



# **PLEASURE NAVIGATION**

2014



**2013 WORLD CHAMPIONS****Powerboat Endurance****SuperSport**

Stefano  
ACANFORA  
Italy



Giancarlo  
CANGIANO  
Italy

**EVO**

Vahid  
GANJAVIAN  
Great Britain



Gareth  
WILLIAMS  
Great Britain

**2013 WORLD CHAMPIONS****Endurance Group B****Class Boat**

Massimiliano  
BERTOLUCCI  
Italy



Elena  
STEPANOVA  
Italy

**Class S1**

Alberto  
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**Class S2**

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# **CODE OF ETHICS**

2014

## **1. Preamble**

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

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

### **The ethical pillars of the UIM**

#### **1.1 Equality**

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

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

Powerboating promotes the inclusion of men and women equally.

#### **1.2 Fair Play**

Fair play is the guiding principle in the sport of Powerboating. It is expected that all persons taking part in Powerboating shall behave with fairness and honesty.

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

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

#### **1.3 Respect**

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

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

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

Violence and abusive behaviour are not tolerated.

#### **1.4 Integrity**

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

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

Conflicts of interest must be avoided.

#### **1.5 Environment**

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

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

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

## **2. Conduct Regulations**

This Code applies to the following "Involved Parties": competitors, teams, promoters, officials and all other UIM accredited persons.

#### **a) Basic rules**

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

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

#### **b) Representational duties**

UIM Officials shall represent UIM honestly, respectably and with integrity.

#### **c) Conduct towards government and private organizations**

In dealings with government institutions, national and international organizations, associations and groupings, "Involved Parties" shall, in addition to observing the

basic rules of art. a, remain politically neutral, in accordance with the principles and objectives of UIM and act in a manner compatible with their function and integrity.

d) Ban on discrimination

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

e) Eligibility and dismissal

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

f) Conflicts of interest

“Involved Parties” may not perform their tasks in cases with an existing or potential conflict of interest.

“Involved Parties”, particularly UIM officials, shall avoid any situation that could lead to conflicts of interest. Conflicts of interest arise if there are private or personal interests that detract from the ability to carry out obligations as “Involved Parties”, particularly UIM officials, with integrity in an independent and purposeful manner.

g) Protection of personal rights

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

h) Loyalty and confidentiality

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

i) Accepting and giving gifts

“Involved Parties” are not permitted to accept gifts and other benefits that exceed the average relative value of local cultural customs from third parties.

Accepting gifts of cash in any amount or form is prohibited.

While performing their duties, officials may give gifts and other benefits in accordance with the average relative value of local cultural customs to third parties, provided no dishonest advantages are gained and there is no conflict of interest.



#### j) Bribery

“Involved Parties” may not accept bribes, in other words, any gifts or other advantages that are offered, promised or sent to them to incite breach of duty or dishonest conduct.

“Involved Parties” are forbidden from bribing third parties or from urging or inciting others to do so in order to gain an advantage for them or a third party.

#### k) Betting

“Involved Parties” are forbidden from taking part, either directly or indirectly, in illegal betting or gambling connected with powerboat races.

### **3. Procedural regulations**

#### a) Basic principle

Violations of the rules of this Code shall be sanctioned.

#### b) Judging body

The UIM Executive Committee shall judge cases that are not compliant with the UIM Code of Ethic.

#### c) Disciplinary measures

The UIM Executive Committee will decide disciplinary measures.

#### d) Hearings

The hearings of UIM Executive Committee for proceedings related to ethics matters are deemed to be valid if the majority of the UIM Executive Committee members are present.

#### e) Confidentiality

The members of the judicial body shall ensure that everything disclosed to them during the course of their duty remains confidential (facts of the case, contents of the deliberations and decisions taken). Only the contents of those decisions already notified to the addressees may be made public.

### **4. Enforcement**

The conduct and procedural regulations of this Code are adopted by the UIM General Assembly of October 25<sup>th</sup>, 2009 and come into force on January 1, 2010.





# **ANTI-DOPING RULES**

2014



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# UIM ANTI-DOPING RULES

## INTRODUCTION

### Preface

At the UIM General Assembly held on the 2<sup>nd</sup> November 2008 in the Gold Coast, Australia, the UIM accepted the revised (2009) UIM Anti-Doping Rules based on the World Anti-Doping *Code* (the “*Code*”) approved in Madrid, Spain, in November 2007. These Anti-Doping Rules are adopted and implemented in conformance with the UIM’s responsibilities under the *Code*, and are in furtherance of the UIM’s continuing efforts to eradicate doping in the sport of Powerboating.

Anti-Doping Rules, like *Competition* rules, are sport rules governing the conditions under which sport is played. *Drivers* and other *Persons* accept these rules as a condition of participation and shall be bound by them. These sport-specific rules and procedures, aimed at enforcing anti-doping principles in a global and harmonized manner, are distinct in nature and, therefore, not intended to be subject to, or limited by any national requirements and legal standards applicable to criminal proceedings or employment matters. When reviewing the facts and the law of a given case, all courts, arbitral tribunals and other adjudicating bodies should be aware of and respect the distinct nature of the anti-doping rules in the *Code* and the fact that these rules represent the consensus of a broad spectrum of stakeholders around the world with an interest in fair sport.

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

Anti-doping programs seek to preserve what is intrinsically valuable about sport. This intrinsic value is often referred to as “the spirit of sport”; it is the essence of Olympism; it is how we play true. The spirit of sport is the celebration of the human spirit, body and mind, and is characterized by the following values:

- Ethics, fair play and honesty
- Health
- Excellence in performance
- Character and education
- Fun and joy

- Teamwork
- Dedication and commitment
- Respect for rules and laws
- Respect for self and other participants
- Courage
- Community and solidarity

Doping is fundamentally contrary to the spirit of sport.

## Scope

These Anti-Doping Rules shall apply to the UIM, each *National Association* of the UIM, and each *Participant* in the activities of the UIM or any of its *National Associations* by virtue of the *Participant's* membership, accreditation, or participation in the UIM, its *National Associations*, or their activities or *Events*. Any *Person* who is not a member of a National Association and who fulfills the requirements to be part of the UIM Registered Testing Pool, must become a member of the *Person's National Association*, and must make himself or herself available for *Testing*, at least six months before participating in *International Events* or events of his/her *National Association*.

To be eligible for participation in UIM events, a Driver must have a Powerboat Racing licence issued by his or her National Association. The Powerboat Racing licence will only be issued to *Drivers* who have personally signed the Appendix 2 consent form, in the actual form approved by the UIM Executive. All forms from under-age applicants must be counter-signed by their legal guardians.

The National Association must guarantee that all *Drivers* registered for a Powerboat Racing Licence accept the Rules of the UIM, concerning these UIM Anti-Doping Rules.

It is the responsibility of each *National Association* to ensure that all national-level *Testing* on the *National Association's Drivers* complies with these Anti-Doping Rules. In some countries, the *National Association* itself will be conducting the *Doping Control* described in these Anti-Doping Rules. In other countries, many of the *Doping Control* responsibilities of the *National Association* have been delegated or assigned by statute or agreement to a *National Anti-Doping Organization*. In those countries, references in these Anti-Doping Rules to the *National Association* shall apply, as appropriate, to the *National Anti-Doping Organization*.



These Anti-Doping Rules shall apply to all *Doping Controls* over which the UIM and its *National Associations* have jurisdiction.

## ARTICLE 1 DEFINITION OF DOPING

Doping is defined as the occurrence of one or more of the anti-doping rule violations set forth in Article 2.1 through Article 2.8 of these Anti-Doping Rules.

## ARTICLE 2 ANTI-DOPING RULE VIOLATIONS

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

The following constitute anti-doping rule violations:

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

### **2.1 The presence of a Prohibited Substance or its Metabolites or Markers in a Driver's Sample**

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

*[Comment to Article 2.1.1: For purposes of anti-doping violations involving the presence of a Prohibited Substance (or its Metabolites or Markers), UIM's Anti-Doping Rules adopt the rule of strict liability which was found in the Olympic Movement Anti-Doping Code ("OMADC") and the vast majority of pre-Code anti-doping rules. Under the strict liability principle, a Driver is responsible, and an anti-doping rule violation occurs, whenever a Prohibited Substance is found in a Driver's Sample. The violation occurs whether or not the Driver intentionally or unintentionally used a Prohibited Substance or was negligent or otherwise at fault. If the positive Sample came from an In-Competition test, then the results of that Competition are automatically invalidated (Article 9 (Automatic Disqualification of Individual Results)). However, the Driver then has the possibility to avoid or reduce*

sanctions if the Driver can demonstrate that he or she was not at fault or significant fault (Article 10.5 (Elimination or Reduction of Period of Ineligibility Based on Exceptional Circumstances)) or in certain circumstances did not intend to enhance his or her sport performance (Article 10.4 (Elimination or Reduction of the Period of Ineligibility for Specified Substances under Specific Circumstances)).

*The strict liability rule for the finding of a Prohibited Substance in a Driver's Sample, with a possibility that sanctions may be modified based on specified criteria, provides a reasonable balance between effective anti-doping enforcement for the benefit of all "clean" Drivers and fairness in the exceptional circumstance where a Prohibited Substance entered a Driver's system through No Fault or Negligence or No Significant Fault or Negligence on the Driver's part. It is important to emphasize that while the determination of whether the anti-doping rule has been violated is based on strict liability, the imposition of a fixed period of Ineligibility is not automatic. The strict liability principle set forth in International Federation's Anti-Doping Rules has been consistently upheld in the decisions of CAS.]*

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

*[Comment to Article 2.1.2: The UIM may in its discretion choose to have the B Sample analyzed even if the Driver does not request the analysis of the B Sample.]*

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

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

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

*[Comment to Article 2.2: As noted in Article 3 (Proof of Doping), it has always been the case that Use or Attempted Use of a Prohibited Substance or Prohibited Method may be established by any reliable means. Unlike the proof required to establish an anti-doping rule violation under Article 2.1, Use or Attempted Use may also be established by other reliable means such as admissions by the Driver, witness statements, documentary evidence, conclusions drawn from longitudinal profiling, or other analytical information which does not otherwise satisfy all the requirements to establish "Presence" of a Prohibited Substance under Article 2.1. For example, Use may be established based upon reliable analytical data from the analysis of an A Sample (without confirmation from an analysis of a B Sample) or from the analysis of a B Sample alone where the UIM provides a satisfactory explanation for the lack of confirmation in the other Sample.]*

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

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

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

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

### **2.3 Refusing or failing without compelling justification to submit to Sample collection after notification as authorized in these Anti-Doping Rules, or otherwise evading Sample collection.**

*[Comment to Article 2.3: Failure or refusal to submit to Sample collection after notification was prohibited in almost all pre-Code anti-doping rules. This Article expands the typical pre-Code rule to include “otherwise evading Sample collection” as prohibited conduct. Thus, for example, it would be an anti-doping rule violation if it were established that a Driver was hiding from a Doping Control official to evade notification or Testing. A violation of “refusing or failing to submit to Sample collection” may be based on either intentional or negligent conduct of the Driver, while “evading” Sample collection contemplates intentional conduct by the Driver.]*

### **2.4 Violation of applicable requirements regarding Driver availability for Out-of-Competition Testing set out in the International Standard for Testing, including failure to file whereabouts information** in accordance with Article 11.3 of the *International Standard for Testing* (a “**Filing Failure**”) and failure to be available for Testing at the declared whereabouts in accordance with Article 11.4 of the *International Standard for Testing* (a “**Missed Test**”). Any combination of three Missed Tests and/or Filing Failures committed within an eighteen-month period, as declared by the UIM or any other Anti-Doping Organization with jurisdiction over a Driver, shall constitute an anti-doping rule violation.

*[Comment to Article 2.4: Separate whereabouts filing failures and missed tests declared under the rules of the UIM or any other Anti-Doping Organization with authority to declare whereabouts filing failures and missed tests in accordance with the International Standard for Testing shall be combined in applying this Article. In appropriate circumstances, missed tests or filing failures may also constitute an anti-doping rule violation under Article 2.3 or Article 2.5.]*

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

*[Comment to Article 2.5: This Article prohibits conduct which subverts the Doping Control process but which would not otherwise be included in the definition of Prohibited Methods. For example, altering identification numbers on a Doping Control form during Testing, breaking the B Bottle at the time of B Sample analysis or providing fraudulent information to the UIM]*

## **2.6 Possession of Prohibited Substances and Methods**

**2.6.1** *Possession by a Driver In-Competition of any Prohibited Method or any Prohibited Substance, or Possession by a Driver Out-of-Competition of any Prohibited Method or any Prohibited Substance which is prohibited in Out-of-Competition Testing unless the Driver establishes that the Possession is pursuant to a therapeutic use exemption (“TUE”) granted in accordance with Article 4.4 (Therapeutic Use) or other acceptable justification.*

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

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

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

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

**2.8 Administration or Attempted administration to any Driver In-Competition of any Prohibited Method or Prohibited Substance, or administration or Attempted administration to any Driver Out-of-Competition of any Prohibited Method or any Prohibited Substance that is prohibited Out-of-Competition, or assisting, encouraging, aiding, abetting, covering up or any other type of complicity involving an anti-doping rule violation or any Attempted anti-doping rule violation.**

*[Comment to Article 2: The Code does not make it an anti-doping rule violation for a Driver or other Person to work or associate with Driver Support Personnel who are serving a period of Ineligibility. However, UIM may adopt its own specific policy which prohibits such conduct.]*

## ARTICLE 3 PROOF OF DOPING

### 3.1 Burdens and Standards of Proof

*UIM* and its *National Associations* shall have the burden of establishing that an anti-doping rule violation has occurred. The standard of proof shall be whether *UIM* or its *National Association* has established an anti-doping rule violation to the comfortable satisfaction of the hearing panel bearing in mind the seriousness of the allegation which is made. This standard of proof in all cases is greater than a mere balance of probability but less than proof beyond a reasonable doubt. Where these Rules place the burden of proof upon the *Driver* or other *Person* alleged to have committed an anti-doping rule violation to rebut a presumption or establish specified facts or circumstances, the standard of proof shall be by a balance of probability, except as provided in Articles 10.4 and 10.6, where the *Driver* must satisfy a higher burden of proof.

*[Comment to Article 3.1: This standard of proof required to be met by UIM or its National Association is comparable to the standard which is applied in most countries to cases involving professional misconduct. It has also been widely applied by courts and hearing panels in doping cases. See, for example, the CAS decision in N., J., Y., W. v. FINA, CAS 98/208, 22 December 1998.]*

### 3.2 Methods of Establishing Facts and Presumptions

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

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

**3.2.1** WADA-accredited laboratories are presumed to have conducted *Sample* analysis and custodial procedures in accordance with the *International Standard* for Laboratories. The *Driver* or other *Person* may rebut this presumption by establishing that a departure from the *International Standard* occurred which could reasonably have caused the *Adverse Analytical Finding*.

If the *Driver* or other *Person* rebuts the preceding presumption by showing that a departure from the *International Standard* occurred which could reasonably have caused the *Adverse Analytical Finding*, then *UIM* or its *National Association* shall have the burden to establish that such departure did not cause the *Adverse Analytical Finding*.

*[Comment to Article 3.2.1: The burden is on the Driver or other Person to establish, by a balance of probability, a departure from the International Standard that could reasonably have caused the Adverse Analytical Finding. If the Driver or other Person does so, the burden shifts to UIM or its National Association to prove to the comfortable satisfaction of the hearing panel that the departure did not cause the Adverse Analytical Finding.]*

**3.2.2** Departures from any other *International Standard* or other anti-doping rule or policy which did not cause an *Adverse Analytical Finding* or other anti-doping rule violation shall not invalidate such results. If the *Driver* or other *Person* establishes that a departure from another *International Standard* or other anti-doping rule or policy which could reasonably have caused the *Adverse Analytical Finding* or other anti-doping rule violation occurred, then *UIM* or its *National Association* shall have the burden to establish that such a departure did not cause the *Adverse Analytical Finding* or the factual basis for the anti-doping rule violation.

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

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

*[Comment to Article 3.2.4: Drawing an adverse inference under these circumstances has been recognized in numerous CAS decisions.]*

## ARTICLE 4 THE PROHIBITED LIST

### 4.1 Incorporation of the Prohibited List

These Anti-Doping Rules incorporate the *Prohibited List* which is published and revised by WADA as described in Article 4.1 of the *Code*. UIM will make the current *Prohibited List* available to each *National Association*, and each *National Association* shall ensure that the current *Prohibited List* is available to its members and constituents.

*[Comment to Article 4.1: The Prohibited List will be revised and published on an expedited basis whenever the need arises. However, for the sake of predictability, a new Prohibited List will be published every year whether or not changes have been made. The Prohibited List in force is available on WADA's website at www.wada-ama.org. The Prohibited List is an integral part of the International Convention against Doping in Sport.]*

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

#### 4.2.1 Prohibited Substances and Prohibited Methods

Unless provided otherwise in the *Prohibited List* and/or a revision, the *Prohibited List* and revisions shall go into effect under these Anti-Doping Rules three months after publication of the *Prohibited List* by WADA without requiring any further action by UIM. As described in Article 4.2 of the *Code*, UIM may request that WADA expand the *Prohibited List* for the sport of Powerboating. UIM may also upon the recommendation of its Anti-Doping Commission request that WADA include additional substances or methods, which have the potential for abuse in the sport of Powerboating, in the monitoring program described in Article 4.5 of the *Code*. As provided in the *Code*, WADA shall make the final decision on such requests by UIM.

*[Comment to Article 4.2.1: There will be one Prohibited List. The substances which are prohibited at all times would include masking agents and those substances which, when used in training, may have long term performance enhancing effects such as anabolics. All substances and methods on the Prohibited List are prohibited In-Competition. Out-of-Competition Use (Article 2.2) of a substance which is only prohibited In-Competition is not an anti-doping rule violation unless an Adverse Analytical Finding for the substance or its Metabolites is reported for a Sample collected In-Competition (Article 2.1).]*

*There will be only one document called the "Prohibited List." WADA may add additional substances or methods to the Prohibited List for particular sports (e.g. the inclusion of beta-blockers for shooting) but this will also be reflected on the*



*single Prohibited List. A particular sport is not permitted to seek exemption from the basic list of Prohibited Substances (e.g. eliminating anabolics from the Prohibited List for “mind sports”). The premise of this decision is that there are certain basic doping agents which anyone who chooses to call himself or herself a Driver should not take.]*

#### **4.2.2 Specified Substances**

For purposes of the application of Article 10 (Sanctions on Individuals), all *Prohibited Substances* shall be “Specified Substances” except (a) substances in the classes of anabolic agents and hormones; and (b) those stimulants and hormone antagonists and modulators so identified on the *Prohibited List*. *Prohibited Methods* shall not be Specified Substances.

#### **4.2.3 New Classes of Prohibited Substances**

In the event WADA expands the *Prohibited List* by adding a new class of *Prohibited Substances* in accordance with Article 4.1 of the *Code*, WADA’s Executive Committee shall determine whether any or all *Prohibited Substances* within the new class of *Prohibited Substances* shall be considered Specified Substances under Article 4.2.2.

### **4.3 Criteria for Including Substances and Methods on the Prohibited List**

As provided in Article 4.3.3 of the *Code*, WADA’s determination of the *Prohibited Substances* and *Prohibited Methods* that will be included on the *Prohibited List* and the classification of substances into categories on the *Prohibited List* is final and shall not be subject to challenge by a Driver or other *Person* based on an argument that the substance or method was not a masking agent or did not have the potential to enhance performance, represent a health risk or violate the spirit of sport.

*[Comment to Article 4.3: The question of whether a substance meets the criteria in Article 4.3 (Criteria for Including Substances and Methods on the Prohibited List) in a particular case cannot be raised as a defense to an anti-doping rule violation. For example, it cannot be argued that the Prohibited Substance detected would not have been performance enhancing in that particular sport. Rather, doping occurs when a substance on the Prohibited List is found in a Driver’s Sample. Similarly, it cannot be argued that a substance listed in the class of anabolic agents does not belong in that class.]*

### **4.4 Therapeutic Use**

**4.4.1** *Drivers* with a documented medical condition requiring the use of a *Prohibited Substance* or a *Prohibited Method* must first obtain a TUE. The

presence of a *Prohibited Substance* or its *Metabolites* or *Markers* (Article 2.1), *Use* or *Attempted Use* of a *Prohibited Substance* or a *Prohibited Method* (Article 2.2), *Possession* of *Prohibited Substances* or *Prohibited Methods* (Article 2.6) or administration of a *Prohibited Substance* or *Prohibited Method* (Article 2.8) consistent with the provisions of an applicable TUE issued pursuant to the *International Standard for Therapeutic Use Exemptions* shall not be considered an anti-doping rule violation.

**4.4.2** Subject to Article 4.4.3, *Drivers* included by UIM in its *Registered Testing Pool* and other *Drivers* participating in any *International Event* must obtain a TUE from UIM (regardless of whether the *Driver* previously has received a TUE at the national level). The application for a TUE must be made as soon as possible (in the case of a *Driver* in the *Registered Testing Pool*, this would be when he/she is first notified of his/her inclusion in the pool) and in any event (save in emergency situations) no later than 21 days before the *Driver's* participation in the *Event*.

**4.4.3** The only exception to Article 4.4.2 is that, in accordance with Article 7.13 of the *International Standard for Therapeutic Use Exemptions*, *Drivers* not in UIM's *Registered Testing Pool* who inhale Glucocorticosteroids and/or formoterol, salbutamol, salmeterol or terbutaline to treat asthma or one of its clinical variants do not need a TUE in advance of participating in an *International Event* unless so specified by UIM. Instead, if necessary, any such *Driver* may apply for a Retroactive TUE after the *Event* in accordance with Article 7.13 of the *International Standard for Therapeutic Use Exemptions* and Article 7.1.3 of these Anti-Doping Rules.

**4.4.4** TUE's granted by UIM shall be reported to the *Driver's National Association* and to WADA. Other *Drivers* subject to *Testing* who need to use a *Prohibited Substance* or a *Prohibited Method* for therapeutic reasons must obtain a TUE from their *National Anti-Doping Organization* or other body designated by their *National Association*, as required under the rules of the *National Anti-Doping Organization/other body*. *National Associations* shall promptly report any such TUE's to UIM and WADA.

**4.4.5** The UIM Executive shall appoint a panel of physicians to consider requests for TUE's (the "**TUE Committee**"). Upon UIM's receipt of a TUE request, the Chair of the TUE Panel shall appoint one or more members of the TUE Panel (which may include the Chair) to consider such request. The TUE Committee member(s) so designated shall promptly evaluate such request in accordance with the *International Standard for Therapeutic*

Use Exemptions and render a decision on such request, which shall be the final decision of UIM.

**4.4.6** WADA, at the request of a Driver or on its own initiation, may review the granting or denial of any TUE by UIM if WADA determines that the granting or denial of a TUE did not comply with the *International Standard* for Therapeutic Use Exemptions in force at the time then WADA may reverse that decision. Decisions on TUE's are subject to further appeal as provided in Article 13.

## ARTICLE 5 TESTING

### 5.1 Authority to Test

All *Drivers* under the jurisdiction of a *National Association* shall be subject to *In-Competition Testing* by UIM, the *Driver's National Association*, and any other *Anti-Doping Organization* responsible for *Testing* at a *Competition* or *Event* in which they participate. All *Drivers* under the jurisdiction of a *National Association*, including *Drivers* serving a period of ineligibility or a *Provisional Suspension*, shall also be subject to *Out-of-Competition Testing* at any time or place, with or without advance notice, by UIM, WADA, the *Driver's National Association*, the *National Anti-Doping Organization* of any country where the *Driver* is present. *Target Testing* will be made a priority.

*[Comment to Article 5.1: Target Testing is specified because random Testing, or even weighted random Testing, does not ensure that all of the appropriate Drivers will be tested (e.g., world-class Drivers, Drivers whose performances have dramatically improved over a short period of time, Drivers whose coaches have had other Drivers test positive, etc.). Obviously, Target Testing must not be used for any purposes other than legitimate Doping Control. The Code makes it clear that Drivers have no right to expect that they will be tested only on a random basis. Similarly, it does not impose any reasonable suspicion or probable cause requirement for Target Testing]*

### 5.2 Responsibility for UIM Testing

The UIM shall be responsible for drawing up a test distribution plan for the sport of Powerboating in accordance with Article 4 of the *International Standard for Testing*, and for the implementation of that plan, including overseeing all *Testing* conducted by or on behalf of UIM. *Testing* may be conducted by members of the UIM or by other qualified persons so authorized by UIM.

### 5.3 Testing Standards

*Testing* conducted by *UIM* and its *National Associations* shall be in substantial conformity with the *International Standard for Testing* in force at the time of *Testing*.

**5.3.1** Blood or other non-urine *Samples* may be used to detect *Prohibited Substances* or *Prohibited Methods*, for screening procedure purposes, or for longitudinal biological profiling. If the *Sample* is collected for screening only, it will have no consequences for the *Driver* other than to identify him/her for a urine test under these anti-doping rules. In these circumstances, the *UIM* may decide at its own discretion which parameters are to be measured in the screening *Sample* and what levels of those parameters will be used to indicate that a *Driver* should be selected for a urine test. If however, the *Sample* is collected for longitudinal biological profiling, it may be used for anti-doping purposes in accordance with Article 2.2 of the *Code*.

### 5.4 Coordination of Testing

*UIM* and *National Associations* shall promptly report completed tests through the *WADA* clearinghouse to avoid unnecessary duplication in *Testing*.

### 5.5 Driver Whereabouts Requirements

**5.5.1** *UIM* shall identify a *Registered Testing Pool* of those *Drivers* who are required to comply with the whereabouts requirements of the *International Standard for Testing*, and shall publish the criteria for *Drivers* to be included in this *Registered Testing Pool* as well as a list of the *Drivers* meeting those criteria for the period in question. *UIM* shall review and update as necessary its criteria for including *Drivers* in its *Registered Testing Pool*, and shall revise the membership of its *Registered Testing Pool* from time to time as appropriate in accordance with the set criteria. Each *Driver* in the *Registered Testing Pool* (a) shall advise *UIM* of his/her whereabouts on a quarterly basis, in the manner set out in Article 11.3 of the *International Standard for Testing*; (b) shall update that information as necessary, in accordance with Article 11.4.2 of the *International Standard for Testing*, so that it remains accurate and complete at all times; and (c) shall make him/herself available for *Testing* at such whereabouts, in accordance with Article 11.4 of the *International Standard for Testing*.

[*Comment to Article 5.5.1: The purpose of the UIM Registered Testing Pool is to identify top-level International Drivers who the UIM requires to provide whereabouts information to facilitate Out-of-Competition Testing by UIM and*

*other Anti-Doping Organizations with jurisdiction over the Drivers. UIM will identify such Drivers in accordance with the requirements of Articles 4 and 11.2 of the International Standard for Testing.]*

*Examples for the criteria which could be used separately or in combination include:*

- All medalists / team members of (Team) medalists from the previous (one, two,...) world championships / continental championships / top 10 Drivers in each discipline or in World Ranking or World Cup.*
- Any Driver whose performance is better than or equal to the fiftieth best performances in the preceding competition year.*
- All Drivers who are members of the top 8 teams in the Team Ranking*

*Every National Association shall report to UIM the performances, names and addresses of all Drivers whose performances fall within the Registered Testing Pool criteria established by UIM.*

**5.5.2** A Driver's failure to advise UIM of his/her whereabouts shall be deemed a Filing Failure for purposes of Article 2.4 where the conditions of Article 11.3.5 of the *International Standard for Testing* are met.

**5.5.3** A Driver's failure to be available for Testing at his/her declared whereabouts shall be deemed a Missed Test for purposes of Article 2.4 where the conditions of Article 11.4.3 of the *International Standard for Testing* are met.

**5.5.4** Each *National Association* shall also assist its *National Anti-Doping Organization* in establishing a national level *Registered Testing Pool* of top level national *Drivers* to whom the whereabouts requirements of the *International Standard for Testing* shall also apply. Where those *Drivers* are also in the UIM's *Registered Testing Pool*, the UIM and the *National Anti-Doping Organization* will agree on which of them will take responsibility for receiving whereabouts filings from the *Driver* and sharing it with the other (and with other *Anti-Doping Organizations*) in accordance with Article 5.5.5.

**5.5.5** Whereabouts information provided pursuant to Articles 5.5.1 and 5.5.4 shall be shared with *WADA* and other *Anti-Doping Organizations* having jurisdiction to test a *Driver* in accordance with Articles 11.7.1(d) and 11.7.3(d) of the *International Standard for Testing*, including the strict condition that it be used only for *Doping Control* purposes.

## 5.6 Retirement and Return to Competition

**5.6.1** A Driver who has been identified by UIM for inclusion in UIM's *Registered Testing Pool* shall continue to be subject to these Anti-Doping Rules, including the obligation to comply with the whereabouts requirements of the *International Standard for Testing* unless and until the *Driver* gives written notice to UIM that he or she has retired or until he or she no longer satisfies the criteria for inclusion in UIM's *Registered Testing Pool* and has been so informed by UIM.

**5.6.2** A Driver who has given notice of retirement to UIM may not resume competing unless he or she notifies UIM at least six months before he or she expects to return to competition and makes him/herself available for unannounced *Out-of-Competition Testing*, including complying with the whereabouts requirements of the *International Standard for Testing*, at any time during the period before actual return to competition.

**5.6.3** *National Associations/National Anti-Doping Organizations* may establish similar requirements for retirement and returning to competition for *Drivers* in the national *Registered Testing Pool*.

## 5.7 Selection of Drivers to be Tested

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

The following *Drivers* shall be tested for each *Competition* at an *International Event*.

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

**5.7.2** At *National Events*, each *National Association* shall determine the number of *Drivers* selected for *Testing* in each *Competition* and the procedures for selecting the *Drivers* for *Testing*.

**5.7.3** In addition to the selection procedures set forth in Articles 5.7.1 and 5.7.2 above, the UIM at *International Events*, and the *National Association* at *National Events*, may also select *Drivers* or teams for *Target Testing* so long as such *Target Testing* is not used for any purpose other than legitimate *Doping Control* purposes.

**5.7.4** *Drivers* shall be selected for *Out-of-Competition Testing* by the UIM and by *National Associations* through a process that substantially

complies with the *International Standard for Testing* in force at the time of selection.

**5.8 National Associations** and the organizing committees for *National Association Events* shall provide access to *Independent Observers at Events* as directed by UIM.

## ARTICLE 6 ANALYSIS OF SAMPLES

*Doping Control Samples* collected under these Anti-Doping Rules shall be analyzed in accordance with the following principles:

### 6.1 Use of Approved Laboratories

UIM shall send *Doping Control Samples* for analysis only to WADA-accredited laboratories or as otherwise approved by WADA. The choice of the WADA-accredited laboratory (or other laboratory or method approved by WADA) used for the *Sample* analysis shall be determined exclusively by UIM.

*[Comment to Article 6.1: Violations of Article 2.1 (Presence of a Prohibited Substance or its Metabolites or Markers) may be established only by Sample analysis performed by a WADA-approved laboratory or another laboratory specifically authorized by WADA. Violations of other Articles may be established using analytical results from other laboratories so long as the results are reliable.]*

### 6.2 Purpose of Collection and Analysis of Samples

*Samples* shall be analyzed to detect *Prohibited Substances* and *Prohibited Methods* identified on the *Prohibited List* and other substances as may be directed by WADA pursuant to the Monitoring Program described in Article 4.5 of the *Code* or to assist UIM in profiling relevant parameters in a *Driver's* urine, blood or other matrix, including DNA or genomic profiling, for anti-doping purposes.

*[Comment to Article 6.2: For example, relevant profile information could be used to direct Target Testing or to support an anti-doping rule violation proceeding under Article 2.2 (Use of a Prohibited Substance), or both.]*

### 6.3 Research on Samples

No *Sample* may be used for any purpose other than as described in Article 6.2 without the *Driver's* written consent. *Samples* used (with the *Driver's* consent)

for purposes other than Article 6.2 shall have any means of identification removed such that they cannot be traced back to a particular *Driver*.

#### **6.4 Standards for Sample Analysis and Reporting**

Laboratories shall analyze *Doping Control Samples* and report results in conformity with the *International Standard* for Laboratories.

#### **6.5 Retesting Samples**

A *Sample* may be reanalyzed for the purposes described in Article 6.2 at any time exclusively at the direction of UIM or WADA. The circumstances and conditions for retesting *Samples* shall conform with the requirements of the *International Standard* for Laboratories.

*[Comment to Article 6.5: Although this Article is new, Anti-Doping Organizations have always had the authority to reanalyze Samples. The International Standard for Laboratories or a new technical document which is made a part of the International Standard will harmonize the protocol for such retesting.]*

## **ARTICLE 7 RESULTS MANAGEMENT**

### **7.1 Results Management for Tests Initiated by UIM**

Results management for tests initiated by UIM (including tests performed by WADA pursuant to agreement with UIM) shall proceed as set forth below:

**7.1.1** The results from all analyses must be sent to UIM in encoded form, in a report signed by an authorised representative of the laboratory. All communication must be conducted in confidentiality and in conformity with ADAMS, a database management tool developed by WADA. ADAMS is consistent with data privacy statutes and norms applicable to WADA and other organizations using it.

**7.1.2** Upon receipt of an *A Sample Adverse Analytical Finding*, the UIM Independent Doping Review Panel shall conduct a review to determine whether: (a) the *Adverse Analytical Finding* is consistent with an applicable TUE, or (b) there is any apparent departure from the *International Standard* for Testing or *International Standard* for Laboratories that caused the *Adverse Analytical Finding*.

**[7.1.2.1** The UIM Executive shall appoint an Independent Doping Review Panel consisting of a Chair and 2 other members with experience in anti-doping. All members of the panel shall be otherwise



independent from UIM Each panel member shall serve a term of four years. In each case the Chair of the panel shall appoint 1 or more members of the panel (which may include the Chair) to conduct the review discussed in Articles 7.1.2 and 7.1.8 and to review any other potential violations of these Anti-Doping Rules as may be requested by UIM.

**7.1.3** In the following circumstances:

- (a) The *Adverse Analytical Finding* is for a Glucocorticosteroid, formoterol, salbutamol, salmeterol or terbutaline; and
- (b) The *Sample* in question was provided by a Driver who is not in UIM's *Registered Testing Pool*, during his/her participation in an *International Event* for which (in accordance with Article 7.13 of the *International Standard* for Therapeutic Use Exemptions and Article 4.4.3 of these Anti-Doping Rules UIM does not require a TUE for asthma medication in advance;

then, before the matter is referred to UIM Independent Review Panel under Article 7.1, the *Driver* shall be given an opportunity to apply to the TUE Committee for a Retroactive TUE in accordance with Article 7.13 of the *International Standard* for Therapeutic Use Exemptions. The result of that application shall be forwarded to the UIM Independent Review Panel for consideration in its review of the *Adverse Analytical Finding* under Article 7.1.2.

**7.1.4** If the initial review of an *Adverse Analytical Finding* under Article 7.1.2 does not reveal an applicable TUE, or departure from the *International Standard* for Testing or the *International Standard* for Laboratories that caused the *Adverse Analytical Finding*, UIM shall promptly notify the *Driver* of: (a) the *Adverse Analytical Finding*; (b) the anti-doping rule violated; (c) the *Driver's* right to promptly request the analysis of the B *Sample* or, failing such request, that the B *Sample* analysis may be deemed waived; (d) the scheduled date, time and place for the B *Sample* analysis (which shall be within the time period specified in the *International Standard* for Laboratories) if the *Driver* or UIM chooses to request an analysis of the B *Sample*; (e) the opportunity for the *Driver* and/or the *Driver's* representative to attend the B *Sample* opening and analysis at the scheduled date, time and place if such analysis is requested; and (f) the *Driver's* right to request copies of the A and B *Sample* laboratory documentation package which includes information as required by the *International Standard* for Laboratories. UIM shall also notify the *Driver's National Anti-Doping Organization* and WADA. If UIM decides not to bring forward the *Adverse Analytical Finding* as an anti-

doping rule violation, it shall so notify the *Driver*, the *Driver's National Anti-Doping Organization* and *WADA*.

