commissioner and THE OFFICER OF THE DAY (O.O.D) or CHIEF REFEREE.

Post-Race Reports – The UIM Sports 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 Sports 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.

11.2 SAFETY COORDINATOR

The Safety Coordinator, appointed by the Promoter of these classes and recognized by UIM / APBA as an Official, is responsible for safety and rescue operations. They 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 Programme / Racing 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 Programme / Racing instructions give the final word, including the resolution of any conflict.

11.3 RACE DIRECTOR (RD nominated by the Promotor)

The overall on-water management of the race is the responsibility of the RD who liaises with the UIM Sports Commissioner and the Medical and the Safety Delegate(s).

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

It is therefore important that the RD is a very experienced Official and that he/she is recognized as such. The RD also supervises the onshore aspects of the race management. The Race Director shall be responsible for the supervision of the race and the correct application of the UIM rules and the local regulations.

He/She shall perform such other duties as are requested from time to time by the UIM.

The Race Director must be included in the race/event approval process and receive all course and race instruction details for approval in agreement with the UIM Sports Commissioner.

Presence at Events - Each UIM-sanctioned racing event must have a Race Director present. In case the designated Race Director and/or any other member of the Race Event Management is unable to attend a sanctioned racing event, the UIM Office shall appoint substitute(s) to officiate at that racing event.

DUTIES AND RESPONSIBILITES

Drivers' Meetings - The Race Director shall conduct all Drivers' meetings together with the UIM Sports Commissioner and the UIM Technical Commissioner.

He/she shall see to it that all questions relative to racing rules are properly answered and that the conduct of the race itself is in accordance with all racing rules.

Enforcement of Rules

Purpose – The Race Director shall see to it that all UIM racing and technical rules are enforced throughout the event. All possible rules infractions shall be reported to the Race Director and UIM Sports Commissioner by the appropriate official. It shall be the sole responsibility of the Race Director and/or the UIM Sports 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 UIM shall take as a result.

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

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

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

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

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

11.4 UIM TECHNICAL COMMISSIONER

In case there is no UIM Technical Commissioner at the race, these tasks are taken by UIM Sports Commissioner.

The UIM Technical Commissioner is the representative from the UIM and his/her duties are very diverse:

1. He/she assists the local organizer and more particularly the Technical Officer and take part in important decisions in technical matters.
2. Before the first drivers' briefing, he/she shall check with the race secretary that all measurement Certificates, log books, cockpit documentation and homologations sheets for the boats and the engines are verified to confirm UIM rules and regulations by the technical scrutineers at the event.
3. He/she performs also inspections of the facilities and inspects the dry and the wet pits, this at any time before and during the event and observes if all security aspects on land are made as foreseen by the UIM rules as regards to:
 - placement of fire extinguishers
 - presence of the ambulance and personnel
 - placement of garbage/trash containers
 - placement of containers for waste of oil
 - safety of fueling area + presence of absorbing mats

4. He/she observes and verifies the application of the UIM Environmental Code. He/she will handle the environmental observations on titled events and include his/her observations in his/her report afterwards. He/she shall:
 - observe and verify the application of the Environmental Code
 - inform the UIM sports commissioner and O.O.D. of any violation of the Environmental Code in order to pronounce sanctions relative to the infraction
 - identify areas of good practice and make recommendations or proposals of modification to the Environmental Code
5. He/she ensures that UIM rules and regulations are adhered to and he/she is present in all pre- and postrace scrutineering and reports any finding to the UIM sport commissioner.
6. He/she assists the local organizers and he/she must be present in the race areas (dry pit, wet pit, race administration, race control) during all event days.
7. He/she handles the UIM ECUs
8. The legality of the fuel is solely under the judgement of the UIM Technical Commissioner, based on all tests made available to him/her.
9. He/she assists in reporting of incidents to UIM and in measurement certificates and log books
10. After the event, the UIM Technical Commissioner must write a report by using the official form, as foreseen and drawn up by the relevant commission, and must send his/her report by e-mail to the UIM secretariat within 10 days after the event. He/she must include with his/her report the results of all post-race scrutineering and any damage to boat or equipment during the races.
 - The report from a UIM Technical Commissioner shall be attached to the UIM Sport Commissioner report by the UIM Office.
 - A copy of the report shall be sent by e-mail by the UIM office to the president and the members of the commission of the relevant race category and to the National Authority of the organizer. UIM Commissioners shall consider the races with the same standards, completed with own opinions.

11.5 TECHNICAL CHIEF

The Technical Chief is responsible for implementing the Technical Inspection plans, procedures and protocols for pre race safety inspections and post race scrutineering (including branding\ marketing requirements) for each event, and managing the Technical Scrutineers appointed by the National Authority and their implementation of those practices, procedures and protocols. He/she also is responsible for the follow up of the update of the Digital Logbook of each boat.

The Technical Chief is supported by the UIM Technical Commissioner.

DUTIES AND RESPONSIBILITIES

Compliance with Technical and Safety Rules: The Technical Chief main responsibility is to inspect the competitors' racing equipment for compliance with the applicable technical, equipment and safety rules and document their findings on each piece of equipment inspected at an Event.

Unsafe Equipment: The Technical Chief 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 Race Director and UIM Sports Commissioner must approve any such action.

Further Technical Responsibilities: It is also the Technical Chief's responsibility to check all the activities relating to technical areas (craning, fuel, etc.) and to report his/her findings to the Race Director and UIM Technical Commissioner.

Reporting Infringements: The Technical Chief inspects racing equipment for compliance with the technical and safety rules and if he/she finds what he/she believes to be a violation of any of those rules, then he/she shall report the infraction to the Race Director and UIM Technical Commissioner for the event. The Technical Chief does not discuss his/her findings with anyone including any member of the relevant team, until the matter has been discussed with the UIM Technical Commissioner reported to the Race Director and UIM Technical Commissioner.

Extra Duties in the Case of Accident: In the case of accident, the Technical Chief must make sure race boats involved for seaworthiness and report his/her findings to the Race Director and UIM Technical Commissioner.

11.6 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.

11.7 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/her 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.

11.8 PROTEST JUDGE

The Series Promoter will nominate the chief protest judge who will need to be approved by the UIM for each event and will adjudicate all protests and will be named in the advance program.

11.9 CHIEF MEDICAL OFFICER (CMO)

The local Chief Medical Officer (CMO) is appointed by the local medical service in conjunction with the event organizer for each event according to the UIM Safety Procedures and Guidelines (Appendix 1). The CMO is responsible for the implementation and running of the medical service. The CMO may be responsible for the spectator component of the event or this may be delegated to the local municipal authority. The CMO must be present in race control while boats are on the course and at racing speed.

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 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 Sports 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.

They must sign up with the Organiser's Insurance Agent with either the Local Organiser or the Class Promoters' representative. They must be in possession of all current documents required by the UIM and organising committee.

All race numbers will be between 2 and 999 and will be allocated by the UIM after the entry has been accepted. 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/she has read and understood the UIM, and his/her National Authority's rules regarding restraint systems and confirms that the boat entered for the event in which he/she is taking part has been constructed to and conforms with these rules. They further undertakes not to hold the UIM, their 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 their wearing this restraint system.

13. 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.

14. 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/she 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/she may be invited to attend all UIM Class 1 Committee meetings and may receive all relevant UIM communications.

15. 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/her responsibility to ensure that all team and crew members are informed about all local authority requirements both on land and on water. He/she 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

16. DRIVER'S MEETINGS

16.1 ATTENDANCE

Driver's meetings 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. 50 per person, rising to Euro 100 (per person) for a second offence and thereafter Euro 150 in the same racing year.

16.2 DRIVER'S MEETING (see also UIM Offshore rulebook rule 204.2)

It is mandatory for one driver from each team to attend the Teams Course inspection at all venues. Time to be announced in Programme / Racing instructions. This is only if the possibility is there. It is mandatory for Team Manager and both first and second drivers to be present at the main briefing and 1 of the 2 nominated drivers for the weather briefing together with the Team Manager (if held)

Signing in for any briefing will begin 15 minutes before scheduled driver's meeting. 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 driver's meeting. Penalty for non-attendance: Euro 500,00 or equivalent fine per person and/or disqualification.

By non-attending there can be given a separated briefing before any water activities, after the fine is paid and by decision of the UIM Sports Commissioner.

Drivers who are late for a briefing: Penalty Euro 250,00 or equivalent. It is essential that all competitors read and are totally aware of the contents of the Programme / Racing instructions and / or any Race Bulletins before attending the drivers' Briefing. It is the responsibility of all drivers to bring the Programme / Racing instructions and any bulletins to all Briefings. Event Programme / Racing instructions may contain one mandatory Official Reception that competitors must attend. Penalty in case of non-attendance: Euro 500,00 or equivalent. The use of mobile phones during briefing is strictly forbidden Penalty Euro 100,00 or equivalent.