**7.1.5** Where requested by the *Driver* or UIM, arrangements shall be made for *Testing* the *B Sample* within the time period specified in the *International Standard for Testing*. A *Driver* may accept the *A Sample* analytical results by waiving the requirement for *B Sample* analysis. UIM may nonetheless elect to proceed with the *B Sample* analysis.

**7.1.6** The *Driver* and/or his representative shall be allowed to be present at the analysis of the *B Sample* within the time period specified in the *International Standard for Laboratories*. Also a representative of the *Driver's National Association* as well as a representative of UIM shall be allowed to be present.

**7.1.7** If the *B Sample* proves negative, then (unless UIM takes the case forward as an anti-doping rule violation under Article 2.2) the entire test shall be considered negative and the *Driver*, his *National Association*, and UIM shall be so informed.

**7.1.8** If a *Prohibited Substance* or the *Use of a Prohibited Method* is identified, the findings shall be reported to the *Driver*, his *National Association*, UIM, and to *WADA*.

**7.1.9** For apparent anti-doping rule violations that do not involve *Adverse Analytical Findings*, UIM shall conduct any necessary follow-up investigation and, at such time as it is satisfied that an anti-doping rule violation has occurred, it shall then promptly notify the *Driver* of the anti-doping rule which appears to have been violated, and the basis of the violation.

## **7.2 Results Management for Atypical Findings**

**7.2.1** As provided in the *International Standards*, in certain circumstances laboratories are directed to report the presence of *Prohibited Substances* that may also be produced endogenously as *Atypical Findings* that should be investigated further.

**7.2.2** If a laboratory reports an *Atypical Finding* in respect of a *Sample* collected from a *Driver* by or on behalf of UIM, the UIM Independent Doping Review Panel shall conduct a review to determine whether: (a) the *Atypical Finding* is consistent with an applicable TUE that has been granted as provided in the *International Standard for Therapeutic Use Exemptions*, or (b) there is any apparent departure from the *International*

*Standard for Testing* or *International Standard* for Laboratories that caused the *Atypical Analytical Finding*.

**7.2.3** If the initial review of an *Atypical Finding* under Article 7.2.2 reveals an applicable TUE or departure from the *International Standard for Testing* or the *International Standard* for Laboratories that caused the *Atypical Finding*, the entire test shall be considered negative and the *Driver*, his *National Association*, and UIM shall be so informed.

**7.2.4** If the initial review of an *Atypical Finding* under Article 7.2.2 does not reveal an applicable TUE or departure from the *International Standard for Testing* or the *International Standard* for Laboratories that caused the *Atypical Finding*, UIM shall conduct the follow-up investigation required by the *International Standards*. If, once that investigation is completed, it is concluded that the *Atypical Finding* should be considered an *Adverse Analytical Finding*, UIM shall pursue the matter in accordance with Article 7.1.3.

**7.2.5** UIM will not provide notice of an *Atypical Finding* until it has completed its investigation and has decided whether it will bring the *Atypical Finding* forward as an *Adverse Analytical Finding* unless one of the following circumstances exists:

If UIM determines the B *Sample* should be analyzed prior to the conclusion of its follow-up investigation, it may conduct the B *Sample* analysis after notifying the *Driver*, with such notice to include a description of the *Atypical Finding* and the information described in Article 7.1.3(c) to (f).

### **7.3 Results Management for Tests Initiated During Other International Events**

Results management and the conduct of hearings from a test by a Major Event Organization, shall be managed, as far as sanctions beyond Disqualification from the Event or the results of the Event, by UIM.

### **7.4 Results Management for Tests initiated by National Associations**

Results management conducted by *National Associations* shall be consistent with the general principles for effective and fair results management which underlie the detailed provisions set forth in Article 7. Results of all *Doping Controls* shall be reported to UIM and to WADA within 14 days of the conclusion of the *National Association's* results management process. Any apparent anti-doping rule violation by a *Driver* who is a member of that *National Association* shall be promptly referred to an appropriate hearing panel established pursuant

to the rules of the *National Association* or national law. Apparent anti-doping rule violations by *Drivers* who are members of another *National Association* shall be referred to the *Driver's National Association* for hearing.

## 7.5 Results Management for Whereabouts Violations

**7.5.1** Results management in respect of an apparent *Filing Failure* by a *Driver* in UIM's *Registered Testing Pool* shall be conducted by UIM in accordance with Article 11.6.2 of the *International Standard for Testing* (unless it has been agreed in accordance with Article 5.5.4 that the *National Association* or *National Anti-Doping Organization* shall take such responsibility).

**7.5.2** Results management in respect of an apparent *Missed Test* by a *Driver* in UIM's *Registered Testing Pool* as a result of an attempt to test the *Driver* by or on behalf of UIM shall be conducted by UIM in accordance with Article 11.6.3 of the *International Standard for Testing*. Results management in respect of an apparent *Missed Test* by such *Driver* as a result of an attempt to test the *Driver* by or on behalf of another *Anti-Doping Organization* shall be conducted by that other *Anti-Doping Organization* in accordance with Article 11.7.6(c) of the *International Standard for Testing*.

**7.5.3** Where, in any eighteen-month period, a *Driver* in UIM's *Registered Testing Pool* is declared to have three *Filing Failures*, or three *Missed Tests*, or any combination of *Filing Failures* or *Missed Tests* adding up to three in total, whether under these *Anti-Doping Rules* or under the rules of any other *Anti-Doping Organization*, UIM shall bring them forward as an apparent anti-doping rule violation.

## 7.6 Provisional Suspensions

**7.6.1** If analysis of an *A Sample* has resulted in an *Adverse Analytical Finding* for a *Prohibited Substance* that is not a *Specified Substance*, and a review in accordance with Article 7.1.2 does not reveal an applicable *TUE* or departure from the *International Standard for Testing* or the *International Standard for Laboratories* that caused the *Adverse Analytical Finding*, UIM shall *Provisionally Suspend* the *Driver* pending the hearing panel's determination of whether he/she has committed an anti-doping rule violation.

**7.6.2** In any case not covered by Article 7.6.1 where UIM decides to take the matter forward as an apparent anti-doping rule violation in accordance with the foregoing provisions of this Article 7, the UIM Executive, after

consultation with the UIM Independent Review Panel, may Provisionally Suspend the *Driver* pending the hearing panel's determination of whether he/she has committed an anti-doping rule violation.

**7.6.3** Where a *Provisional Suspension* is imposed, whether pursuant to Article 7.6.1 or Article 7.6.2, the *Driver* shall be given either (a) an opportunity for a *Provisional Hearing* before imposition of the *Provisional Suspension* or on a timely basis after imposition of the *Provisional Suspension*; or (b) an opportunity for an expedited hearing in accordance with Article 8 (Right to a Fair Hearing) on a timely basis after imposition of a *Provisional Suspension*. *National Associations* shall impose *Provisional Suspensions* in accordance with the principles set forth in this Article 7.6.

**7.6.4** If a *Provisional Suspension* is imposed based on an *Adverse Analytical Finding* in respect of an *A Sample*, and any subsequent analysis of the *B Sample* analysis does not confirm the *A Sample* analysis, then the *Driver* shall not be subject to any further *Provisional Suspension* on account of a violation of Article 2.1 of the *Code* (Presence of a *Prohibited Substance* or its *Metabolites* or *Markers*). In circumstances where the *Driver* or the *Driver's* team as may be provided in the rules of the UIM has been removed from a *Competition* based on a violation of Article 2.1 and the subsequent *B Sample* analysis does not confirm the *A Sample* finding, UIM, without otherwise affecting the *Competition*, it is still possible for the *Driver* or team to be reinserted, the *Driver* or team may continue to take part in the *Competition*.

*[Comment to Article 7.6: Before a Provisional Suspension can be unilaterally imposed by an Anti-Doping Organization, the internal review specified in the Code must first be completed. In addition, a Signatory imposing a Provisional Suspension is required to give the Driver an opportunity for a Provisional Hearing either before or promptly after the imposition of the Provisional Suspension, or an expedited final hearing under Article 8 promptly after imposition of the Provisional Suspension. The Driver has a right to appeal under Article 13.2.]*

*In the rare circumstance where the B Sample analysis does not confirm the A Sample finding, the Driver who had been provisionally suspended will be allowed, where circumstances permit, to participate in subsequent Competitions during the Event..*

*Drivers shall receive credit for a Provisional Suspension against any period of Ineligibility which is ultimately imposed as provided in Article 10.9.3.]*

## 7.7 Retirement from Sport

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

*[Comment to Article 7.7: Conduct by a Driver or other Person before the Driver or other Person was subject to the jurisdiction of any Anti-Doping Organization would not constitute an anti-doping rule violation but could be a legitimate basis for denying the Driver or other Person membership in a sports organization.]*

## ARTICLE 8 RIGHT TO A FAIR HEARING

### 8.1 Hearings arising out of UIM Testing or Tests at International Events

**8.1.1** The UIM Executive shall appoint a standing panel consisting of a Chair and four other experts with experience in anti-doping (“UIM Doping Hearing Panel”). The Chair shall be a lawyer. Each panel member shall be otherwise independent of UIM. Each panel member shall serve a term of four years.

**8.1.2** When it appears, following the Results Management process described in Article 7, that these Anti-Doping Rules have been violated in connection with UIM *Testing* or *Testing* at an *International Event* then the case shall be assigned to the UIM Doping Hearing Panel for adjudication.

**8.1.3** The Chair of the UIM Doping Hearing Panel shall appoint three members from the panel (which may include the Chair) to hear each case. At least one appointed member shall be a lawyer. The appointed members shall have had no prior involvement with the case and shall not have the same nationality as the *Driver* or other *Person* alleged to have violated these Anti-Doping Rules.

**8.1.4** Hearings pursuant to this Article shall be completed expeditiously following the completion of the results management process described in Article 7. Hearings held in connection with *Events* may be conducted on an expedited basis.

**8.1.5** The *National Association* of the *Driver* or other *Person* alleged to have violated these Anti-Doping Rules may attend the hearing as an observer.

**8.1.6** UIM shall keep WADA fully apprised as to the status of pending cases and the result of all hearings.

**8.1.7** A Driver or other *Person* may forego a hearing by acknowledging the Anti-Doping Rule violation and accepting *Consequences* consistent with Articles 9 and 10 as proposed by UIM. The right to a hearing may be waived either expressly or by the *Driver's* or other *Person's* failure to challenge UIM's assertion that an anti-doping rule violation has occurred within 28 days. Where no hearing occurs, UIM shall submit to the persons described in Article 13.2.3 a reasoned decision explaining the action taken.

**8.1.8** Decisions of the UIM Doping Hearing Panel may be appealed to Court of Arbitration for Sport as provided in Article 13.

## **8.2 Hearings Arising Out of National Testing**

**8.2.1** When it appears, following the Results Management process described in Article 7, that these Anti-Doping Rules have been violated in connection with *Testing* other than in connection with UIM *Testing* or *Testing* at an *International Event*, the *Driver* or other *Person* involved shall be brought before a disciplinary panel of the *Driver* or other *Person's National Association* for a hearing to adjudicate whether a violation of these Anti-Doping Rules occurred and if so what *Consequences* should be imposed.

**8.2.2** Hearings pursuant to this Article 8.2 shall be completed expeditiously and in all cases within three months of the completion of the Results Management process described in Article 7. Hearings held in connection with *Events* may be conducted by an expedited process. If the completion of the hearing is delayed beyond three months, UIM may elect to bring the case directly before the UIM Doping Hearing Panel at the responsibility and at the expense of the *National Association*.

**8.2.3** *National Associations* shall keep UIM and WADA fully apprised as to the status of pending cases and the results of all hearings.

**8.2.4** UIM and WADA shall have the right to attend hearings as an observer.

**8.2.5** The *Driver* or other *Person* may forego a hearing by acknowledging the violation of these Anti-Doping Rules and accepting *Consequences* consistent with Articles 9 and 10 as proposed by the *National Association*. The right to a hearing may be waived either expressly or by the *Driver's* or other *Person's* failure to challenge the *National Association's* assertion

that an anti-doping rule violation has occurred within 28 days. Where no hearing occurs, the *National Association* shall submit to the persons described in Article 13.2.3 a reasoned decision explaining the action taken.

**8.2.6** Decisions by *National Associations*, whether as the result of a hearing or the *Driver* or other *Person's* acceptance of *Consequences*, may be appealed as provided in Article 13.

**8.2.7** Hearing decisions by the *National Association* shall not be subject to further administrative review at the national level except as provided in Article 13 or required by applicable national law.

**8.3 Principles for a Fair Hearing** All hearings pursuant to either Article 8.1 or 8.2 shall respect the following principles:

- a timely hearing;
- fair and impartial hearing panel;
- the right to be represented by counsel at the *Person's* own expense;
- the right to be informed in a fair and timely manner of the asserted anti-doping rule violation;
- the right to respond to the asserted anti-doping rule violation and resulting *Consequences*;
- the right of each party to present evidence, including the right to call and question witnesses (subject to the hearing panel's discretion to accept testimony by telephone or written submission);
- the *Person's* right to an interpreter at the hearing, with the hearing panel to determine the identity, and responsibility for the cost of the interpreter; and
- a timely, written, reasoned decision, specifically including an explanation of the reason(s) for any period of *Ineligibility*.]

## **ARTICLE 9 AUTOMATIC DISQUALIFICATION OF INDIVIDUAL RESULTS**

A violation of these Anti-Doping Rules in *Individual Sports* in connection with an *In-Competition* test automatically leads to *Disqualification* of the result obtained in that *Competition* with all resulting consequences, including forfeiture of any medals, points and prizes.



*[Comment to Article 9: When a Driver wins a gold medal with a Prohibited Substance in his or her system, that is unfair to the other Drivers in that Competition regardless of whether the gold medalist was at fault in any way. Only a “clean” Driver should be allowed to benefit from his or her competitive results.*

*In sports which are not Team Sports but where awards are given to teams, Disqualification or other disciplinary action against the team when one or more team members have committed an anti-doping rule violation shall be as provided in the applicable rules of UIM]*

## **ARTICLE 10 SANCTIONS ON INDIVIDUALS**

### **10.1 Disqualification of Results in Event During which an Anti-Doping Rule Violation Occurs**

An *Anti-Doping Rule* violation occurring during or in connection with an *Event* may lead to *Disqualification* of all of the *Driver's* individual results obtained in that *Event* with all consequences, including forfeiture of all medals, points and prizes, except as provided in Article 10.1.1.

*[Comment to Article 10.1: Whereas Article 9 (Automatic Disqualification of Individual Results) disqualifies the result in a single Competition in which the Driver tested positive, this Article may lead to Disqualification of all results in all races during the Event. Factors to be included in considering whether to disqualify other results in an Event might include, for example, the severity of the Driver's anti-doping rule violation and whether the Driver tested negative in the other Competitions.]*

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

### **10.2 Ineligibility for Presence, Use or Attempted Use, or Possession of Prohibited Substances and Prohibited Methods**

The period of *Ineligibility* imposed for a violation of Article 2.1 (Presence of *Prohibited Substance* or its *Metabolites* or *Markers*), Article 2.2 (*Use or Attempted Use of Prohibited Substance or Prohibited Method*) or Article 2.6 (*Possession of Prohibited Substances and Methods*) shall be as follows, unless the conditions for eliminating or reducing the period of *Ineligibility*, as

provided in Articles 10.4 and 10.5, or the conditions for increasing the period of *Ineligibility*, as provided in Article 10.6, are met:

First violation: Two (2) years' *Ineligibility*.

*[Comment to Article 10.2: Harmonization of sanctions has been one of the most discussed and debated areas of anti-doping. Harmonization means that the same rules and criteria are applied to assess the unique facts of each case. Arguments against requiring harmonization of sanctions are based on differences between sports including, for example, the following: in some sports the Drivers are professionals making a sizable income from the sport and in others the Drivers are true amateurs; in those sports where a Driver's career is short (e.g., artistic gymnastics) a two year disqualification has a much more significant effect on the Driver than in sports where careers are traditionally much longer (e.g., equestrian and shooting); in Individual Sports, the Driver is better able to maintain competitive skills through solitary practice during disqualification than in other sports where practice as part of a team is more important. A primary argument in favor of harmonization is that it is simply not right that two Drivers from the same country who test positive for the same Prohibited Substance under similar circumstances should receive different sanctions only because they participate in different sports. In addition, flexibility in sanctioning has often been viewed as an unacceptable opportunity for some sporting bodies to be more lenient with dopers. The lack of harmonization of sanctions has also frequently been the source of jurisdictional conflicts between IFs and National Anti-Doping Organizations.]*

### **10.3 Ineligibility for Other Anti-Doping Rule Violations**

The period of *Ineligibility* for violations of these Anti-Doping Rules other than as provided in Article 10.2 shall be as follows:

**10.3.1** For violations of Article 2.3 (refusing or failing to submit to *Sample* collection) or Article 2.5 (*Tampering with Doping Control*), the *Ineligibility* period shall be two (2) years unless the conditions provided in Article 10.5, or the conditions provided in Article 10.6, are met.

**10.3.2** For violations of Article 2.7 (*Trafficking*) or Article 2.8 (Administration of *Prohibited Substance* or *Prohibited Method*), the period of *Ineligibility* imposed shall be a minimum of four (4) years up to lifetime *Ineligibility* unless the conditions provided in Article 10.5 are met. An anti-doping rule violation involving a *Minor* shall be considered a particularly serious violation, and, if committed by *Driver Support Personnel* for violations other than specified Substances shall result in lifetime *Ineligibility* for such *Driver Support Personnel*. In addition, significant violations of such Articles which also violate non-sporting laws and

regulations, shall be reported to the competent administrative, professional or judicial authorities.

*[Comment to Article 10.3.2: Those who are involved in doping Drivers or covering up doping should be subject to sanctions which are more severe than the Drivers who test positive. Since the authority of sport organizations is generally limited to Ineligibility for credentials, membership and other sport benefits, reporting Driver Support Personnel to competent authorities is an important step in the deterrence of doping.]*

**10.3.3** For violations of Article 2.4 (Filing Failures and/ or Missed Tests), the period of *Ineligibility* shall be at a minimum one (1) year and at a maximum two (2) years based on the *Driver's* degree of fault.

*[Comment to Article 10.3.3: The sanction under Article 10.3.3 shall be two years where all three filing failures or missed tests are inexcusable. Otherwise, the sanction shall be assessed in the range of two years to one year, based on the circumstances of the case.]*

#### **10.4 Elimination or Reduction of the Period of Ineligibility for specified Substances under specific Circumstances**

Where a *Driver* or other *Person* can establish how a specified Substance entered his or her body or came into his or her possession and that such specified Substance was not intended to enhance the *Driver's* sport performance or mask the use of a performance-enhancing substance, the period of *Ineligibility* found in Article 10.2 shall be replaced with the following:

First violation: At a minimum, a reprimand and no period of *Ineligibility* from future *Events*, and at a maximum, two (2) years of *Ineligibility*.

To justify any elimination or reduction, the *Driver* or other *Person* must produce corroborating evidence in addition to his or her word which establishes to the comfortable satisfaction of the hearing panel the absence of an intent to enhance sport performance or mask the use of a performance enhancing substance. The *Driver* or other *Person's* degree of fault shall be the criterion considered in assessing any reduction of the period of *Ineligibility*.

*[Comment to Article 10.4: specified Substances as now defined in Article 4.2.2 are not necessarily less serious agents for purposes of sports doping than other Prohibited Substances (for example, a stimulant that is listed as a specified Substance could be very effective to a Driver in competition); for that reason, a Driver who does not meet the criteria under this Article would receive a two-year period of Ineligibility and could receive up to a four-year period of Ineligibility under Article 10.6. However, there is a greater likelihood that specified Substances, as*

*opposed to other Prohibited Substances, could be susceptible to a credible, non-doping explanation.*

*This Article applies only in those cases where the hearing panel is comfortably satisfied by the objective circumstances of the case that the Driver in taking a Prohibited Substance did not intend to enhance his or her sport performance. Examples of the type of objective circumstances which in combination might lead a hearing panel to be comfortably satisfied of no performance-enhancing intent would include: the fact that the nature of the specified Substance or the timing of its ingestion would not have been beneficial to the Driver; the Driver's open Use or disclosure of his or her Use of the specified Substance; and a contemporaneous medical records file substantiating the non-sport-related prescription for the specified Substance. Generally, the greater the potential performance-enhancing benefit, the higher the burden on the Driver to prove lack of an intent to enhance sport performance.*

*While the absence of intent to enhance sport performance must be established to the comfortable satisfaction of the hearing panel, the Driver may establish how the specified Substance entered the body by a balance of probability.*

*In assessing the Driver's or other Person's degree of fault, the circumstances considered must be specific and relevant to explain the Driver's or other Person's departure from the expected standard of behavior. Thus, for example, the fact that a Driver would lose the opportunity to earn large sums of money during a period of Ineligibility or the fact that the Driver only has a short time left in his or her career or the timing of the sporting calendar would not be relevant factors to be considered in reducing the period of Ineligibility under this Article. It is anticipated that the period of Ineligibility will be eliminated entirely in only the most exceptional cases.]*

## **10.5 Elimination or Reduction of Period of Ineligibility Based on Exceptional Circumstances**

### **10.5.1 No Fault or Negligence**

If a Driver establishes in an individual case that he or she bears *No Fault or Negligence*, the otherwise applicable period of *Ineligibility* shall be eliminated. When a *Prohibited Substance* or its *Markers* or *Metabolites* is detected in a *Driver's Sample* in violation of Article 2.1 (presence of *Prohibited Substance*), the *Driver* must also establish how the *Prohibited Substance* entered his or her system in order to have the period of *Ineligibility* eliminated. In the event this Article is applied and the period of *Ineligibility* otherwise applicable is eliminated, the anti-doping rule violation

shall not be considered a violation for the limited purpose of determining the period of *Ineligibility* for multiple violations under Article 10.7.

### **10.5.2 No Significant Fault or Negligence**

If a Driver or other *Person* establishes in an individual case that he or she bears *No significant Fault or Negligence*, then the period of *Ineligibility* may be reduced, but the reduced period of *Ineligibility* may not be less than one-half of the period of *Ineligibility* otherwise applicable. If the otherwise applicable period of *Ineligibility* is a lifetime, the reduced period under this section may be no less than 8 years. When a *Prohibited Substance* or its *Markers* or *Metabolites* is detected in a Driver's *Sample* in violation of Article 2.1 (Presence of *Prohibited Substance* or its *Metabolites* or *Markers*), the *Driver* must also establish how the *Prohibited Substance* entered his or her system in order to have the period of *Ineligibility* reduced.

*[Comment to Articles 10.5.1 and 10.5.2: UIM's Anti-Doping Rules provide for the possible reduction or elimination of the period of Ineligibility in the unique circumstance where the Driver can establish that he or she had No Fault or Negligence, or No significant Fault or Negligence, in connection with the violation. This approach is consistent with basic principles of human rights and provides a balance between those Anti-Doping Organizations that argue for a much narrower exception, or none at all, and those that would reduce a two year suspension based on a range of other factors even when the Driver was admittedly at fault. These Articles apply only to the imposition of sanctions; they are not applicable to the determination of whether an anti-doping rule violation has occurred. Article 10.5.2 may be applied to any anti-doping violation even though it will be especially difficult to meet the criteria for a reduction for those anti-doping rule violations where knowledge is an element of the violation.]*

*Articles 10.5.1 and 10.5.2 are meant to have an impact only in cases where the circumstances are truly exceptional and not in the vast majority of cases.*

*To illustrate the operation of Article 10.5.1, an example where No Fault or Negligence would result in the total elimination of a sanction is where a Driver could prove that, despite all due care, he or she was sabotaged by a competitor. Conversely, a sanction could not be completely eliminated on the basis of No Fault or Negligence in the following circumstances: (a) a positive test resulting from a mislabeled or contaminated vitamin or nutritional supplement (Drivers are responsible for what they ingest (Article 2.1.1) and have been warned against the possibility of supplement contamination); (b) the administration of a Prohibited Substance by the Driver's personal physician or trainer without disclosure to the Driver (Drivers are responsible for their choice of medical personnel and for advising medical personnel that they cannot be given any Prohibited Substance);*

and (c) sabotage of the Driver's food or drink by a spouse, coach or other person within the Driver's circle of associates (Drivers are responsible for what they ingest and for the conduct of those persons to whom they entrust access to their food and drink). However, depending on the unique facts of a particular case, any of the referenced illustrations could result in a reduced sanction based on No significant Fault or Negligence. (For example, reduction may well be appropriate in illustration (a) If the Driver clearly establishes that the cause of the positive test was contamination in a common multiple vitamin purchased from a source with no connection to Prohibited Substances and the Driver exercised care in not taking other nutritional supplements.)

For purposes of assessing the Driver or other Person's fault under Articles 10.5.1 and 10.5.2, the evidence considered must be specific and relevant to explain the Driver or other Person's departure from the expected standard of behavior. Thus, for example the fact that a Driver would lose the opportunity to earn large sums of money during a period of Ineligibility or the fact that the Driver only has a short time left in his or her career or the timing of the sporting calendar would not be relevant factors to be considered in reducing the period of Ineligibility under this Article.

While minors are not given special treatment per se in determining the applicable sanction, certainly youth and lack of experience are relevant factors to be assessed in determining the Driver or other Person's fault under Article 10.5.2, as well as Articles 10.4 and 10.5.1.

Article 10.5.2 should not be applied in cases where Articles 10.3.3 or 10.4 apply, as those Articles already take into consideration the Driver or other Person's degree of fault for purposes of establishing the applicable period of Ineligibility.]

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

The UIM Doping Hearing Panel may, prior to a final appellate decision under Article 13 or the expiration of the time to appeal, suspend a part of the period of *Ineligibility* imposed in an individual case where the *Driver* or other *Person* has provided *Substantial Assistance* to an *Anti-Doping Organization*, criminal authority or professional disciplinary body which results in the *Anti-Doping Organization* discovering or establishing an anti-doping rule violation by another *Person* or which results in a criminal or disciplinary body discovering or establishing a criminal offense or the breach of professional rules by another *Person*. After a final appellate decision under Article 13 or the expiration of time to appeal, UIM may only suspend a part of the applicable period of *Ineligibility* with the approval of WADA. The extent to which the otherwise applicable period of *Ineligibility* may be suspended shall be based on the seriousness of the anti-doping

rule violation committed by the *Driver* or other *Person* and the significance of the *Substantial Assistance* provided by the *Driver* or other *Person* to the effort to eliminate doping in sport. No more than three-quarters of the otherwise applicable period of *Ineligibility* may be suspended. If the otherwise applicable period of *Ineligibility* is a lifetime, the non-suspended period under this Article must be no less than 8 years. If UIM suspends any part of the period of *Ineligibility* under this Article, it shall promptly provide a written justification for its decision to each *Anti-Doping Organization* having a right to appeal the decision. If UIM subsequently reinstates any part of the suspended period of *Ineligibility* because the *Driver* or other *Person* has failed to provide the *Substantial Assistance* which was anticipated, the *Driver* or other *Person* may appeal the reinstatement pursuant to Article 13.2.

*[Comment to Article 10.5.3: The cooperation of Driver, Driver Support Personnel and other Persons who acknowledge their mistakes and are willing to bring other anti-doping rule violations to light is important to clean sport.]*

*Factors to be considered in assessing the importance of the Substantial Assistance would include, for example, the number of individuals implicated, the status of those individuals in the sport, whether a scheme involving Trafficking under Article 2.7 or administration under Article 2.8 is involved and whether the violation involved a substance or method which is not readily detectable in Testing. The maximum suspension of the Ineligibility period shall only be applied in very exceptional cases. An additional factor to be considered in connection with the seriousness of the anti-doping rule violation is any performance-enhancing benefit which the Person providing Substantial Assistance may be likely to still enjoy. As a general matter, the earlier in the results management process the Substantial Assistance is provided, the greater the percentage of the period of Ineligibility may be suspended.*

*If the Driver or other Person who is asserted to have committed an anti-doping rule violation claims entitlement to a suspended period of Ineligibility under this Article in connection with the Driver or other Person's waiver of a hearing under Article 8.3 (Waiver of Hearing), UIM shall determine whether a suspension of a portion of the period of Ineligibility is appropriate under this Article. If the Driver or other Person claims entitlement to a suspended period of Ineligibility before the conclusion of a hearing under Article 8 on the anti-doping rule violation, the hearing panel shall determine whether a suspension of a portion of the period of Ineligibility is appropriate under this Article at the same time the hearing panel decides whether the Driver or other Person has committed an anti-doping rule violation. If a portion of the period of Ineligibility is suspended, the decision shall explain the basis for concluding the information provided was credible and was important to discovering or proving the anti-doping rule violation or other offense.*

*If the Driver or other Person claims entitlement to a suspended period of Ineligibility after a final decision finding an anti-doping rule violation has been rendered and is not subject to appeal under Article 13, but the Driver or other Person is still serving the period of Ineligibility, the Driver or other Person may apply to UIM to consider a suspension in the period of Ineligibility under this Article. Any such suspension of the period of Ineligibility shall require the approval of WADA. If any condition upon which the suspension of a period of Ineligibility is based is not fulfilled, UIM shall reinstate the period of Ineligibility which would otherwise be applicable. Decisions rendered by UIM under this Article may be appealed pursuant Article 13.2.*

*This is the only circumstance under UIM's Anti-Doping Rules where the suspension of an otherwise applicable period of Ineligibility is authorized.]*

#### **10.5.4 Admission of an Anti-Doping Rule Violation in the Absence of Other Evidence**

Where a Driver or other *Person* voluntarily admits the commission of an anti-doping rule violation before having received notice of a *Sample* collection which could establish an anti-doping rule violation (or, in the case of an anti-doping rule violation other than Article 2.1, before receiving first notice of the admitted violation pursuant to Article 7) and that admission is the only reliable evidence of the violation at the time of admission, then the period of *Ineligibility* may be reduced, but not below one-half of the period of *Ineligibility* otherwise applicable.

*[Comment to Article 10.5.4: This Article is intended to apply when a Driver or other Person comes forward and admits to an anti-doping rule violation in circumstances where no Anti-Doping Organization is aware that an anti-doping rule violation might have been committed. It is not intended to apply to circumstances where the admission occurs after the Driver or other Person knows he or she is about to be caught.]*

#### **10.5.5 Where a Driver or Other Person Establishes Entitlement to Reduction in Sanction under More than One Provision of this Article**

Before applying any reductions under Articles 10.5.2, 10.5.3 or 10.5.4, the otherwise applicable period of *Ineligibility* shall be determined in accordance with Articles 10.2, 10.3, 10.4 and 10.6. If the *Driver* or other *Person* establishes entitlement to a reduction or suspension of the period of *Ineligibility* under two or more of Articles 10.5.2, 10.5.3 or 10.5.4, then the period of *Ineligibility* may be reduced or suspended, but not below one-quarter of the otherwise applicable period of *Ineligibility*.



*[Comment to Article 10.5.5: The appropriate sanction is determined in a sequence of four steps. First, the hearing panel determines which of the basic sanctions (Article 10.2, Article 10.3, Article 10.4 or Article 10.6) applies to the particular anti-doping rule violation. In a second step, the hearing panel establishes whether there is a basis for elimination or reduction of the sanction (Articles 10.5.1 through 10.5.4). Note, however, not all grounds for elimination or reduction may be combined with the provisions on basic sanctions. For example, Article 10.5.2 does not apply in cases involving Articles 10.3.3 or 10.4, since the hearing panel, under Articles 10.3.3 and 10.4, will already have determined the period of Ineligibility based on the Driver or other Person's degree of fault. In a third step, the hearing panel determines under Article 10.5.5 whether the Driver or other Person is entitled to a reduction under more than one provision of Article 10.5. Finally, the hearing panel decides on the commencement of the period of Ineligibility under Article 10.9. The following four examples demonstrate the proper sequence of analysis:*

Example 1.

Facts: *An Adverse Analytical Finding involves the presence of an anabolic steroid; the Driver promptly admits the anti-doping rule violation as alleged; the Driver establishes No significant Fault (Article 10.5.2); and the Driver provides important Substantial Assistance (Article 10.5.3).*

Application of Article 10:

- 1. The basic sanction would be two years under Article 10.2. (Aggravating circumstances (Article 10.6) would not be considered because the Driver promptly admitted the violation. Article 10.4 would not apply because a steroid is not a specified Substance.)*
- 2. Based on No significant Fault alone, the sanction could be reduced up to one-half of the two years. Based on Substantial Assistance alone, the sanction could be reduced up to three-quarters of the two years.*
- 3. Under Article 10.5.5, in considering the possible reduction for No significant Fault and Substantial Assistance together, the most the sanction could be reduced is up to three-quarters of the two years. Thus, the minimum sanction would be a six-month period of Ineligibility.*
- 4. Under Article 10.9.2, because the Driver promptly admitted the anti-doping rule violation, the period of Ineligibility could start as early as the date of Sample collection, but in any event the Driver would have to serve at least one-half of the Ineligibility period (minimum three months) after the date of the hearing decision.*

Example 2.

Facts: An Adverse Analytical Finding involves the presence of an anabolic steroid; aggravating circumstances exist and the Driver is unable to establish that he did not knowingly commit the anti-doping rule violation; the Driver does not promptly admit the anti-doping rule violation as alleged; but the Driver does provide important Substantial Assistance (Article 10.5.3).

Application of Article 10:

1. The basic sanction would be between two and four years Ineligibility as provided in Article 10.6.
2. Based on Substantial Assistance, the sanction could be reduced up to three-quarters of the maximum four years.
3. Article 10.5.5 does not apply.
4. Under Article 10.9.2, the period of Ineligibility would start on the date of the hearing decision.

Example 3.

Facts: An Adverse Analytical Finding involves the presence of a specified Substance; the Driver establishes how the specified Substance entered his body and that he had no intent to enhance his sport performance; the Driver establishes that he had very little fault; and the Driver provides important Substantial Assistance (Article 10.5.3).

Application of Article 10:

1. Because the Adverse Analytical Finding involved a specified Substance and the Driver has satisfied the other conditions of Article 10.4, the basic sanction would fall in the range between a reprimand and two years Ineligibility. The hearing panel would assess the Driver's fault in imposing a sanction within that range. (Assume for illustration in this example that the panel would otherwise impose a period of Ineligibility of eight months.)
2. Based on Substantial Assistance, the sanction could be reduced up to three-quarters of the eight months. (No less than two months.) [No significant Fault (Article 10.2) would not be applicable because the Driver's degree of fault was already taken into consideration in establishing the eight-month period of Ineligibility in step 1.]
3. Article 10.5.5 does not apply.
4. Under Article 9.2, because the Driver promptly admitted the anti-doping rule violation, the period of Ineligibility could start as early as the date of Sample

collection, but in any event, the Driver would have to serve at least half of the Ineligibility period after the date of the hearing decision. (Minimum one month.)

Example 4.

*Facts:* A Driver who has never had an Adverse Analytical Finding or been confronted with an anti-doping rule violation spontaneously admits that he intentionally used multiple Prohibited Substances to enhance his performance. The Driver also provides important Substantial Assistance (Article 10.5.3).

Application of Article 10:

1. While the intentional Use of multiple Prohibited Substances to enhance performance would normally warrant consideration of aggravating circumstances (Article 10.6), the Driver's spontaneous admission means that Article 10.6 would not apply. The fact that the Driver's Use of Prohibited Substances was intended to enhance performance would also eliminate the application of Article 10.4 regardless of whether the Prohibited Substances Used were specified Substances. Thus, Article 10.2 would be applicable and the basic period of Ineligibility imposed would be two years.

2. Based on the Driver's spontaneous admissions (Article 10.5.4) alone, the period of Ineligibility could be reduced up to one-half of the two years. Based on the Driver's Substantial Assistance (Article 10.5.3) alone, the period of Ineligibility could be reduced up to three-quarters of the two years.

3. Under Article 10.5.5, in considering the spontaneous admission and Substantial Assistance together, the most the sanction could be reduced would be up to three-quarters of the two years. (The minimum period of Ineligibility would be six months.)