16.3 ALCOHOLIC BEVERAGES

Sale or consumption of alcoholic beverages is strictly prohibited at all driver's meetings.

SECTION F

17. UIM SUPER LICENCE

In order to participate in Class 1, 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 its 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.

17.1 ISSUE OF SUPERLICENCE

A UIM Class 1 Superlicence can be obtained either following a request by the pilot's National Authority to the UIM.

The application for a UIM Class 1 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 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 which states satisfaction with the medical requirements for release to race.
- The fees fixed by and paid to the UIM.
- The UIM Class 1 Superlicence is valid from the date of issue to 31st December of the same year.
- The pilot will be checked every race before on water activities by the Race-Doctor

The UIM may issue the UIM Class 1 Superlicence on the basis of the information supplied by the pilot's National Authority. The UIM may withdraw a UIM Class 1 Superlicence on the recommendation of the relevant pilot's National Authority and the agreement of the Promoter of these classes.

The minimum age for a pilot to qualify to hold a UIM Class 1 Superlicence and to compete in a Class 1 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 Superlicence. Should the NA not wish a UIM Class 1 Superlicence holder to represent his/her country at any time, the NA must inform the UIM in writing.

The UIM may authorize a provisional Superlicence 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, 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/she should have an Offshore Licence issued by his/her relevant National Authority.
- The application should be authorized by his/her N.A.

17.2 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 (same as for the drivers)
- Two photographs (passport size).
- The fees fixed by and paid to the UIM.
- The application must be authorised by his/her NA.

The fee for a test drivers licence is Euro 250,00, if upgraded in the same year to a full super licence Euro 500,00 fee is applied.

17.3 COCKPIT EVACUATION / IMMERSION TRAINING

In order to be eligible for obtaining the UIM Class 1 Licence, it is necessary to pass an immersion and cockpit evacuation training.

The Class 1 Immersion Training Certificate, to certify the successful completion of said training, reporting the date of issue, must be delivered by experts recognised by a National Authority / UIM.

To be admitted to the Immersion Training, a driver has to provide:

- A valid scuba certificate and/or a Certificate of Authorization in writing from the National Authority, certifying that the driver has successfully completed such training.

The UIM Class 1 Immersion Training will be held, during each Calendar Season, as follow:

- First Immersion Training, prior the first Calendar Event (conducted by experts, recognized by a National Authority / UIM).
- Second Immersion Training, at fourth Calendar Event (conducted on-site by experts recognised by UIM).
- Third Immersion Training, at the last Calendar Event (conducted on-site by experts recognised by UIM).

The Immersion Training must consist in:

- a classroom session
 - management techniques in case of evacuation
 - use of safety devices on board
 - mutual aid among drivers
- a session in open water
 - floating techniques
 - respiration management
 - swimming for at least 50 meters
- rollover tests & cockpit evacuation
 - to be conducted in race suit, including all required accessories (helmet, head & neck restraint, etc.)
 - to be executed twice, with and without air system

The expiration of the UIM Class 1 Immersion Training(s), as described above, will follow the same date of the UIM CLASS 1 Licence.

18. 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 races to accumulate points unless otherwise agreed in writing by the UIM.

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 UIM Technical Commissioner must verify and certificate the damage and report to the UIM. If the dispensation is requested for damage outside the races, the UIM Technical Commissioner must verify the boat where it is situated. The applicant must pay all the costs.

Boats may be replaced with no loss of points in the following circumstances:

1. Should the registered hull become totally lost or totally destroyed or beyond safe repair (as certified in writing by Officials and/or approved marine surveyors, at the expense of the boat owner), it may be replaced by one alike, for completion of the racing season, or if seriously damaged, until restoration of the original hull. (This replacement hull then becomes the registered hull during its period of use). If the replacement hull is a boat already used/registered in the championship, it may re-enter the championship under its original race number.
2. Teams may also change hulls, with the same boat number, once during the season, provided this new hull is used for all the remaining races. In this case it is not possible for this designated driver/hull/number combination to use the previous hull any more in that racing season unless the replacement hull becomes seriously damaged. This replacement hull then becomes the registered hull.

Team Registration Fee – Participation Fee & Prize Money - as per agreement with contracted promoter. Entry to the UIM Class 1 Championship must be made on the official UIM/Class 1 Promoter entry form with the accompanying Race Number registration fees paid prior to racing and must include the names of the first and second Drivers, as well as the Team's request for allocation of race number. Race numbers are allocated as follow:

Race Number 1 Reserved for UIM / Championship Promoter

Race Numbers 2 – 999 are the choice of the team

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.

19. 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.

19.1 MEDICAL/RESCUE, TOW AND PATROL BOAT COVERAGE

For detail of Safety/Medical cover requirements, see APPENDIX 1.

19.2 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.

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/her 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.

If a race boat sees another race craft inverted (upside down) or race / rescue personnel in the water (on the race course) they must come to a safe immediate stop and wait further instruction.

In case of an incident 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 incident. A minimum penalty of a Yellow Card for infringement of this rule will be enforced.

In case of an accident on the racecourse, a RED flag will be flown or waved by any "Official" boat. Race boats should stop racing come off the plane as quickly and safely as possible and wait instruction either via the VHF or an "Official" boat. 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 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.

20. FUELLING

Any fuelling infringements will result in disqualification from the current race weekend

- Boats are to arrive at the DRY PITS empty of fuel, all boats will be inspected during scrutineering and must activate the fuel pumps into a container, until no further fuel comes out to ensure only residue is present in the tanks, no outside fuel is allowed in the Dry Pits including fuel in containers.
- All fuel containers must be empty when arriving at the Dry Pits
- Fuelling times will be notified in the Programme / Racing 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 Championship supplier, as the case may be. The Unleaded fuel supplied will have a minimum of 95 Octane RON. Unless otherwise notified in the Programme / Racing instructions.
- No modifications or additives are permitted to the fuel or oil.
- Fuel/ oil samples showing any characteristics other than the fuel issued at the event, will be deemed illegal. The penalty is Disqualification from the event for a first infringement, and a more serious penalty for a second offence.
- The Technical Officer(s), or his/her designated person, can at any time take samples from boats to ensure compliance. Refusal to provide a sample will entail immediate disqualification.
- Fuel or Oil spill in the venue (on shore & on water) is prohibited and subject to heavy penalties up to disqualification.
- Procedure for fuel samples for laboratory analysis, refer to UIM Offshore Rules.

21. 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.

22. RACE OVERALLS AND PERSONAL SAFETY WEAR

22.1. RACING VEST

Racing Vests must always be worn during all water sessions. The choice and efficiency of the Racing Vest is the sole responsibility of the wearer. Inflatable Lifejackets are not permitted. Racing vests must have grab ‘lapels’ to aid in case of emergency.

22.2. RACING HELMETS

Any person aboard any boat taking part in Races must wear a helmet which complies with the standards in accordance with the list available on the UIM Website. At least the upper 50% (area) must be of a single bright or fluorescent Red/Yellow/Orange/Green colour. Each crew member’s helmet must be identified with their boat race number. This number shall be placed on the top surface of the helmet and shall be readable from the rear. The numbers shall have a minimum height of 7,5 cm. These numbers shall be painted in waterproof black paint or be made of black coloured self-adhesive material of adequate strength. No image recording device, however small, may be attached to helmets. The wearer is entirely responsible for the efficiency, including the fitting, of his/her helmet. All organisers should repeat this rule in any relevant issued documents, written or verbal. STILO type Helmets with a fixed boom for the microphone or Chin Guard type, are not allowed. If a helmet is damaged in an incident, it cannot be used again and must be replaced.

22.3. RACE OVERALLS/SUITS

All drivers and co-drivers must wear a racing suit which ideally is fire-retardant at all times when afloat. Gloves and racing boots must be worn, ideally also made of fire-retardant fabric. Fire retardant underwear is recommended. If a suit is exposed to flame it must be discarded and replaced by another.

22.4. HEAD AND NECK RESTRAINT

All restrained competitors or members of crew in canopied /partially canopied boats must always wear a head & neck restraint system.

It is the sole responsibility of the wearer to ensure that the Head and Neck restraint device that they are using is suitable for the application that they are engaged in.

A Head and Neck Restraint device must be worn during Cockpit Evacuation /Immersion Training.

23. RADIO COMMUNICATION EVENT - PRACTICE/POLE POSITION/RACE

Radio communications with the Race Boats and Team Managers / Radio Man will be maintained on the designated VHF channel as detailed in the Programme / Racing instructions and/or Bulletins and/or Briefings. The Team Manager is responsible for ensuring that all communications to be made to the Race Boats have been received by the drivers on board.

Communications via VHF radio are allowed excluding Official Race Control Channels and Channel 16. Competitors must be fully conversant with, and at all times, must comply with the International Regulations for the Prevention of Collisions at Sea and other safety measures promulgated in connection with this event. Competitors must at all times use the Race Number of their boat as their call sign.

Competitors are required to communicate with Race Control before leaving and returning to the Wet Paddocks at all times. A team representative must be present in the timing area during all on-water activity - no boats may leave the Paddock area without the presence of the team representative.

No boat will be allowed to leave the wet Paddock before its radio communications system, as well as that of its Team Manager, has been checked and approved by the Technical Officer(s). It is mandatory to always have during on-water activities an efficiently working radio system, and to stay in permanent radio contact with Race Control. PENALTY in case of non-respect: Euro 250,00 or equivalent.

It is prohibited to use handheld Radio by the Riding Crew Members to communicate with the race control. Riding Crew members must have a radio capable of monitoring race control integrated in their race helmets. PENALTY – DSQ- Disqualification

Communications - Radio, cell phone or other electronic communication from any aircraft, boat, or shore crew, to any race boat shall be permitted provided that those communications are not used to violate or assist in the violation any of the rules contained herein, and provided further that any team using such communication must provide UIM live access to said communications through assigned radio frequencies or otherwise so that Officials can monitor those communications when requested by UIM. Such communication is prohibited on official Race Control channels.

SECTION H GENERAL REQUIREMENTS, PRACTICES AND PROCEDURES FOR CONDUCTING RACES

24. BOAT PARADE

All boats must take part in the Boat Parade unless previously agreed by the Promotor / Organisers.

25. TESTING/PRACTICE

Inspections and Registration - Race boats must have a pre-race technical and safety inspection, the boat and all participating drivers 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 in accordance with the procedures contained in the Programme / Racing instructions Penalty in case of non-respect: Euro 250,00 or equivalent.

Practice times will be detailed in the Programme / Racing instructions and/or Bulletins. Any practicing outside of these times must be agreed by the Race Director. Boats cannot cut across the practice course except in the case of Force Majeure and with extreme caution ; when possible they must ask Race Control for prior permission to cross the course. Penalty for non-compliance - Euro 250,00 or equivalent per boat for first offence, Euro 500,00 or equivalent 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 500,00 or equivalent.

A minimum of practice, must be made by the team to be allowed to start in the race, at the discretion of the RD.

26. 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 Programme / Racing 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 Programme / Racing instructions, via the Team Manager and/or Race Boat. Boats may run in accordance with the official "On-Water Procedures and Guidelines", As per Programme / Racing instructions.

27. RACE COURSE

27.1 RACE COURSE LENGTH AND RACE COURSE DESIGN

The UIM must approve all class series race courses. Courses must be submitted by the Local Organisers at least 60 days prior to event and sent to the UIM.

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.

The race courses run, including any rough weather course, should have a minimum water depth at all times of racing or pre-race testing of 4.0 meters.

27.2 RACE LENGTH

The race must be programmed to be multi-lap for a duration of a minimum of 30 minutes **or a predetermined number of laps.**

If there are two races within one weekend, both races may be based on time, laps or a mix of both (Race 1 being a predetermined number of laps and the second race a minimum of 30 mins). Overall tie break will go to the winner of race 2. Race laps must be repeated and be at least 4 Nautical Miles in length, unless otherwise agreed by UIM Class 1 Committee. The total length of any Class1 race, including eventual stops, restarts, etc., shall be a maximum of 1 hour, unless stated in the race instruction or race bulletin.

After the expiry of the time established or agreed laps completed 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. Under no circumstance during the event may any boats practice, Pole Position or race outside of the designated area.

27.3 LONG/SHORT/PENALTY LAP

It is mandatory for all racing boats to complete the Long Lap(s), as specified in the Programme / Racing 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.

1 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 Race Control 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 Time Penalty;
- 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.

2 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.

3 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

4. 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 Programme / Racing instructions. The penalty must be made during the next round after notice from the Race Director.

5. 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.

27.4 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 (27.2.)
- 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 28.

27.5 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 official boat at the finish line shall wave the white flag for each boat before they start the last lap. When the leading boat completes the race and crosses the finish line, the chequered flag will be waved. The chequered flag will also be given to all subsequent boats that cross the finish line after the first boat.

27.6 TURN MARKS

All turn marks on the course, approved by the UIM, will be published in the Programme / Racing 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.

27.7 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 Programme / Racing instructions and/or Drivers' meetings 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/she has been seen to pass correctly and to satisfy himself to this effect.

Unless otherwise specified in the Programme / Racing instructions and/or Drivers' meetings 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 Programme / Racing instructions, and/or Drivers' meetings and/or Race Bulletins.

Penalty will be applied as described in the Programme / Racing 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 Programme / Racing instructions.

In any case, if the buoy is also demolished, the team will be fined Euro 2.000,00 to refund the cost of the buoy payable to the series promotor. See APPENDIX 4

The repetition of a missed buoy is not allowed – Penalty: Time Penalty

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 may 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 = Penalty described in Programme / Racing instructions

Turn Mark Comprising of 2 buoys

1 Buoy missed = Penalty will be applied as described in the Programme / Racing instructions

2 Buoys missed = Penalty described in Race Instructions

Turn Mark Comprising of 3 buoys

1 Buoy missed = Penalty will be applied as described in the Programme / Racing instructions

2 Buoys missed = Double Penalty will be applied as described in the Programme / Racing instructions

3 Buoys missed = Penalty described in Programme / Racing instructions

Repetition

Repetition of a missed buoy = Penalty described in Programme / Racing instructions

Other marks of course

Passing marks on wrong side = Programme / Racing instructions

27.8 OVERLAP

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 3 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 may receive a Euro 250 Fine.

Red Flag - All boats must safely slow from racing come completely off the plane. Wait for further instruction either via the VHF or an official safety boat then make their way under safe speed as described in Programme / Racing instructions or drivers meetings to the muster/milling area.

27.9 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.

28. LAUNCHING

Launching and recovery facilities are available to competitors during official races, Pole Positions and practice. The operational hours are indicated in the Race Timetable. No facilities will be available to competitors until they have signed in and completed Administration and Technical Inspection.

All boats' movements, launching and recovery instructions will be under the responsibility of the Technical Chief. Once signed in, no boat may leave the compound for any reason unless agreed by the Race Control.

At the end of the Pole Position and the Grand Prix race, unless otherwise advised by the Technical Chief boats are obliged to return to the crane from which they were launched and as explained in the official briefing or by bulletin.

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 boat will be launched at a time to be decided solely by the Technical Chief.

No boat will be recovered from the water once launching has commenced unless with the permission of the Technical Chief. If a race boat, having been launched, needs to use the crane, it may only do so after all race boats have been launched and with the permission of the Technical Chief.

No propeller or ratio changes will be permitted until the start has taken place and the change will be deemed a pit stop.

29. 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.

30. PIT STOPS

30.1 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 Programme / Racing instructions.

30.2 PIT STOP RULES

The Pit Stop procedure is under the responsibility of the Technical Chief. 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 .

31. 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.

32. 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 Programme / Racing instructions or race bulletins and must be followed at all times.

Description - The description of the Start/Pace Boat will be given in the Programme / Racing 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 APPENDICES 2 – 3.

33. FINISHING PROCEDURE

33.1 STOPPING THE RACE

Emergency Race Stoppage Procedures/Restarts (Force Majeure). The procedure is included in APPENDICES 2-4.

Only The Race Director/ Chief Referee has the authority to stop an event in case of accident(s) or Safety matters.

Red Flag race stopped procedure (see Pace Boat Procedure Appendixes 2-4). The severity of the incident and race stop decision is taken solely by the Race Director with information from his/her race officials. However, if there is an inverted (upside down boat) or Race / Rescue personnel in the water, this WILL result in an immediate race stop. On water safety / rescue craft being able to "Red Flag" stop the race with no further instruction from safety or race control.

If the race is stopped after completion of 70% of the RACE LENGTH (27.2), 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.

If 70% of the race time / distance has not been completed the boats still in the race keep their position and follow the race course till the finish line. There they wait for the decision of the officials to see if there is a possible restart, the crashed boats have No points at all in this case.

If a crashed race boat has completed 70% or more of the race distance / time they will receive last place points (i.e. if 6 boats cross the finishing line then the crashed boat will receive 7th place points). If 2 or more boats are involved in an incident, they will receive points on the bases of which boat has completed the further distance / time. If 2 or more boats are involved in the same incident and are on the same lap number, they will all receive the same number of points. However, if it can be clearly established which boat caused the incident they will receive the lower points or could be disqualified altogether.

33.2 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.

33.3 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.

33.4 FINISHING PROCEDURE

Chequered Flag at the expiration of the time Race Distance is established for the Race, a chequered flag is raised on the Finish Boat as the boat leading the race crosses the finish line. The boats will be classified according to their class, position and the number of laps runs.

- 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.
- 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 Programme / Racing instructions and/or Bulletins and/or Pilots' meetings. 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 Technical Chief. 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.