4. UIM Article 10.5.4 was considered by the hearing panel in arriving at the minimum six month period of Ineligibility at step 3, the period of Ineligibility would start on the date the hearing panel imposed the sanction. If, however, the hearing panel did not consider the application of Article 10.5.4 in reducing the period of Ineligibility in step 3, then under Article 10.9.2, the commencement of the period of Ineligibility could be started as early as the date the anti-doping rule violation was committed, provided that at least half of that period (minimum of three months) would have to be served after the date of the hearing decision.]

**10.6 Aggravating Circumstances Which May Increase the Period of Ineligibility**

If UIM establishes in an individual case involving an anti-doping rule violation other than violations under Article 2.7 (Trafficking) and 2.8 (Administration) that aggravating circumstances are present which justify the imposition of a

period of *Ineligibility* greater than the standard sanction, then the period of *Ineligibility* otherwise applicable shall be increased up to a maximum of four years unless the *Driver* or other *Person* can prove to the comfortable satisfaction of the hearing panel that he did not knowingly violate the anti-doping rule.

A *Driver* or other *Person* can avoid the application of this Article by admitting the anti-doping rule violation as asserted promptly after being confronted with the anti-doping rule violation by UIM.

*[Comment to Article 10.6: Examples of aggravating circumstances which may justify the imposition of a period of Ineligibility greater than the standard sanction are: the Driver or other Person committed the anti-doping rule violation as part of a doping plan or scheme, either individually or involving a conspiracy or common enterprise to commit anti-doping rule violations; the Driver or other Person used or possessed multiple Prohibited Substances or Prohibited Methods or used or possessed a Prohibited Substance or Prohibited Method on multiple occasions; a normal individual would be likely to enjoy the performance-enhancing effects of the anti-doping rule violation(s) beyond the otherwise applicable period of Ineligibility; the Driver or Person engaged in deceptive or obstructing conduct to avoid the detection or adjudication of an anti-doping rule violation.]*

*For the avoidance of doubt, the examples of aggravating circumstances described in this Comment to Article 10.6 are not exclusive and other aggravating factors may also justify the imposition of a longer period of Ineligibility. Violations under Article 2.7 (Trafficking or Attempted Trafficking) and 2.8 (Administration or Attempted Administration) are not included in the application of Article 10.6 because the sanctions for these violations (from four years to lifetime Ineligibility) already build in sufficient discretion to allow consideration of any aggravating circumstance.]*

## **10.7 Multiple Violations**

### **10.7.1 Second Anti-Doping Rule Violation**

For a *Driver's* or other *Person's* first anti-doping rule violation, the period of *Ineligibility* is set forth in Articles 10.2 and 10.3 (subject to elimination, reduction or suspension under Articles 10.4 or 10.5, or to an increase under Article 10.6). For a second anti-doping rule violation the period of *Ineligibility* shall be within the range set forth in the table below.

Second Violation First Violation	RS	FFMT	NSF	St	AS	TRA
<b>RS</b>	1-4	2-4	2-4	4-6	8-10	10-life
<b>FFMT</b>	1-4	4-8	4-8	6-8	10-life	life
<b>NSF</b>	1-4	4-8	4-8	6-8	10-life	life
<b>St</b>	2-4	6-8	6-8	8-life	life	life
<b>AS</b>	4-5	10-life	10-life	life	life	life
<b>TRA</b>	8-life	life	Life	life	life	life

Definitions for purposes of the second anti-doping rule violation table:

**RS** (Reduced sanction for specified Substance under Article 10.4): The anti-doping rule violation was or should be sanctioned by a reduced sanction under Article 10.4 because it involved a specified Substance and the other conditions under Article 10.4 were met.

**FFMT** (Filing Failures and/or Missed Tests): The anti-doping rule violation was or should be sanctioned under Article 10.3.3 (Filing Failures and/or Missed Tests).

**NSF** (Reduced sanction for *No significant Fault* or *Negligence*): The anti-doping rule violation was or should be sanctioned by a reduced sanction under Article 10.5.2 because *No significant Fault* or *Negligence* under Article 10.5.2 was proved by the *Driver*.

**St** (Standard sanction under Articles 10.2 or 10.3.1): The anti-doping rule violation was or should be sanctioned by the standard sanction of two years under Article 10.2 or 10.3.1.

**AS** (Aggravated sanction): The anti-doping rule violation was or should be sanctioned by an aggravated sanction under Article 10.6 because the *Anti-Doping Organization* established the conditions set forth under Article 10.6.

**TRA** (*Trafficking* or *Attempted Trafficking* and administration or *Attempted* administration): The anti-doping rule violation was or should be sanctioned by a sanction under Article 10.3.2.

*[Comment to Article 10.7.1: The table is applied by locating the Driver or other Person's first anti-doping rule violation in the left-hand column and then moving across the table to the right to the column representing the second violation. By way of example, assume a Driver receives the standard period of Ineligibility for a first violation under Article 10.2 and then commits a second violation for which he receives a reduced sanction for a specified Substance under Article 10.4. The*

*table is used to determine the period of Ineligibility for the second violation. The table is applied to this example by starting in the left-hand column and going down to the fourth row which is "St" for standard sanction, then moving across the table to the first column which is "RS" for reduced sanction for a specified Substance, thus resulting in a 2-4 year range for the period of Ineligibility for the second violation. The Driver or other Person's degree of fault shall be the criterion considered in assessing a period of Ineligibility within the applicable range.]*

*[Comment to Article 10.7.1 RS Definition: See Article 25.4 with respect to application of Article 10.7.1 to pre-Code anti-doping rule violations.]*

### **10.7.2** Application of Articles 10.5.3 and 10.5.4 to Second Anti-Doping Rule Violation

Where a Driver or other *Person* who commits a second anti-doping rule violation establishes entitlement to suspension or reduction of a portion of the period of *Ineligibility* under Article 10.5.3 or Article 10.5.4, the hearing panel shall first determine the otherwise applicable period of *Ineligibility* within the range established in the table in Article 10.7.1, and then apply the appropriate suspension or reduction of the period of *Ineligibility*. The remaining period of *Ineligibility*, after applying any suspension or reduction under Articles 10.5.3 and 10.5.4, must be at least one-fourth of the otherwise applicable period of *Ineligibility*.

### **10.7.3** Third Anti-Doping Rule Violation

A third anti-doping rule violation will always result in a lifetime period of *Ineligibility*, except if the third violation fulfills the condition for elimination or reduction of the period of *Ineligibility* under Article 10.4 or involves a violation of Article 2.4 (Filing Failures and/or and Missed Tests). In these particular cases, the period of *Ineligibility* shall be from eight (8) years to lifetime ban.

### **10.7.4** Additional Rules for Certain Potential Multiple Violations

- For purposes of imposing sanctions under Article 10.7, an anti-doping rule violation will only be considered a second violation if the UIM (or its *National Association*) can establish that the *Driver* or other *Person* committed the second anti-doping rule violation after the *Driver* or other *Person* received notice pursuant to Article 7 (Results Management), or after UIM (or its *National Association*) made reasonable efforts to give notice, of the first anti-doping rule violation; If the UIM (or its *National Association*) cannot establish this, the violations shall be considered together as one single first violation, and the sanction imposed shall be based on the violation that carries the more severe sanction; however, the

occurrence of multiple violations may be considered as a factor in determining Aggravating Circumstances (Article 10.6).

- If, after the resolution of a first anti-doping rule violation, UIM discovers facts involving an anti-doping rule violation by the *Driver* or other *Person* which occurred prior to notification regarding the first violation, then UIM shall impose an additional sanction based on the sanction that could have been imposed if the two violations would have been adjudicated at the same time. Results in all *Competitions* dating back to the earlier anti-doping rule violation will be *disqualified* as provided in Article 10.8. To avoid the possibility of a finding of Aggravating Circumstances (Article 10.6) on account of the earlier-in-time but later-discovered violation, the *Driver* or other *Person* must voluntarily admit the earlier anti-doping rule violation on a timely basis after notice of the violation for which he or she is first charged. The same rule shall also apply when UIM discovers facts involving another prior violation after the resolution of a second anti-doping rule violation.

*[Comment to Article 10.7.4: In a hypothetical situation, a Driver commits an anti-doping rule violation on January 1, 2008 which UIM does not discover until December 1, 2008. In the meantime, the Driver commits another anti-doping rule violation on March 1, 2008 and the Driver is notified of this violation by UIM on March 30, 2008 and a hearing panel rules on June 30, 2008 that the Driver committed the March 1, 2008 anti-doping rule violation. The later-discovered violation which occurred on January 1, 2008 will provide the basis for Aggravating Circumstances because the Driver did not voluntarily admit the violation in a timely basis after the Driver received notification of the later violation on March 30, 2008.]*

#### **10.7.5 Multiple Anti-Doping Rule Violations during an Eight-Year Period**

For purposes of Article 10.7, each anti-doping rule violation must take place within the same eight (8) year period in order to be considered multiple violations.

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

In addition to the automatic *disqualification* of the results in the *Competition* which produced the positive *Sample* under Article 9 (Automatic *disqualification* of Individual Results), all other competitive results obtained from the date a positive *Sample* was collected (whether *In-Competition* or *Out-of-Competition*), or other anti-doping rule violation occurred, through the commencement of any *Provisional Suspension* or *Ineligibility* period, shall,

unless fairness requires otherwise, be *disqualified* with all of the resulting consequences including forfeiture of any medals, points and prizes and the awarding of any series title during the relevant season.

**10.8.1** As a condition of regaining eligibility after being found to have committed an anti-doping rule violation, the *Driver* must first repay all prize money forfeited under this Article.

**10.8.2** Allocation of Forfeited Prize Money.

Forfeited prize money shall be allocated first to reimburse the collection expenses incurred by the *Anti-Doping Organization* in order to perform the necessary steps to collect the prize money back, then to reimburse the expenses incurred by the *Anti-Doping Organization* in order to conduct results management in the case, with the balance, if any, allocated in accordance with UIM's specific rules.

*[Comment to Article 10.8.2: Nothing in UIM's Anti-Doping Rules precludes clea Drivers or other Persons who have been damaged by the actions of a Person who has committed an anti-doping rule violation from pursuing any right which they would otherwise have to seek damages from such Person.]*

## **10.9 Commencement of Ineligibility Period**

Except as provided below, the period of *Ineligibility* shall start on the date of the hearing decision providing for *Ineligibility* or, if the hearing is waived, on the date *Ineligibility* is accepted or otherwise imposed.

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

Where there have been substantial delays in the hearing process or other aspects of *Doping Control* not attributable to the *Driver* or other *Person*, the *UIM* or *Anti-Doping Organization* imposing the sanction may start the period of *Ineligibility* at an earlier date commencing as early as the date of *Sample* collection or the date on which another anti-doping rule violation last occurred.

**10.9.2** Timely Admission

Where the *Driver* promptly (which, in all events, means before the *Driver* competes again) admits the anti-doping rule violation after being confronted with the anti-doping rule violation by UIM, the period of *Ineligibility* may start as early as the date of *Sample* collection or the date on which another anti-doping rule violation last occurred. In each case, however, where this Article is applied, the *Driver* or other *Person* shall serve at least one-half of the period of *Ineligibility* going forward from the



date the *Driver* or other *Person* accepted the imposition of a sanction, the date of a hearing decision imposing a sanction, or the date the sanction is otherwise imposed.

*[Comment to Article 10.9.2: This Article shall not apply where the period of Ineligibility already has been reduced under Article 10.5.4 (Admission of an Anti-Doping Rule Violation in the Absence of Other Evidence).]*

**10.9.3** If a *Provisional Suspension* is imposed and respected by the *Driver*, then the *Driver* shall receive a credit for such period of *Provisional Suspension* against any period of *Ineligibility* which may ultimately be imposed.

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

*[Comment to Article 10.9.4: A Driver's voluntary acceptance of a Provisional Suspension is not an admission by the Driver and shall not be used in any way as to draw an adverse inference against the Driver.]*

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

*[Comment to Article 10.9: The text of Article 10.9 has been revised to make clear that delays not attributable to the Driver, timely admission by the Driver and Provisional Suspension are the only justifications for starting the period of Ineligibility earlier than the date of the hearing decision. This amendment corrects inconsistent interpretation and application of the previous text.]*

## **10.10 Status During Ineligibility**

### **10.10.1 Prohibition against Participation during *Ineligibility***

No *Driver* or other *Person* who has been declared *Ineligible* may, during the period of *Ineligibility*, participate in any capacity in an *Event* or activity (other than authorized anti-doping education or rehabilitation programs) authorized or organized by UIM or any *National Association* or a club or other member organization of UIM or any *National Association*, or in

*Competitions* authorized or organized by any professional league or any international or national level *Event* organization.

A Driver or other *Person* subject to a period of *Ineligibility* longer than four years may, after completing four years of the period of *Ineligibility*, participate in local sport events in a sport other than sports subject to the jurisdictions of UIM and its *National Associations*, but only so long as the local sport event is not at a level that could otherwise qualify such *Person* directly or indirectly to compete in (or accumulate points toward) a national championship or *International Event*.

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

*[Comment to Article 10.10.1: For example, an ineligible Driver cannot participate in a training camp, exhibition or practice organized by his or her National Association or a club which is a member of that National Association. Further, an ineligible Driver may not compete in a non-Signatory professional league (e.g., the National Hockey League, the National Basketball Association, etc.), Events organized by a non-Signatory International Event organization or a non-Signatory national-level event organization without triggering the consequences set forth in Article 10.10.2. Sanctions in one sport will also be recognized by other sports (see Article 15).]*

#### **10.10.2** Violation of the Prohibition of Participation during *Ineligibility*

Where a Driver or other *Person* who has been declared *Ineligible* violates the prohibition against participation during *Ineligibility* described in Article 10.10.1, the results of such participation shall be *disqualified* and the period of *Ineligibility* which was originally imposed shall start over again as of the date of the violation. The new period of *Ineligibility* may be reduced under Article 10.5.2 if the *Driver* or other *Person* establishes he or she bears *No significant Fault or Negligence* for violating the prohibition against participation. The determination of whether a Driver or other *Person* has violated the prohibition against participation, and whether a reduction under Article 10.5.2 is appropriate, shall be made by UIM.

*[Comment to Article 10.10.2: If a Driver or other Person is alleged to have violated the prohibition against participation during a period of Ineligibility, UIM shall determine whether the Driver violated the prohibition and, if so, whether the Driver or other Person has established grounds for a reduction in the restarted period of Ineligibility under Article 10.5.2. Decisions rendered by UIM under this Article may be appealed pursuant to Article 13.2.]*

*Where a Driver Support Personnel or other Person substantially assists a Driver in violating the prohibition against participation during Ineligibility, UIM may appropriately impose sanctions under its own disciplinary rules for such assistance.]*

### **10.10.3 Withholding of Financial Support during *Ineligibility***

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

## **10.11 Reinstatement Testing**

As a condition to regaining eligibility at the end of a specified period of *Ineligibility*, a Driver must, during any period of *Provisional Suspension* or *Ineligibility*, make him or herself available for *Out-of-Competition Testing* by UIM, the applicable *National Association*, and any other *Anti-Doping Organization* having *Testing* jurisdiction, and must comply with the whereabouts requirements of Article 11 of the *International Standard for Testing*. If a Driver subject to a period of *Ineligibility* retires from sport and is removed from *Out-of-Competition Testing* pools and later seeks reinstatement, the *Driver* shall not be eligible for reinstatement until the *Driver* has notified UIM and the applicable *National Association* and has been subject to *Out-of-Competition Testing* for a period of time equal to the [longer of (a) the period set forth in Article 5.6 and (b)] period of *Ineligibility* remaining as of the date the *Driver* had retired. During such remaining period of *Ineligibility*, a minimum of 2 tests must be conducted on the *Driver* with at least three months between each test. The *National Association* shall be responsible for conducting the necessary tests, but tests by any *Anti-Doping Organization* may be used to satisfy the requirement. The results of such tests shall be reported to UIM. In addition, immediately prior to the end of the period of *Ineligibility*, a Driver must undergo *Testing* by UIM for the *Prohibited Substances* and *Methods* that are prohibited in *Out-of-Competition Testing*. Once the period of a Driver's *Ineligibility* has expired, and the *Driver* has fulfilled the conditions of reinstatement, then the *Driver* will become automatically re-eligible and no application by the *Driver* or by the *Driver's National Association* will then be necessary.

## **[10.12 Imposition of Financial Sanctions**

*Anti-Doping Organizations* may, in their own rules, provide for financial sanctions on account of anti-doping rule violations. However, no financial

sanction may be considered a basis for reducing the period of *Ineligibility* or other sanction which would otherwise be applicable under the *Code*.]

## **ARTICLE 11 *Intentionally left blank***

## **ARTICLE 12 SANCTIONS AND COSTS ASSESSED AGAINST NATIONAL ASSOCIATIONS**

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

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

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

**12.3.1** Four or more violations of these Anti-Doping Rules (other than violations involving Articles 2.4 and 10.3) are committed by *Drivers* or other *Persons* affiliated with a *National Association* within a 12-month period in testing conducted by UIM or Anti-Doping Organizations other than the *National Association* or its *National Anti-Doping Organization*. [In such event the UIM may in its discretion elect to: (a) ban all officials from that *National Association* for participation in any UIM activities for a period of up to two years and/or (b) fine the *National Association* in an amount up to 10.000 Euro. (For purposes of this Rule, any fine paid pursuant to Rule 12.3.2 shall be credited against any fine assessed.)

**12.3.1.1** If four or more violations of these Anti-Doping Rules (other than violations involving Articles 2.4 and 10.3) are committed in addition to the violations described in Article 12.3.1 by *Drivers* or other *Persons* affiliated with a *National Association* within a 12-month period in testing conducted by UIM or Anti-Doping Organizations other than the *National Association* or its *National Anti-Doping Organization*, then the UIM may suspend that *National Association's* membership for a period of up to 4 years.]

**12.3.2** More than one *Driver* or other *Person* from a *National Association* commits an *Anti-Doping Rule* violation during an *International Event*. [In such event UIM may fine that *National Association* in an amount up to 10.000 Euro.]

**12.3.3** A *National Association* has failed to make diligent efforts to keep UIM informed about a *Driver's* whereabouts after receiving a request for that information from UIM [In such event UIM may fine the *National Association* in an amount up to 10.000 Euro per *Driver* in addition to all of UIM costs incurred in *Testing* that *National Association's Drivers*.]

## ARTICLE 13 APPEALS

### 13.1 Decisions Subject to Appeal

Decisions made under these Anti-Doping Rules may be appealed as set forth below in Article 13.2 through 13.4 or as otherwise provided in these Anti-Doping Rules. Such decisions shall remain in effect while under appeal unless the appellate body orders otherwise. Before an appeal is commenced, any post-decision review authorized in these rules must be exhausted (except as provided in Article 13.1.1).

#### 13.1.1 WADA Not Required to Exhaust Internal Remedies

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

*[Comment to Article 13.1.1: Where a decision has been rendered before the final stage of UIM's process (for example, a first hearing) and no party elects to appeal that decision to the next level of UIM's process (e.g., the Managing Board), then WADA may bypass the remaining steps in UIM's internal process and appeal directly to CAS.]*

### 13.2 Appeals from Decisions Regarding Anti-Doping Rule Violations, Consequences, and Provisional Suspensions

A decision that an anti-doping rule violation was committed, a decision imposing *Consequences* for an anti-doping rule violation, or a decision that no anti-doping rule violation was committed; a decision that an anti-doping rule violation proceeding cannot go forward for procedural reasons (including, for example, prescription); a decision under Article 10.10.2 (prohibition of

participation during *Ineligibility*); a decision that the UIM or its *National Association* lacks jurisdiction to rule on an alleged anti-doping rule violation or its *Consequences*; a decision by any *National Association* not to bring forward an *Adverse Analytical Finding* or an *Atypical Finding* as an anti-doping rule violation, or a decision not to go forward with an anti-doping rule violation after an investigation under Article 7.4; [and a decision to impose a *Provisional Suspension* as a result of a *Provisional Hearing* or otherwise in violation of Article 7.4] may be appealed exclusively as provided in this Article 13.2. [Notwithstanding any other provision herein, the only *Person* that may appeal from a *Provisional Suspension* is the *Driver* or other *Person* upon whom the *Provisional Suspension* is imposed.]

### **13.2.1 Appeals Involving *International-Level Drivers***

In cases arising from competition in an *International Event* or in cases involving *International-Level Drivers*, the decision may be appealed exclusively to CAS in accordance with the provisions applicable before such court.

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

### **13.2.2 Appeals Involving National-Level *Drivers***

In cases involving *Drivers* who do not have a right to appeal under Article 13.2.1, each *National Association* shall have in place an appeal procedure that respects the following principles: a timely hearing, a fair and impartial hearing panel; the right to be represented by a counsel at the person's expense; and a timely, written, reasoned decision. UIM's rights of appeal with respect to these cases are set forth in Article 13.2.3 below.

*[Comment to Article 13.2.2: UIM may elect to comply with this Article by giving its national-level Drivers the right to appeal directly to CAS.]*

### **13.2.3 *Persons* Entitled to Appeal**

In cases under Article 13.2.1, the following parties shall have the right to appeal to CAS: (a) the *Driver* or other *Person* who is the subject of the decision being appealed; (b) the other party to the case in which the decision was rendered; (c) UIM and any other *Anti-Doping Organization* under whose rules a sanction could have been imposed; (d) the International Olympic Committee or International Paralympic Committee, as applicable, where the decision may have an effect in relation to the Olympic Games or Paralympic Games, including decisions affecting eligibility for the Olympic Games or Paralympic Games; and (e) WADA. In

cases under Article 13.2.2, the parties having the right to appeal to the national-level reviewing body shall be as provided in the *National Association's* rules but, at a minimum, shall include the following parties: (a) the *Driver* or other *Person* who is the subject of the decision being appealed; (b) the other party to the case in which the decision was rendered; (c) UIM; and (d) WADA. For cases under Article 13.2.2, WADA and UIM shall also have the right to appeal to CAS with respect to the decision of the national-level reviewing body.

### **13.3 Failure to Render a Timely Decision by UIM and its National Associations**

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

*[Comment to Article 13.3: Given the different circumstances of each anti-doping rule violation investigation and results management process, it is not feasible to establish a fixed time period for UIM to render a decision before WADA may intervene by appealing directly to CAS. Before taking such action, however, WADA will consult with UIM and give UIM an opportunity to explain why it has not yet rendered a decision. Nothing in this rule prohibits UIM from also having rules which authorize it to assume jurisdiction for matters in which the results management performed by one of its National Associations has been inappropriately delayed.]*

### **13.4 Appeals from Decisions Granting or Denying a Therapeutic Use Exemption**

Decisions by WADA reversing the grant or denial of a TUE may be appealed exclusively to CAS by the *Driver*, UIM, or *National Anti-Doping Organization* or other body designated by a *National Association* which granted or denied the exemption. Decisions to deny TUE's, and which are not reversed by WADA, may be appealed by *International-Level Drivers* to CAS and by other *Drivers* to the national level reviewing body described in Article 13.2.2. If the national level reviewing body reverses the decision to deny a TUE, that decision may be appealed to CAS by WADA.

When UIM, *National Anti-Doping Organizations* or other bodies designated by *National Associations* fail to take action on a properly submitted TUE application within a reasonable time, their failure to decide may be considered a denial for purposes of the appeal rights provided in this Article.

### **13.5 Appeal from Decisions Pursuant to Article 12**

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

### **13.6 Time for Filing Appeals**

The time to file an appeal to CAS shall be twenty-one (21) days from the date of receipt of the decision by the appealing party. The above notwithstanding, the following shall apply in connection with appeals filed by a party entitled to appeal but which was not a party to the proceedings having lead to the decision subject to appeal:

- a) Within ten (10) days from notice of the decision, such party/ies shall have the right to request from the body having issued the decision a copy of the file on which such body relied;
- b) If such a request is made within the ten-day period, then the party making such request shall have twenty-one (21) days from receipt of the file to file an appeal to CAS.

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

- (a) Twenty-one (21) days after the last day on which any other party in the case could have appealed, or
- (b) Twenty-one (21) days after *WADA's* receipt of the complete file relating to the decision.

## **ARTICLE 14 NATIONAL ASSOCIATIONS' INCORPORATION OF UIM RULES, REPORTING AND RECOGNITION**

### **14.1 Incorporation of UIM Anti-Doping Rules**

All *National Associations* shall comply with these Anti-Doping Rules. These Anti-Doping Rules shall also be incorporated either directly or by reference into each *National Associations* Rules. All *National Associations* shall include in their regulations the procedural rules necessary to effectively implement



these Anti-Doping Rules. Each *National Association* shall obtain the written acknowledgement and agreement, in the form attached as Appendix 2, of all *Drivers* subject to *Doping Control* and *Driver Support Personnel* for such *Drivers*. Notwithstanding whether or not the required form has been signed, the Rules of each *National Association* shall specifically provide that all *Drivers*, *Driver Support Personnel* and other *Persons* under the jurisdiction of the *National Association* shall be bound by these Anti-Doping Rules.

## 14.2 Statistical Reporting

**14.2.1** *National Associations* shall report to UIM at the end of every year results of all *Doping Controls* within their jurisdiction sorted by *Driver* and identifying each date on which the *Driver* was tested, the entity conducting the test, and whether the test was *In-Competition* or *Out-of-Competition*. UIM may periodically publish *Testing* data received from *National Associations* as well as comparable data from *Testing* under UIM's jurisdiction.

**14.2.2** UIM shall publish annually a general statistical report of its Doping Control activities during the calendar year with a copy provided to WADA.

## 14.3 Doping Control Information Clearinghouse

When a *National Association* has received an *Adverse Analytical Finding* on one of its *Drivers* it shall report the following information to UIM and WADA within fourteen (14) days of the process described in Article 7.1.2 and 7.1.3: the *Driver's* name, country, sport and discipline within the sport, whether the test was *In-Competition* or *Out-of-Competition*, the date of *Sample* collection and the analytical result reported by the laboratory. The *National Association* shall also regularly update UIM and WADA on the status and findings of any review or proceedings conducted pursuant to Article 7 (*Results Management*), Article 8 (*Right to a Fair Hearing*) or Article 13 (*Appeals*), and comparable information shall be provided to UIM and WADA within 14 days of the notification described in Article 7.1.9, with respect to other violations of these Anti-Doping Rules. In any case in which the period of *Ineligibility* is eliminated under Article 10.5.1 (*No Fault or Negligence*) or reduced under Article 10.5.2 (*No Significant Fault or Negligence*), UIM and WADA shall be provided with a written reasoned decision explaining the basis for the elimination or reduction. Neither UIM nor WADA shall disclose this information beyond those persons within their organisations with a need to know until the *National Association* has made public disclosure or has failed to make public disclosure as required in Article 14.4 below.

## 14.4 Public Disclosure

**14.4.1** Neither UIM nor its *National Association* shall publicly identify *Drivers* whose *Samples* have resulted in *Adverse Analytical Findings*, or who were alleged to have violated other Articles of these Anti-Doping Rules until it has been determined in a hearing in accordance with Article 8 that an anti-doping rule violation has occurred, or such hearing has been waived, or the assertion of an anti-doping rule violation has not been timely challenged or the *Driver* has been *Provisionally Suspended*. Once a violation of these Anti-Doping Rules has been established, it shall be publicly reported within 20 days. UIM or its *National Association* must also report within 20 days appeal decisions on an anti-doping rule violation. UIM or its *National Association* shall also, within the time period for publication, send all hearing and appeal decisions to WADA.

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

**14.4.3** Neither UIM nor its *National Association* or WADA accredited laboratory, or official of either, shall publicly comment on the specific facts of a pending case (as opposed to general description of process and science) except in response to public comments attributed to the *Driver*, other *Person* or their representatives.

## 14.5 Recognition of Decisions by UIM and National Associations

Any decision of UIM or a *National Association* regarding a violation of these Anti-Doping Rules shall be recognized by all *National Associations*, which shall take all necessary action to render such results effective.

## ARTICLE 15 RECOGNITION OF DECISIONS BY OTHER ORGANISATIONS

Subject to the right to appeal provided in Article 13, the *Testing*, TUE's and hearing results or other final adjudications of any *Signatory* to the *Code* which are consistent with the *Code* and are within the *Signatory's* authority, shall be recognized and respected by UIM and its *National Associations*. UIM and its *National Associations* may recognize the same actions of other bodies which have

not accepted the *Code* if the rules of those bodies are otherwise consistent with the *Code*.

*[Comment to Article 15: Where the decision of a body that has not accepted the Code is in some respects Code compliant and in other respects not Code compliant, UIM or its National Association should attempt to apply the decision in harmony with the principles of the Code. For example, if in a process consistent with the Code a non-Signatory has found a Driver to have committed an anti-doping rule violation on account of the presence of a Prohibited Substance in his body but the period of Ineligibility applied is shorter than the period provided for in the Code, then UIM or its National Association should recognize the finding of an anti-doping rule violation and they should conduct a hearing consistent with Article 8 to determine whether the longer period of Ineligibility provided in the Code should be imposed.]*

## **ARTICLE 16 STATUTE OF LIMITATIONS**

No action may be commenced under these Anti-Doping Rules against a *Driver* or other *Person* for a violation of an anti-doping rule contained in these Anti-Doping Rules unless such action is commenced within eight years from the date the violation occurred.

## **ARTICLE 17 UIM COMPLIANCE REPORTS TO WADA**

The UIM will report to *WADA* on the UIM's compliance with the *Code* every second year and shall explain reasons for any noncompliance.

## **ARTICLE 18 AMENDMENT AND INTERPRETATION OF ANTI-DOPING RULES**

**18.1** These Anti-Doping Rules may be amended from time to time by the *UIM* Executive.

**18.2** Except as provided in Article 18.5, these Anti-Doping Rules shall be interpreted as an independent and autonomous text and not by reference to existing law or statutes.

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

**18.4** The INTRODUCTION and the APPENDIX I DEFINITIONS shall be considered integral parts of these Anti-Doping Rules.

**18.5** These Anti-Doping Rules have been adopted pursuant to the applicable provisions of the *Code* and shall be interpreted in a manner that is consistent with applicable provisions of the *Code*. The comments annotating various provisions of the *Code* may, where applicable, assist in the understanding and interpretation of these Anti-Doping Rules.

**18.6** Notice to a Driver or other *Person* who is a member of a *National Association* may be accomplished by delivery of the notice to the *National Association*.

**18.7** These Anti-Doping Rules shall come into full force and effect on 1 January 2009 (the “**Effective Date**”). They shall not apply retrospectively to matters pending before the Effective Date; provided, however, that:

**18.7.1** Any case pending prior to the Effective Date, or brought after the Effective Date based on an anti-doping rule violation that occurred prior to the Effective Date, shall be governed by the predecessor to these Anti-Doping Rules in force at the time of the anti-doping rule violation, subject to any application of the principle of *lex mitior* by the hearing panel determining the case.

**18.7.2** Any Article 2.4 whereabouts violation (whether a filing failure or a missed test) declared by UIM under rules in force prior to the Effective Date that has not expired prior to the Effective Date and that would qualify as a whereabouts violation under Article 11 of the *International Standard for Testing* shall be carried forward and may be relied upon, prior to expiry, as one of the three Filing Failures and/or Missed Tests giving rise to an anti-doping rule violation under Article 2.4 of these Anti-Doping Rules. *[Note: where existing whereabouts violations are carried over to the new regime, any restrictions under the old rules on combining those whereabouts violations with other whereabouts violations must also be carried over. Hence:]* Unless otherwise stated by UIM, however:

- a. a filing failure that is carried forward in this manner may only be combined with (post-Effective Date) Filing Failures;
- b. a missed test that is carried forward in this manner may only be combined with (post-Effective Date) Missed Tests; and
- c. a filing failure or missed test declared by any Anti-Doping Organization other than [UIM and a National Association] prior to the Effective Date may not be combined with any Filing Failure or Missed Test declared under these Anti-Doping Rules.]

**18.7.3** Where a period of *Ineligibility* imposed by UIM under rules in force prior to the Effective Date has not yet expired as of the Effective Date, the *Person* who is *Ineligible* may apply to UIM for a reduction in the period of *Ineligibility* in light of the amendments made to the *Code* as from the Effective Date. To be valid, such application must be made before the period of *Ineligibility* has expired.

**18.7.4** Subject always to Article 10.7.5, anti-doping rule violations committed under rules in force prior to the Effective Date shall be taken into account as prior offences for purposes of determining sanctions under Article 10.7. Where such pre-Effective Date anti-doping rule violation involved a substance that would be treated as a Specified Substance under these Anti-Doping Rules, for which a period of *Ineligibility* of less than two years was imposed, such violation shall be considered a Reduced Sanction violation for purposes of Article 10.7.1.

## APPENDIX 1 - DEFINITIONS

*Adverse Analytical Finding.* A report from a laboratory or other approved *Testing* entity that identifies in a *Sample* the presence of a *Prohibited Substance* or its *Metabolites* or *Markers* (including elevated quantities of endogenous substances) or evidence of the *Use* of a *Prohibited Method*.

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

*Driver.* Any *Person* who participates in sport at the international level (as defined by each International Association), the national level (as defined by each *National Anti-Doping Organization*, including but not limited to those *Persons* in its *Registered Testing Pool*), and any other competitor in sport who is otherwise subject to the jurisdiction of any *Signatory* or other sports organization accepting the *Code*. All provisions of the *Code*, including, for example, *Testing*, and TUE's must be applied to international and national-level competitors. Some *National Anti-Doping Organizations* may elect to test and apply anti-doping rules to recreational-level or masters competitors who are not current or potential national caliber competitors. *National Anti-Doping Organizations* are not required, however, to apply all aspects of the *Code* to such *Persons*. Specific national rules may be established for Doping Control for non-international-level or national-level competitors without being in conflict with the *Code*. Thus, a country could elect to test recreational-level competitors but not require TUE's or whereabouts information. In the same manner, a *Major Event Organization* holding an *Event* only for masters-level competitors could elect to test the competitors but not require advance TUE or whereabouts information. For purposes of Article 2.8 (Administration or Attempted Administration) and for purposes of anti-doping information and education, any *Person* who participates in sport under the authority of any *Signatory*, government, or other sports organization accepting the *Code* is a Driver.

*[Comment to Driver: This definition makes it clear that all international and national-caliber Drivers are subject to the anti-doping rules of the Code, with the precise definitions of international and national level sport to be set forth in the anti-doping rules of the UIM and National Anti-Doping Organizations, respectively. At the national level, anti-doping rules adopted pursuant to the Code shall apply, at a minimum, to all persons on national teams and all persons qualified to compete in any national championship in any sport. That does not mean, however, that all such Drivers must be included in a National Anti-Doping Organization's*

*Registered Testing Pool.* The definition also allows each National Anti-Doping Organization, if it chooses to do so, to expand its anti-doping control program beyond national-caliber Drivers to competitors at lower levels of competition. Competitors at all levels of competition should receive the benefit of anti-doping information and education.]

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

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

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

*CAS.* The Court of Arbitration for Sport.

*Code.* The World Anti-Doping Code.

*Competition.* A single race, match, game or singular athletic contest. For example, a basketball game or the finals of the Olympic 100-meter dash in athletics. For stage races and other athletic contests where prizes are awarded on a daily or other interim basis the distinction between a *Competition* and an *Event* will be as provided in the rules of the applicable International Association.

*Consequences of anti-doping rule violations.* A Driver's or other *Person's* violation of an anti-doping rule may result in one or more of the following: (a) *Disqualification* means the *Driver's* results in a particular *Competition* or *Event* are invalidated, with all resulting consequences including forfeiture of any medals, points and prizes; (b) *Ineligibility* means the *Driver* or other *Person* is barred for a specified period of time from participating in any *Competition* or other activity or funding as provided in Article 10.9; and (c) *Provisional Suspension* means the *Driver* or other *Person* is barred temporarily from participating in any *Competition* prior to the final decision at a hearing conducted under Article 8 (Right to a Fair Hearing).

*Disqualification.* See *Consequences of anti-doping rule violations*, above.

*Doping Control.* All steps and processes from test distribution planning through to ultimate disposition of any appeal including all steps and processes in between

such as provision of whereabouts information, sample collection and handling, laboratory analysis, TUE's, results management and hearings.