33.5 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:

If more than one race during the weekend; one of the races has to be longer (more laps) and in order to have an overall winner in case of equal points, the one winning the longer race is the winner of the weekend / event.

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 Programme / Racing instructions, Race Briefing, and/or Bulletin. Any Lap completed after this time will not be included in the final results.

33.6 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.

33.7 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' meeting and/or Bulletin.

33.8 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.

33.9 RETIREMENTS

Boats, when retired, must report to Race Control on the VHF channel detailed in the Programme / Racing 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.

33.10 POST RACE

After the end of the race, to be classified as a finisher competitors must not receive any outside assistance, go alongside, collect other persons aboard, allow access to any deck/engine hatches or remove or place in electronic equipment etc., before reporting to the official Post-Race Scrutineering area and being cleared by the Technical Chief. Disregard for this rule will result in Disqualification, with the exception of medical or mechanical emergency by permission of Race Control.

34. 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 Programme), 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 Programme / Racing 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.

35. FINAL RESULTS

No points shall be awarded until the legality is confirmed by the UIM Technical Officer(s), to the Race Director and UIM Sports Commissioner, but still remain provisional subject to post-race dyno and/or engine inspection and any video or virtual/Telemetry evidence regarding race infringements.

35.1. ENGINE INSPECTIONS

At the discretion of the Race Director or UIM Technical Commissioner, any engine may be stripped down to check legality. It is also the Race Director's and UIM Technical Commissioner's right to request re-inspection at any point up to the presentation of awards. When an owner or driver has been notified that his/her equipment is to be stripped down, he/she has the option of having either an "Open" inspection (in full view of competitors and any other observers) or a "Closed" inspection (open only to the official UIM Technical Officer(s), and the Race Director assigned to this inspection). The results of a technical inspection may be made public by a designated Official but only after the information has been transmitted to the Team Owner.

Engines may be sealed for transport to official inspection or dyno testing facility.

The UIM Sports Commissioner has to be informed about the actions decided by the RD or UIM Technical Commissioner(s).

35.2. REFUSAL OF INSPECTION

Any entrant to UIM events refusing an inspection after having been notified by the Race Director or UIM Technical Commissioner(s), that equipment within his/her 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 35, the following procedures and penalties shall apply to post race technical inspections and violations.

First Offence – A first offence of a technical, weight, safety nature at any time during the annual registration of the boat in question may result in the forfeit of monies for the event, a deduction in position for that event, Fine USD 1,000 - 10,000

This is applicable unless a penalty is established in any other specific rule.

Second Offence – A second offence of the same nature at any time during the annual racing registration of the boat in question shall result in a mandatory Disqualification from the event.

Subsequent Offence(s) – A subsequent offence(s) of the same nature at any time during the annual racing registration of the boat in question will result in mandatory Disqualification from the event and the current racing year.

Team Responsibility – The owner shall be responsible for the condition of the engine and hull as raced. Errors on the part of the manufacturer, boat builder, engine builder, mechanic or previous owner shall not excuse non-compliance with the rules. The Owner is also responsible for their team's conduct at an event.

Additional Responsible Parties – The party responsible for making illegal modifications to engines shall be subject to up to one year suspension from UIM/Class 1 events and /or a USD 50,000 fine and, if a commercial homologated vendor, possible barring of all equipment prepared by them for competition in UIM/Class 1 Events.

36. 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.

37. LAY DAYS

Lay days are allowed if previously agreed with the UIM and announced in the Advance Program.

38. 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.

The technical rules follow for the construction of The Classes boats and relating to the engines to be used in Class 1.

39. REGISTERED BOAT

39.1. 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.

39.2. 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.

40. 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)

40.1. 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.

40.2. 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.

40.3. IDENTIFICATION (NAME AND NUMBER) & HULL REGISTRATION NAMES OF BOATS

Any race boat may carry a boat name selected by the owner, but the name shall be subject to the approval of the UIM. Lewd, suggestive or vulgar names and/or graphics will not be permitted on race boats. Should such approval be withheld and until such time as UIM approval is forthcoming, that boat shall not be eligible to compete in any UIM event. The decision of UIM is final on such matters.

41. RACE NUMBER DIMENSIONS

50 cm / 19.6 inches high in a contrasting colour to the boat livery and surrounded with a border. Arial font, slanted eg. 222.

41.1. 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.

41.2. 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.

SECTION J CLASS 1 TECHNICAL RULES REQUIREMENTS

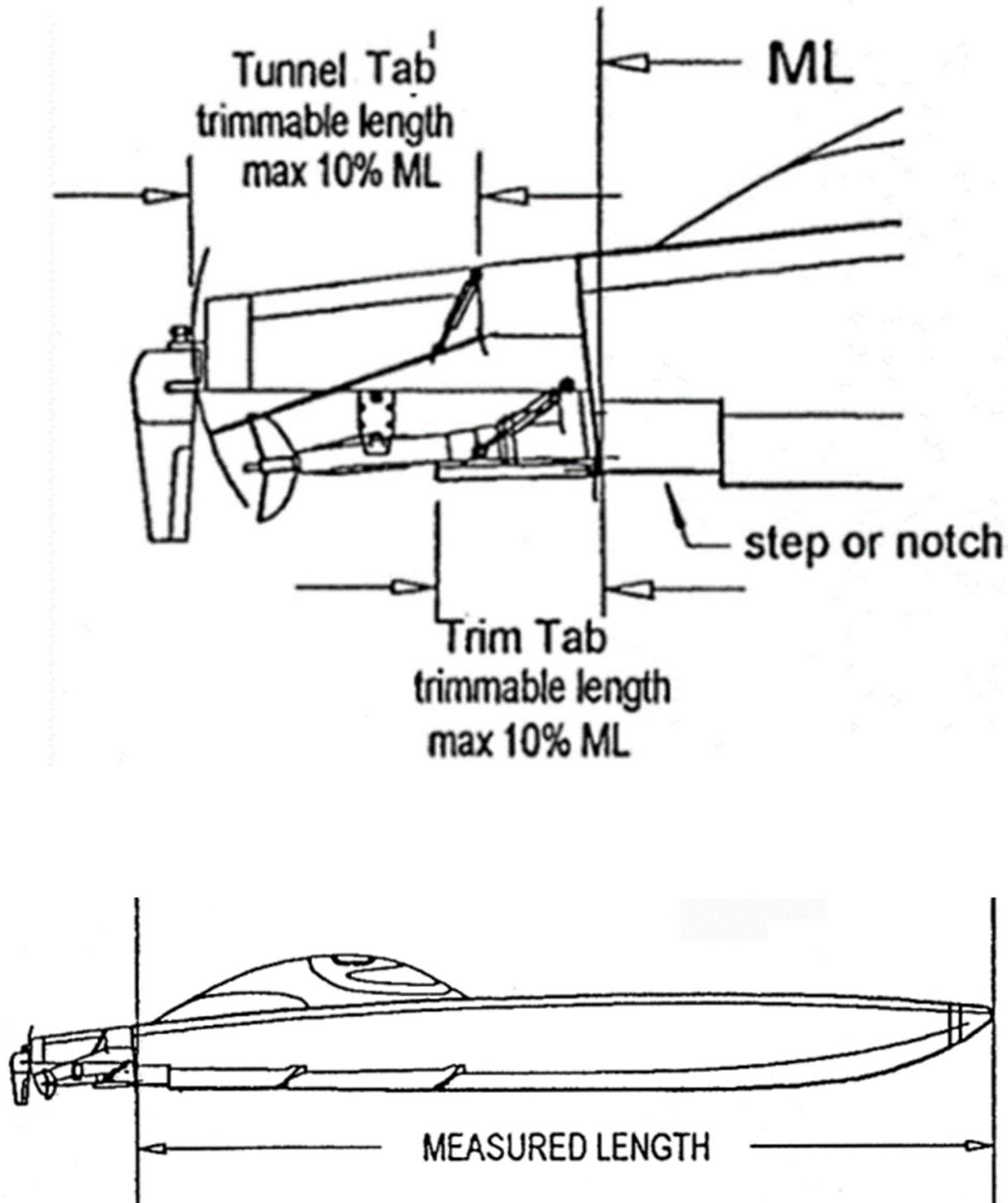
42. MEASUREMENT CERTIFICATE

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 Class 1 Digital Log Book (DLB).

1. Any International or National race in which boats registered with a Data Log Book 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 Data Log Book. 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 Data Log Books.
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 boats Data Log Book or scan and send the signed measurement results to the UIM Offices for uploading/updating the Data Log Book.
 - d. If rules for boats or engine of the class are changed

43. HULL DIMENSIONS

Catamaran race boats must be minimum of 12.00m and maximum of 14.30m from the nose of pickle fork to the end of running surface (transom). Tunnel and trim tab not to have trimmable/adjustable length over 10% of measured length.



43.1 GUARD RAILS

It is recommended that rails or wires or hand holes shall be fitted which shall extend fore and aft to enable crew to proceed from the cockpit to the whole deck for the working of mooring, anchoring and towage and access to deck hatches.

No ropes can be used as rails or hand holds.

44. BOAT WEIGHT

- (a) Minimum boat weight after race conclusion shall be 5300kg (11785 Lbs) for teams with no tunnel tab.
- (b) Minimum boat weight after race conclusion shall be 5550kg (12236 Lbs) for teams with a tunnel tab.
- (c) No water ballast tanks shall be included (tanks must be empty). There shall be no plumbing to the ballast tank. Ballast tanks must be empty at weigh-in and weigh-out
- (d) Bilges must be dry.
- (e) Weight without drivers and equipment.
- (f) A solid ballast must only be moveable manually and not controlled from the cockpit.

45. ENGINE SPECIFICATIONS

Only 2 engines per boat.

1. The only allowable engine in UIM Class 1 is the Mercury Racing 1100 Competition QC4v model. All relevant technical details are contained within engine homologation file 005xx.
2. All engine hardware must be non-modified stock, as delivered by Mercury Racing.
3. Modification and/or relocation of original engine sensors is prohibited.
4. Any legitimately failed components or sensors must be replaced before the next practice session or race, whichever comes first.
5. All engines will be tamper-proofed by Mercury Racing factory only. Details of tamper-proofed components are provided in the engine homologation.
6. Relocation of the factory fuel pump and replacement of associated inlet and high-pressure outlet lines is permitted with the following requirements:
 - a. Factory fuel pump must be used for fuel supply and must not be modified.
 - b. If relocated, the team is responsible for extending the power supply leads for the pump.
 - c. If relocated, the team is responsible for sourcing and fabricating associated fuel lines.
7. Teams must provide at least one available port on a SmartCraft junction box for use of the logger.
8. Redundant sensors for intake air temperature (IAT) and manifold absolute pressure (MAP) will be used to verify that the engine sensor output has not been modified. Sensor locations are as follows:
 - a. IAT on the back of the starboard inlet manifold
 - b. MAP on the crossover manifold test port via plastic Legris line, with sensor mounted on the electrical plate
9. Redundant sensors will be calibrated, serialized, and tracked.
10. Any devices attached to the Mercury SmartCraft bus shall be for measurement purposes only, such as data loggers and boat displays. Any attached devices are subject to inspection by sanctioning body officials. Purposeful modification of SmartCraft signals is prohibited.

46. OTHER ENGINE RULES

1. Internal or external spraying of any substance into the airstream except fuel through the engines injection system is forbidden
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.
3. Fresh air ducting is not allowed to be closer than 50mm in any direction to the engine and/or flame arrestor/Air Cleaner.
4. Exhausts to be adequately insulated as to prevent the possibility of fires or burns.

47. FUEL

1. The only fuel approved for use in UIM Events, will be that supplied by the local organizer or series supplier, as the case may be. The Unleaded fuel supplied will have a minimum octane rating of 95 RON, or 89 AKI.
2. No modifications or additives are permitted to the fuel.
3. 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.
4. The UIM technical commissioner can at any time have samples taken from boats to ensure compliance.

47.1 FUEL SAFETY CUT OFF VALVES

It is mandatory that the closing of the fuel flow should be done by means of a device, the control of which should be in the cockpit and within reach of every crewmember. No sleeved cables are allowed, so as to eliminate the cable being able to be bonded in a fire.

It is also recommended that when additional electric pumps are fitted to the fuel supply a fuel cut-off switch for the pump should be fitted within reach of either crew member. (not applicable for the 2025 racing season)

In the event of a capsize, a system should be in place to reduce or eliminate the risk of fuel spillage.

48. MAXIMUM PERMITTED NOISE LEVELS

1. The maximum permitted noise levels from any individual competing boat in a UIM Class1 race is 100 dB(A) +5dB(A).
2. Testing may be instigated by the Technical commissioner for noise readings during the race weekend or upon request at any time.
3. Readings are taken at 50 meters distance, at full throttle with no other race boat in the vicinity.
4. Readings are only accepted as official when taken with the official UIM calibrated sound meter.

49. TRANSMISSION RESTRICTIONS

1. The supplied hydraulic transmission is considered part of the engine hardware and must not be modified or removed.
2. No method of shiftable gear ratio selection is permitted in the driveline between the engine crank shaft and the propeller, other than neutral facility. Class 1 boats are not required to have a stern propulsion ability.
3. No forms of variable speed transmission or torque biasing devices are permitted.
4. 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.

50. DRIVE SYSTEMS

(a) The only approved drive systems are as follows:

- Mercury MK 6,
- Mercury MK 8,
- BPM drop box and torque tube,
- SCS drop box and torque tube (quick change ratio),
- Victory drop box and torque tube (quick change ratio),
- Arneson drop box and torque tube
- Buzzi Trimax drive

Any alternative drive system may be approved by the UIM Class 1 Committee, if a new team not meeting currently approved drive systems wish to enter the UIM Class 1 World Championship.

(b) The following are strictly prohibited:

- No Traction controls.
- No steerable drives and rudder. (If you have a rudder you cannot steer with the drives as well. It must be one or the other).
- No trim-able rudders.
- No means of changing gear ratio without mechanical input (i.e. no cable or electric device to change).

(c) Banned metals in the drive train and rudder assemble are as follow:

- Nickel based materials (eg Hastelloy, Haynes, Inconel, Waspaloy, Monel)
- Titanium based material (eg Ti-6Al-4V)
- Tungsten
- Beryllium

51. PROPELLERS

Boats with quick change drop boxes (SCS/Skema) can have a maximum of 3 sets of propellers. Boats with fixed ratios (Mercury/BPM) can have unlimited sets of propellers.

For 2025, propellers must be produced by a UIM approved manufacturer (Mercury or Herring) of propellers. The propeller must have a minimum weight of 9.6 kg **or the hub and blade thickness measurements of the propeller must fall within the specification matrix below. For 2026, the minimum weight will no longer be accepted, and all propellers must fall within the measurement specifications in the matrix below.**

Class one

PROPELLER SPECIFICATIONS

PROPELLER DIAMETER (INCHES)	INSPECTION RADII (INCHES)		
	ROOT	MIDDLE	TIP
15	2	4 1/4	6 1/2
15.25	2	4 5/16	6 5/8
15.5	2	4 3/8	6 3/4
15.75	2	4 7/16	6 7/8
16	2	4 1/2	7
16.25	2	4 9/16	7 1/8
16.5	2	4 5/8	7 1/4
16.75	2	4 11/16	7 3/8
17	2	4 3/4	7 1/2
17.25	2	4 13/16	7 5/8
17.5	2	4 7/8	7 3/4
17.75	2	4 15/16	7 7/8
18	2	5	8

INSPECTION RADIUS	LEADING EDGE		TRAILING EDGE	
	DISTANCE FROM EDGE (IN)	MINIMUM THICKNESS (IN)	DISTANCE FROM EDGE (IN)	MINIMUM THICKNESS (IN)
ROOT	1 3/8	0.320	1 1/2	0.650
MIDDLE	1 1/2	0.210	1 1/2	0.385
TIP	1 11/16	0.130	1	0.150

52. DATA LOGGING

1. Teams must supply a Mercury Racing approved data logger. The data logger will be used to monitor and demonstrate compliance with the stock engine rules.
2. Any data logged may be examined by technical officials and scrutineers.
3. Any logged data will be kept private by technical officials and scrutineers and not be shared with any other team.
4. Teams must provide full access to the data logger when requested by a technical official or scrutineer.
5. Teams may download data from the boat while the vessel is moving during a race weekend. Teams may not upload data to the boat while the vessel is moving during any race weekend. Teams found to be uploading data will be subject to penalties as outlined in the race instructions.
6. Data logger requirements:
 - a. 20 Hz GPS signal
 - b. 30 channel CAN decode
 - c. Ruggedized Pelican-style case mount system
7. Teams must provide at least one available port on a SmartCraft junction box for use of the logger.
8. Redundant sensors for intake air temperature (IAT) and manifold absolute pressure (MAP) will be used to verify that the engine sensor output has not been modified. Sensor locations are as follows:
 - a. IAT on the back of the starboard inlet manifold
 - b. MAP on the crossover manifold test port via plastic Legris line, with sensor mounted on the electrical plate
9. Redundant sensors will be calibrated, serialized, and tracked.
10. Any devices attached to the Mercury SmartCraft bus shall be for measurement purposes only, such as data loggers and boat displays. Any attached devices are subject to inspection by sanctioning body officials. Purposeful modification of SmartCraft signals is prohibited.