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

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

In-Competition. Unless provided otherwise in the rules of an International Association or other relevant *Anti-Doping Organization*, "*In-Competition*" means the period commencing twelve hours before a *Competition* in which the *Driver* is scheduled to participate through the end of such *Competition* and the *Sample* collection process related to such *Competition*.

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

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

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

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

International-Level Driver. *Driver* designated by one or more International Associations as being within the *Registered Testing Pool* for an International Association.

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

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

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



Metabolite. Any substance produced by a biotransformation process.

Minor. A natural *Person* who has not reached the age of majority as established by the applicable laws of his or her country of residence.

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

National Event. A sport *Event* involving international or national-level *Drivers* that is not an *International Event*.

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

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

No Advance Notice. A *Doping Control* which takes place with no advance warning to the *Driver* and where the *Driver* is continuously chaperoned from the moment of notification through *Sample* provision.

No Fault or Negligence. The *Driver's* establishing that he or she did not know or suspect, and could not reasonably have known or suspected even with the exercise of utmost caution, that he or she had *Used* or been administered the *Prohibited Substance* or *Prohibited Method*.

No Significant Fault or Negligence. The *Driver's* establishing that his or her fault or negligence, when viewed in the totality of the circumstances and taking into account the criteria for *No Fault or Negligence*, was not significant in relationship to the anti-doping rule violation.

Out-of-Competition. Any *Doping Control* which is not *In-Competition*.

Participant. Any *Driver* or *Driver Support Personnel*.

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

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

*[Comment: Under this definition, steroids found in a Driver's car would constitute a violation unless the Driver establishes that someone else used the car; in that event, the Anti-Doping Organization must establish that, even though the Driver did not have exclusive control over the car, the Driver knew about the steroids and intended to have control over the steroids. Similarly, in the example of steroids found in a home medicine cabinet under the joint control of a Driver and spouse, the Anti-Doping Organization must establish that the Driver knew the steroids were in the cabinet and that the Driver intended to exercise control over the steroids.]*

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

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

Prohibited Substance. Any substance so described on the *Prohibited List*.

Provisional Hearing. For purposes of Article 7.6, an expedited abbreviated hearing occurring prior to a hearing under Article 8 (Right to a Fair Hearing) that provides the *Driver* with notice and an opportunity to be heard in either written or oral form.

Provisional Suspension. See *Consequences* above.

Publicly Disclose or Publicly Report. To disseminate or distribute information to the general public or persons beyond those persons entitled to earlier notification in accordance with Article 14.

Registered Testing Pool. The pool of top level *Drivers* established separately by each InterNational Association and *National Anti-Doping Organization* who are

subject to both *In-Competition* and *Out-of-Competition Testing* as part of that InterNational Association's or National Anti-Doping Organization's test distribution plan.

*Retroactive TUE.* As defined in the *International Standard for Therapeutic Use Exemptions*.

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

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

*Signatories.* Those entities signing the *Code* and agreeing to comply with the *Code*, including the International Olympic Committee, InterNational Associations, International Paralympic Committee, *National Olympic Committees*, National Paralympic Committees, *Major Event Organizations*, *National Anti-Doping Organizations*, and WADA.

*Specified Substances.* As defined in Article 4.2.2.

*Substantial Assistance.* For purposes of Article 10.5.3, a *Person* providing *Substantial Assistance* must: (1) fully disclose in a signed written statement all information he or she possesses in relation to anti-doping rule violations, and (2) fully cooperate with the investigation and adjudication of any case related to that information, including, for example, presenting testimony at a hearing if requested to do so by an *Anti-Doping Organization* or hearing panel. Further, the information provided must be credible and must comprise an important part of any case which is initiated or, if no case is initiated, must have provided a sufficient basis on which a case could have been brought.

*Tampering.* Altering for an improper purpose or in an improper way; bringing improper influence to bear; interfering improperly; obstructing, misleading or engaging in any fraudulent conduct to alter results or prevent normal procedures from occurring; or providing fraudulent information to an *Anti-Doping Organization*.

*Target Testing.* Selection of *Drivers* for *Testing* where specific *Drivers* or groups of *Drivers* are selected on a non-random basis for *Testing* at a specified time.

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

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

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

TUE. As defined in Article 2.6.1.

TUE Panel. As defined in Article 4.4.3.

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

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

WADA. The World Anti-Doping Agency.

## APPENDIX 2 - Acknowledgment and Agreement

I, as a member of [National Association] and/or a participant in a [National Association or UIM] authorized or recognized event, hereby acknowledge and agree as follows:

1. I have received and had an opportunity to review the UIM Anti-Doping Rules.
2. I consent and agree to comply with and be bound by all of the provisions of the UIM Anti-Doping Rules, including but not limited to, all amendments to the Anti-Doping Rules and all International Standards incorporated in the Anti-Doping Rules.
3. I acknowledge and agree that [National Associations and UIM] have jurisdiction to impose sanctions as provided in the UIM Anti-Doping Rules.
4. I also acknowledge and agree that any dispute arising out of a decision made pursuant to the UIM Anti-Doping Rules, after exhaustion of the process expressly provided for in the UIM Anti-Doping Rules, may be appealed exclusively as provided in Article 13 of the UIM Anti-Doping Rules to an appellate body for final and binding arbitration, which in the case of International-Level Drivers is the Court of Arbitration for Sport.

I agree that all decisions of CAS under the rules shall be final and binding and that I will not bring any claim, arbitration, lawsuit or litigation in any other court or tribunal.

5. I have read and understand this Acknowledgement and Agreement.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Print Name (Last Name, First Name)

\_\_\_\_\_  
Date of Birth  
(Day/Month/Year)

\_\_\_\_\_  
Signature (or, if a minor, signature of legal guardian)





*Yes, We Care*

# ENVIRONMENTAL CODE



*making the best together*

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





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# **1. GENERAL PRINCIPLES**

## **DEFINITION**

### **1.1**

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

### **1.2**

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

### **1.3**

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

### **1.4**

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

### **1.5**

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

## **1.6**

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

## **1.7**

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

## **1.8**

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

## **1.9**

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

These regulations and recommendations refer in particular to:

- a) Climate emissions in cooperation with guidelines given from the UNEP and minimize to reach zero emissions in the future.
- b) Noise, fuel and protection of the water
- c) Behaviour of the spectators, organizers, officers and race participants in order to maintain the highest possible standards worldwide

## **1.10**

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

## 1.11

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

## **2. UIM ENVIRONMENTAL WORKING GROUP (EWG)**

### **2.1 ROLE AND RESPONSIBILITIES**

#### **Role**

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

#### **Responsibilities**

- Raise awareness on environment, alternative energies and sustainable development among UIM National Authorities and UIM stakeholders
- Disseminate knowledge and ensure know-how transfer in the above areas
- Promote environmental responsibility in the planning and staging of UIM events
- Ensure compliance of UIM affiliated members with the Environmental Code
- Promote the creation of an Environmental Working Group within National Federations
- Organize environmental seminars and establish a high profile network of correspondents
- Prepare an annual environmental report
- Presentation of the EWG work and findings at the UIM Council and General Assembly

- Advice the national environmental working groups on how to tackle environmental issues
- Liaise with external institutions such as public authorities, environmental organizations and other sporting bodies

## **3. ENVIRONMENTAL STEWARD**

### **3.1 ROLE AND RESPONSIBILITIES**

#### **Role**

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

#### **Responsibilities**

- Ensure that the UIM Environmental Code is respected.
- Have access to all information concerning the event, and must be able to give prior, during and after the event, recommendations to the OOD on all aspects of the event which may have potential environmental consequences.
- Draw up in an appropriate manner a report on the basis of a check-list and send it to the UIM Secretariat. A copy should also be handed to the OOD and the UIM Environmental Delegate if present at the event. In case of a first non-respect of this point, the Environmental Steward will receive a warning from the UIM or its national federation. In case of a second offence, the UIM may pronounce against the Environmental Steward a suspension of up to 12 months.
- Instruct officials during national seminars for the various disciplines, as well as for racers and organizers.
- In case of non-respect or violation of the provisions mentioned in the present Code, he must immediately first inform the OOD.

## **4. UIM ENVIRONMENTAL DELEGATE**

### **4.1 ROLE AND RESPONSIBILITIES**

#### **Role**

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

#### **Responsibilities**

- Observe and verify the application of the Environmental Code.
- Inform the OOD of any violation of the Environmental Code in order to pronounce sanctions relative to the infraction.
- Identify areas of “good practice” and make recommendations or proposals of modifications of the Environmental Code.
- Perform inspections of the racecourse and its facilities at any time before, during or after the event.
- Prepare a report summing up all important aspects of the event that relate to the environment.
- Any serious failure of the Environmental Steward towards the obligations and due diligence mentioned in article 2 of the present Code noticed by the UIM Environmental Delegate will be examined and, in case of need, sanctioned by the EWG with withdrawal of the Environmental Steward’s license for a period of up to 12 months.

An educational program is mandatory for the UIM environmental delegates.

## **5. NOISE**

### **5.1 INTRODUCTION**

Concerns regarding noise at powerboat events are not limited to the machines themselves. In addition to the expected engine noise, organizers and

environmental stewards must be aware of the magnitude of sound from public address systems, crowds and other sources associated with an event. Minimizing excessive noise associated with powerboat activity and taking public reaction to noise in consideration is the responsibility of all concerned: drivers, clubs, organizers and officials.

## 5.2 NOISE OF POWERBOATS

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

The UIM recommends:

- a) To avoid all unnecessary running of engines.
- b) To reduce as much as possible the sound levels in all disciplines and ensure that all applicable regulations are strictly respected.
- c) The UIM shall always promote research on the question of sound level in relation to powerboat sports.
- d) The UIM will aim to set regulations stipulating the maximum permitted noise levels for each class. Noise levels should be set for the different classes in cooperation with the different commissions. When the limit has been set the regulations shall be monitored and sanctioned strictly.



## 5.3 SOUND LEVEL MEASUREMENTS

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

## 5.4 PUBLIC ADDRESS SYSTEM

- a) Separate public-address systems for drivers' paddock and the public areas/enclosures are preferable and should never produce a higher sound than the hearing damage threshold level 83 dB(A) when measured in a public area and should also not exceed 3 dB(A) above the background and sea sound levels when measured at the nearest dwelling house.
- b) Position of loud-speakers: slanted towards the ground and directed towards the centre of the course.
- c) Maintain sound level as low as possible. The whole system must be ready and tested 30 minutes before the start of the practice. The sound system often causes more annoyance outside the track area than the actual event. Make arrangements with the people in charge of the sound system to reduce the sound volume between races/practice sessions.

## 6. FUEL

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

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

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

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

## **7. PROTECTION OF GROUND AND WATER**

- a) Measures must be taken to prevent leaks of fuel, oil, cleaning, degreasing, cooling and brake fluids, etc. into the ground and water or vapour into the air.
- b) Containers/facilities to recover rubbish, oils, chemicals, detergents, etc. must be provided.
- c) The use of an environmental mat, (or other effective device) protecting the ground and water, is compulsory to be used where servicing of machines is permitted by the organizer, amongst others in the paddock and repair areas. Any infraction of this rule will be reported to the OOD who will fine the driver/pilot responsible a maximum of USD 1000 or any other amount mentioned in the regulation or appendix of the discipline.
- d) Provision must be made for the treatment of spillage and the disposal of contaminated material by the organizers.
- e) It is strictly forbidden to empty onto the ground and water waste fluids from vehicles or boats located in the drivers' paddock and the campsite. Waste water may only be disposed of at the circuit a proper facility to this effect. Any infraction to this rule will be reported to the OOD who will fine the driver/pilot responsible a maximum of USD 500. Other sanctions may be pronounced by the OOD or the UIM Commissioner.
- f) Do not leave on the spot sustainable evidence of any event, club or boating activity.

### **7.1 ENVIRONMENTAL MAT**

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

## **8. CLEANING OF POWERBOATS**

- a) Cleaning of engine and motor parts, where permitted by the regulations, must only be carried out at places with cleaning facilities.
- b) Only certified non toxic solvent, without the addition of chemical products (for example detergent), is permitted when cleaning the boats.

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

## **9. ACTION TO BE TAKEN BY DRIVERS / PARTICIPANTS**

- a) Each driver is responsible for the waste generated by his team during the event.
- b) Where organizers provide the necessary containers for waste they must be used as directed.
- c) Waste must be retained by the team until the approved facilities provided by organizers can be used.
- d) Where refuelling or servicing of a powerboat is being undertaken at events, driver/participants must provide and use an environment mat to protect the ground and water. This environmental mat must also be compulsory when an electrical generator or any other device with a thermal engine is used by the driver/pilot or the team. These mats must be removed by the driver/pilots/competitors after use.
- e) Any infringement by the participant or driver/pilot (who is responsible for his team) of the UIM regulations can result in a fine, disqualification from the event or suspension, and may also result in the participant or driver/pilot being liable for any costs of rectification.

## **10. REQUIREMENTS TO ENCOURAGE ENVIRONMENTAL BEHAVIOUR BY THE SPECTATORS**

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

- a) In co-operation with the local authorities, select the routes to and from circuits, tracks, etc., which will cause as little annoyance as possible for the surrounding areas.
- b) Provide clear signs to circuits, tracks and venues.
- c) Avoid parking on vulnerable places (verges, green lanes).
- d) Avoid parking in long grass.
- e) Promote the use of public transportation in publications and promotional releases i.e. web or other forums.
- f) Avoid too high concentrations of people in order to preserve vulnerable places i.e. wildlife and bird reservation.
- g) Provide sufficient sanitary facilities and safe cleaning and deposit systems.
- h) Inform the spectators about responsible behaviour on the site.
- i) Specify in contracts with catering firms a requirement to sell drinks and food packaged in recyclable, reusable or biodegradable material, and to provide and maintain sufficient waste containers. Promote cooperation with caterers that have high standards on ethical and ecological food.
- j) Manage the events in such a way that only footsteps remain on the soil.

## **11. ACTION TO BE TAKEN BY INTERNATIONAL ORGANIZERS**

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

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

1. Use of resources (energy, chemicals and materials)
2. Impact on environment and climate emissions
3. Carbon offsetting all activities related to events from
4. Recycling and reduction of waste

5. Travelling and accommodation for spectators and guests
6. Birds, animals and wildlife
7. Visual environment

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

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

## 11.1 ENVIRONMENTAL PROVISIONS

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

Measures must also be taken to prevent:

- a) Leakage of fuel, oil, cleaning, degreasing, cooling and brake fluids, etc. into the ground and water or vapour into the air.
- b) Waste from participants, their teams, spectators and selling points not being collected in waste-bins or containers and being left on the ground and water at the site.
- c) Sanitary facilities being connected improperly to the sewerage.
- d) Waste collected and removed in an illegal way.
- e) UIM sound levels for powerboats during practice or event being exceeded.
- f) Inordinate sound levels at tourist gatherings.
- g) The maximum number of events and/or practicing time being exceeded.

## 11.2 LOGBOOK / CHECK-LIST

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

- a) An assessment of the environmental impact of the event on the circuit and its surroundings, having regard to the number of competitors and the expected number of spectators.
- b) Cleaning area with high-pressure cleaners for powerboats.
- c) Distribution of waste bags to participants and their teams.
- d) Containers for used oil, cooling fluid or any other liquid.
- e) Containers for spectators’ general litter.
- f) Sanitary facilities.
- g) Judicious positioning of loud speakers.
- h) Provision of adequate and appropriate direction signs to the event.
- i) Provision of containers or waste bags in the pits of the mechanics’ area and collection of the contents during and after the event.

## 11.3 PUBLICITY/ADVERTISING

- a) The UIM suggest aggressive use of the Web and media instead of prints/posters on paper.
- b) Do not attach posters to trees, in country areas and/or protected urban-sites nor in places and areas which are not appropriate.
- c) Place billboards only after having obtained permission from the owner of the property.
- d) Take local and governmental regulations into account when placing billboards.

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

#### **11.4 DRIVER PADDOCK / SERVICE AREAS / TIME CONTROL AREAS**

- a) Present every participant on arrival with a rubbish bag and instructions.
- b) Provide sufficient containers for the rubbish bags and set recycling stations accessible to the public and participating teams.
- c) Ensure that there are enough containers with fixed funnels to collect used oil.
- d) Provide recognizable containers for oil filters and cleaning rags; collect separately.
- e) Provide and maintain sufficient and clean sanitation, with proper provisions for waste and water, for both men and women.
- f) If cleaning of powerboats is allowed, a special wash area designed to ensure the ground and water is not polluted must be provided in accordance with the rules of the discipline concerned.
- g) The use of an environmental mat is compulsory when a generator or any other device with a thermal engine is used.

#### **11.5 AFTER THE EVENT**

- a) Signposts, billboards and posters must be removed after the event.
- b) Waste left behind on the site and the surroundings must be cleaned up and removed as soon as possible.
- c) Clear away and dispose of any broken branches or shrubs.
- d) Clear away tape, buoys and rope/weights around the track.
- e) Arrange for separate removal of oil-containers, cleaning rags, oil filters and waste-containers.
- f) The infraction or inobservance by the organizer of obligations mentioned in the present Environmental Code are subject to sanctions laid down in this Code and can result in a fine or suspension of approval to organize UIM events. The organizer will also be liable for any costs of rectification.

## **11.6 GENERAL REGULATIONS FOR THE MANAGEMENT OF VENUES**

- a) Keep up the maintenance of the venue and take care that it is kept clean and tidy at all times.
- b) Cordon off sensitive areas.
- c) Appoint a member of the Organizing Board to be in charge of all environmental aspects and maintain the environment logbook.
- d) Ensure proper disposal of waste from sanitary facilities.
- e) Take all necessary care when making changes/adjustments to the site and consult the appropriate authorities.
- f) When locating the starting areas, take acoustic impacts into account.
- g) Never use building waste, rubble, etc. for the construction of noise barriers, etc.
- h) In case of the use of materials from outside, have them checked by the appropriate authorities to ensure that they are not polluted.
- i) Following every event and at regular intervals, make an evaluation of the impact of the event on the environment; make a report of it in the logbook; and make recommendations to correct any shortcomings and errors.

## **12. RECOMMENDATIONS TO ALL SEA/LAKE/RIVER USERS**

### **12.1 INTRODUCTION**

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

### **12.2 DRIVER CONDUCT**

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



- b) Ride safely and avoid aggressive driving.
- c) Save petrol and reduce pollution by avoiding unnecessary idling of engines.
- d) Limit noise pollution
- e) Noise annoyance. Use exhaust system (towards/into water) which minimize noise and keep audio systems at a low level.
- f) Protect wildlife and its natural habitat
- g) Ensure that your used oil, batteries and other recyclable items are properly recycled or collected.
- h) Remember that our seas/lakes/ivers belong to the overall community.

### **13. UIM ENVIRONMENTAL AWARD**

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

- a) By “year”, the EWG understands that the year taken into consideration to award the prize starts on 1 January and ends on 30 September. The candidatures must arrive at the UIM Secretariat by the 5 October at the latest.
- b) This distinction is granted for rewarding individuals, clubs, organizers, manufacturers or other organizations that have made a significant contribution or done something important to enhance environmental awareness in the field of Power boating
- c) Candidatures for the Environmental Award will be submitted to the UIM by October 5<sup>th</sup> at the latest. The EWG may also propose a candidate.
- d) The candidatures received will be examined by the UIM Environment Group prior to submitting them to the ExCo. The recipient can be invited to the UIM GA to receive his/her (their) distinction.
- e) These nominations should be submitted, along with a description of the occurrence qualifying for the Award, to the UIM Secretariat within the set deadline

## **14. UIM TRIANNUAL WORLD CIRCUMNAVIGATION RACE**

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

## **15. GREEN LOGO**

The UIM have approved this Green Logo



*Yes. We Care*

# **GROUP 100**

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- 605 CALCULATION OF SPEED**
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- 612 HOUR RECORDS**
- 613 WORLD COMPETITION RECORDS**
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# **GROUP 700**

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- 701    PAVILLON D'OR CRUISE**
- 702    TROPHY MARIO AUGUSTA**
- 703    TROPHY SANZ PINAL**



# **GROUP 100**

## **UIM ADMINISTRATION**

### **101 - UIM EVENT SANCTIONS AND THE SPORTS CALENDAR**

#### **101.01 - EVENT SANCTION REQUIREMENTS AND FEES**

All international powerboating events must be sanctioned by the UIM and by the National Authority. An International Sanction is a written authorization which permits an organizing body to conduct an international event under the rules of the UIM

Written approval by the UIM of the registration of an international event on the UIM annual calendar, subject to payment of a fee determined annually by the General Assembly, constitutes the granting of an International UIM Sanction for that event.

Payment of these fees must be made within three months after the fixing of the international calendar.

Permission to organise these meetings is only delivered by the UIM upon payment of these fees.

No permission is to be granted to National Authorities in arrears of payment.

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

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

When compiling the Sports Calendar due attention is to be paid to the reports of the UIM Commissioner before granting the request to organise titled meetings.

The titled meetings have priority over all other meetings before the closing of the registrations for the sports calendar. However, when the sports calendar is finalized, all the motor boating meetings are on an equal footing.

## **101.02 - OTHER EVENTS**

It is forbidden to organise National championships for series and classes which are in the programme of a titled event taking place the same day.

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

## **101.03 - DEADLINE DATES**

1 March Forwarding of requests for international titled events

1 April Allotting of titled events to N.A.

September 10 Forwarding of dates and venues of titled events by the N.A.'s

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

### **Calendar meeting**

October Drawing up of the international calendar

November 15 Publishing of the international calendar

## **101.04 - LATE REQUEST, CHANGE OF DATE AND CANCELLATION**

### **Titled events**

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

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

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

The UIM give its assent to the new date. The request for a change of date must be received by the UIM Secretariat not less than 90 days before the calendar date. The new date will be fixed not less than 60 days after the date on which the request was received.

At less than 90 days before the calendar date, the date cannot be changed. The event will be cancelled or run as an ordinary event, but no part of the inscription fee will be refunded.

Cancellation : if the title or the event is cancelled 90 days or more before the calendar date, 50 % of the inscription fee will be refunded.

In a later cancellation there will be no refunding. A cancelled title will be treated like a title not yet requested.

### **Non titled events**

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

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

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

## **102 - UIM COMMISSIONER**

### **102.01 - GENERAL**

The presence of a UIM Commissioner is required at any international titled meeting.

The function of Commissioner must be fulfilled most carefully.

As soon as he gets the Commissioner's agreement, the Administrative Secretary of the UIM will send a letter to the National Authority and the organiser of the event informing them that the Commissioner has been designated for the events referred in the letter.

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

- Name, address, telephone and telefax ;
- languages spoken ;
- languages read and understood ;
- the period of availability of the candidate ;

- knowledge in sports and technical matters ;

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

## **102.02 - FUNCTIONS**

The U.I.M. Commissioner:

- Assists the local organiser and more particularly the Officer Of the Day (O.O.D.) ;
- Is a voting member of the international jury ;
- Approves last minute amendments to the advance-programme ;
- Supervises the signing of drivers' declarations ;
- Takes part in important decision-making during the competition with the Officer Of the Day ;
- Takes part in urgent decision-making with the Officer Of the Day and the organising promoter, in matters related to the overall organisation;

The UIM Commissioner is entitled to take action with the organising committee if safety conditions are not met. He will be entitled to request that the event is suspended if safety conditions are not satisfactory.

## **102.03 - AFTER THE EVENT**

After the event, he sends his report to the UIM Secretariat by using the official form, within ten days. The official results of the event must be enclosed with the report.

The reports from Commissioners are to be considered as confidential matter and cannot be used for aims other than UIM's, may not be communicated to the press or otherwise disclosed for any purpose whatsoever.

Should any Commissioner fail to obtain all necessary data and results for transmission to UIM, he will note it in his report and will urge the organisers to send all required documents by themselves to the Secretariat of UIM, as soon as possible.

A copy of the Commissioner's report will be sent, as soon as possible, by the UIM office to the President and all members of Pleasure Navigation Commission and to the NATIONAL AUTHORITY of the organiser.

## **102.04 - TRAVEL EXPENSES**

The National Authority should also make it clear that travel expenses for the Commissioner, from his town of residence to the place where the meetings are taking place, calculated upon the basis of a return air ticket, economy class, are also borne by the organisers.

The Commissioner is to be accommodated in a good hotel for the duration of the event and as long as is necessary for the accomplishment of his mission at the expense of the organisers.

The expenses referred to above must be refunded to the Commissioner during his stay by the organisers or to the UIM upon receipt of the relevant invoice.

## **104 - NON APPROVED EVENTS**

Events not organised according to UIM rules are not to be recognised and all officials and drivers who take any part in such races are suspended.

The same applies to motor boating events not approved by National Authorities.

Any driver having competed in a competition not approved by the National Authority of that Country or forbidden by the National Authority may be suspended for a period to be fixed by the National Authority.

In the case of an international meeting being organised by a non-affiliated club which has not asked permission to organise such a meeting, the National Authority must :

- Notify the organising club that the drivers can be suspended ;
- Notify the drivers that they will be suspended in their own Country if they take part in international competitions not approved by the National Authority; the latter may request UIM to extend this suspension to other Countries ;

A National competition, or a competition by "invitation" in which a foreign driver is invited to take part must be entered on the UIM Calendar otherwise it becomes an unauthorised event. Invited drivers entering such unauthorised events, may lose their international licences. Remember that drivers having international licences,

are only allowed to enter a meeting outside their Country provided their National Authority gives them permission to do so.

## **105 - TITLED INTERNATIONAL EVENTS**

There are five categories of titled event(s):

- World Championship ;
- World Cup ;
- Continental Championship ;
- Continental Cup ;
- Grand Prix ;

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

There can be only one Grand Prix event per Country and per year, except when a World Championship series takes place in that Country

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

No organiser can run more than 2 titled events (e.g. WC or CC) at any one meeting.

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

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



## **106 - INTERNATIONAL CHAMPIONSHIPS WORLD AND CONTINENTAL CUPS**

### **106.01- GENERAL RULES**

World Championships are open to all UIM and American Power Boat Association (APBA) classes. There can be only one World Championship per class, per year.

The requests to organise these championships must be sent in due time.

The Pleasure Navigation Commission will allocate the Championships.

No exception is to be allowed to the preceding rule.

The UIM delivers a “champion’s certificate”, following requests made by the champions to their National Authorities and transmitted by that National Authority to the UIM Secretariat.

The cost of such certificate is fixed annually by the General Assembly and is to be paid by the National Authority to the UIM when the request is made.

A list of champions is issued annually.

The UIM rules and those of the National Authority are applicable for any point not foreseen by these rules.

No person shall be proclaimed:

- “a World Champion” unless at least five competitors from different Nations in two different continents have competed for the title ;
- “a Continental or European Champion” unless at least three competitors from at least three different Nations have competed for the title.

A driver of non-European Nationality may be proclaimed European Champion provided he has had a European licence for more than two years. The same applies for other continents.

Immediately after the Championship, the National name of the Champion must be transmitted by fax to the UIM secretariat.

### **106.02 - WATER REGISTRATION**

Permission to organise an International Meeting is granted ONLY if the race is run on a course recognised by the National Authority and documented as follows :

A plan to scale (1:1250...1:2500) showing accurately:

- a) The depth within a 5M distance either side of racing line ;
- b) Position of ALL race buoys ;
- c) Position of finish line ;
- d) Position of jetty/beach (if applicable) or start line ;
- e) Direction of competition ;
- f) Other obstructions duly marked ;
- g) Any other buoys not applicable to the competition ;
- h) Position of control ;
- i) Entry to water.. crane/slipway ;
- j) Area for pits ;
- k) Spectator barriers etc. ;
- l) First aid facilities ;
- m) An ALTERNATIVE competition course (if possible) only for use under “Force Majeure” conditions ;
- n) Altitude of venues.

## **107 - WORLD CHAMPIONSHIPS**

World Championships, allocated by the UIM Pleasure Navigation Commission are raced under the following rules as the Continental Championships.

## **108 - CONTINENTAL CHAMPIONSHIPS**

### **108.01 - NUMBER OF CHAMPIONSHIPS**

There can be one championship per year, per class, per continent (except where there is a series) only in classes approved by the Pleasure Navigation commission at the previous General Assembly of the UIM

A championship for any class can only be organised when a minimum of three participate.

## **108.02 - CONTINENTAL CHAMPIONSHIP EVENTS IN PLEASURE NAVIGATION**

Continental Championships are open to all UIM Pleasure Navigation classes.

There can be only one Continental Championship per class, per year.

The Pleasure Navigation Commission will allocate the championships subject to any contract between the UIM and any promoter.

International classification is to apply for the teams of the National Authorities whose drivers take part in the championship. For the classification of the National Authority teams the result of those three drivers of each team having the highest number of points will be taken into consideration.

If fewer drivers are entered by National Authority teams or if only two or less drivers are classified, the points of that drivers are considered as those of the whole team. In case of a dead-heat, the classification will be made according to the best result of the team in question.

## **108.03 - PARTICIPATION**

Drivers must be able to show their international licence, measurement certificate, and the homologation sheet for the boat and the motor(s).

The driver's entry is to be sent through his National Authority to the organising National Authority and to the organiser of the event at least 21 days before the beginning of the championship.

The composition of the National teams may be altered up to one hour before the start of the first heat.

## **108.04 - SELECTION HEATS**

If the number of drivers entered is too large for all of them to start together the organising committee has to split the group of drivers into several groups.

Care should be taken to ensure that the drivers of each Nationality are evenly split into separate groups as far as possible. The committee will have each group run selection heats.

When heats are run, the classification is done as follows :

1 - 400 pts	11 - 22 pts
2 - 300 pts	12 - 17 pts
3 - 225 pts	13 - 13 pts
4 - 169 pts	14 - 9 pts
5 - 127 pts	15 - 7 pts
6 - 95 pts	16 - 5 pts
7 - 71 pts	17 - 4 pts
8 - 53 pts	18 - 3 pts
9 - 40 pts	19 - 2 pts
10 - 30 pts	20 - 1 pts

In case of a dead-heat, classification is decided by the best heat run by the drivers in question.

All classes must race separately even if they belong to the same series.

## **108.05 - GENERAL SPORT RULES**

A separate classification is made for each class.

The champion receives a trophy given by the organising club.

Additional prizes may be awarded.

After the competition the boats of the first three classified drivers are inspected by the official measurer.

The title of champion is only granted after examination of the aforesaid boats.

## **109 - RACING LICENCES**

### **109.01 - COMPULSORY LICENCE**

No one can take part in a UIM event, establish or improve on a UIM record in international class boats, without being in possession of an international licence from their National Authority.

In order to obtain an international license or Superlicence, following disclaimer must be signed by the licence holder:

“The undersigned \_\_\_\_\_ licensed pilot (licence no. \_\_\_\_\_), participating to UIM sanctioned events, yields the media rights of any coverage by the promoter taken during the event, to the UIM for further use by press, radio or television. The right however remains the property of the undersigned.

In addition I herewith agree and acknowledge the following:

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

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

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

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

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

## **109.02 - REGISTRATION**

The National Authority establishes each year a list of people to whom international licences have been delivered and this must be sent to the UIM Secretariat.

The list must include:

- The name and surname, the address and email, the class(es) for International Licence only Rules duly signed per acceptance.

These lists may be sent to other National Authorities.

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

Any person wishing to obtain a licence must apply to the National Authority through his club.

The licence is granted by the National Authority and is marked "International" as decided by the National Authority. Licence holders must have a current UIM rulebook. For all international endurance races, titled or not titled, only one current UIM rulebook will be required per boat, not per driver.

Any National Authority has the right to deliver licences to :

- Its nationals,
- Nationals of another Country affiliated to the UIM only with the agreement of the National Authority of that nation.

With the approval of the UIM a National Authority may also deliver licences to persons belonging to a Country which is not yet affiliated to the Union.

Drivers are only permitted to hold licences from one National Authority.

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

### **109.03 - VALIDITY OF LICENCES**

Licences are valid from the 1st of January until the 31st of December each year, unless local circumstances require other date. In any case validity should always be shown on the licence itself, and must be for one year.

A licence is valid in any Country affiliated to the UIM and entitles the holder to enter or drive in a boat in all competitions organised in any affiliated Country, provided they comply with what is stated in the UIM general rules.

When entering any event held under special rules, the licence holder must abide by the rules in question.

### **109.04 - COST OF LICENCE**

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

## **109.05 - EXAMINATION OF LICENCES**

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

## **109.06 - CANCELLATION OF LICENCE**

Anybody who takes part in an unauthorised meeting may lose their licence.

However, if the unauthorised meeting is held in waters of a Country other than the one which has delivered the licence, both National Authorities must agree as to the duration of the suspension.

The UIM decides finally in case of dispute.

## **109.07 - PSEUDONYM**

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

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

Changing a pseudonym is subject to the same formalities as the adoption of it.

Anyone who has chosen a pseudonym may not return to his actual name until the National Authority has agreed and has delivered a new licence.

# **GROUP 200**

## **COMPETITION ORGANISATION**

### **200.01 - GENERALITIES**

The following bodies have the right to organise any Pleasure Navigation motor-boating event: National Authorities and their Affiliated Clubs, Corresponding members of the UIM, UIM contracted promoters (with the agreement of the National Authority).

All events have to be sanctioned by the National Authority.

Affiliation to the National Authority implies their acceptance of the National rules and those of the UIM

A club, member or driver who is suspended, is not allowed to take part in any sporting event in his Country or in any other Country neither as a driver nor as an official, as long as the suspension lasts.

A member or a driver who takes part in any event in a foreign Country affiliated to the UIM is, ipso facto, under the jurisdiction of the National Authority of that Country.

A member or a driver belonging to a Country which is not affiliated, are to be considered as nationals of the Country where they take part in an event.

All clubs, organisers, officials and drivers are obliged to know the general rules of the UIM as well as the rules related to competitions or series (local, national or international).

Two updated copies of the present rule-book must be available at every race.

All events organised by the National Authorities or their clubs are subject to the UIM rules. All rules and programmes must mention this.

The general rules and the rules related to records are applicable to all the international series.



## **200.02 - INTERPRETATION OF THE RULES**

In all cases not foreseen by the International rules, the National Authority, a race committee, race jury or an appeal board, is to judge bearing in mind the intention of the disputed rules.

The English text is the official one. In case of disagreement on the interpretation of these rules, the English text prevails.

## **201 - ORGANISING BODIES**

### **201.01 - COMPETITION COMMITTEE**

All competitions are under control of the organising body who is to nominate:

- An Organising Committee which organises the general and administrative aspects of the meeting;
- A Competition Committee which organises and supervises the actual competition and decides whether competitors are eligible or not. The Competition Committee is composed as follows : the Officer Of the Day, the Deputy Officer Of the day (D.O.O.D.), the Medical Officer, the event Secretary, the Technical Officers, Buoy & Course Marshals, Boat Park Marshal, Rescue and Starter.
- A Jury,

The jury shall consist of two nominees of the organising body and one nominee from each nation participating, with a minimum of three nationalities.

The jury decides on any dispute submitted to them. The names of the members are to be printed in the official programme.

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

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

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

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

The following are the Competition Officials :

1. The Officer Of the Day;
2. The Deputy Officer Of the day;
3. The Medical Officer;
4. The Secretary of the Event Committee;
5. The Technical Officers;
6. The Course and Buoy Marshals;
7. The Timekeepers;
8. The Lap Scorers;
9. The members of the Jury.

## **201.02 - INTERNATIONAL LISTS**

- Lists of International Officers Of the Day (I.O.O.D.) and of International Jury Chairman (I.J.C.) are deposited with the Secretariat of the UIM
- Every year, each National Authority has to transmit to the Secretariat its new list of I.O.O.D. and I.J.C. or the confirmation of the previous year's one not later than September 30th.
- Each National Authority may propose for enrolment in the list of International Officer Of the Day and I.J.C. only those Officers that have been regularly qualified by the said National Authority.
- Requirements for the enrolment of a candidate :
  - a) a personal record (containing personal data, address, telephone numbers) ;
  - b) knowledge of French or English ;
  - c) not less than a five year experience in the position applied for ;
- Only people enrolled in the UIM lists are allowed to be appointed to the positions mentioned above and therefore to be appointed by their National Authority to perform such duties in international events valid for UIM titles.