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 Stern drive System and rudder is allowed, however, when steering with the rudder the Stern drive System must be mechanically fixed, vice versa when steering with the Stern drive 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 (not 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. PRE RACE / SAFETY INSPECTION

- a) All race boats entered in a sanctioned race are subject to a pre-race inspection under the supervision of a UIM Technical Commissioner
- b) No race boat may be considered a bona fide entrant in a UIM race until such time as it has a valid DLB/measurement certification and the UIM Technical Commissioner has passed and signed the official pre-race technical inspection form.
- c) It is the responsibility of the Team Owner and the Manager to submit his/her team's equipment to the Technical Chief for his/her inspection. If in the judgement of the Technical Chief, a boat and/or safety equipment is unseaworthy, unsafe, or unmanageable, the non-compliance must be brought to the attention of the UIM technical Commissioner. If the UIM technical Commissioner determines that the condition cannot be rectified prior to the start of the race, then he/she shall have the right to prohibit the boat from competing.
- d) The Technical Chief shall examine each entry for compliance with all safety requirements and shall also visually inspect hull, propulsion, and engine for compliance with the class technical rules. The spirit as well as the letter of these rules shall be enforced equitably to all entrants.
- e) Any new boat entry in these classes must before arriving to an event have a completed and approved measurement certificate entered into DLB (UIM Digital Logbook).

55. POST RACE INSPECTION

All boats are subject to a post-race technical inspection conducted by a Technical Commissioner. As a minimum the 1st, 2nd, 3rd and 4th placed boats will be inspected.

APPENDIX 1 - SAFETY PROCEDURES AND GUIDELINES

SAFETY PROCEDURES

1. GENERAL REQUIREMENTS
2. TECHNICAL RECOMMENDATIONS FOR SAFETY BOATS
3. INTERVENTION PROCEDURE

SAFETY GUIDELINES

SAFETY

LAND SERVICES

- A. DRY PIT AND WET PIT AREAS
- B. FUELLING AREA
- C. HELICOPTER AREA (IF REQUIRED)
- D. HOSPITALITY AREA

ON WATER OFFICIAL TIME LAND SERVICES

SEA SERVICES

- E. RESCUE BOAT
- F. TOW BOAT
- G. FIRE BOAT
- H. COURSE PATROL BOATS
- I. FINISH BOAT
- J. COURSE CONTROL BOAT
- K. CONTROL BOAT

ACCESSORIES AND SPECIAL EQUIPMENT

SPECIAL INFORMATION TO BE PROVIDED BY THE LOC

RECOMMENDED SAFETY PROCEDURES

Minimum requirements for the realisation of a Class 1 Grand Prix

1. GENERAL REQUIREMENTS

- 1.1. 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;
- 1.2. 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;
- 1.3. the mooring post for the rescue boats has to allow for a parking area for ambulances;

2. TECHNICAL RECOMMENDATIONS FOR RESCUE BOATS

- 2.1. 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;

22 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.

23 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.

3. INTERVENTION PROCEDURE

3.1. 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.

3.2. Every group has to check how the practice is going, reporting every anomaly, accident, etc. to Race Control.

3.3. It cannot act unless authorised by Race Control.

3.4. 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.

3.5. During the operation, Race Control will reposition the inactive groups in order to cover the whole race course.

3.6. 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.

3.7. In the case of an inverted race boat, the Race Director/Chief Referee, 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.

3.8. 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 Sports 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.1. Medical Services

The medical services will be carried out under the control of the Head of the Medical Committee, with:

A.1.1. 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.2. Fire Prevention Services

A.2.1. 3 Fire points, marked with signposts, each containing 6 Extinguishers of 10 Kg, in separate locations in the pit area.

A.2.2. N.2 fire extinguisher operators.

A.2.3. N.2 water pumps, positioned in crane area (one at each crane).

B. FUELLING AREA

B.1. Medical Services

B.1.1 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.1.2 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.1. Medical Services

According to the local Law.

C.2. Fire Prevention Services

According to the local Law

D. HOSPITALITY AREA

D.1. Fire Prevention Services

- D.1.1. 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.1. 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.2. 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.3 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.1 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.1 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 flag
- 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 and via helicopter
- 4) Further emergency berthing points (if any);
- 5) Possibility of security presence at such berthing points;
- 6) Possibility of resuscitation ambulance at such berthing points.

APPENDIX 2 - ON-WATER PROCEDURES AND GUIDELINES

1. POLE POSITION PROCEDURE
 - 1.1. GROUPING
 - 1.2. POLE POSITION PROCEDURE
2. PIT STOP PROCEDURES
3. START PROCEDURE
4. RACE STOPPED/PACE BOAT PROCEDURE
 - 4.1. RACE STOPPED
 - 4.2. PACE BOAT PROCEDURE
5. FINISHING PROCEDURE

1. POLE POSITION PROCEDURE

1.1. 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 Programme / Racing instructions or race bulletin. Boats to be positioned in Championship order. In the case of equal standing, we will follow the race number order.

1.2. 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 Technical Chief.

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 Programme / Racing instructions and/or Bulletin and/or Pilots' meeting.

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 Sports 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 Programme / Racing instructions and/or Bulletins and/or Pilots' meeting. If 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 Technical Chief. 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 Chief.

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 Technical Chief.

The 1st, 2nd & 3rd Class 1 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 Programme / Racing 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.

2. PIT STOP PROCEDURES

- Boats which wish to make a Pit Stop must follow the In & Out procedure outlined in the Programme / Racing 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 Technical Chief 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 Technical Chief.
- No boats will be recovered during the duration of Pole Position, except for damaged boats and under the responsibility of the Technical Chief.
- 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 Technical Chief.
- 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.

3. START PROCEDURE

Class 1 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 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 the boats pass the start buoy gate consisting of 2 large visible buoys either side of the start chute, the green flag will be raised.

All rule infringements listed below also apply to the start buoy gate.

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 Programme / Racing 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 Programme / Racing 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 Programme / Racing 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 Programme / Racing 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 Programme / Racing instructions.
- See relevant diagram issued with Programme / Racing instructions.

NB - Refer to the race course location, bad weather condition, or others, different start procedure can be applied by UIM Sports Commissioner in accordance with the Race Director/Chief Referee.

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

4. 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.

4.1. STOPPING THE RACE

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 27.2, 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 Programme / Racing instructions and/or Bulletin and/or Drivers' meeting and the time adjustment to reach the nominal Race Length will be calculated as a percentage, as published in the Race Instruction (27.2 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 Programme / Racing instructions) and via timing computer.
- It is the responsibility of the Team Manager to inform his/her 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 5 Finishing Procedure 5.1, 5.2, 5.3, 5.4, 5.5.

4.2. PACE BOAT PROCEDURE

The pace boat and the location of the Pace Boat Milling Area will be announced in the Programme / Racing instructions and/or Drivers' meeting 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 described in the Programme / Racing 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 Programme / Racing instructions and/or Pilots' meeting 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 described in the Programme / Racing 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.

5. FINISHING PROCEDURE

- 5.1. No Patrol Boat or Jury Boat shall be released from his/her station until the official in charge at Race Control has given clearance to that specific boat.
- 5.2. 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 Programme / Racing instructions, where the Pace Boat will collect them.
- 5.3. 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 Programme / Racing instructions and/or Bulletins and/or Drivers' meeting.
- 5.4. 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 Programme / Racing instructions by the Start/Pace Boat.
- 5.5. If the first three boats for each Classes are not docking in the dry pit after the complete boat seal by the Technical Chief, they will be towed to the dry pit and under the crane by the organization.

APPENDIX 3 - ON-LAND PROCEDURES AND GUIDELINES

1. PITS
 - 1.1. DRY PIT
 - 1.2. CRANING AREA
 - 1.3. REFUELING AREA
 - 1.4. WET PIT AREA
 - 1.5. HELIPAD
 - 1.6. RACE CONTROL/TIMING/TEAM MANAGERS' AREA
2. HOSPITALITY AND VIP AREA
 - 2.1. TEAMS' HOSPITALITY
 - 2.2. PODIUM AREA
3. OFFICES
 - 3.1. PROMOTER OFFICES
 - 3.2. OFFICIALS
 - 3.3. PRESS OFFICES
 - 3.3.1. PROMOTER Press - PR
 - 3.3.2. LOC Press Office
 - 3.4. CLASS 1 TV
 - 3.5. MEETING ROOM
 - 3.6. DRIVER'S MEETING ROOM

1. 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;

1.1. 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.

12 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;

13 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.

14 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.

15 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.

1.6 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);

2. 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.

2.1 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

2.2. 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

3. 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.

3.1 PROMOTER OFFICES

Made up of 1/2 rooms totalling 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.

3.2 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;

3.3 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.

3.3.1 **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);

3.3.2 **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,

3.4 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);

3.5. MEETING ROOM

A room which can seat up to 30 people for private Class 1/Promoter meetings, furnished with tables and chairs.