### **201.03 - DUTIES OF THE COMPETITION OFFICIALS**

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

### **201.04 - THE OFFICER OF THE DAY**

The Officer Of the Day must supervise the organisation of the competitions on behalf of the Organising Club. He must maintain order on the course, ascertain that all services work properly, ensure that all correspond to the rules and observe the Racing Rules according to the Programme, gather written reports from the Officers and Timekeepers and any other documents that will enable the results to be compiled. He cannot be a member of the Jury.

### **201.05 - THE DEPUTY OFFICER OF THE DAY (SAFETY OFFICER)**

The Deputy Officer Of the day co-ordinates (together with the Officer Of the day) the safety services on shore (fire) as well as on the water (boats, people on board, material). When necessary he deputises for the Officer Of the day.

### **201.06 - THE MEDICAL OFFICER**

The Medical Officer is responsible for the medical organisation in the competition area.

In agreement with the Officer Of the Day and his deputy, he controls the relevant emergency responses.

### **201.07 - THE EVENT SECRETARY**

The Event Secretary is responsible on behalf of the Officer Of the Day, for the practical side of the meeting and organisation and must satisfy himself that the various officials know their respective duties and that they have all the necessary documents and equipment. He must collect all documents.

### **201.08 - THE TECHNICAL OFFICERS**

The Technical Officers ensure that all drivers are in possession of homologation sheets for the engines or hulls used.

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

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

They verify the synchronisation of the clock and the camera if used.

After the competition, they must do all necessary checks; all infringements must be communicated in writing to the O.O.D.

***It is not permitted to disqualify any participant for reasons that were visible during pre-race inspection.***

## **201.09 - THE BUOY AND COURSE MARSHALLS**

They must ensure that the drivers conform to the competition rules. At the end of the meeting, they draw up and sign a statement certifying that the drivers conduct during the competition and at the turn buoys was according to the rules.

This statement is handed to the Officer Of the Day who will enforce the rules when needed. Buoy officials are allowed to be in boats. If they cannot be in boats inside the circuit, there will be two of them : one inside and one outside of each turn.

## **201.10 - THE TIMEKEEPERS, LAP SCORERS AND STARTER**

The Timekeepers will :

- Calculate on completion the elapsed time of each driver;
- Establish the finishing order after having made all necessary calculations and establish the average speeds;
- For international events there must be at least two timekeepers. Their results must only be handed to the Officer Of the Day;
- The Starter signals the start when ordered to do so by the Officer Of the Day.

## **202 - ADVANCE-PROGRAMME**

### **202.01 - FORWARDING DATE**

45 days before any international event the Organising Committee must forward at least one Advance Programme to the UIM Secretariat, to the National Authorities

and to the invited Clubs and drivers. The advance-program will also be forwarded to the commissioners for recommendations.

Any such recommendation should be accomplished at least two weeks prior to the event.

The UIM representative will ensure on-site that the circuit matches the plan.

Should rule 202.01 not be complied with, the Council has the right to request the Pleasure Navigation Commission to apply a suitable penalty against international events during the following year.

Should the Advance Programme fail to be forwarded within the terms provided for, the championship will be granted to another organiser from the same National Authority.

Should the 45 days delay not be complied with, the calendar fee will be double.

The above advance-programme must be written in the language of the organising Country and in English and must contain the following information :

1. The name and the address of the organiser;
2. The series and classes of boats catered for;
3. The competition or competitions which will be run;
4. The venue and the date of the competitions;
5. The course of each competition and plan drawn to scale showing all details as per rule "106.02 WATER REGISTRATION".
6. The competitions are held under the UIM rules;
7. The special conditions which in accordance with the UIM rules may be added or modified;
8. Time limit and place to which entries must be sent, and whether written, by fax or by hand;
9. The amount of the entrance fee, except for Continental or World Championships for which there is no fee;
10. All information regarding the prizes for each race;
11. Where and when the entry forms, programmes and competition instructions can be obtained from the Organising Committee;
12. Transport facilities and concessions;

13. Terms and conditions of a mandatory insurance for personal and material damage to third parties and competitors, with details about:
  - The minimum limit of coverage's required;
  - Kind of risks to be covered by the insurance;
  - Whether insurance's from other National Authorities are authorised and if they are, in which language they must be drawn up;
  - The amount of insurance fees to be paid on the spot (80 Euro maximum).
14. Minimum age of competitors;
15. Times for practice per class and the interval between the heats;
16. Full instructions regarding noise regulations;
17. Date and times for scrutineering;
18. Should no publicity be allowed during a competition, this is to be mentioned in the Advance Programme;
19. The time limits for late starters and finishers;
20. No modifications are to be made to any particular rule after the Advance Programme is posted except if decided by the Event Committee and approved by the Jury and for cases of force majeure only. The modifications must be communicated, by written means, to the officials and participants, 1 hour before the first start at the latest;
21. Place and time of the drivers' meeting.

## **203 - ENTRIES**

### **203.01 - RATIFICATION**

The National Authorities must ratify in writing any entry for drivers wishing to compete abroad.

Direct correspondence between the Organising Committee and foreign drivers is permitted but no entry is to be accepted unless approved by the driver's National Authority.

For international Championship, and cup events the correspondence is held between the National Authorities.

The Organising Committee will keep blank entry forms at the disposal of the drivers.

An entry is not valid unless it reaches the organising committee within the time prescribed in the advance programme.

On submitting entries, competitors shall present :

- National Authority membership ;
- A medical certificate qualifying them to participate or equivalent documents issued by their National Authority ;
- Nautical driving licence which conforms with the documented type of craft and the standard of event.

## **203.02 - ADMISSION**

The Organising Committee has the right to decide whether the entrant is acceptable.

No National Authority, organising an international competition has the right to refuse the entry of a foreign driver duly commissioned by his own National Authority provided they conform to UIM rules.

The closing date for inscriptions may be set 14 days before the event.

## **203.03 - ENTRY FEE**

Each Organising Committee fixes the amount of entry fee for the competition.

Entry is valid only after payment of the entry fee.

The National Authorities have the right to establish a rule whereby higher fees are imposed on late entries.

## **203.04 - MINIMUM AGE AND IDENTITY**

The minimum age for all drivers racing international races is 16 years.

Each National Authority has the right to fix a minimum age for the drivers allowed to race on its waters, such age restriction is to be shown in the advance programme.

The driver may only race under his name or the pseudonym written on the licence.

## **203.05 - NATIONALITY**

The nationality of the driver only must be taken into consideration in the classification.

## **203.06 - PUBLICITY ON THE BOATS**

Advertisements may be freely applied on the entire surface of the boat, but there must be a clear space of no less than 0,15 meter around the racing number.

No crew can be compelled to carry any advertising whatsoever on their person, clothes or upon the boat that is competing and their refusal to do so cannot in any way be an obstacle to their participation in any competition.

Penalties may be applied to any driver who, in the course of any sporting event, has made any advertisement contrary to the truth or distorting the facts.

Political publicity or immoral advertisements are not allowed.

Any National Authority has the right to fix its own rules regarding publicity for its own boats and courses.

Should no publicity be admitted for an event, this has to be announced in the Advance Programme.

## **204 - EVENT INSTRUCTIONS**

The Organising Committee must clearly state the following points in their competition instructions :

1. Places and dates of the race;
2. Layout of course drawn to scale :
  - Length of the course;
  - Direction of the course;
  - Starting line and its marks;
  - Finishing line and its marks;
  - Full details of buoys;
  - Full details of obstacles.
3. Starting time of each competition;
4. Signals for each competition;



5. Signals of postponement, cancellation, re-start and shortening of the competition.
6. Time when the control closes for each competition;
7. Full particulars of prizes for each competition;
8. Time limit and place for handing over the protests;
9. Time and place of the distribution of prizes;
10. Appeal procedure;
11. Composition of the Committee, of the Jury and of the Technical Commission;
12. List of boats entered for each competition and if possible, names and Clubs of the drivers;
13. Place and time at which written instructions will be issued. Where and when the official time is to be communicated and place and time of driver's meeting. A brief driver's meeting must be held before practice takes place;
14. Only drivers whose entries have been accepted by the organising committee have their names printed in the programme;

## **205 - SAFETY RULES**

The safety rules of any competent National or International body in force for the area of the event shall be complied with.

The Organising Committee shall comply with National Authorities' regulations.

Additional safety equipments to be carried on board of the competing boats and not mentioned or set out in these rules may be specifically required by the Organising Committee as it feels to be necessary .

Such equipment shall be specified in the Advance Programme.

### **205.02 - TEST ON CONSUMPTION OF ALCOHOL**

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

Testing when carried out, shall be using an alcoholmeter.

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

For international races, any competitor found to have more than BAC 0,10 0/00 (0,10 g/L blood // AAC 0,020 mg/L air) 1 hour before and during testing or race shall be immediately suspended and disqualified from the whole event. A format report shall be forwarded to the N.A. of the competitor.

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

### **205.03 - ANTI-DOPING REGULATION**

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

See separate section in this rulebook.

### **205.04 - NAVIGATION RULES**

Being the competitions organised in free waters open to public navigation, all Competitors shall always conform with:

- The International Rules for Prevention of Collision at Sea. (COLREGS)
- The rules of any competent authority governing the use of pleasure craft in the hosting Country.

These provisions, if not known by foreign participants, must be communicated to them in writing. English will be the official language for any such notices.

## **206 - INSURANCE**

All boats must be properly insured by themselves against any claims for damage to other boats and persons.

If in the Country where the competition takes place a special competition insurance is required by law, it shall be underlined in the Advance Programme, and the relevant fee recovered from the competitor.

The minimum insurance coverage required from the competitor must be specified in the Advance Programme.

## **207 - MEDICAL EXAMINATION**

The Medical Officer who is present at the motor boating event has the right to require any driver entered to submit to a psycho-physical examination and /or an alcohol or drug test at any time before during or within 24 hours of the termination of an event.

The result of such examination will be immediately communicated to the Race Committee, who basing themselves on the report of the Medical Officer, may exclude the driver from the competition.

## **208 - DISTINCTIVE MARKS**

### **208.01 - NATIONALITY**

The national flag of the craft, painted in a rectangle 25 cm x 40 cm on the deck, the superstructure, or the vertical part of the sides, it must be visible on both sides of the hull.

### **208.02 - RACE NUMBERS**

A competition number is allocated to every driver by his National Authority.

Should two drivers of an international competition have the same number:

- The driver of the hosting Country will change his number according to the organiser's instructions;
- If none of the drivers is from the hosting Country, the driver which entered last will change his number according to the organiser's instructions.

## **209 - ENVIRONMENTAL CARE IN RACE AREAS**

### **209.01 - NOISE LEVEL**

Every driver is responsible for demonstrating that his engine(s) does not exceed noise levels established.

## **209.02 - EXHAUST EMISSIONS**

To reduce emissions as much as possible, all drivers are recommended to use lead free petrol and biodegradable lubrication oil.

## **209.03 - RE-FUELLING**

Every care must be taken not to spill fuel or oil.

An absorbent carpet to avoid any spillage on to the ground must be used.

Suitable containers shall be provided in the pits area, to properly collect waste such as cans, containers, etc.

One person must be appointed by the organiser to be responsible for proper waste pick up and removal after the race, according to the procedures set by the Local Authorities.

## **210 - DISCLAIMER RULE**

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

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

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

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

Teams and drivers are solely responsible for their own safety including but not limited to their physical and educational ability to race in the relevant class, the safety of their boats and other gear and the safety of their racing activity. This

responsibility includes racing with prudence and taking technical measures which are not mandatory in the rules but deemed necessary.

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

# **GROUP 300**

## **SPORT RULES**

### **300.01 - EVENTS**

Pleasure Navigation events are created specifically to foster development of motor boating .

They may be divided in two main groups.

Pleasure Navigation activities :

- Competitions ;
- Promotional events ;

Competitions are run for pleasure craft where each crew starts individually following a course, a route and a time previously established. Different rules are set for the following specialities :

- Regularity competitions ;
- Endurance competitions;
- UIM Trophies;
- Parallel slalom competition;
- American pursuit competition;
- Rally competition;
- Championships.

Promotional meetings are all the initiatives concerning pleasure craft and that can be summarised as follows :

- Rallies;
- Meetings;
- Treasure-hunt;
- Pleasure Navigation training;
- Navigation demonstration;
- Sea skill tests;

- Gymkhana : The rules governing these events are usually prepared each time by the organisers;

The rules governing these events are usually prepared each time by the organisers.

SOLAR or other alternative energies powered boats with in-water propulsion;

Radio Controlled Competitions of Radio Controlled powerboats are regulated by specific technical and sport rulebook;

Special and/or Experimental boats (Units not included in previous points).

## Type of events

- Regularity : declared speed competition - pursuit - slalom - social rally - competition rally;
- Endurance : - speed - time declared - distance declared - index of performance;
- Promotion : - social rally - competition rally - meetings - skill tests;
- UIM Trophies Pavillon d'or ;
- Historical boats : age of boats (min. 25 years) - presentation:- history - concours d'elegance - restoration;
- Solar or alternative energy powered boats with in-water propulsion;
- Radio-controlled : as per UIM international rulebook issued by the R.C. sub-commission;
- Special Experimental boats.

## 300.02 - DEFINITIONS

**Declared speed competition** : the speed must be declared by the competitors. The average speed expressed in km/h (according to EC regulations) on the basis of which they will cover the course. Fractions of km/h are not permitted. Visible and secret controls will be done.

**Pursuit** : course definition - position of buoys.

**Slalom** : defined start and finish (length of course) - buoy lay-out diagram - distance between buoys - parallax referred to the course axis.

### Competition-rally

- route to the meeting;

- special trials - meeting (theme event);
- seamanship test : navigation skill test, safety test, boat handling, docking etc.

### **300.03 - TIMING**

In all international competitions and National championships, the timing is carried out by officially appointed timekeepers using certified timing devices graduated to one tenth of a second.

The devices must have a split second system, one part of which must be capable of being stopped and restarted, or any electronic of the same or better accuracy.

### **300.04 - COURSE**

All courses may be measured on the spot by official surveyors or may also be measured on an official map or chart of not less than 1:25,000. depending on the type of competition. If the length of the course cannot be certified, the marks having drifted or for any other reason, the speed is not to be declared in the results. The organisers must ensure that the position of the buoys does not present any danger to the drivers. It is recommended that the pits be sited where possible away from the course on the outside.

### **Competition control :**

- Competition control should be situated so that the circuit can be easily seen and controlled ;
- The competition should be observed by at least two persons :
  - the Officer Of the Day; or his assistant ;
  - one or two Commissioners or one or two members of the Jury ;
- The Officer Of the Day is the general observer, being in radio or telephone contact with the Deputy Officer Of the Day, the Safety Officer and the rescue team ;
- The other two supervisors share the circuit in observation ;
- The competition can only be stopped by order of the Officer Of the Day.



## Marks of the course

- The Marks of the Course are any objects (boat, buoy...) that are specifically designated as such in the instructions.
- The objects that are not designated specifically as such are to be considered as obstacles.
- All floating marks (buoys) must carry an orange identification of 70x70 cm (28x28 ins.) except the mark on the starting/finishing line which carries a black and white chequered identification or a white and black striped identification.
- The safety zone (100 m) is defined by at least one buoy which carries a white and red chequered identification or a white and red striped identification.
- The buoys are to be made of rubber or similar material.

An Official is posted near the turning marks. He must observe the turning of the marks and report to the Race Committee. Should any mark be removed from its proper position either by accident or otherwise, the Officer Of the day shall, if possible, have it replaced. Should it be impossible to replace the mark in time for the boats to round it, the Officer Of the day shall decide whether the race is to be restarted or not.

## Signals from the shore :

- Series call letter :

Signals are passed by means of "letters". These signals are rigid boards measuring 60 cm x 80cm painted on both sides with black letters on a white background :

Cancelled = N (no race);

Postponed = R (Retarded);

Shortened = D (Diminished);

Stopped = S (Stopped).

- Flag signals:

The flags used for signalling have the following meaning :

RED : to stop the competition and mark serious danger on the circuit ;

YELLOW : danger on the circuit ;

BLACK : the driver to whom the flag is shown must stop ; this flag must be accompanied by the number of the boat which is to be stopped ;

WHITE AND BLACK : Chequered :finish ;

WHITE AND RED : Chequered : course mark showing the safety zone ;

ORANGE : course turning marks.

The distance between the starting line and the first turning buoy must be at least 500 metres.

### **300.05 - COMPETITION CANCELLED**

The Committee has the power to cancel any competition should unfavourable weather or other serious circumstances render such action necessary. The letter "N" hoisted over the class or competition signal, indicates that such competition has been cancelled.

### **300.06 - COMPETITION POSTPONED**

The Committee has the power to postpone a competition, in which case the letter "R" and the class letter are hoisted. Competitions thus postponed are subject to written notice on the notice board. The Officer Of the day may postpone the start, even after the first signals have been given, but only in cases of force majeure or if an error in the starting signals has been made.

In both cases, signalling is to be recommenced. When the need for postponement has passed, the Committee signals the start according to the instructions contained in the programme. New entries are not to be accepted for postponed races. Only drivers who duly entered and were present when the competition was postponed are admitted.

A race or heat must in no case be postponed more than 24 hours. If it is impossible to compete within this time, the other heats held will be used as a basis for classification.

### **300.07 - COMPETITION SHORTENED**

A shortened competition is one run over a course which has been shortened by the Committee before the start. The decision with instructions about the shortened course must be handed in writing to the drivers and the timekeepers. The shortening is shown by the letter "D" (Diminution) being hoisted with the class letter.

### **300.08 - COMPETITION STOPPED**

A stopped competition is one which has been interrupted by the Officer Of the day after the start. Stopping the competition is decided by the Officer Of the day for reasons of which he is the sole judge. A competition must be stopped when anybody is in the water as a result of an accident (blow over, roll, submarining, collision, etc.) as the continuation of the competition constitutes a danger to those involved. Restarts are given as soon as the course is cleared. A boat disqualified during a stopped competition is not allowed to restart. No new entry is accepted for a restarted competition/heat. Any penalty incurred in a competition which has been stopped is taken forward into any restart of that race.

### **300.09 - DISTINCTIVE MARKS**

Distinctive marks and the competition number must remain visible during the whole race.

The absence or loss of the competition number or part of that number leads to the disqualification of the boat.

### **300.10 - INSURANCE**

Evidence of the insurance coverage shall be produced before the start.

### **300.11 - SAFETY EQUIPMENT**

Every competing boat shall have on board during the whole duration of the event (including practice) all the following:

- The efficient safety equipment required by the Country whose flag is flown by the craft;
- Any safety equipment prescribed by these rules or the competition rules;
- During race and practice each person aboard a boat must wear a life jacket duly homologated and coloured orange;
- If required by the competition rules, any person aboard any boat taking part in competitions must wear an adequate helmet of orange colour during the competition and during the practice runs and also after stopping on the course (e.g. in case of technical failure). If not otherwise specified, such helmet shall be of the type prescribed by the National Authority who have issued the driver's licence of the wearer. The efficiency of the helmet is the sole responsibility of the wearer.

## **300.12 - FIRST AID STATION**

A first aid station with qualified medical staff must be available in the vicinity of the competition area.

The Organising Committee must alert it before the competition and a procedure for urgent calls must be agreed between the race Medical Officer and the coordinator of the First Aid Station.

## **300.13 - TECHNICAL PROTECTIONS**

- Pleasure craft participating in competitions shall be equipped with a security cut-off device except for:

craft competing in regularity competitions;

craft driven solely from the cabin.

- At any stage of the event it is forbidden to start the engine of a boat while its propeller is out of the water.

## **301 - REGULARITY COMPETITIONS**

### **301.01 - DECLARED SPEED COMPETITIONS**

1. The speed must be declared by the competitors, after the first training for the announcement at the first driver briefing following the first training. The average speed expressed in km/h (according to EC regulations) on the basis of which they will cover the course. Fractions of km/h are not permitted.
2. Such speed shall be constantly kept from the start in the termination of the competition, passing the visible and secret controls set along the course.
3. All designated waypoints shall be passed, or rounded, within a distance equivalent to one length overall of the competitor boat, and a straight seaman-like course should be followed at all times.

Every boat shall carry a crew made up of a driver and a navigator:

- a) other members of the crew can be carried up to the number specified in the homologation documents.
- b) if the boat is not homologated, in addition the driver and the navigator, it may carry additional crew as follows:

Overall length	Additional Crew
from 2 to 3,5 m.	none
from 3,5 to 4,5 m.	none
from 4,51 to 5 m.	one
over 5 m.	three

All people on board must be members of a National Authority.

4. In accordance with local Authorities regulations, the Organising Committee can provide for speed limits for certain sections of the course or establish neutral sections. This must be clearly specified in the competition rules and such sections must be shown on the nautical chart of the course.

5. The Organising Committee fixes speed values.

The speed values must be included in the advance-programme.

6. Irrespective of whether the competition course is in confined river waters or the open sea, the International Regulation for the Prevention of Collision at Sea (COE, REGS) shall apply, unless local by-laws are in force. In the latter case these prevail.

7. Start

Starts are made according to the speed values declared by the competitors, beginning from the lowest speed declared.

Start must be given with at least one minute interval between competitions.

8. Course

The course will not be shorter than 50 km. for additional competitions.

The course will not be shorter than 100 km. for W.C and C.C.

If this overall distance is achieved by a number of laps, no lap will be less than 8 km.

9. Visible controls

At least 2 (two) controls for national competitions and 3 (three) controls for W.C. and C.C. shall be placed on the course, other than the starting line. The control is ashore with a clear reference in the water (orange Buoy) placed at right angles to the track.

The visible control can also be a pre-fixed point on the course, whose coordinates are specified; alternatively a boat may be on the pre-fixed point

acting as the Control with coordinates ashore. The boat shall carry a Timekeeper and a Buoy Marshall.

#### 10. Secret controls

At least 1 (one) secret control for national competitions and 2 (two) secret controls for W.C. and C.C. shall be placed on the course. It must be sited where it is possible to record the competitor's passage having coordinates at right angles to the track.

#### 11. Competition track

On submitting an entry, the competitor will receive a nautical chart relating to the area of the competition, scale of at least 100,000 where the course is shown.

This chart must show the minimum distance in km. between the starting line and the first visible control point; between this control and the following one and so on to the finishing line.

The sum of such distances must be equal to the total length of the course.

#### 12. Timing and passage recording

Timing and passage recording at all the control points is carried out by the Official Timekeepers.

Times are recorded to the nearest tenth of second as the bow of the boat breaks the control line.

This is compared with the theoretical passing time consequent to the declared speed, causing a positive or negative difference (expressed in seconds and tenths of second).

#### 13. Race results

a) Results are to be expressed in terms of percentage error against the predicted speed.

The winner will be the boat with the lowest percent error.

b) Before calculating results, possible protest or communications must be examined for which decisions must be taken by the Officer of the Day in conformity with the Rules.

c) Any protest must be submitted in writing to the Officer of the Day, or his nominated Deputy within one hour of crossing the finishing line.

- d) Timekeepers makes the sum of all the differences of time recorded at the visible controls. The resulting sum to be expressed in seconds and length of second.
- e) The differences of times recorded at the secret controls will be calculated in a similar manner.
- f) The total time differences resulting from the visible controls sums, plus those of secret controls, are then used to calculate the error against the theoretical course time related to the predicted speeds.
- g) in the unlikely event of a tie, the slower craft shall be declared the winner having spent the longer time on the water.
- h) In case of a tie the following progressive parameters shall be considered:
  - The slower boat shall be declared the winner
  - Time gap in excess (late passage) at the visible controls
  - Time gap in excess (late passage) at the secret controls

#### 14. Penalties

The competitor who clearly modifies his speed in the proximity of the visible controls by zigzagging or stopping, will be penalised with 10" equal to 10 penalties.

The competitor who, next to the finishing line, clearly modifies his speed by zigzagging or stopping will be penalised with 10" equal to 10 penalties.

#### 15. Disqualification

Reversing entails disqualification.

## **303 - AMERICAN PURSUIT COMPETITION**

This event is open only to pleasure craft duly homologated.

### **303.01 - RACE**

- a) The race is run with boats of different categories confronting themselves on a circuit delimited by buoys.

- b) The competitors race against the time two by two, and each of them starting from the middle of the opposite straight of the course determine the pursuit formula.
- c) The winner is the competitor who, among all categories, gets the best score built on times to which a compensation coefficient is applied.
- d) Each participating boat must have on board the driver only.
- e) Overtaking is allowed only from the outside and on the leg of the longest straight course.
- f) Overtaking at turning buoys is forbidden.
- g) The reached competitor must facilitate the overtaking.

### **303.02 - RACE COURSE**

The course is rectangular, with a total perimeter of 700 m., two sides of 50 m. and two sides of 300 m., marked at the four angles by buoys. In the middle of each of the two straight courses of 300 m. two other buoys are positioned to determine the starting and the finishing lines.

The starting and the finishing lines must be positioned so that correct timekeeping by the timekeepers is possible.

The race is run anticlockwise.

### **303.03 - CATEGORIES AND CLASSES**

To pursuit competitions the following pleasure navigation categories may participate, each of them divided into classes according to their engine capacities :

- Inflatable with outboard
- Inflatable with out/inboard;
- Boats with outboard;
- Boats with outboard and inboard;

### **303.04 - COMPENSATION COEFFICIENT**

For the determination of a single final classification, a compensation coefficient is attributed to each class, as indicated in the scheme attached.



### **303.05 - RACEFORMAT**

The starting order of the competitors is communicated by the O.O.D. before each heat.

Start is given by an acoustic signal.

### **303.06 - HEATS**

- a) The race is run in three heats:

First qualification heat;

Second heat;

Third heat;

- b) First qualification heat - 3 laps

Each competitor, individually, makes three laps of the course. For his qualification to the second heat the best time of the three laps is taken into consideration.

- c) Second heat - 5 laps

Considering all the times recorded in the first qualification heat, irrespective of the categories, a progressive classification is made starting from the lowest time.

On the basis of this classification, the two by two coupling for entering the second heat is made. Therefore the first two by two result to be consisting of the first and second time, the second two by two by the third and fourth time and so on.

If the number of competitors is odd the last will race alone and makes his own heat.

- d) Third heat - 5 laps

Considering all the times recorded in the second heat, again the time classification is made and also the new two by two is determined. The first two by two is made by the first and second time, the second two by the third and fourth time and so on. If the number of competitors is odd the last will race alone and makes his own heat.

### 303.07 - STARTING ORDER

The starting order of the two by two, in the first heat is determined by ballot, while in the second and third it is determined by the highest time.

### 303.08 - FINAL CLASSIFICATION

For each competitor, the best lap time on the first heat and the total time of the second and third heat are added together. This total time, expressed in seconds, is then multiplied by the pertinent compensation coefficient ; this calculated time will determine the final classification.

### 303.09 - DISQUALIFICATION

Failing to respect rule “303.01.e” determine the disqualification of the competitor.

### 303.10 - PURSUIT RACES - COMPENSATION COEFFICIENT SCHEME

Compensation Formula: Time(expressed in seconds) x Coeff. Kt = Score

#### BOATS WITH OUTBOARD

4 Stroke	2 stroke	Class	Coeff. Kt
up to 550cc	up to 550cc	A	0.93
551cc - 1,000cc	551cc - 750cc	B	1.18
	751cc - 1,100cc	C	1.22
	1,101cc - 1,500cc	D	1.28
	1,501cc - 2,000cc	E	1.37
	2,001cc - 2,600cc	F	1.41
	2,601cc - 3,000cc	G	1.46
	3,001cc - 4,000cc	H	1.50

#### INFLATABLE WITH OUTBOARD

4 Stroke	2 stroke	Class	Coeff. Kt
up to 550cc	up to 550cc	A	1.00
551cc - 1,000cc	551cc - 750cc	B	1.24

751cc - 1,100cc	C	1.29
1,101cc - 1,500cc	D	1.36
1,501cc - 2,000cc	E	1.47
2,001cc - 2,600cc	F	1.51
2,601cc - 3,000cc	G	1.56
3,001cc - 4,000cc	H	1.58

### **BOATS WITH I.O.B. or I.B.**

4 Stroke	2 stroke	Class	Coeff. Kt
	up to 1,350cc	A	1.26
	1,351cc - 5,700cc	B	1.38
	5,701cc - 7,450cc	C	1.47
	7,451cc - 8,200cc	D	1.55
	8,201cc - 10,000cc	E	1.65

### **INFLATABLE WITH I.O.B.**

4 Stroke	2 stroke	Class	Coeff. Kt
	up to 1,350cc	A	1.29
	1,351cc - 5,700cc	B	1.40
	5,701cc - 7,450cc	C	1.46
	7,451cc - 8,200cc	D	1.59
	8,201cc - 10,000cc	E	1.71

## **304 - PARALLEL SLALOM COMPETITION**

### **304.01 - CATEGORIES AND CLASSES**

This event is open only to pleasure craft duly homologated.

To slalom competitions the following pleasure navigation categories may participate, each of them divided into classes according to their motorisation :

- Inflatable with outboard;
- Inflatable with out/inboard;

- Boats with outboard;
- Boats with out/inboard and inboard;

### **304.02 - CLASSES**

Each category is divided into classes as specified in Group 500 rules.

### **304.03 - COURSE**

Two parallel slalom courses (course A and Course B) of equal length, They shall have a minimum of 150 m in length and be at least 50m apart from each other.

The courses shall be marked with a large buoy at each end, and eight smaller buoys spaced at equal-distance along the course.

The actual course dimensions shall be specified in the Advance Programme.

### **304.04 - CREW**

Only one driver shall be on board of each boat.

### **304.05 - HEATS**

Heats are drawn before the start according to the relative category and class. Two competitors participate in each heat and draw to start in course A or B.

Boats of different categories / classes may run together.

### **304.06 - START**

Boats will be aligned at the start line of the course with power on.

The starting signal will be given by the Officer Of the Day.

### **304.07 - RACE RESULTS**

Competitors will be timed, to complete the course alternatively slaloming the intermediate buoys.

Competitors then exchange the course and again will be timed to complete the course in the reverse direction A combined time is obtained by adding together the time of the two runs.

For each competitor a final time is then calculated:  $((\text{time 1} + \text{time 2}) \times (\text{Kt coefficient})) + \text{time penalties}$

The pertinent compensation coefficient “Kt” is found in the “Kt”table, which is part of these rules.

### **304.08 - PENALTIES**

A competitor receives a 20 second penalty for each missed buoy. A missed buoy shall not be re rounded.

### **304.09 - FINAL CLASSIFICATION**

The winner is the driver who, among all categories, establishes the best calculated time.

### **304.10 - PARALLEL SLALOM - COMPENSATION COEFFICIENT SCHEME**

Compensation Formula:  $\text{Time}(\text{expressed in seconds}) \times \text{Coeff. Kt} = \text{Score}$

#### **BOATS WITH OUTBOARD**

4 Stroke	2 stroke	Class	Coeff. Kt
up to 550cc	up to 550cc	A	0.93
551cc - 1,000cc	551cc - 750cc	B	1.18
	751cc - 1,100cc	C	1.22
	1,101cc - 1,500cc	D	1.28
	1,501cc - 2,000cc	E	1.37
	2,001cc - 2,600cc	F	1.41
	2,601cc - 3,000cc	G	1.46
	3,001cc - 4,000cc	H	1.50

**INFLATABLE WITH OUTBOARD**

4 Stroke	2 stroke	Class	Coeff. Kt
up to 550cc	up to 550cc	A	1.00
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	751cc - 1,100cc	C	1.29
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	1,501cc - 2,000cc	E	1.47
	2,001cc - 2,600cc	F	1.51
	2,601cc - 3,000cc	G	1.56
	3,001cc - 4,000cc	H	1.58

**BOATS WITH I.O.B. or I.B.**

4 Stroke	2 stroke	Class	Coeff. Kt
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	5,701cc - 7,450cc	C	1.46
	7,451cc - 8,200cc	D	1.59
	8,201cc - 10,000cc	E	1.71

## **305 - HISTORICAL BOATS**

### **305.01**

Historical boats are those which meet the minimum requirements of the UIM-ASDEC certification.

### **305.02**

Historical boats which have obtained the UIM-ASDEC certification with a total score of at least 53,5/210 and with none of the evaluation parameter having scored zero points, meet the minimum requirements of points 317.00.01 and have the right, upon request, to be listed on the National Authority - ASDEC Nautical Historical Register.

### **305.03**

All the historical boats as defined in are entitled to enter UIM - ASDEC events and competitions organised solely for historical boats according to ASDEC sport rules.

### **305.04**

The above mentioned boats may also participate in UIM regularity competitions, where if required, special reduced speed and length of course may be used. Such rules modifications must be specified in the advance programme of the event.

## **305.05 - EVENTS FOR “HISTORICAL” BOATS**

There are four different types of event :

- STATIC SHOWS;.
- “RENDEZ - VOUS”;
- MEETINGS;
- RAID ON HISTORICAL AND CULTURAL COURSES;

## **305.06 - LICENCES**

In order to participate in “Rendez-vous”, Meetings and Raids, drivers and boats shall have the documents and legal insurance.

That is to say : Navigation Permit, Nautical Driving Licence, Insurance R.C. Licence for radio devices, if on board. Or the documents corresponding to the Navigation Permit and to the Nautical Driving Licence issued by the relative National Authority for calendar events, that is to say : Certificate of UIM/ASDEC Classification Competitor Licence, issued by the relative National Authority.

In case of events abroad, the rules of the Organising Country shall be respected.

### **305.07 - UIM CHAMPIONSHIP**

Competitors who participate, even with different boats, in at least three calendar events with final results, can compete for the title.

The title will be awarded according to the sum of the points obtained with the three best positions reported in the general classifications of three events.

In case of a tie the winner will be the driver who obtained the best sum of points, as for the calendar events considered, in UIM/ASDEC certification.

#### **Jury, Race Officers, Timekeepers**

- The jury of the event is composed by three people, notably the Officer Of the Day who is the president.
- The Officer Of the Day is designed by the National Authority, the other two components, the Race Secretary and the third judge are appointed by the Organising Committee.
- The UIM/ASDEC certification is issued by three Certifiers appointed by National Authority.
- At least one of the three Certifiers shall be registered in the Certifiers' Register.
- The timed events, where the time is the evaluation priority, shall be timed exclusively by Official Timekeepers.
- The general classification will be obtained by summing the points assigned in the different events, UIM/ASDEC classification included.

#### **Logbook**

The log-book follows the naval activity and the social life of boats registered in the Historical Naval Registry. The log-book is therefore linked to the boat and to the possible transfers of property. It cannot be transferred to other boats, even if they are owned by the same partner.



The Organising Committees of UIM events record the participation of the boat and the result obtained, in the log-book; moreover, in case the boat participates in raids, stamp controls are recorded.

The ship owner can record in the log-book : single or group cruises or raids of a particular importance (because of the subject, the difficulties, the extraordinary events, the distances or the unusual places etc.). In such cases, it is suggested to previously inform the National Authority.

The cost of the Log-Book is decided annually the National Authority.

## **305.08 - STATIC SHOWS**

### **Definition**

Static Shows are parades of “Antique” or Classic boats on the ground.

They can be either single events or coupled to Elegance Contests or Barter-Shows. They can also be complementary to “Rendez Vous”, Meetings and Raids.

### **Rules**

The special rules and the Program shall be drawn up by the Organising Body of the event and previously approved by UIM

They must specify and provide for :the venue, dates and modes of registration, times for any control and the distribution of the registration number, the allocation of the exposition site and the delivery of the Rules. They shall also specify the procedure for the prize giving.

The Classification of UIM/ASDEC Certification is not requested.

Prizes are awarded, by irrevocable decision of the Jury, according to the peculiarities of the boats.

## **305.09 - “RENDEZ - VOUS”**

### **Definition**

“Rendez - Vous” are non-competitive events, aiming to gather amateurs in fixed venues and dates, with a recreational, evocative, tourist and cultural goal.

An event is a exhibition of boats in the water, with a demonstrative parade and possible common routes in typical places.

In addition, Elegance Contests, Static Shows and Barter-Shows can be organised.

## **Rules**

The special Rules and the Program shall be drawn up by the Organising Body and previously approved by UIM

The Rules, in addition to what is established for the Static Shows, shall provide information about clothing for the teams. .

The Classification of UIM/ASDEC Certification is not requested.. 014 Prizes are awarded, by irrevocable decision of the Jury, according to the peculiarities of boats and teams.

## **305.10 - MEETINGS**

### **Definition**

Meetings are events aiming to gather amateurs in fixed venues and dates, with the same goal as the “Rendez-Vous” and, like these last ones, with the possibility to have in addition Elegance Contests, Static Shows and Barter-Shows.

Unlike “Rendez-Vous”, meetings are characterised by the presence of competitive races, enhancing the sporting aim, with a general classification possibly valid for the UIM Championship.

### **Rules**

The special Rules and the Program shall be approved by the National Authority and registered in the Calendar.

The program shall specify dates and venues for any activity of the event. A meeting shall include a UIM/ASDEC Certification test and at least two basic competitive races. Such races shall respect the provisions of the Sport Rules.

Basic Tests are the following : -UIM/ASDEC Certification Test-Regularity Race-Sea Skill Tests (Rescue of a man at sea and manoeuvre, mooring test and manoeuvre).

Subsidiary Tests are the following:-Slalom -Parallel Slalom -Treasure-hunt-Water Gymkhana -Knots Test and nautical techniques-Knowledge of security and prevention rules and of the pleasure navigation rules-Skill test in nautical games-Naval Etiquette Test.

For subsidiary tests which do not contribute to the creation of the general classification, there are no set rules. The pertaining special rules will be drawn up by the Organising Committee.

Final Results shall be foreseen:

Final results for any race A general classification resulting from the points obtained in the three basic tests, that is to say in the ASDEC certification test and in the two competitive races.

Prizes : A prize to the first in any test (basic and subsidiary), and eventually to a second and a third must be foreseen. A prize to the first three in the general classification. Possible additional prizes shall be specified in the program.

## **305.11 - HISTORICAL AND CULTURAL RAID**

### **Definition**

Raids are tourist - sport - cultural events which take place on routes recalling facts of power boating history or on cultural and naturalistic routes.

They consist of a navigation, also in stages, taking place according to a fixed schedule, in compliance with rules, limits and places.

Along the course transit and stamp controls shall be established.

### **Rules**

As for the other events with a General classification, Rules and Program shall be approved by the National Authority and registered in the calendar, according to the specified provisions.

### **Particularly**

Every driver receives a navigation schedule where control stamps can be affixed, if the competitor does not possess the Log-Book; a detailed travel map, with the relative progressive mileage, the position of the transit controls, the theoretic transit time, the site, the maps of the venues and the characteristics of the basic tests foreseen; any other information on the program.

## **Starts**

Starts are given as specified in the programme as for the transfer stages to the stamp control positions, at the time foreseen on the navigation schedule.

If the driver does not appear on the starting line at the set starting time, he is penalised by one point for every second of delay and he is excluded from the final results after 15 minutes from the starting time.

## **Controls**

Along the course stamp controls are placed in the sites shown in the map and on the finishing line.

A delay at the controls, compared to the schedule, implies a penalty of one point for any second of delay or advance.

Competitors arriving at to the control points in groups will obtain the same time.

The absence of a control stamp implies the exclusion from the final results.

At any control and at the stage arrival a maximum delay of 60 minutes is permitted, compared to the time foreseen in the schedule, always with a penalty of one point per second, over which the competitor is excluded from the final results.

## **Penalties**

In addition to penalties due to the times to respect, as described above, penalties due to behaviour during navigation are foreseen:

Any violation of the Naval Etiquette and an improper use of fenders implies a penalty of 5 points per infringement.

The non-respect of one rule of behaviour for the Prevention of Collisions, if directly reported by the Jury or following proved claims, implies 15 points of penalty.

## **Additional basic tests**

The tests specified in the program can be performed during the course, (at the arrival or starting of a stage) or at the final arrival.

For rules and penalties, see what is specified for basic tests.

## Scoring System

The scoring system for the Raid is drawn up starting from the basic score of 140 points and deducting the points of the different penalties.

The General Classification is the sum of the points of the Raid Final Results with the points of the final results of the basic competitive race and the points of the Classification of UIM/ASDEC Certification.

## 305.12 - RESCUE OF A MAN AT SEA AND MANOEUVRE

### Definition

This kind of test is a sea skill test. Accuracy and behaviour determine penalties for the evaluation of the test.

### Rules

In a designated area equipped with buoys and easily controllable by timekeepers and jury, competitors must: cast the moorings off, navigate in a set course, in the fixed direction, launch a life-belt in the water, make a 180° evolution and recover the life-belt with any means.

Repeat the set course in the fixed direction and take the mooring back.

Competitors will receive the map of the venue when they submit for their entry.

### Accuracy and behaviour

The performance of the test is evaluated with penalties charging the basic score, equal to 140 points.

A maximum time must be specified, over which disqualification is foreseen.

The time spent is the time calculated between the starting sign and the termination of the mooring manoeuvre, when the test is concluded.

## 305.13 - SCORING SYSTEM (SUMMARY)

### Events

Theoretical score that can be obtained in the general classification of any event is a maximum of 450 points. It is the sum of the highest points obtained in the basic tests. Particularly :

- Theoretical maximum score in UIM/ASDEC Certification test: 210 points;
- Theoretical maximum score in sea skill test and RAID: 140 points;
- Theoretical maximum score Regularity race: 100 points;

### Regularity test

Max. score : 100 / A penalty of 1 point for each sec.

Name of the boat	N° :	Competitor :
Declared Speed :	N.M :	= km/h :
Departure time :	Arrival time :	
Effective used time :	Ideal time :	
Effective secret time :	Ideal time :	(at invisible check points)

Total penalties:

### Manoeuvring competition

The classification is determined by reducing the penalty points from the 140 points . For each penalty a rating from 0 to 10 will be given ; the perfect score, being conventionally "0".

Name of the boat	N°	Competitor :
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1. Dressing Penalty;
2. Hoisting and position of the flags;
3. Use of fenders;
4. Hitting or risk to hit the pontoon;
5. Hitting or damaging buoys during competition;
6. Error of the course;
7. Touching of moving boats or bad manoeuvring whilst rescuing a man at sea (life-belt);
8. Docking lines (right diameter and length);
9. Docking knots (ability to execute);
10. Number of persons on board during manoeuvring in function of the length of the boat;

11. Smoke and noise pollution during the manoeuvring;
12. Professionalism of the team;
13. Boats characteristics (single or multiple engines, beam, length and outer keel dimensions / flying bridge etc.);
14. Maximum allowed time : ..... Effective time.....;

TOTAL POINTS Note :

Exceeding the maximum time allowed or not completing the competition will result in disqualification. Boats characteristics will influence its manoeuvrability. Number of engines, kind of outer keel, structure of flying bridge will determine number of handicap points (0 - 10).

### **306 - RALLY COMPETITION**

A Rally is a concentration of pleasure boats at a time and place established by the Organising Committee.

The venue must be reached following a specified course, in one or more stages.

Along the course and/or at the venue regularity competitions will take place.

Such competitions will be organised in accordance with the relevant UIM rules and will score points for each participant ; the total of all points awarded will establish the final result.

The winner is the boat with the lowest number of penalties.

The points for each stage are scored according to the UIM scoring system (400, 300, 225, etc.).

Difficult sections may be introduced into the course : in this case the event is called RALLY MARATHON and points are scored to be included in the final results.

All stages must be specified in the competition programme.

The Organising Committee will draw up the Rules to conform with the features and facilities of the venue.

The event may take place on one or more days.

During the event at least two regularity competitions must take place, one of which shall be a parallel slalom or American pursuit.

During parallel slalom and/or American pursuit, all the relevant UIM rules shall apply.

The boat will only carry the number of passengers established by the homologation sheet of the craft. In the absence of this document, the relevant “regularity competition” rule applies.

All routes, averages, passage controls, regularity competition, parallel slalom, American pursuit etc. will be kept secret until revealed to competitors when the documents are distributed by the Organising Committee at the start.

Such documents shall specify the length of the course, type and number of the stages, maximum times allowed.

At the start every competitor will be given a schedule, for which the driver is solely responsible.

The schedule shall be presented at each check point.

Absence at any control, loss of the schedule or falsification of the document shall incur disqualification.

On-board Equipment shall comply with the regulations of the boat’s flag Country.

Procedures for stage starts will be established by the organisers.

Penalties will be established by the organisers.

The Organising Committee is empowered to establish rules for any event not covered by the UIM rules.

Such rules must be specified in the Advance Programme.

The points in each individual competition are added together to provide the total points for the event.

## **307 - PROMOTIONAL MEETINGS**

### **Activities**

Promotional meetings are all non-competitive events, used to promote pleasure power boating and may include one or more of the following activities:

1. Passages;
2. Meetings;



3. Treasure-hunt;
4. Pleasure Navigation training;
5. Navigation demonstration;
6. Sea skill race;
7. Gymkhana.

A Meeting is a concentration of boats at a time and place specified by the Organising Committee, with the aim of exchanging new experiences in navigation, and techniques concerning power boating in general.

Meetings may be one-design, organised by boat/engine manufacturers or other companies involved in power boating, in co-operation with an Association affiliated to the National Authority.

All these events must be authorised by the National Authority, to which the request must be submitted within set deadlines, in order to obtain the permission of the relevant Authorities.

Sporting Pleasure Navigation Events may be organised within meetings, in accordance with the UIM rules.

The General Rules for Pleasure Navigation and the relevant regulations must always be observed by organisers and participants.

The rules for treasure-hunts or sea skill events must be deposited with the National Authority with the request to organise.

The events of Pleasure Navigation training do not need specific rules.

Only a timetable is necessary for events of Navigation, demonstration and sea skill race.

Gymkhana consists of a series of different skill competitions, as for example the recovering of a man at sea, mooring, landing and starting from the shore, anchoring to a buoy etc. The course, competitions, penalties and points shall be specified in the programme.

A Passage is a course exceeding 500 km, both at sea and on inland waters or both, without minimum and maximum times and special heats.

Drivers wishing to organise a passage must apply to the relevant National Authority, enclosing details of the course they wish to follow and a log book. The National Authority will authenticate the pages of the log book with an official stamp.

At the end of the Passage, the log-book will be submitted, together with a photocopy to the National Authority for its homologation procedure.

The course shall be authenticated by local Authorities certifying the log-book at appropriate points.

The competitor(s) may extend the established course by means of certifications in the log-book.

Should bad weather stop the passage before the minimum programmed length specified above, it may be re-run by notification to the National Authority and using the same log-book. The National Authority will note the rerun of the Passage, specifying the new date of the event.

### **308 - ELECTRIC AND SOLAR PLEASURE CRAFT**

Solar or other alternative energy powered boats with in-water propulsion.

They may participate in all the competitions specified in these rules, with independent events relevant to their particular characteristics.

When the Organising Committee submits rules to their National Authority, these must include courses, speed, classes, and all other relevant details.

### **309 - WORLD & CONTINENTAL ENDURANCE CHAMPIONSHIPS**

The title of the Championship shall be known as the "UIM Powerboat World Championship Endurance Racing for SuperSport and Evo classes". A similar title is applicable to any Continental Championship to which these rules apply.

309 UIM POWERBOAT  
WORLD CHAMPIONSHIP  
ENDURANCE RACING  
FOR SUPERSPORT AND EVO CLASSES  
RULES 2014  
FUNDAMENTAL RULE POLICY

These rules are intended to ensure safe and competitive racing in a race series at a reasonable cost to the participants; to expand and broaden the general base of participation and the enjoyment of leisure craft and to help the marine industry to develop and demonstrate the performance of its products. Any development that is contrary to this policy may give rise to a rule change as provided for under these rules.

## **RULE AND INTERPRETATION MANAGEMENT**

### **F.1 General Administration**

The UIM Powerboat World Championship Endurance racing Rule is a system of measurements and limitations to classify boats for competition, without time allowance, in two classes, SuperSport and Evo.

The UIM Powerboat World Championship Endurance racing for SuperSport and Evo classes Rule is part of the UIM Rules for Pleasure Navigation. In the case of conflicting rules, these rules shall prevail over any other UIM rules. Any reference to the UIM Rules is more specifically defined as the UIM Rules for Pleasure Navigation and secondly the UIM Offshore Rules as published by the Union Internationale Motonautique (UIM) and currently in force.

It is not possible to foresee every eventuality or to anticipate design innovation. Consequently, if it is found necessary to make any changes to the UIM Powerboat World Championship Endurance racing for SuperSport and Evo classes Rules regarding safety or to prevent unforeseen developments outside of the intent of the Fundamental Rule Policy any such changes may be made. Such changes will be presented to the Management Committee who shall accept or reject such changes.

### **F.2 Jurisdiction**

The last version of the UIM Pleasure Navigation Rules, and in particularly Rule 309, applies to the UIM Powerboat World and Continental Championships Endurance Racing for SuperSport and Evo classes and supersedes all previous versions and all interpretations and amendments thereof.

The rules and regulations exist for the safety and security of competitors, officials, and the public and for the orderly conduct of racing events and must be followed. All Team members are required to behave in a responsible and acceptable manner throughout the duration of any event. Any behaviour which acts to disrupt the smooth running of the events or could be deemed to have brought the sport in to disrepute may be subject to penalties, which may include disqualification,

suspension from an event, reprimands, yellow or red cards, withdrawal of passes, expulsion from the venue or financial penalties of up to €1500, in addition to any costs to the organiser. Sporting and/or financial penalties may be applied by the OOD or the UIM Commissioner for breaches of these sporting and technical regulations or the Race Instructions, or Race Bulletins.

### **F.3 Liability**

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

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

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

### **F.4 Copyright**

The copyright of the rules is retained by the UIM

### **F.5 Language**

The language of the UIM Powerboat World Championship Endurance Racing for SuperSport and Evo classes Rule is English. The meaning of any word shall be by reference to the latest version of the Oxford English Dictionary.

The words 'shall' and 'must' are mandatory. The words 'can' and 'may' are permissive. The word 'should' is advisory.

### **F.6 Technical Compliance Committee**

To ensure conformity with the UIM Powerboat World Championship Endurance Racing for SuperSport and Evo classes technical rules, a committee shall be established to verify the technical information supplied by the Teams, to compile information on the performance of participating Boats, and to monitor compliance with the technical rules during the season. This committee shall be called the UIM Technical Compliance Committee ("UIM TCC") and it shall be comprised of representatives nominated by the UIM and the Promoter and any outside experts

that may from time to time be asked to assist. It shall be the task of the UIM TCC to verify all Boats comply with these rules. Only when a Boat has been verified and approved by the UIM TCC shall it be eligible to compete in the Championship.

## **F.7 Interpretations**

Interpretations of the Technical Rules shall only be made by the UIM Technical Compliance Committee. Each of the members shall have an equal vote in all interpretative issues. Should a tie exist after voting, the Head of the UIM TCC shall have the casting vote.

## **F.8 Interpretation Process**

All requests for interpretation shall be submitted in writing to the Head of the UIM TCC via the e-mail address given below and will be answered, in writing, by sequentially numbered interpretations. All interpretations will be distributed to all registered competitors and placed on a publicly accessible electronic notice board as soon as reasonably possible. If the UIM TCC considers that an issue requires wider confidential consultation, it may seek an outside opinion at the discretion of the Head of the UIM TCC. If a member of the UIM TCC is in doubt as to the application of the rules or to any characteristic of design, construction or installation he shall seek an interpretation.

Only formal interpretations signed by the Head of the UIM TCC, on behalf of the UIM TCC, are valid. All other forms of communication with the UIM TCC shall be considered advisory and shall not have any validity under the interpretation process or under the rules.

The members of the UIM TCC will be detailed in the Race Instructions.

Competitors are advised that interpretations should be sought if there is any doubt of compliance with or meaning of the Pleasure navigation rules 309.

E-Mail address for UIM TCC: TCC@telenet.be

## **DEFINITIONS**

### **D.1 Units of Measurement**

Measurements shall be taken in units of the metric system to two places of decimals. The weight of a Boat shall be rounded down to the nearest 10kg and each Boat given a 20kg tolerance. Any other weights, if used, shall be rounded down to the nearest 1.0kg. Angles shall be to the nearest 0.10.

## D.2 Major Axes

There are three major axes of a Boat at 90° to each other - vertical, longitudinal and transverse.

## D.3 Pilot

The driver, throttle person and, if carried, the navigator, collectively the Crew, who operate the Boat during a Championship race, Pole Position, test or practice session. Pilots must have a UIM Super Licence or a provisional Super Licence. See rule S.5.

## D.4 Team and Team Members

The entity that enters the Boat in the World Championship, the Pilots, reserve Pilots (including any substituted pilots or substituted reserve pilots) and the people who assist in preparing the Boat for racing in the Championship and are responsible for the functioning of the Team.

## D.5 Boat

The equipment used by the Crew to take part in a pole position, race, testing or practice session of the Championship. It includes the Hull, deck, engines, drive systems, steering system(s), associated equipment and fittings and all items used during these sessions including ballast but excluding consumables and personal equipment.

## D.6 Hull

**D.6.a For SuperSport class Boats**, a Hull is defined as the one piece shell structure that is removed from a standard production mould as a whole unit or as multiple sections of the whole unit if a Hull is made in more than one standard production mould. See Rule T.6.b.

**D.6.b For Evo class Boats**, the Hull is any part of the Boat below the edge of the deck.

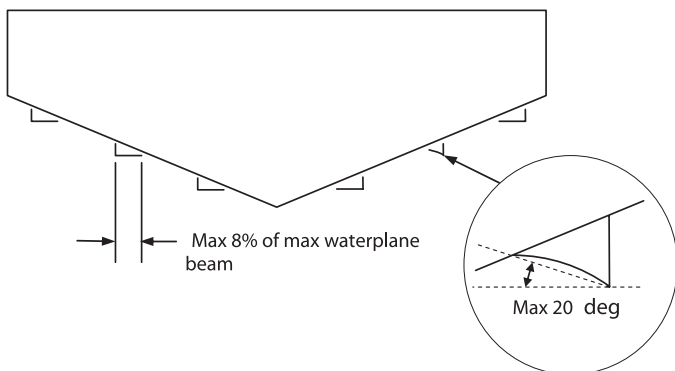
**D.6.c For both classes**, below the Static Waterplane, no point on the Hull outer surface, in any transverse section, shall be lower than any point nearer to the centreplane, except:

- i) At Hull Steps and areas associated with Hull Steps immediately fore and aft of a Hull Step.

- ii) At spray deflectors. The width of each spray deflector is defined as the transverse distance measured between the lower outer most edge of the spray deflector and the Hull outer surface. Spray deflectors may have a concave surface and shall be no wider than 8% of the Boats maximum waterplane beam. The angle between the transverse axis and a line from the lower outer most edge of the spray deflector and its lower Hull junction shall not exceed 20 degrees. See Diagram A.

All Hulls shall be essentially symmetrical about the vertical centerplane.

#### Diagram A - Spray Deflectors



### **D.7 Hull Steps**

For Hull Steps, the distance measured in the longitudinal plane between the fore and aft extremities of the Hull Step shall be no greater than 25% of the measured length of the Hull.

### **D.8 Static Waterplane**

The Static Waterplane is defined as the flotation waterplane with the Boat at its Declared Power Output (DPO) minimum weight (see rule T.8.e). Ballast used to bring a Boat to its DPO minimum weight may be placed in any location within the Hull for the purposes of Static Waterplane measurement.

## **D.9 Length Measurement**

Length measurement shall be taken ashore with the Boat orientated such that the Static Waterplane is parallel with the longitudinal plane.

The Measured Length shall be defined as follows:

### **D.9.a For a SuperSport category Boat**

The Measured Length shall be the length measured between perpendiculars at the extreme bow and extreme stern of the Hull. See D.6.a.

Fixed or movable trim tabs shall be no longer than 10% of the measured length.

Hull extensions beyond the transom shall be no longer than 10 % of the measured length except if their sole purpose is supporting the steering and / or drive system. Steering and drive system supports may incorporate a deck extension but shall not incorporate an extension of the Hull topsides for more than 10% of the Measured Length.

The transom is defined as the transverse or near transverse, structure where either the prop shaft or the engine output shaft exits the Hull.

See Diagram B.

### **D.9.b For an Evo category Boat:**

The Measured Length shall be the length measured on the centre line between perpendiculars taken at the extreme bow and the rear most planing surface including all Hull planing steps, regardless of height, but excluding trim tabs, either fixed or moveable.

Extreme bow shall include all structures that contribute to the performance of the Boat. It shall not include attachments added to meet the minimum length.

Fixed or movable trim tabs shall be no longer than 10% of the measured length.

Hull extensions beyond the transom shall be no longer than 10 % of the measured length except if their sole purpose is supporting the steering and / or drive system. Steering and drive system supports may incorporate a deck extension but shall not incorporate an extension of the Hull topsides for more than 10% of the Measured Length.

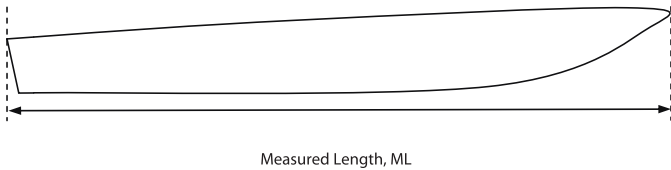
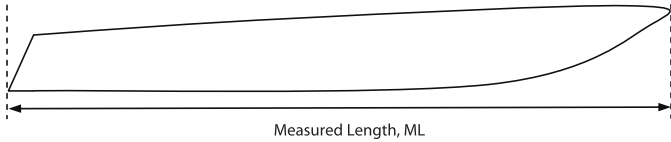
The transom is defined as the transverse or near transverse, structure where either the prop shaft or the engine output shaft exits the Hull.

See Diagrams C and D.



Diagram B

For SuperSport category Boats the measured length is related to the structure removed from the mould. See rule D.9.a.

Diagram C

For Evo category Boats the measured length is the length from the bow to the rear of the last planing step - see rule D.9.b and Diagram D below.

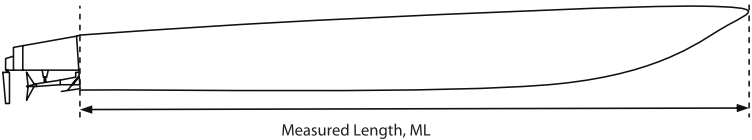
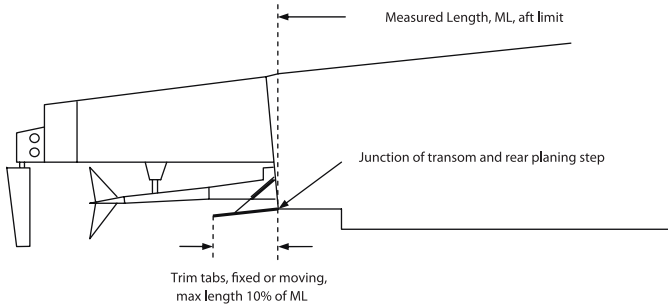


Diagram D

For Evo: Measured length aft limit and trim tabs. See rule D.9.b.



## SPORTING REGULATIONS

### S.1 World Championship Title

The UIM Powerboat World Championship Endurance Racing for SuperSport and Evo classes is a championship for Teams and will be composed of a minimum of five Grand Prix events per season. The Title “World Champion” shall be awarded to the Team from each class whose Boat achieves the highest points score over the course of the Championship. To be eligible for the Championship titles, (and subject to exceptional circumstances agreed by Management Committee) the Team with their Boat must be present and participate in all Championship events.

**S.2 World Champion Title for Engine Manufacturer** - The title “Engine Manufacturer World Champion” shall be awarded to the Engine Manufacturer of the Teams (one from each class) achieving the highest points total at the end of the season. To be eligible for this title, the manufacturer must support a minimum of one team participating in the Championship with an engine supply deal and declare this fact and its intention to compete for the title to the Promoter and meet all the requirements established by the Promoter. The title of Engine Manufacturer World Champion shall only be awarded if there are a minimum of 4 engine manufacturers that have declared their participation for the title. Points shall be awarded on the same basis as Team points, including reliability points.

**S.3 World Champion Title for Boat Constructor** - The title “Boat Constructor World Champion” shall be awarded to the Boat Constructor of the Teams (one for each class) achieving the highest points total at the end of the season. To be eligible for this title, the boat constructor must support a minimum of one team participating in the Championship with either a preferential supply deal (must be better than a wholesale as determined by the Promoter) or a full works team supply deal and declare this fact and its intention to compete for the title to the Promoter and meet all the requirements established by the Promoter. The title of Boat Constructor World Champion shall only be awarded if there are a minimum of 4 constructors that have declared their participation for the title. Reliability points shall not be counted for purposes of this Title.

**S.4 Boat and Pilot Combination** - For purposes of defining “Boat and Pilot combination”, each Team shall consist of a minimum of three and a maximum of four licensed pilots inscribed in the World Championship. The driver and throttle person shall be considered the first and second pilots and must be identified as such in the World Championship inscription. The third and/or fourth pilot(s) shall act as alternate (i.e. reserve) to the first and second pilot and, in the event of their absence or inability to race, may substitute or replace them.

**S.5 Super Licence** - All persons exercising control over a Boat in a race as a driver, throttle person or navigator must be in possession of a “Super Licence” or a provisional Super Licence.

A Super Licence is issued on an annual basis for competitions in the same calendar year by the UIM upon application and payment of the current Super Licence fee. The U.I.M application form, obtainable from the Promoter and all supporting documents must be lodged with the UIM at least six (6) weeks before the Super Licence is required. Late applications will be subject to an additional fee of €250. Neither the Promoter nor the UIM can accept responsibility for the issuing of Super Licences if documents are lodged less than six (6) weeks before the licence is required. The items listed in S.5.a - S.5.c are required to obtain a super licence.

**S.5.a UIM National Authority License** - Pilots must possess a valid international license issued by their National Authority UIM member; if no national body is a member of the UIM, then that pilot must be licensed by another UIM national authority member.

**S.5.b Relevant Racing Experience** - To be awarded a Super Licence, Pilots must demonstrate relevant racing experience to the relevant UIM representative(s), by means of official results, at national or international level:

- for SuperSport Class - a minimum of 5 races in other appropriate categories;
- for Evo Class - a minimum of 8 races in other appropriate categories;

Persons who have participated as a pilot in a minimum of 10 starts in the SuperSport class meet the relevant racing experience requirement for Evo class automatically.

The UIM Commissioner and OOD may grant a provisional Super Licence where a pilot which otherwise meets the criteria does not have the full racing experience required, provided there is an experienced Super Licence holder racing beside the provisional holder and the UIM Commissioner and OOD consider the person, who has some relevant experience, will satisfactorily complete the racing experience criterion during the course of the season. The provisional Super Licence may be withdrawn at any time by the UIM

**S.5.c Medical Certificate** - Pilots shall undergo a medical examination and must provide a certificate of their medical fitness to take part in the Championship. This certificate must be issued by an approved medical practitioner in the same calendar year as the first event in which they wish to participate.

The medical examination shall include the following checks:

- cardio-vascular function, including no evidence of heart or lung disease;
- blood pressure and blood group;
- stress electro cardiogram test;
- respiration;
- urine analysis;
- mobility and functions of all limbs;
- eyesight, with or without correction;
- field of vision and evidence of colour vision;
- hearing;
- relationship of height and weight;
- history of fainting, blackouts, epilepsy or head injury which lead to concussion or loss of consciousness;
- any past medical history relevant to the above.

**S.6 Grand Prix Racing Format** - Each event shall be composed of at least two official practice sessions, a "Pole Position" session and two races, for each class, for the Championship. Grand Prix and Championship points shall be awarded for both races but not for the Pole Position. In the event of inclement weather or other factors concerning safety, different event formats or race lengths may be decided upon by the OOD, Race Director, UIM Commissioner and Safety Officer.

**S.7 Pilot's Briefing** - At each event there will be a main Pilot briefing on the day before the first scheduled race of the Grand Prix. Attendance of the official pilots briefings by 1st and 2nd pilots is mandatory. The timing and location of the pilot's briefings will be advised in the Race Instructions or communicated by a Race Bulletin.

Non-attendance, or late arrival shall be punished by a minimum financial penalty of €500 to cover the cost of an additional, personal briefing or suspension and possible disqualification from the Event if such briefing is not possible or does not take place for any reason. Absence and a separate briefing will only be allowed in very exceptional circumstances. The use of mobile phones during briefings is strictly forbidden and shall incur a penalty of €100 for a first offence, with larger penalties for second or subsequent offences.

**S.8 Official Practice** - At each event, there will be a minimum of two official practice sessions. Each Boat must participate in every official practice session, and must complete at least two laps of the practice course. If a Boat cannot take part in official practice sessions due to unforeseen reasons the Team must request permission to be absent from the Officer Of the Day (OOD), who may grant or deny such permission. The OOD must ask the UIM TCC for verification of any technical reasons given for not attending practice sessions. Failure to participate in official practice without permission will result in a fine of €1,000 for the first session missed, €2,000 for the second session and so on throughout the season.

**S.9 Pole Position** - There will be a time trial on the day before the first scheduled race of the Grand Prix. Each competitor will be required to complete one or more laps of the course as indicated in the race instructions. The starting order for both rounds in this event will be determined by the finishing classification of the Pole Position. The boat which has first place in pole position, will have first starting position next to start boat, and so on.

**S.10 Sprint Race** - The sprint race shall be a minimum distance of 40 nautical miles for the Evo class, but may be less for the SuperSport class. Races and

courses are subject to modifications due to, but not limited to, safety, bad weather or local authority restrictions.

**S.11 Endurance Race** - The endurance race shall be a minimum distance of 70 nautical miles for the Evo class, but may be less for the SuperSport class. Races and courses are subject to modifications due to, but not limited to, safety, bad weather or local authority restrictions.

**S.12 Race Procedures** - Race start and finish procedures will be detailed in the Race Instructions.

**S.13 Thirty Minute Rule** - There shall be a race time limit such that the race shall end thirty (30) minutes after the leading Boat has crossed the finish line. For the avoidance of doubt, the race finish procedure begins when the leading Boat is shown the chequered flag.

**S.14 Boats being lapped at the Finish line** - In the event that a lapped Boat is approaching the gate just before another Boat which will have completed the race distance, the chequered flag will be shown to the Boat which has completed the race distance, and the number of the Boat being flagged will be displayed on the Jury boat.

**S.15 Missed Buoys** - Boats shall not re-take a mark.

For each mark missed a 3 minute time penalty will be applied.

**S.16 Podium Presentations** - Podium presentations shall take place after each race on the basis of the provisional results. All Crew members of the Boats finishing in 1st, 2nd and 3rd positions must appear on the podium for presentations as directed by race officials. All Crew members must be in their full race uniform. Only Crews who have finished the race in 1st 2nd and 3rd are permitted on the podium.

**S.17 Dry & Wet Pit Regulations** - The Dry and Wet Pits are areas of danger and further regulations regarding these areas will be published in the Race Instructions.

In the Dry and Wet Pits, each Team shall:

- Comply with the directions of the crane supervisor, wet pit officials and scrutineers. Once craned into the water, Teams must move their Boats from the immediate area of the crane as soon as practically possible or as directed.
- Ensure that their Boat is placed in the water no later than 20 minutes before the scheduled time for leaving the Wet Pits or as informed by a Race Bulletin. Failure to comply with this Rule will incur a financial penalty of €250 for the first such offence, €500 for the second offence and disqualification from the event for any further incidents. A waiver to this Rule may only be granted by the OOD or Race Director upon application by the Team Manager. The OOD may ask the TCC to verify any technical reasons stated for requesting a waiver.
- Follow the instructions of the wet pit officials regarding the positioning of their Boat in the wet pit. Failure to follow instructions will result in a penalty as detailed above. The use of cranes to facilitate propeller changes is only permitted when there are no other Boats waiting to be craned in or out of the water.

**S.18 Finishing Procedure** - A Boat shall be timed for completing a race when her bow crosses the finishing line. When the leading Boat completes the race and crosses the finishing line, the chequered finishing flag will be waved. This designates the start of the finish procedure of the race. The chequered flag will also be given to all subsequent boats that cross the finish line after the first Boat. Boats shall not begin a new lap if they cross the finish line after the leading Boat has taken the chequered flag.

Boats will be ranked according to the number of laps completed and then the time it has taken to complete those laps.

Upon completion of a race, a Boat shall immediately withdraw to the centre of the course inside the course line, shall conform with the International Regulations for Preventing Collisions at Sea, and shall not hinder other Boats which are still racing.

**S.19 Points eligibility** - Unless a race is curtailed, to be eligible for Race Points and Reliability Points a Boat must have completed the minimum number of laps announced at the pre race briefing or issued in a Race Bulletin. If not stated at this briefing the minimum number of laps required to be completed shall be 70% of the total race distance rounded up to the nearest lap. Boats must take the chequered flag to be eligible for Race Points and Reliability points - See also Rule S.21. To be eligible for reliability points, boats must be in compliance with rule T.2.a to the satisfaction of the TCC at the end of the Grand Prix weekend.

**S.20 Curtailment of a Race** - A curtailment may be implemented at any time during a race. The race may be curtailed or stopped at the finish line by waving the chequered finishing flag and curtailment flags. Once the curtailment signal has been displayed all Boats will stop racing at the end of their current lap.

To be eligible for race points and reliability points when a race is curtailed, a Boat must have covered a minimum of 70% of the number laps completed by the first Boat to finish.

Retiring from a race will not preclude a driver from getting finishing points that would otherwise be awarded if the race is curtailed after a Boat retires.

**S.21 Points** - Race Points shall be awarded for each race. For the allocation of Race points, the Pole Position is not considered a race. Race Points will be awarded to Boats that are eligible (see S.19) and take the chequered flag within the time limit (see S.13), as follows:

First place	20 points
Second place	16 points
Third place	12 points
Fourth place	7 points
Fifth place	6 points
Sixth place	5 points
Seventh place	4 points
Eighth place	3 points
Ninth place	2 points
Tenth place	1 points
Eleventh place	0 points

**S.23 Replacement Boats** - As points are awarded to Boats, should a Team wish to exchange a Boat or Hull (see Rules D.5 and D.6) all the points gained by that Boat or Hull will remain with that Boat or Hull and not with the Team. In exceptional circumstances the Management Committee, upon a written application, may allow a Team to change its Boat or Hull once without loss of points. The Management Committee reserves the right to verify any facts contained in the written application.

**S.24 Tie Breaks** - In case of equal points at the end of a Grand Prix, the winner shall be the winner from one of the races or if no winner can be decided this way



then the highest placing Boat from the race run over the longest distance. In case of equal points at the end of the Championship, the winner shall be decided by the most first place finishes in races, then second place finishes, then third place finishes and so on. If a tie still exists after this process has been exhausted it shall be broken in favour of higher placed Boat from the final Grand Prix.

**S.25 Championship Points Penalties** - Failure to adhere to the Championship rules and requirements with regard to attendance and / or participation at Events may result in penalties.

Teams inscribed in the Championship that fail to attend a championship event or who attend and fail to race in a championship race without prior approval of absence or non participation (with Boat and Pilots) shall be penalised by 20 points per Grand Prix event.

The Management Committee may penalise a Team up to 20 points per Grand Prix for cases deemed inconsistent with the Team's commitment to the Championship.

Points penalties shall be applied to Championship standings after each event and shall not affect individual Grand Prix results.

In cases where the Boat is damaged or destroyed, making it impossible to race, the Management Committee, upon a written appeal and declaration of such may reduce or waive the points deduction. The Management Committee reserves the right to verify any facts contained in the written declaration.

**S.26 Boat Numbers/Decals** - Boat numbers will be issued by the Promoter only upon receipt of the full and complete inscription for the championship. Boat numbers used in the previous championship year will be reserved for those Teams returning in next season provided such Teams have fully inscribed by the inscription deadline.