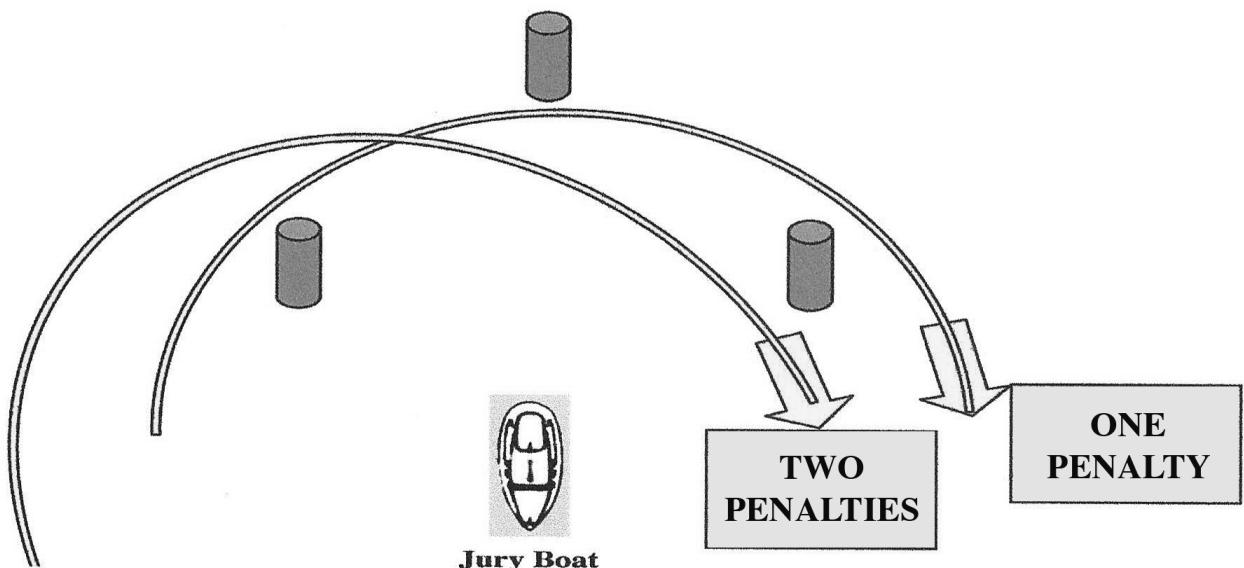
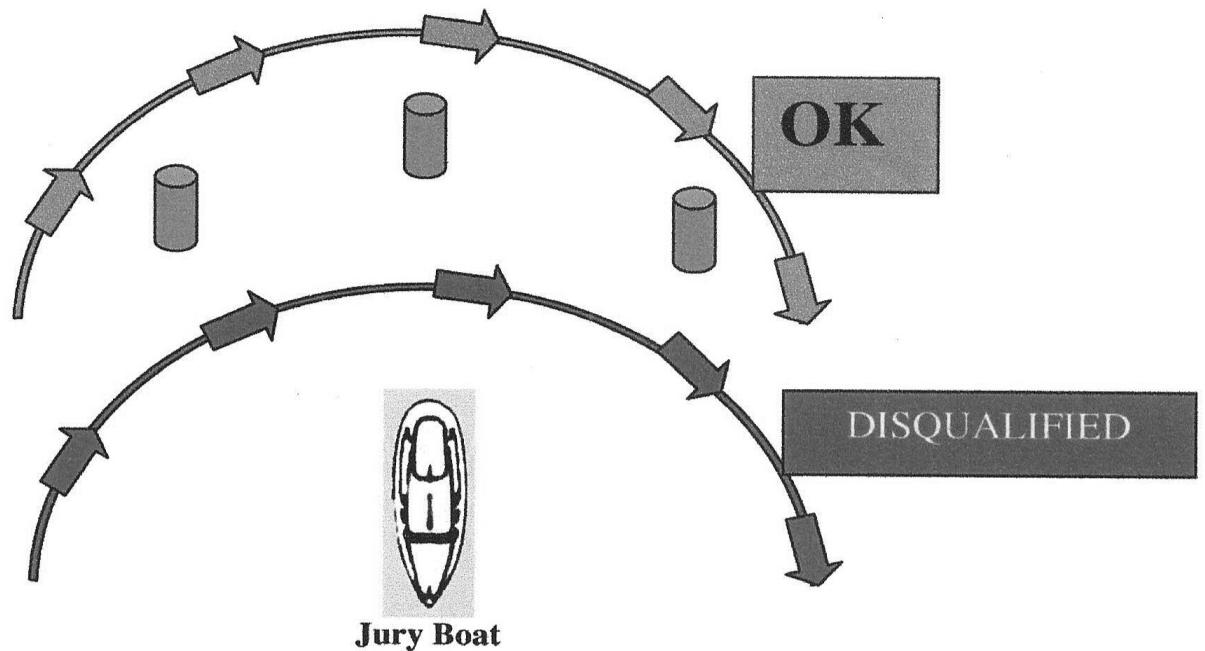
3.6. DRIVERS' MEETING ROOM

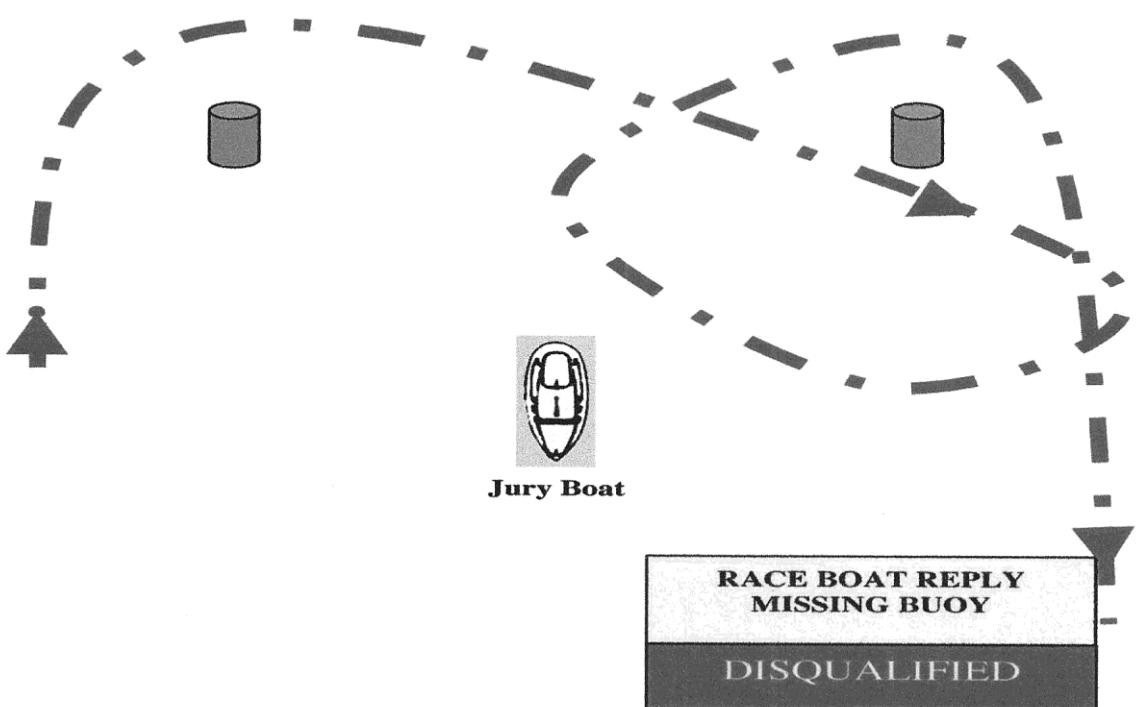
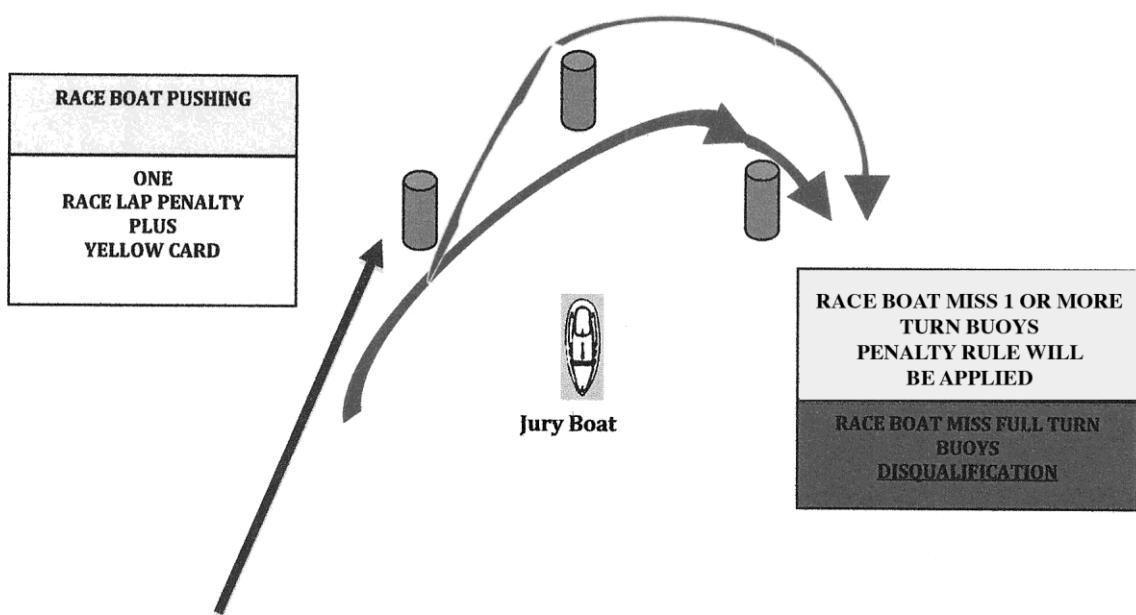
A well-presented room which can seat around 50 people for the Driver's Meeting. It is set up with a top table (for a minimum of 8 people) and seating in theatre-style.

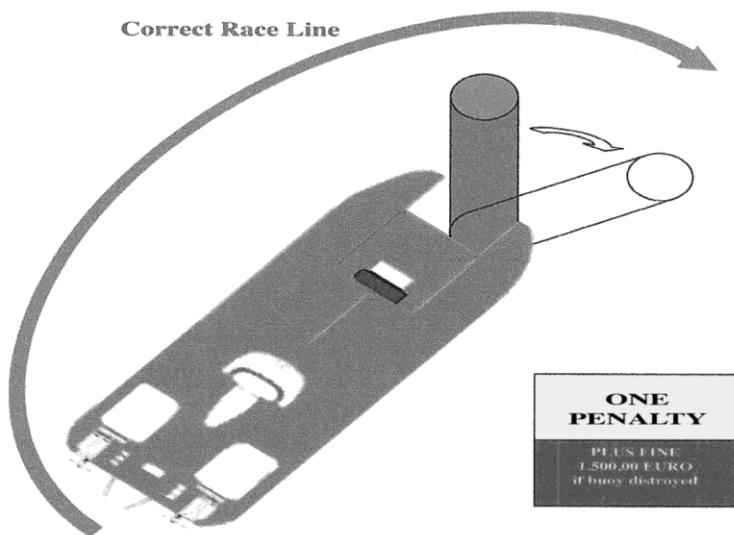
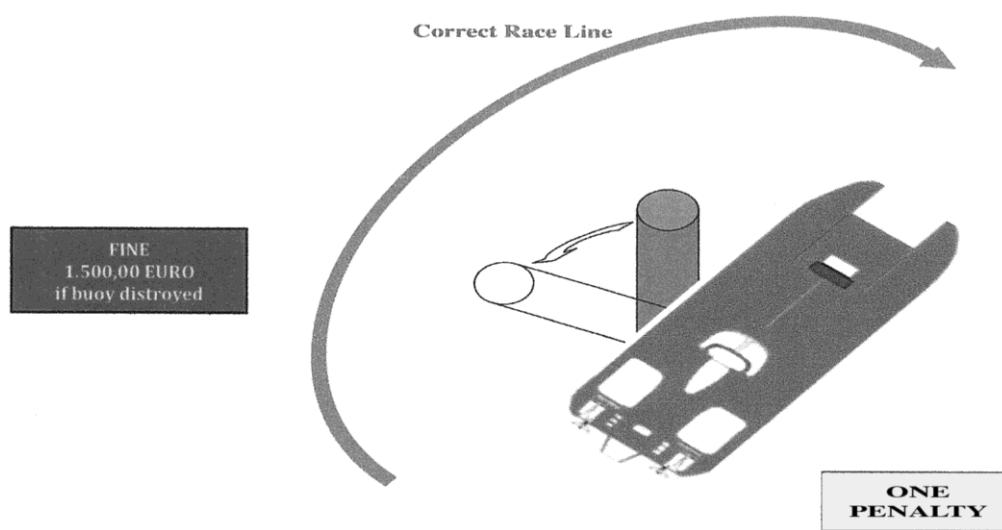
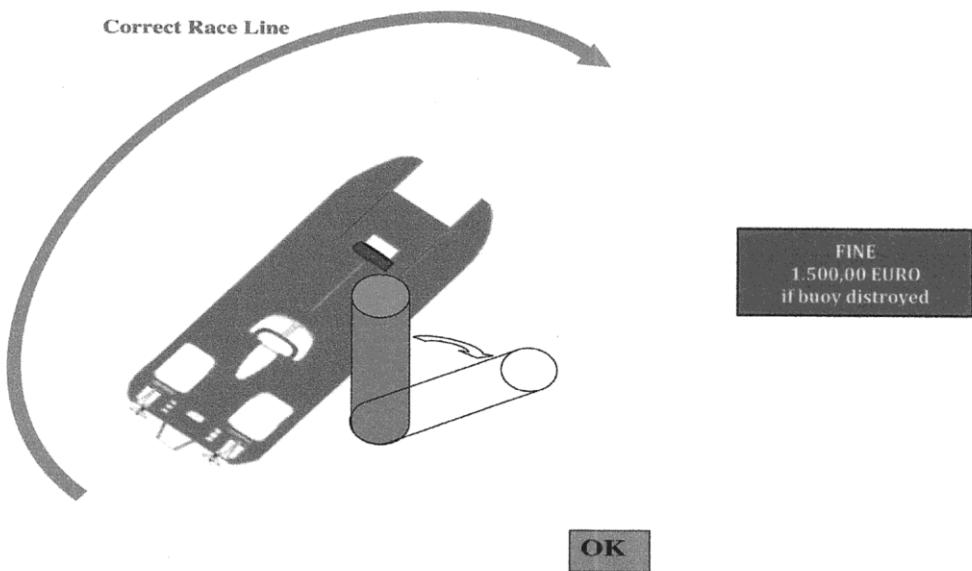
For use for two hours on the first day of the race weekend, normally 18.00 - 20.00.

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

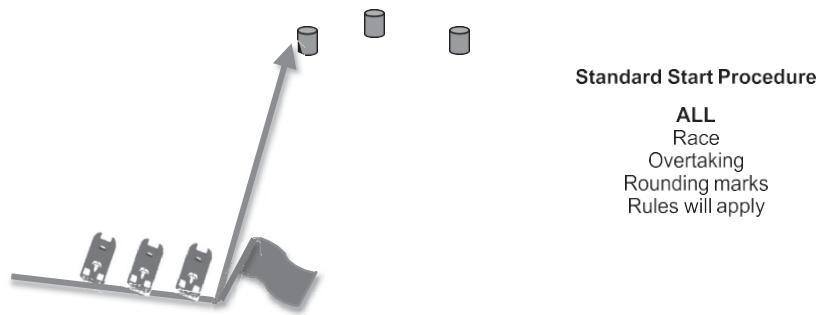
APPENDIX 4 - TURN BUOYS CLARIFICATION DRAWINGS







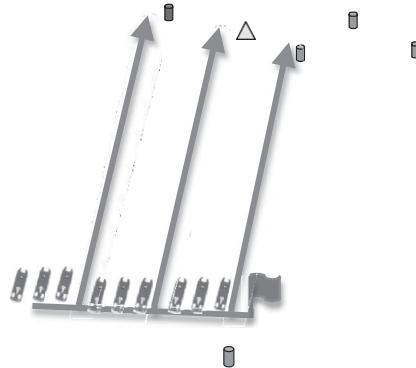
APPENDIX 5 - START PROCEDURE DRAWING & CLARIFICATIONS



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

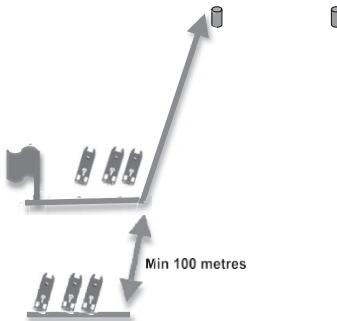
ALL RACE BOAT MUST MAINTAIN THEIR REFERENCE BUOY TURN MARK

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



Start Multi Line Procedure

ALL
Race
Overtaking
Rounding marks
Rules will apply

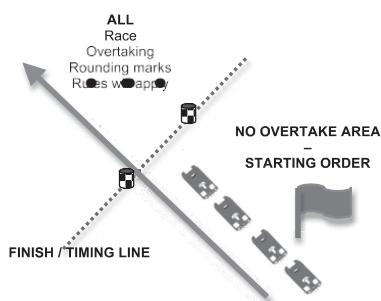


Single Row Start Procedure
(Valid also for Pace Boat re start procedure)

ALL RACE BOAT MUST MAINTAIN 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 - DIGITAL BOAT AND EVENT LOGBOOK

A digital Boat and Event Logbook must be implemented; 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

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