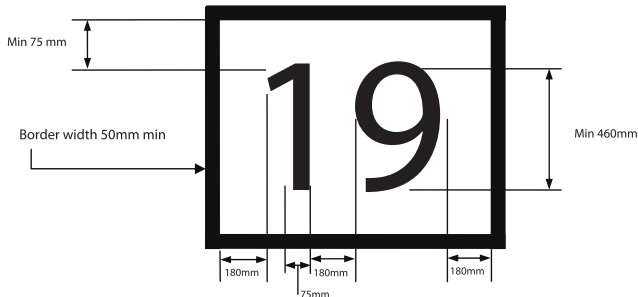
Boat Numbers:

1. Shall be whole two digit numbers between 00 and 99 inclusive.
2. Shall be permanent for the season.
3. Shall be displayed on the deck and within 4.0m of the bow and on the topsides (port and starboard) between 1.0m and 2.0m from the bow.
4. Shall, on the deck, be orientated such that it can be correctly read from the driver's seat.
5. Shall be black digits on a white background. No other colours shall be used.

6. May be any font provided it is legible. The UIM TCC shall be the final arbiter regarding legibility of Boat numbers.
7. On the deck - See diagram E below :
  - a. Shall be at least 420 mm high.
  - b. Shall have a thickness of no less than 65 mm with the two digits being separated by no less than 100 mm. The black digits shall be surrounded by no less than 50 mm of white border.
8. On the hull:
  - a. Shall be as large as possible given the location between 1.0m and 2.0m aft of the bow;
  - b. Shall have dimensions proportionate to those given in point 7 above and scaled according to the maximum height.

Number, logo and sponsor panels may be supplied by the Promoter, including the appropriate UIM logo and Championship or Event sponsor logos as required.

Diagram E - Best practice guide to Boat number and panel sizes for use on deck.



**S.27 Boat Names** - Each boat name should be that of the primary sponsor or Team owner. Names or graphics which are deemed to be offensive, in poor taste, or which may in the sole discretion of the Promoter effect the credibility or reputation of the sport may be refused by the Promoter.

**S.28 Timekeepers** - The Promoter shall appoint The Official Timekeepers for the Championship who shall use independently certified timekeeping equipment.

It shall be the task of the Timekeepers to calculate the elapsed time of each participant and establish the finishing order for the race. The finishing order shall be provided to the OOD for purposes of establishing the provisional results. The Timekeepers shall be declared as Judges of Fact, and no protest against the results they issue will be entertained, unless the Timekeeper can be shown to have been grossly negligent or to have used incorrect information to arrive at a result. Competitors shall have access to all timekeeping data for the purpose of verification of the facts.

## TECHNICAL REGULATIONS

### GENERAL RULES APPLICABLE TO BOTH CLASSES

#### T.1 HULL

All Boats shall be monohull (see definition of Hull)

**T.1.a Air Intakes** - The use of air intakes for engine induction and cooling is allowed. Air intakes must not be directly connected to carburettors, fuel injection flange, air filters or turbo inlets.

**T.1.b Aerodynamic Devices** - The use or addition of any device which has an aerodynamic function as its primary purpose is strictly forbidden. This includes vertical, horizontal, anhedral, dihedral and polyhedral devices.

**T.1.c Fluorescent Bow** - All Boats must have their bows painted fluorescent orange for at least 0.5m. If the Hull is of a similar orange colour, then there must be a white separating band of at least 0.15 m wide to ensure that the fluorescent orange band is obvious. The number of riding Crew members must be written in black in at least 0.25m high numbering, on the orange area of the nose and it must be on at least the deck and on both sides of the topsides of the Hull.

Any Boat wishing to test or practice with a different number of Crew to that stated on the bow must inform race control prior to leaving the harbour. Failure to inform race control may result in disqualification from the next race. Should any Boat be found to have raced with a different number of Crew to that stated on the bow, the penalty shall be disqualification from that race.

**T.1.d Buoyancy** - It is mandatory that sufficient buoyancy is provided in the Boat, or in the material used for its construction, to ensure that the Boat does not sink if capsized or holed. If extra buoyancy is needed, the buoyancy system described by the designer should be verified by the UIM TCC. This added buoyancy must be in at least four separate flotation units.

It is recommended that the buoyancy should float the Hull as parallel with the surface of the water as is practical, to help in rescue accessibility.

**T.1.e Rear View Mirrors** - All Boats shall be fitted with at least two rear-view mirrors, or other rear-view imaging equipment giving the driver and throttle-man

the maximum possible opportunity to see Boats approaching from behind. It is recommended that if mirrors are used, they should be shrouded to minimise the effects of spray and the possibility of breakage.

**T.1.f Strobe light** - A high intensity white strobe light shall be fitted to the tallest point of each Boat for the purpose of signalling race officials and other boats that it is off plane and not racing. For an Evo Category Boat the strobe light shall be mounted on the top rear of the canopy. When dual canopies are used, the light may be on or behind either canopy.

This strobe light may also be used as a substitute for the orange retirement flag when returning to port under reduced power.

**T.1.g Cranes** - Teams shall ensure that their Boat has fixed lifting points. Teams must supply their own certified and valid (i.e. within the time period covered by the certificate) strops and shackles. Each Team must ensure that all of the lifting strops are of appropriate length and connected to a certified central ring or shackle to facilitate connection to the weighing device. It will be the responsibility of Team members to connect lifting strops to their Boat and the central shackle or ring to the crane to facilitate lifting in or out of the water. Any damage caused by failure of strops or central ring, or due to incorrect attachment to the crane, shall be the responsibility of the Team.

**T.1.h Mandatory Weighing** - All Boat weights shall be verified by mandatory weighing after each race and after the Pole Position. No boat is permitted to refuel after racing or after the Pole Position until after they have been weighed. Failure to comply may result in disqualification from the Pole Position, the race or from the Grand Prix. The UIM TCC reserves the right to weigh Boats at any time during the event when they are being lifted into or out of the water.

## **T.2 ENGINES**

All Boats shall be limited to the use of two essentially identical engines while racing. Teams are limited to the use of a maximum of three engines per Grand Prix. For purposes of this rule an “engine” shall be defined as the cylinder block, the cylinder heads, the pistons, connecting rods and the crank shaft. For clarity this means that each Team may only change one engine during the course of a Grand Prix, and any engine changes must be notified to, and agreed by, the UIM TCC before being carried out. See rule T.8.b regarding failure to inform the UIM TCC.

**T.2.a Engines Seals** - All engines must be equipped with pre-drilled studs or bolts, to allow the attachment of wire seals by the UIM TCC, either at the time of the pre-season inspections, or at the first event where the engine is used. Any seals which are tampered with, or broken will result in the cancellation of Reliability Points gained in the relevant part of the season or disqualification, as appropriate. Engine seals must prevent :

- the separation of the cylinder heads from the engine block
- the separation of the oil sump from the engine block
- any modifications to the “engine” as defined in rule T2

**T.2.b Cradle** - All Teams must have available at all times at events a cradle or casing capable of safely containing an engine of the type fitted to the Boat, to allow for the removal and shipment of an engine for testing or re-testing purposes.

### **T.2.c Fuel and Fuel Systems**

Standard fuels - Boats must use “standard” pump fuels only. “Standard” means fuels that are widely available on sale at local public refuelling stations. The use of performance enhancing compounds or fuel additives is strictly prohibited.

Petrol fuel used must not exceed 93 MON, 102 RON or 97 PON.

Diesel fuel shall comply with the NEN-EN 590 norm.

Boats fitted with 2 stroke engines may use oil-injection systems, but must also use “standard” pump fuels and 2 stroke oils which are widely available to the general public at local public filling stations.

Alternative Fuels - Applications to use alternative fuels or energy sources will be welcomed and considered by individual application to the UIM TCC, and the UIM TCC shall decide upon the appropriate power to weight ratio to be applied.

Fuel Supplier - The Promoter reserves the right to mandate an official global fuel supplier. In this case, Teams will be permitted to use only the fuel provided by that supplier. This fuel will not exceed the maximum specification of this rule.

Fuel Cells - The use of flexible, “self-sealing” or “safety” type fuel cells and “dry break” refuelling couplings is strongly recommended for all Boats.

**T.2.d Fuel Transfer** - Fuel may only be transferred between tanks using permanently installed fuel lines connected to fixed, permanently installed tanks. All

fuel tanks must have an earth or ground wire to enable the discharge of static electricity.

Any Team which transfers fuel either into or out of the Boat other than at the designated fuelling area or fuel discharge area and from the designated fuel source, or without the prior approval of the UIM TCC will be subject to a fine of €2,000 for a first offence, and/or a larger fine or disqualification for a subsequent offence in any given season.

**T.2.e Throttles** - The use of foot throttles is prohibited.

**T.2.f Propellers** - Propellers shall be of a type that is readily available on the market at commercially reasonable prices and produced using a casting method.

Specialized high performance propellers (e.g., forged steel, fabricated, welded or propellers which have been CNC machined from solid billet) are prohibited.

Teams shall provide the Promoter with a signed affidavit from the propeller manufacturer that the propellers have been produced using a casting process and are not specialized high performance propellers.

**T.2.g Maximum permitted noise level** – The maximum permitted noise level from any individual competing boat in a UIM endurance race for EVO and SuperSport boats is 100 Decibels +5% tolerance.

Testing may be instigated by a Technical commissioner for noise readings during the race weekend or upon request at any time.

Readings are taken at 50 metres distance, at max. RPM+/- 2% tolerance with no other race boat in the vicinity.

Readings are only accepted as official when they are taken with the official UIM organisers' calibrated sound meter.

Boats with a noise level of 106 DBA and above after the first 2 races of the season, will be not be eligible to race.

### **T.3 CREW**

There shall be a minimum of two (2) and a maximum of three (3) Crew members in the Boat during a race. The control of the direction of the Boat and the control of the throttles shall be considered to be two separate functions and shall be performed by two persons.

**T.3.a Life vests** - Racing vests must be worn at all times by all riding Crew whilst on the water. The efficiency of the racing vest is the responsibility of the wearer. The following conditions must be complied with:

1. All vests must have inherent buoyancy of at least 7.5kg, must be fitted with collars and be in good condition.
2. Lacing ties must be adequate and in good condition.
3. All straps must be at least 40mm wide and have a minimum breaking strain of 500kgs.
4. There must be lifting straps on the front or shoulders.
5. Zips are not permitted as the sole means of fastening a racing vest.
6. Where zips are used, as an auxiliary means of closure, they must be in good working order.
7. Vests must be at least 70% coloured orange or yellow. If inflatable, this relates to the colour when inflated.
8. Racing vests must not be able to ride up over the wearer's head and must be secured to the wearer's body to prevent this happening.
9. The Crew must satisfy themselves that the disposition of buoyancy is such as to ensure that an unconscious wearer floats face up in the water.
10. For SuperSport Pilots only, the racing vest must have impact protection material covering the back.
11. For Evo Pilots, life jackets that inflate must have any automatic firing system removed or disabled.

**T.3.b Crash helmets** - All crash helmets must conform to a minimum BS6658B or a similar standard to include UNECE22-05 and SNELL M2000 M2005. No open faced crash helmets are permitted to be worn in open cockpit boats. If a full face crash helmet is worn in a full canopy boat, the air supply system must be permanently fitted inside the helmet. The upper 70% of crash helmets shall be ORANGE except for the area covered by the boat number as detailed below. It is recommended that for craft capable of speeds over 80mph the helmet complies with BS6658A or SNELL SA2000 or SA2005.

When a crash helmet is produced for scrutineering the wearer must prove compliance with the above standards. This may be by means of product literature.



Each riding Crew member's crash helmet must be identified with their Boat number. This number must be placed on the top surface of the helmet and must be read from the rear. The number must have a minimum height of 7.5cm and a maximum of 10cm. These numbers must be painted in waterproof black paint or be made of black coloured self-adhesive material of adequate strength.

Chin straps must be in good condition and operative. Crash helmets must be devoid of damage, other than superficial scratches. Crash helmet visors must be in good condition, devoid of cracks and easily detachable. Double D ring fastening chin straps are highly recommended for Evo pilots and mandatory for SuperSport pilots.

Crash helmets must be worn by all riding Crew on board at any time when the Boat is on the plane, during the journey to and from the race and during racing, practising or testing unless specifically allowed to be removed by the OOD or the UIM commissioner. Crash helmets may be removed during the race if the Boat is anchored, adrift or the engine is stopped or idling.

Scrutineers will reject any defective or damaged helmet.

**T.3.c Race Overalls** - All Crew are required to have appropriate matching race overalls. Compliance with current FIA homologation is strongly recommended

**T.3.d Kill Switches** - For SuperSport Boats, all Crew members must be attached via lanyard or other mechanical device to a kill switch which stops both engines and all fuel pumps in the event of any Crew member being ejected from their normal race position. The maximum length of a kill switch lanyard or attachment shall be 2m.

For Evo Boats, the kill switches for the engines and the fuel pumps must be immediately accessible to the Crew in the cockpit and easily identifiable.

## **T.4 SAFETY EQUIPMENT**

All Boats must carry the following safety equipment at ALL times during testing, official practice, Pole Position and whilst racing. All equipment must be fit for purpose and fully functioning.

#### **T.4.a Fixed equipment**

- Two electrically powered bilge pumps. The pumps shall be positioned in the engine compartment and shall be appropriate for the size of the Boat and acceptable to the UIM TCC.
- Fire extinguishers with appropriate test certificates as follows
  - Two (2) manual fire extinguishers. Minimum 2Kg each. Located so they are immediately accessible to the Crew in the cock pit plus
  - Two (2) automatic fire extinguishers. Minimum 2Kg each. Located in the engine compartment.
- Main battery cut off switch clearly labelled.
- Steering navigation compass
- GPS navigation system

#### **T.4.b Portable Auxiliary equipment**

Auxiliary equipment must be securely fastened against movement and must be located in a position so as to be easily accessible to the Crew.

- Manual bilge pump
- Anchor and anchor warp. The anchor must be appropriate for the size and weight of the Boat. Anchor warp must be a minimum of 30 metres long and acceptable to the UIM TCC.
- Tow rope. (In addition to the anchor warp). Minimum of 30 metres in length. The ability to attach this rope to the towing point from on board the boat must be demonstrated to the UIM TCC by the Crew.
- Torch (not reliant on ships main power supply)
- First Aid Kit, in date, containing dressings, antiseptic etc. suitable for dealing with minor injuries
- Boat hook of appropriate size for retrieving items from the water alongside the Boat
- Orange Flag
- In full-canopy Boats, each Crew member must carry on their person or within easy reach when seated and strapped, a safety knife, capable of cutting restraint straps. It is strongly recommended that all Crew carry a safety knife.

## T.5 COMMUNICATIONS

**T.5.a Marine VHF communication** - All Boats must be fitted with a VHF/GMDSS unit of at least 25 watts PEP to enable clear communication between the Crew and Race Control. All Crew must have an “in-helmet” communication/intercom system capable of transmitting and receiving via this VHF unit. All Crew members should be trained in the use of this equipment and must be able to converse in basic English, using relevant words and phrases and respecting international communication regulations.

An additional connection must be provided so as to allow the official Championship TV broadcaster access to Crew communications. Details of the connection type will be sent to each Team.

GSM communication - All Boats must carry a GSM communication device in case of failure of the VHF unit or the Boats power supply.

**T.5.b External Assistance** - There shall be no external technical assistance during a race. Teams are allowed any assistance that the Crew in the Boat may provide using only materials and tools carried in the Boat. The use of telemetry whilst racing is prohibited except as provided by the Promoter. The use of post race boat-to-land telemetry is permitted.

**T.5.c Tracking, timing and logging equipment** - Teams shall fit on their Boat a supplementary GPS tracking system, and other electronic data-logging device/s, for race and technical control purposes as provided by the Promoter. Teams are obliged to fit the equipment in line with the instructions supplied. Any Team which is deemed to have tampered with this equipment in any way will be subject to disqualification. In the event that a sensor or other data-logging equipment supplied by the Promoter is broken or damaged (except for fair wear and tear), then the Team shall be responsible for the cost of repairing or replacing that equipment.

## T.6 CATEGORY SUPERSPORT

UIM Powerboat World Championship Endurance Racing for SuperSport class is the UIM Pleasure Navigation endurance classification for cruising or leisure monohull craft in a racing series (See definitions).

The class should reflect models in standard production from leisure boat manufacturers. The use of the term “standard” in these rules is generally meant to describe components or parts that are both manufactured and intended for sale

to the public at commercially reasonable prices under a manufacturer brand name. Entries must meet the requirements of standard production as set forth in these regulations.

Eligible Boats shall comply with the following regulations:

**T.6.a** Be cruising or leisure boats with a Hull “CE” certification or national equivalent (and clearly displaying a CE Certification plate or national equivalent mark) with a Measured Length no less than 10.06m (33 ft) and no greater than 12.80m (42 ft.) See Rule D.9.a - Length Measurement.

**T.6.b** The Hull and deck must be a standard model from a production mould, demonstrably in series production and be fitted with standard production model engines offered in the Hull manufacturer’s catalogue and having common & typical “pleasure navigation” characteristics throughout. Drive systems may be any commercially available standard production model compatible with the engine.

**T.6.c** Be “open-top” models, configured as per the production model from which it is derived. Canopies or partial canopies are specifically prohibited. The use of windscreens or water deflectors is permitted if these are a feature of the production model. Additional windscreens and/or water deflectors may be accepted for safety reasons by the UIM TCC upon written application by the Team.

**T.6.d** Crews may be seated or standing as per the production model, however, tandem cockpit arrangements are specifically prohibited. Crews in SuperSport Boats may not use safety harnesses or restraints.

**T.6.e** Boats shall have no major modifications to standard production model Hulls and decks. Minor modifications to Hulls or decks will be considered upon prior individual application to the UIM TCC, provided that the Hull manufacturer makes such modifications available on subsequent production boats as a “no cost” option to purchasers. Blueprinting is allowed and repairs, including changes to materials, may be undertaken provided they are consistent with the production mould. Cut down decks for racing purposes are specifically prohibited.

**T.6.f** Hulls and decks shall be a standard model with a minimum commercial production of 10 units that have been sold and titled to pleasure boat owners. The UIM TCC may grant exceptions for craft where the means and intent to manufacture for commercial production can be clearly demonstrated. The first example produced of a particular model will be deemed to be a “prototype” and will

not be considered eligible for racing. Existing boats in the UIM Powerboat World Championship Endurance Racing for SuperSport and Evo classes that do not meet this rule may be approved by the UIM TCC upon written application provided there is no pronounced competitive advantage. For the avoidance of doubt the term standard model includes the material that is used in the construction of the standard production Hull and deck.

**T.6.g** Only solid fixed ballast is permitted. The use of water ballast is prohibited. Failure to comply with this ruling will result in disqualification.

**T.6.h** Boats must be fitted with standard specification engines which have a commercial production run of at least 100 units. The UIM TCC may grant an exception to this rule where the manufacturer can demonstrate an acceptable production schedule which will achieve this figure within 12 months. The standard production requirements specifically excludes engines prepared by “tuning” companies or specialists with no formal relationship to the manufacturer. However, engine blocks (basic cylinder block and cylinder head of automobile or industrial engines) that are prepared for commercial sale under a brand name and sold through regular marine distribution channels (resellers) may be considered standard if approved by the UIM TCC;

**T.6.i** Aftermarket spare parts for engines that are supplied from a manufacturer other than the original manufacturer are permitted provided the new parts are of the same type and configuration (i.e. essentially equal characteristics) as those replaced.

**T.6.j** For the drive system only, after market spare parts or special accessories generally available on the market shall be permitted, including extension boxes, nozzles, steering systems, special flaps, and power lifts provided such parts are the same (i.e. essentially equal characteristics) as the standard parts provided by the drive system manufacturer. If in doubt, Teams must refer to UIM TCC for a decision before purchasing or fitting drive equipment or systems.

**T.6.k** Multi-speed gear boxes are permitted only if they are standard and included in the manufacturer production package for the model and engine; it must be possible to select forward, reverse and neutral with the engines running;

**T.6.l** Turbo-charging for petrol inboard engines is prohibited;

**T.6.m** Maximum engine capacity per engine shall not exceed:

- Diesel - 9500 cc (= 580c.i.);
- Petrol - 8400 cc (= 512c.i.).

**T.6.n** Have a maximum DPO to weight ratio of 1hp per 4.5kg (no tolerance) for petrol boats or have a maximum DPO to weight ratio of 1hp per 4.4 kg (no tolerance) for diesel boats. See rule T.8.e - Declared Power Output.

**T.6.o** There will be a maximum top speed of 85 mph/136,79 kph/73,86 knots (as determined by the Official Timekeeper) for safety reasons. The maximum speed of Boats will be checked using GPS or other electronic speed measuring devices. During a race, any Boat found to have reached or exceeded the maximum top speed for a continual period of more than 5 seconds will be subject to a 30 second time penalty for a first offence and a 60 second penalty for each subsequent offence up to a maximum of five offences after which the Boat shall be disqualified. Any Boat found to have reached or exceeded the maximum top speed continually for 30 seconds or more, shall be disqualified.

**T.6.p** Maximum individual engine horse power shall not exceed 610HP. This shall be the horse power during racing calculated from the output of the torque measurement device. See T.8.c

## **T.7 CATEGORY EVO**

Evo is a racing class for modified production and/or prototype craft. Eligible Boats shall comply with the following regulations:

**T.7.a** Boats shall have a Measured Length no less than 10.97m (36ft) and no greater than 13.41m (44 ft.) See Rule D.9.b - Length Measurement.

**T.7.b** Boats shall have a minimum weight of 4000 kg post race.

**T.7.c** Engines shall be inboard only.

**T.7.d** Spare parts are unlimited.

**T.7.e** Multispeed gear boxes are prohibited.

**T.7.f** Engine capacities -The maximum engine capacities shall be;

- Forced induction Diesel        - 13,000 cc            (= 793c.i.);
- Forced induction Petrol        - 9,315 cc            (= 572c.i.);
- Normally aspirated petrol       - 11,000 cc           (= 671c.i.).

**T.7.g** Have a maximum DPO to weight ratio of 1hp per 3.5 kg. (no tolerance) for petrol boats or have a maximum DPO to weight ratio of 1hp per 3.35 kg. (no tolerance) for diesel boats. See rule T.8.c - Declared Power Output.

**T.7.h Ballast** - Only solid fixed ballast is permitted. The use of water ballast is prohibited. Failure to comply with this ruling will result in disqualification.

**T.7.i Crew Safety** - All Evo Category Boats must be equipped with a fully enclosed reinforced cockpit(s) with a canopy or canopies for all riding Crew members. A reinforced cockpit with canopies is defined as a containment area for Crew members and shall be constructed as an integral part of the Boat. This reinforced cockpit area must be designed and constructed by the manufacturer to be capable of withstanding the forces of a water impact when running at the highest design speed of the Boat.

**T.7.j Cockpit Evacuation / Immersion Testing** - All pilots of Evo category Boats must have a valid certificate for an immersion test with a restraint system. A copy of the Immersion Certificate showing the expiry date must be delivered to the Championship Promoter by a testing organisation recognised by a National Authority or by the Promoter.

All riding Crew members using restraints must sign the indemnity form prior to competing in their first test session, practice, Pole Position or race.

**T.7.k Drawings** - Plan, side and elevation drawings of the design of the reinforced crew cockpits(s), the bulkheads, the canopy, the hatch, the buoyancy system and the restraint system anchorage points must be lodged with the UIM TCC and verified at the time of craft measurement.

Drawings shall also show or state

- canopy aperture dimensions

- the method and construction of release devices and
- the material specification of the transparent areas.

**T.7.l Reinforced Cockpit area and Canopy** - The components that constitute the reinforced cockpit and canopy shall be properly maintained to ensure reliable operation of all components, with emphasis being placed on the canopy release mechanism, emergency air supply and restraint systems. Canopies must be a composite structure.

**T.7.m General** - The cockpit area and the canopy should be constructed entirely of materials equal to the strength of the running surface of the Boat, or stronger. This area includes the top, sides, floor, decking and bulkheads immediately fore and aft of the cockpit area.

Cockpits shall

- Have flood tubes or other means of flooding the cockpit to equalise the pressure quickly in case of an accident. The floor of the cockpit should be as air tight as possible.
- Be fitted with an internal roll bar. There must also be, between two single cockpits, an anti-compression strut or structure of similar strength to the roll bar.
- Be fitted with a carbon-monoxide alarm.
- Have one or more water activated, or similar, internal lights placed to maximise their effect.

A quick release steering wheel may be fitted but all drivers must be able to exit the cockpit without removing the steering wheel.

**T.7.n Visibility and Transparent Materials** - The arc of visibility of the pilots must be through a horizontal arc of 112.5 degrees either side of the centre line of the Boat.

Polycarbonate areas are strongly recommended to be as small as possible while giving pilots clear, safe and undisturbed visibility ahead at sea level whilst racing.

Polycarbonate areas shall be at least 12 mm thick and shall be recessed into the composite structure and attached using a suitable bonding agent and/or “bobbins”.

If a through bolted outer flange is fitted around the polycarbonate panels,

this outer flange should be a minimum width of 50 mm and should be fastened every 100 mm. If fastening the flange with “bobbins” it is recommended to use metal “bobbins” with heads, as opposed to recessed plastic “bobbins”.



The outer polycarbonate area of the flange fitting must not be painted, so that the measurer/ scrutineer may monitor any discrepancies.

**T.7.o Cockpits Hatches** - It is mandatory to close a canopy with a cockpit hatch and for this hatch to remain closed during all racing, testing and practice.

Cockpit hatches shall:

- Have openings that are at least 0.55m in length and 0.55m in width. If the Crew is seated side by side, then the opening shall be at least 0.55m x 0.825m wide. The canopy apertures shall be cut with all corners having a constant radius and a smooth finish to relieve stress.
- Have openings that are at least 0.55m in length and 0.55m in width. If the Crew is seated side by side, then the opening shall be at least 0.55m x 0.825m wide. The canopy apertures shall be cut with all corners having a constant radius and a smooth finish to relieve stress.
- Have openings with a flange around at least the front and the sides of the hatch. The flange shall have a minimum width of 25mm.
- Be fitted with a catch or catches which have a positive open and positive close mechanism. These catches shall be able to be opened from both inside and outside the cockpit. Cockpit hatches must have a second emergency mechanism to allow the rescue team to easily remove the hatch from outside if necessary.
- Have release handles painted fluorescent orange or have a fluorescent orange background panel to identify them and directional arrows to indicate the method and direction of opening.
- Have hinges and hatch cover release mechanism(s) that must not encroach within the hatch aperture area. The hinges and release mechanism(s) must not in any way hinder the exiting of Crew members.
- Have a 20 mm wide (minimum) fluorescent orange band around the aperture.
- Either be recessed on the front and both sides so they are flush with the surrounding structure or shall have a water deflector on at least the front and both sides that extends at least as high as the edge of the hatch.
- Be fitted with hinges with the shortest possible release pins for that design.
- Have the entry/exit apertures located directly above the Crews' heads.

It is highly recommended that:

- Hatches be constructed to the same specification as the main reinforced cockpit.
- There should be one or more divers grab handles fitted to the outside of each hatch.

**T.7.p Air Supply** - Each crew member must be equipped with their own separate breathing apparatus and air reservoir (no octopus systems allowed), with a capacity sufficient to provide for normal breathing for a period of not less than 30 minutes.

It is also recommended a personal air bottle (in addition to the requirements above) with a breathing regulator for each crew member and enough air for at least 10 minutes be carried and immediately accessible by each crew member.

**T.7.q Seats** - Seats must be attached directly to the structure of the reinforced cockpit. Rear head protection must be an integral part of each seat. The head protection must be a minimum of 0.2m wide and extend over at least 75% of the height of the safety helmet as worn by the Crew whilst in the normal seating position. There must be a minimum of 0.12m vertical and lateral clearance between the canopy and each of the Crewmembers when in the normal seating position.

When using seats with suspension and not using a bulkhead anchorage for restraints, drawings must be lodged with the UIM TCC and approved prior to pre-season inspection and Boat measurement.

**T.7.r Restraint Systems** - The pilot restraint system must consist of a 5 or 6 strap harness and should utilise a minimum 50 mm lap belt, a minimum 75 mm strap over the shoulder harness rated at 4,100kg (9,000 lb.) and have grommets to prevent chafing or cutting of the belt. Harness straps must be attached directly to the cockpit structure. Those straps close behind the driver's head and neck must be 100 mm to 150 mm apart at the point of attachment. The shoulder harness should be installed at 90 degrees to the spine at the shoulder line to minimise compression injuries under high "G" loading. All straps must be free to run through intermediate loops or clamps/buckles. All anchor point bolts must be fitted with stainless steel backing plates that are a minimum of 3mm thick, have a 10cm minimum width and have an area of at least 100cm<sup>2</sup>.

The harness attachment bolts must consist of minimum grade EN8 bolts, with an 8 x 1.25 mm thread and locked nuts. There must be a compression spacer between the two surfaces of the bulkhead through which the bolts pass and there must be plain washers on each bolt. The spacers must be glued to the cockpit structure. Spacers are to prevent local buckling of surface material near bolts and should be appropriate in length and material for that purpose.

See T.7.q above for non bulkhead mounted seats.

All restraint systems must have a common method of release. The single lever method (sometimes called the NASCAR type) or rotary type, are both acceptable restraint release systems.

Restraint release mechanisms must be examined for satisfactory operation by a scrutineer before every race.

See diagram in UIM Offshore Rule 508.22.

## **T.8 TECHNICAL VERIFICATION AND CONTROL**

**T.8.a Technical Logbook** - As a part of its inscription in the Championship, the Team shall provide the Championship Promoter with a fully completed Technical Logbook, containing full details of the Boat and all relevant equipment, with the signature of the Team Manager signifying the accuracy of the information contained therein. This Logbook should be submitted to the Promoter no later than 16 February of the upcoming season. Failure to submit the Technical Logbook on time will result in a €400 fine.

**T.8.b Technical Verification by UIM TCC** - Upon receipt of the Technical Logbook, and no later than 30 days prior to the season's first Grand Prix, each Team shall fix an appointment for the UIM TCC to verify the Boat conforms to the rules. If the Boat is presented for verification in a state where the full checks cannot be carried out, the Team will be subject to a €1,500 fine.

The UIM TCC shall not be obliged to carry out verification visits that do not comply with this deadline, and it will not guarantee late verifications with a delay shorter than this deadline. If the UIM TCC agrees to a verification visit after this deadline, the Team will be required to pay a sum of €1,500 to cover the cost of this visit or the actual costs of the visit, whichever is greater.

Upon successful verification the UIM TCC will issue the Boat a Certificate of Conformity allowing the Boat to participate in the Championship. Barring any alterations to the Boat, or new information that could have affected the original certification, the Certificate of Conformity confirms that the Boat is within the rules and any protest thereafter must demonstrate non-conformity with the rules.

Any modifications made to a Boat shall be reported to the UIM TCC and may require re-verification for ensure conformity. It is recommended that prior approval is sought before any modification is made except for a modification to or change of an engine used for racing which must be declared to the UIM TCC prior to the modification or change being carried out.

Failure to inform the UIM TCC of a modification will result in a penalty to be decided by the OOD, Race Director and the UIM Commissioner. Alternatively, the UIM TCC may require that the Boat be returned to its' original specification to certify conformity.

**T.8.c Declared Power Output (DPO)** - Each Team shall declare the engine power capacity for each of their engines. For the SuperSport class, the Declared Power Output must be within the 3 % of the manufacturer specification Power Output. The UIM TCC shall calculate the total engine power capacity of the engines used while racing and this figure will be the Declared Power Output or DPO. The UIM TCC shall create and maintain a DPO Ratio Table for all entries. The DPO Ratio Table will use the DPO and the category power to weight ratio to calculate the minimum post race weight for each entry. The DPO Ratio Table will be placed on the official notice board at each Grand Prix.

Failure to meet the post race minimum weight (the DPO weight) within the tolerances set in rule D.1 will result in disqualification from that race.

Note: Teams are reminded that the power output from an engine may increase during the season even without any intervention from the Team. Given this and the fact that the DPO weight is the minimum post race weight requirement, Teams may wish to increase their DPO (and ballast their Boat accordingly) to ensure compliance with the relevant power-to-weight ratio rule.

**T.8.d Torque Measurement Device** - Immediately at the rear of each engine, mounted between the engine output driveline and any drive shaft, drive ratio gear box or drive system, Teams shall fit the torque measurement device provided by the Promoter as required. The torque measurement device shall be connected to the data logger. A Revolutions Per Minute sensor is incorporated within the torque measurement device. The torque measurement device will calculate the horse power output of the engine during racing. This reading shall be corrected using European Directive 88/195/CEE and the corrected figure will be the horse power used to confirm the DPO (see Rule T.8.c). Drawings of the location of the torque measurement device shall be provided to the UIM TCC who shall approve the mounting location of the torque measurement device. Failure to provide the drawings and subsequent incorrect mounting location of the torque measurement device will be considered as none fitment of the device and the Team will be penalised as described below.

Each torque measurement device shall be provided with a hard wired, unbroken 12V power supply from the boats electrical system and will draw no more than 15W when in operation.

Any Boat found not to have fitted or to have removed a torque measurement device or be found to have interfered in any way with the device, it's 12V power supply or

any of the connectors, data, logging equipment or wiring required for the correct operation of the torque measurement or sensors will be disqualified. It is not allowed to race without torque sensors.

Drawings of the torque measurement device to facilitate fitment shall be provided by the Promoter.

**T.8.e Objection to Torque Measurement Device Output** - If during the course of the season a Team objects to the torque measurement device output and / or its total horse power output generated whilst racing, it shall have the right to request a dynamometer test according to the following procedure:

- i. The UIM TCC shall select the engine(s) for test, apply any required seals, and arrange for the test(s) as soon as practicable (normally within two weeks and prior to the next Grand Prix);
- ii. The dynamometer test(s) shall be run at a testing facility determined by UIM TCC. The Team shall have the right to attend the test;
- iii. The engine(s) must have the same set up and calibration as under race conditions;
- iv. The Team shall be bound by the results of the dynamometer test(s),
- v. UIM TCC shall accept the results of this dynamometer test(s) for purposes of updating the DPO and for re-calibration of the torque sensor, if required.
- vi. If the dynamometer tested power output is higher than the declared power output for that engine, then the Team must pay the costs of the dynamometer test and the Team will be disqualified from all races previous to the test;
- vii. If the dynamometer tested power output is lower than or equal to the declared power output for that engine, then the Promoter must pay all costs and no further action will be taken.

At all times, each Team remains responsible for all risks to its engines.

If a Team is protested on suspicion of being outside the power to weight ratio or the UIM TCC requests a test or re-test of an engine, then the procedure set forth in points i - v above shall be followed. In addition:

- each Team shall have the right to attend and witness the test.
- if the dynamometer tested power output is higher than the declared power output for that engine then the losing Team must pay the costs of the dynamometer test and that Team shall be disqualified from the races of the Grand Prix at which the protest was made.

- if the new dynamometer tested power output is lower than or equal to the declared power output for that engine, then the protesting Team, or the Promoter in the case of a UIM TCC test or re-test, must pay all costs and no further action shall be taken for that protest.

At all times, each Team remains responsible for all risks to its engines.

**IMPORTANT NOTE:** Should an engine not complete a dynamometer test for any reason whatsoever, unless it can be proved beyond doubt that the fault lies with the test engineers or the test facility, that engine will be deemed to have failed the test and the team will be disqualified from the applicable races as described above.

## **T.9 COMPETITIVE BALANCE**

For purposes of competitive balance, the UIM TCC is entitled to determine into which UIM Powerboat World Championship Endurance Racing class a particular Boat qualifies. It may require adjustments to the Hull, deck, engines, drives, propellers, or ancillary equipment or require that additional weight be added to the Boat to ensure a competitive balance within each category.

## **T.10 ENFORCEMENT**

Consistent with the purpose and intent of the rules, the Management Committee is entitled to take whatever action it deems necessary to enforce these rules. Any parts or components which give a Boat or Team an unfair competitive advantage may be deemed illegal and may result in disqualification. The Management Committee, in its sole and absolute discretion, may decide if any part, component, or equipment change is in an effort to defeat or beat the rules, and it may disqualify an entry in violation of the spirit and intent of these rules. In the interests of safety, the Management Committee reserves the right to make changes to the regulations regarding safety matters or equipment and such changes may be made with immediate effect. In matter of a technical nature the Management Committee shall consult the UIM TCC for information and explanations.

The Management Committee is composed of three people,

- The UIM President
- The President of Pleasure Navigation Commission or a nominated UIM representative and
- The designated representative of the Promoter,

All penalties and fines collected by the promoter will be paid to a registered charity, which will be nominated on an annual basis.

## **RACE OFFICIALS**

### **R.1 Race Committee and Jury**

The Management Committee shall nominate:

- A Race Committee which organises and supervises the actual competition. The Race Committee is composed as follows: the Officer of the Day, the Deputy Officer of the Day (DOOD), the Medical Officer, the Race Secretary, the UIM TCC.

### **Jury**

The jury shall consist of at least three nominees of the Management Committee with a minimum of three nationalities represented. One nominee from each nation with a Pilot(s) participating in the Championship may sit on the Jury. The Jury nominations of the Management Committee shall be printed in the Race Instructions for that Grand Prix. The UIM Commissioner shall be a member of the Jury but he shall not act as chairman.

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

No officer, no member of the Jury, no member of a National or International Committee or Commission, is allowed to intervene in the judgment of a problem in which they are involved or an interested party.

The Race Officials are:

The Officer of the Day;

The Deputy Officer of the Day;

The Safety Coordination Officer;

The Medical Officer;

The Race Secretary;

The Technical Officers (UIM TCC and scrutineers);

The Course and Buoy Marshals;

The Timekeepers;

The Lap Scorers.

## **R.2 Duties of the Race Officials**

The officials shall be responsible for the duties with which they are entrusted.

### **R.3 The Officer of the Day**

The Officer of the Day must supervise the organisation of the competitions on behalf of the promoter, organising club and national authority. He/she must maintain order on the course, ascertain that all services work properly, ensure that everyone corresponds to the rules and observes the Racing Rules according to the Programme, gather written reports from the Officers and Timekeepers and any other documents that will enable the results to be compiled. He/she cannot be a member of the Jury. If he/she receives reports of non conformity from the UIM TCC, he/she must report to the UIM TCC what action has been taken to rectify the issues.

### **R.4 The Deputy Officer of the Day**

The Deputy Officer of the Day manages the competitors and the competition during racing and when necessary, deputises for the Officer of the Day. The Deputy Officer of the Day may act as starter.

### **R.5 The Safety Coordination Officer**

The Safety Coordination Officer organises and manages the safety services on shore (fire, ambulance, security, equipment) as well as on the water, in conjunction with the OOD (marshals, rescue boats, towboats, people on board safety boats).

### **R.6 The Medical Officer**

The Medical Officer is responsible for the medical organisation in the competition area.

In agreement with the Officer of the Day, The Deputy Officer of the Day and the Safety Coordination Officer, he controls the medical emergency responses.

### **R.7 The Race Secretary**

The Race Secretary is responsible on behalf of the Officer of the Day and Deputy Officer of the Day, for the practical side of the meeting and organisation and must satisfy himself or herself that the various officials know their respective duties and



that they have all the necessary documents and equipment. He / She must collate all documents.

### **R.8 Technical Officers - UIM TCC and Scrutineers**

The Technical Officers ensure that all the technical rules are observed. They scrutineer the Boats before, during and after the race and report any non-conformity to the Officer of the Day.

### **R.9 The Buoy and Course Marshals**

They must ensure that the drivers conform to the competition rules. They must inform the Officer of the Day if they observe any Boats failing to abide by the rules during the race.

Buoy officials should be in boats. If they cannot be in boats inside the circuit, there will be two of them: one inside and one outside of each turn.

### **R.10 The Timekeepers and Starter**

The Timekeepers will:

Calculate on completion, the elapsed time of each Boat;

Establish the finishing order after having made all necessary calculations and establish the lap times, maximum speeds (if required) and average speeds (if required);

Hand the results to the Officer of the Day or the Race Secretary;

The Starter signals the start when he/she feels it is correct to do so.

## **RACING RULES**

**D.1 General** - It is the duty of each Crew member to ensure that their Boat is driven in a safe manner that does not compromise the safety of any other boat. Whilst not racing, Boats are bound by the International Rules for the Preventing Collision at Sea.

**D.2 Flag Signals** - Boats must obey all flag signals given by officials during testing, practice, Pole Position and racing. Failure to comply with flag signals may result in a penalty or disqualification.

**D.3 Avoiding action** - All Boats must take any action necessary to avoid a collision.

**D.4 Overtaking** - Prior to an overlap being established, an overtaking Boat shall keep clear of the Boat which is being overtaken. The Boat being overtaken has right of way until an overlap is established. When a Boat is obliged to keep clear, the right of way Boat shall allow the keep clear Boat room and opportunity to do so.

**D.5 Overlaps** - An overlap can be attempted from either side. The responsibility for safety whilst establishing an overlap or performing an overtaking manoeuvre rests with the overtaking Boat.

**D.6 Inside Overlap** - When passing a Boat on the inside, on approximately the same course, an inside overlap is established when the cockpit of the overtaking boat is even with the cockpit of the Boat being overtaken.

**D.7 Outside Overlap** - When overtaking from the outside, an outside overlap is established when the overtaking Boat has passed the Boat being overtaken sufficiently to alter course without contact.

**D.8 Overlap right of way** - After an overlap has been established, the Boat being overtaken must give the overtaking boat room to negotiate turn buoys.

**D.9 Passing Marks** - When trying to overtake a Boat on the inside, the Crew must anticipate the possible direction changes of the Boat they are trying to overtake and must take all necessary action to avoid a collision.

When passing a turn buoy and an overlap has been established, both boats must maintain a safe distance from each other and from the turn buoy.

**D.10 Fouling Marks** - If a Boat is forced on to a mark by another Boat, the driver may lodge a protest.

**D.11 Fouling Competing Boats** - If a Boat, in consequence of her neglect of any of these rules fouls another Boat, or compels others to foul each other, she may be is disqualified.

## **PENALTIES, PROTESTS AND APPEALS**

### **P.1 Jurisdiction and Liability**

See Rules F.2 and F.3

### **P.2 PENALTIES**

#### **P.2.a General**

Any proven breach of applicable rules may be penalised.

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

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

The Race Jury or the Appeal Board can only impose penalties, which can be imposed by the OOD.

#### **P.2.b Deadlines for Penalizing**

The first posted results remain provisional for one hour.

The OOD and the UIM Commissioner can only impose penalties until the expiry of this hour.

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

These deadlines are not valid for penalties imposed by the OOD for the reason of post race scrutineering and under the condition that this is stated on the results sheet. In this case the results will remain provisional until one (1) hour after the finalisation of the post race scrutineering.

The date and time of finalisation of post race scrutineering must be recorded by the UIM TCC or other technical scrutineer in charge.

If the post race scrutineering cannot be finalised until the end of the event and the OOD has already left the race site, the penalty has to be imposed as soon as possible after the receipt of the scrutineering results.

### **P.2.c Unacceptable behaviour**

In order to protect the interests all those involved in the sport, the following actions may also be penalised by the OOD, by the UIM Executive Committee or by the National Authority of the Licence Holder.

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

In addition, any instances of verbal or physical abuse against any race or event official will result in a penalty. Penalties may include suspension or disqualification from a Grand Prix event, exclusion from the Championship, the imposition of a points and/or a financial penalty.

### **P.2.d Reprimand**

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

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

### **P.2.e Yellow and Red Cards**

A yellow or red card can only be given by the OOD or UIM Commissioner.

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

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

All yellow/red cards count towards the drivers CV.

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

- up to two yellow cards at a time for dangerous driving ;

- one red card for extreme blatant dangerous driving.

A driver with a red card is immediately prevented from taking any further part in the event or further heats if a multi-heat race.

A driver with a red card or three yellow cards will also lose the right to take part in the next World Championship Grand Prix. Then all cards are removed.

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

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

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

### **P.2.f Disqualification**

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

Only the OOD may disqualify a competitor.

### **P.2.g Temporary Suspension**

A Team or individual Team member or a race official may be temporarily suspended from all or part of an event. Temporary suspension may be given for serious indiscipline.

Temporary Suspension can only be imposed by the OOD.

### **P.2.h Prolonged Suspension**

Prolonged suspension can be imposed on a Team, a Team member, a race official or an organisation for deliberate fraud, repeated or very serious indiscipline or very serious misconduct.

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

A Prolonged Suspension is always international. The National Authority must immediately inform the UIM of a Prolonged Suspension and the UIM must inform all other National Authorities.

## **P.2.i Exclusion**

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

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

Exclusion is always International. The National Authority must immediately inform the UIM when it has imposed a sentence of Exclusion and the UIM must inform all other National Authorities.

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

## **P.3 JUDICIAL BODIES**

### **P.3.a The International Jury**

The Jury shall hear any protest raised by a driver.

### **P.3.b Composition**

The Jury must be composed of at least three members, the Chairman included. The National Authority or the President of the Pleasure Navigation Commission shall appoint the Chairman. Each competing country, including the hosting country, may appoint one member delegate who can represent only one country. These appointments must be made in writing, authorised and signed by a National Authority Official and delivered to the Race Secretary. The promoter shall not be responsible for the costs or expenses of Jury members not listed in the Advanced Programme or Race Instructions.

If there are not enough National Authority appointed members to form a Jury of three persons, The President of Pleasure Navigation Commission shall appoint additional members, but only enough to reach three persons.

The Jury composition shall be announced at the first drivers briefing and the Jury must be present at the first drivers briefing.

Race Officials cannot be Jury members.

The UIM Commissioner appointed to the event is a full member of the Jury but shall not act as Jury Chairman.

If other classes are included in a UIM Powerboat World Championship Endurance Event, there may be a different Jury for each class.

### **P.3.c Authority and Duties**

The Jury will sit as long as the event lasts and hear all protests relating to that event. The Jury must decide as soon as practically possible on all protests presented to it during the event.

### **P.3.d Interested Parties**

No member of a Jury who has taken part as a competitor or Official in the race upon which a judgement is to be given, or knows himself to have a direct or indirect interest in one of the parties involved, may judge on that protest.

A member of an International Jury shall not be disqualified from the Jury because one of the parties is from his National Authority.

## **P.4 PROTEST PROCEDURES**

### **P.4.a General**

Only a driver may protest and only in relation to a race in which they participated.

All protests must be signed. Joint protests signed by more than one driver shall not be considered.

All protests shall be in English and may be typed or hand written in printed characters.

The protest must state the reason for the protest and be accompanied by any relevant documents or evidence related to the protest.

The protest must be handed to the Race Secretary who shall, in the presence of the protester, record the time of receipt. The protest must be delivered within the time limit for that protest and be accompanied by a non-refundable €100 administrative fee and a €400 protest fee. If the protest is upheld, the protest fee shall be returned to the protester.

A protest can be withdrawn at any time however the protest fee will not be returned, unless otherwise decided upon by the race jury.

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

### **P.4.b Validation**

The Jury must decide whether the protest presented to it has been lodged according to the rules and is valid. If found invalid the reasons for the invalidity shall be given to the protester.

### **P.4.c Right to Protest**

A driver has the right to lodge a protest against:

- Posted provisional results,
- Any decision made by the Race Committee or member of the Race Committee or
- One or more Pilots, Boats or motors.

A protest can only be lodged on a subject which directly concerns the protester.

In the event of a driver protesting against a penalty imposed on them by the OOD or the UIM Commissioner and another driver protesting simultaneously against the first driver due to the same incident, the Jury will have only one meeting with both drivers being party to the protest procedure.

No protest is permitted against Jury decisions; they may only be contested by appeal.

### **P.4.d Time Limits for Lodging a Protest**

A protest against the eligibility of a Boat, motor or driver must be made before the first drivers briefing. Starting a race is considered as acceptance of the conditions of the eligibility of the other competitors. The only exceptions to this are when the protester can prove that facts were not known prior to the drivers briefing or that a change to the Boat, motor or driver has made that competitor ineligible. In these situations the protest may be lodged up to one hour after the last posting of a set of results.

All other protests must be lodged within one (1) hour of the results or decision being posted except as follows:

- A protest of a driver (driver "A") against another driver (driver "B") can be lodged within thirty (30) minutes after the posting of the protest form according to rule P.5.c if driver "B" has been penalized and himself protested against this penalty. Without lodging such a protest, driver "A" shall not be entitled to appeal against the jury decision



- A protest against new results which are not caused by a jury decision can be lodged within one (1) hour of these new results being posted, but only concerning the decision which lead to the changing of the results.
- A protest against any other decision, posted after the posting of the first results can be lodged within one (1) hour after the posting of this decision.

## **P.5 HEARING OF THE PROTEST**

### **P.5.a Right to a Hearing**

Any person being party to a protest, or being charged for an offence against the rules shall have the right to be present at the hearing in order to defend themselves.

The Jury must give notice to all parties of where and when the hearing will take place. Only those involved in the hearing shall be present during the hearing except for any observers appointed strictly by the Jury.

If any party, duly notified, fails to appear without giving an acceptable reason, judgement can be rendered by default.

### **P.5.b Witnesses and Evidence**

It is the responsibility of the parties involved in a protest to ensure that all evidence and witnesses appearing on their behalf are present at the hearing. The Chairman of the Race Jury at his/her sole discretion may take witness availability into account when determining the time of the hearing.

Any costs incurred by the appearance of witnesses shall be borne by the respective parties.

### **P.5.c The Hearing Procedure**

The following procedures shall be followed in all hearings unless otherwise stated elsewhere in these rules:

- A copy of the protest must be posted in the same way as the results. The time of posting must be noted on this copy.
- Written minutes must be taken.
- The protest shall be read out to the parties.

- The parties shall be invited to state their cases. The parties may call witnesses. Each witness, after having given his account of the case, may be questioned by all parties and by the members of the Jury.
- Any member of the Jury who is familiar with the case may give his evidence.
- All parties to the case are entitled to hear and question all evidence at the hearing up to the time the Jury makes its decision.
- The parties shall be entitled to question each other and any member of the Jury who may have given evidence.
- The witnesses shall withdraw and the parties shall be invited to make a final statement of their cases.
- The Jury may recall any party, previous witness, new witness or call on other evidence to verify any facts.
- The parties must be present during the whole of the recall and must be given the opportunity to question any new evidence after which they may re-make their final statements.

## **P.6 JUDGEMENT**

Decisions by the Jury shall be reached by simple majority of votes. In the case of equal votes, the Chairman's vote will be the casting vote.

During a protest, penalties may be agreed, rejected or changed by the Jury.

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

### **P.6.a Notification of the Decision**

All decisions by any Jury must be notified to the concerned parties in writing and must include information about their right of appeal.

### **P.6.b Availability of Documents**

All documents relevant to any decision by the Jury must be filed with the Race Secretary and the National Authority under which the event is run and held available for a higher authority until the time limit for an appeal has expired.

## **P.7 THE APPEALS PROCEDURE**

With reference to the appeals procedures, any time limits which end on a Saturday or Sunday shall end on the following Monday. If the appellant misses any time limit, the appeal will be rejected as void.

### **P.7.a The Appeals Board**

The UIM Executive Committee, after consultation with the relevant commission, shall nominate three (3) Appeal Board members including one as Chairman. In case of an appeal lodged against an Executive Committee's decision an appointed neutral Council member shall make the nominations. The members of the Appeal Board must not be from the National Authorities of the parties involved into the case.

One member will act as Clerk to the Board.

### **P.7.b Interested Parties**

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

## **P.8 RIGHT OF APPEAL**

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

A driver can also appeal a penalty imposed against him without the prior lodging of a protest only if the lodging of a protest was not possible because the race jury had dissolved itself or was incomplete before the end of the protest period.

### **P.8.a Notice of Intention to Appeal**

The UIM Secretariat must be informed, by e-mail, letter or fax, of the intention to appeal within five (5) days of the posting of the Jury decision or in the case of a decision against which a driver can appeal without prior lodging of a protest, within five (5) days following the notification of this decision to the National Authority of the driver or to the driver himself, whichever is the sooner.

### **P.8.b Fees and Lodging an Appeal**

All appeal documents along with the appeal fee of €1525 must be received by the UIM Secretariat within ten days of the date of the intention to appeal being received. The appeal fee of €1525 will be refunded if the appeal is upheld.

The appeal must be sent by e-mail, letter or fax. Faxes and letters must be signed by the appellant. The reasons for the appeal must be stated.

The appeal must contain telephone, e-mail and fax details for further correspondence.

If the original decision is changed by the appeal board, it can decide to refund a percentage of the appeal fee if appropriate. If there is an infringement regarding the timing of delivery of letters, forms, documents or fees the Chairman of the Appeal Board can decide that the appeal is not considered valid since the expiry dates were not respected. In this case 50% of the received appeal fee will be reimbursed to the appellant.

### **P.8.c Notification of the Appeal**

The UIM Secretariat must, within two days from receiving the appeal, notify by e-mail, fax or letter all other parties involved that an appeal has been lodged. They must also inform the other parties that they may respond to the appeal.

All responses, by e-mail letter or fax, must be received within ten days from receiving this notification.

### **P.8.d Time Limit for Decisions on Appeals**

The UIM will endeavour to have determined all appeals no later than forty-five (45) days after the date when the appeal documents and fees were received by the UIM Secretariat.

### **P.8.e Appeal Board Decisions**

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

### **P.8.f Additional Costs**

The appellant must pay €2290 to the UIM for possible costs of the appeal committee (meetings, telephone, fax, laboratory, experts or other costs of the appeal procedure). If the costs of the appeal committee are less than €2290 then the difference will be paid back.

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

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

## **400 - JURISDICTION**

### **401.01 - DEFINITIONS**

Jurisdiction applies to :

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

### **401.02**

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

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

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

## **402 - JUDICIAL BODIES**

### **402.01 - THE INTERNATIONAL JURY**

The Jury hears any protest raised by a driver.

#### **1. Composition**

The Jury must be composed of at least three members, the Chairman included. The Organisers of the event appoint the Chairman. Each competing country, including the hosting country, may appoint one member delegate who can represent only one country. These appointments must be made in writing, authorised and signed by a National Authority Official and delivered to the event Secretary.

If there are not enough NA appointed members to form a Jury of three persons, the Organisers must appoint additional members, but only enough to reach three persons.

The Jury composition will be announced at the first drivers meeting. The jury must be present at the first drivers meeting.

Race Officials cannot be Jury members.

The appointed UIM Commissioner(s) to the event is (are) full member(s) of the Jury.

In an event comprising races of several classes, it is possible to keep any authorized jury member to adjudicate on any matter of the jury, irrespective of the class he/she happens to represent.

## **2. Authority and Duties**

The Jury sits as long as the event lasts, and hears all protests relating to that event.

The jury must decide as soon as possible on all protests presented to it during the event.

### **402.02 - INTERESTED PARTIES**

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

However, a member of an International Jury shall not be disqualified even if one of the parties is from his NA.

### **402.03 - THE UIM APPEALS BOARD**

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

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

One member will act as Clerk to the Board.

## **403 - PROTEST PROCEDURES**

### **403.01 - VALIDITY OF PROTESTS**

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

Joint protests signed by several drivers will not be considered.

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

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

All protests must be signed by the protester.

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

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

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

### **403.02 - PROTEST FEE**

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

The Jury must determine whether the protest presented to it, has been lodged according to the rules. If found to be invalid, the reasons must be given to the protester.

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

### **403.03 - RIGHT OF PROTEST**

A protest can be lodged against the posted provisional results or against any decision made by the Race Committee or against one or several competitors.

In the event of a competitor protesting against a penalty imposed on him by the OOD or the UIM Commissioner and another driver protesting simultaneously



against this competitor due to the same incident, the jury will have only one meeting with both competitors being party of this protest procedure.

A protest can only be lodged on a subject which directly concerns the protester himself. A protest which complies with these rules can not be refused by the Jury.

No protest is permitted on jury decisions, they may only be contested by appeal.

#### **403.04 - TIME OF LODGING A PROTEST/ PROTEST PERIOD**

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

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

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

A protest against new results which are not caused by a jury decision can be lodged within one hour of these new results being posted, but only concerning the decision, which lead to the changing of the results.

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

#### **403.05 - JUDGEMENT**

Decisions by the Jury shall be reached by simple majority of votes. In the case of equal votes, the Chairman's vote will be the casting vote.

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

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

## **403.06 - NOTIFICATION OF DECISION**

All decisions by any jury must be notified to the concerned parties in writing, including their right of appeal.

## **403.07 - AVAILABILITY OF DOCUMENTS**

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

## **404 - HEARING OF THE PROTEST**

### **404.01 - RIGHT TO A HEARING**

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

The Jury must give notice to all parties of where and when the hearing will take place.

If any party duly notified, fails to appear without giving an acceptable reason, judgement can be rendered by default.

### **404.02 - WITNESSES AND EVIDENCE**

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

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

### **404.03 - THE HEARING PROCEDURE**

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

- Written minutes must be taken.

- All parties to the case are entitled to be present and to hear and question all evidence at the hearing up to the time the Jury makes its decision. The protest, shall be read out to the parties.
- If the jury meeting involves a junior (less than 18 years of age) then he/she must be accompanied throughout the meeting by an adult (parent/guardian).
- The parties shall be invited to state their cases. The parties may call witnesses. Each witness, after having given his account of the case, may be questioned by all parties and by the members of the Jury.
- Any member of the Jury who is familiar with the case may give his evidence
- The parties shall be entitled to question each other and any member of the Jury who may have given evidence.
- The witnesses shall withdraw and the parties shall be invited to make a final statement of their cases.
- The Jury may recall any party, previous witness or new witness and call on other evidence to verify the facts.
- The parties must be present during the whole of the recall and must be given the opportunity to question any new evidence after which they may re-make their final statements.
- A copy of the protest must be posted in the same way as the results. The time of posting must be noted on this copy.

## **405 - THE APPEALS PROCEDURE**

With reference to the 405 appeals procedures, any time limits which end on a Saturday or Sunday shall end on the following Monday. If the Appellant misses any time limit the appeal will be rejected as void.

### **405.01 - APPEAL BOARD**

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

The Appeal Board sits whenever the Chairman calls a meeting.

## **405.02 - INTERESTED PARTIES**

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

## **405.03 - RIGHT OF APPEAL**

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

A driver can also appeal against :

- a penalty, imposed by the UIM Executive Committee, or imposed by the OOD for the reason of post race technical scrutinizing

- new results, but only concerning the decisions, which lead to the changing of the results

without the prior lodging of a protest, but only if this was not possible, because the race jury has had dissolved itself before or within the protest period after the finish of the event.

## **405.04 - NOTICE OF INTENTION TO APPEAL**

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

## **405.05 - TIME LIMIT**

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

## **405.06 - LODGING OF AN APPEAL**

The appeal must be sent by telefax, letter or Email and it must be signed by the appellent. The reasons for the appeal must be stated.

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

#### **405.07 - NOTIFICATION OF THE PARTIES OF THE APPEAL**

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

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

#### **405.08 - TIME LIMIT FOR DECISIONS ON APPEALS**

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

#### **405.09 - APPEAL BOARD DECISIONS**

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

#### **405.10 - COSTS**

The appeal fee is 1525 €. In addition the driver has to pay 2290 € to the UIM for possible costs of the appeal committee (meetings, telephone, fax, laboratory, experts or other costs of the appeal procedure). The appeal fee for a single championship/invitation race (not a Formula race, or a WOC race or similar) is 760 €, in addition the driver has to pay 760 €, to the UIM for possible costs of the appeal committee.

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

The driver who appeals has to pay for the meeting costs anyway if the appeal is upheld or not. If the costs of the appeal committee is less than 2290 € then the difference will be paid back to the driver.

The appeal fee of 1525 € will be refunded if the appeal is upheld. If the original decision is changed by the appeal board 405.09), it can decide to refund a percentage of the appeal fee if appropriate. If there is an infringement to rule

405.05, the Chairman of the Appeal Board can decide that the appeal is not considered valid since the expiry dates were not respected. In this case 50 % of the received appeal fee will be reimbursed to the appellants.

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

## **406 - PENALTIES**

### **406.01 - GENERAL**

Any proven breach of applicable Rules may be penalised.

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

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

The Race Jury or the Appeal Board following a protest or an appeal can (only) impose penalties, which can be imposed by the OOD.

### **406.02 - DEADLINES FOR PENALIZING**

The first posted results are provisional for one hour.

The OOD and the UIM Commissioner can only impose Penalties until the expiry of this hour.

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

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

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

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

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

### **406.03 - UNACCEPTABLE BEHAVIOUR**

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

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

### **406.04 - REPRIMAND**

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

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

### **406.05 - YELLOW CARD**

A yellow or red card may be given by the OOD or UIM Commissioner.

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

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

All yellow/red cards count towards the drivers CV.

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

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

A driver who receives a red card is immediately disqualified from that event (300.01).

A driver with a red card or three yellow cards will also lose the right to take part in all international events in every class/formula until the next titled race in the class on which he received the red card, or, a period of 2 months, which ever is the lesser penalty.

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

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

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

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

To be applied to all people in the paddock :

A blue card can be given by the UIM commissioner for any offensive, unsportsman, abrasive etc, behavior during any official activity (briefing, race control during event etc.)

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

Following the subject activity, the Race Jury will meet and determine if further disciplinary action is justified.

## **406.06 - DISQUALIFICATION**

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

Disqualification is done by the OOD.



## **406.07 - TEMPORARY SUSPENSION**

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

Temporary Suspension will be imposed by the OOD.

## **406.08 - PROLONGED SUSPENSION**

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

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

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

## **406.09 - EXCLUSION**

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

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

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

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

## **407 - PRIORITY OF THESE RULES**

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

**408 - POWERBOAT PROTEST FORM**

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

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

PART C is for the Protest Committee to complete.

**PART A**  
**SECTION 1**

NAME OF EVENT: \_\_\_\_\_ DATE OF RACE OR HEAT: \_\_\_\_\_

HEAT \_\_\_\_\_ NUMBER: \_\_\_\_\_

CLASS: \_\_\_\_\_

**SECTION 2**

YOUR NAME (PROTESTOR): \_\_\_\_\_

YOUR BOAT NUMBER: \_\_\_\_\_ BOAT NAME: \_\_\_\_\_

**SECTION 3**

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

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

Another driver, name: \_\_\_\_\_ Boat No: \_\_\_\_\_

The Results as posted

**SECTION 4**

Which rule has been infringed \_\_\_\_\_

Time of incident: \_\_\_\_\_

On which lap was the incident \_\_\_\_\_

Where was the incident \_\_\_\_\_

**SECTION 5**

Your signature \_\_\_\_\_

Time of signature \_\_\_\_\_

**SECTION 6**

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

Name of official: \_\_\_\_\_.

Time Protest received: \_\_\_\_\_

**PART B**

**SECTION 7**

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

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

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## **409 - ARBITRATION**

### **409.01 - GENERAL**

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

### **409.02 - PARTIES OF THE ARBITRATION PROCEDURE**

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

### **409.03 - DEADLINES FOR ARBITRATION**

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

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

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

### **409.04 - FEE AND COSTS**

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

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

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

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

### **409.05 - FURTHER PROCEDURE**

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

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

The further procedure shall be determined by the CAS.

### **409.06**

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

# GROUP 500

## TECHNICAL RULES

### 500.01 - CLASSIFICATION OF PLEASURE CRAFT

The competitions are open only to pleasure craft, boats and vessels, as defined by the National Technical Institutions qualified for such classifications.

### 500.02

Only the craft whose technical characteristics are homologated and registered by one of the following Technical Institutions should be considered pleasure craft:

- RINA (Italy);
- C.N.S.N.P. (France) ;
- AMERICAN BUREAU OF SHIPPING (USA);
- DET NORSKE VERITAS (Norway);
- LLOYD'S REGISTER OF SHIPPING (United Kingdom);
- NIPPON KYOKAI JAPAN (Japan) ;.
- GERMANISCHER LLOYD (Germany).

### 500.03 - CRAFT HOMOLOGATION

All pleasure craft shall bear a certificate issued by official Technical Bodies according to the relevant Laws concerning the pleasure navigation, and a lead seal or special plaque attached to the hull containing the builders serial number relevant to the boat.

In competitions taking place at sea over six miles from the shore only pleasure boats registered and certified for this type of navigation are permitted.

## **500.04 - CRAFT DIMENSIONS**

The identification of the dimensions of the hull and of the motorization characteristic shall be determined exclusively by the details contained in the official documents of the boats issued by the concerned National Bodies or certified by the boat builder.

## **500.05 - ENGINES**

All engines installed on pleasure craft must be homologated and specified in the craft certificate issued by a certified Technical Body.

An inspection of the engines can be made after the competition is finished; if the engines are not in accordance with those stated in the official documentation the competitor will be disqualified.

## **500.06 - RACE NUMBERS**

The competition number may be painted or fixed as follows :

On a surface corresponding to the following measures and characteristics:

- the surface measures 25 x 40 cm;
- the numbers must be painted in black on a white surface on both sites of the hull in digits of 24 x 4 cm;
- the space between the rectangular with the digits must be 8 cm;
- the white surface must surround the digits with 4 cm;
- in case of a 3 digits number, the length of the surface must be modified consequently.

The competition numbers may also be painted or glued to the slightly curved surfaces and on one vertical surfaces provided that the whole number is within 30° from the vertical position.

It is advisable to use two digits only, whenever possible.

For outboards competition, it is recommended that the number be painted twice on the foredeck.

This general rule may change according to what is specified in category / class rules.

Exceptions must be approved by the UIM and mentioned in the advance-programme; the Officer Of the Day may accept exceptions, his final decision being based on effectiveness and readability of the number.

## **501 - REGULARITY COMPETITIONS**

### **501.01 - DECLARED SPEED COMPETITIONS**

Maximum speeds are established by the Organiser according to the engine power and/or cubic capacity.

The maximum speed must be declared in the advance-programme.

## **502 - ENDURANCE COMPETITIONS**

### **502.01 - GENERAL**

#### **Engines - Group A**

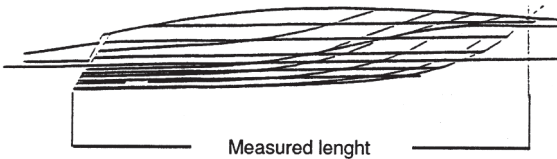
The maximum engine capacity for the various categories and classes is referred to:

- the total of the engines installed in case of petrol aspirated engines;
- the allowed capacity must be the same used for petrol turbocharged engines and diesel turbocharged engines, while it is legitimate to allow the capacity doubling exclusively for diesel aspirated engines;
- for petrol and diesel engines the presence of supercharging causes a reduction of the maximum allowed capacity that shall be divided per coefficient 1,4.
- No tolerance is allowed to cubatures resulting from the computation.

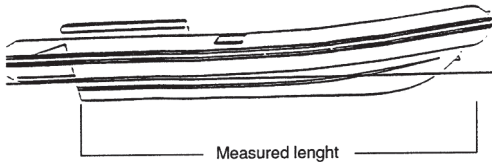
#### **Length Measurement** (only Group A)

The criteria of length measurements for the purpose of craft classification and breadth calculation are illustrated below :





Length of a RIB (Rigid Inflatable Boat)



Beam of a craft

The beam is to be measured on the deck, excluding any side appendices. For RIB (Rigid Inflatable Boat) the measurement shall include the overall size of the tubes; a tolerance of +/- 3% is allowed.

## 502.02 - GROUP "A"

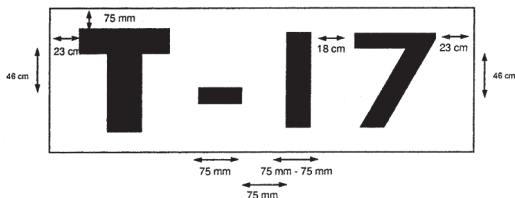
### RACE NUMBER

The race number shall be displayed on the topsides (port and starboard) of the hull and on the deck, within a dedicated area:

- The numbers on the topside (port and starboard) shall be displayed on the forward half of the boat.
- The number on the deck shall be correctly read from the driver seat position.
- Numbers and letter must be highlighted in black on a white background
- The letter and number which identify the class shall be put in front of the race number.

The race number and its dedicated area shall have minimum dimensions as indicated below

- Numbers and letter must have a thickness of no less than 75mm.



## CATEGORIES AND CLASSES

### Tourism category

It includes cruising vessels regularly homologated for such a purpose including internal fittings complying with the specifications of the boat builders; these fittings must be suitable

for normal life on board for the whole crew and provide accommodation overnight for at least two persons.

When accommodation fittings are removed, the boat is automatically reclassified into the Sport category.

Each craft must be fitted with two identical and independent motors capable of developing a speed of at least

30 knots, and have a minimum cruising range of 250 nautical miles.

No modification is allowed in respect of the standard production of the model used that must correspond to the one reported on the approval certificate.

Driving seats can be replaced.

The width of the craft must not be less than the product of the length measurement multiplied by a coefficient of 0.26 .

All engine models coming from the standard engine which have been modified in order to increase the performances for sporting activity, even though included in the boat builders catalogue, are not permitted.

For turbocharged engines the crankcase of the turbocharger must be original as supplied by the boat builder originally.

The gears-box must allow the following manoeuvres: forward, reverse and idle with the engines running.

### **Class T1:**

- (LOA): from 7.51m. to 8.99 m.
- minimum inside cabin ceiling: 1.40m. high, measured throughout a continuous surface of 0.50 m<sup>2</sup> at least.
- maximum capacity of the engine(s): 4,750cc Outboard / 8,600cc Inboard

### **Class T 2**

- length (LOA): from 9.00 m. to 11.99 m.
- minimum inside cabin ceiling: 1.60m. high, measured throughout a continuous surface of 0.75 m<sup>2</sup> at least.
- maximum capacity of the engine(s) : 12,000cc.

### **Class T 3**

- length (LOA): from 12.00 m. to 15.00 m.
- minimum inside cabin ceiling: 1.80m. high, measured throughout a continuous surface of 1.5 m<sup>2</sup> at least.
- maximum capacity of the engine(s) : 18,000cc.

### **Sport category**

It includes boats with all the general characteristics provided for Tourism category except for what specified below:

The beam width of the hull is not restricted.

Sport Category boats may also not be provided with cabin.

All engine models coming from the standard engine which have been modified in order to increase the performances for sporting activity, if included in the boat builder catalogue and reported in the craft approval certificate, are allowed in the sport category.

### **Class S 1**

- length (LOA): from 7.51 m. to 8.99 m.
- maximum capacity of the engine(s) : Outboard 9,000cc. / Inboard 15,000cc.

## **Class S 2**

- length (LOA): from 9.00 m. to 11.99 m.
- maximum capacity of the engine(s) : 21,000cc.

## **Class S 3**

- length (LOA): from 12.00 m. to 15.00 m.
- maximum capacity of the engine(s) : 28,000cc.

## **Prototypes category**

It includes all cruising vessels regularly homologated for such a purpose as a prototype with all the general characteristics provided for Sport category except for what is specified below:

The certified speed of the craft shall be of 50 knots minimum.

Craft can be fitted with a maximum of three engines.

## **Class P 1**

- length (LOA) from 7.51 m. to 8 m.
- maximum capacity of the engine(s) : Outboard 11,000 cc. / Inboard 18,000cc.

## **Class P 2**

- length (LOA) from 9.00 m. to 11.99 m.
- maximum capacity of the engine(s) : 25,000cc.

## **Class P 3**

- length (LOA) from 12.00 m. to 15.00 m.
- maximum capacity of the engine(s) : 33,000cc.

## **Super Yacht Category**

It includes cruising vessels regularly homologated for such a purpose including internal fittings complying with the specifications of the boat builders and with all

the general characteristics provided for Tourism category except for what specified is below:

Belonging to Super Yacht category are all craft whose length is more than 15 m. and whose characteristics correspond to those provided by Tourism Category.

The number of engines is not restricted

When accommodation fittings are removed, the boat cannot be classified in this category.

## **Class Y**

- length (LOA) : 15.01m. minimum
- minimum inside cabin ceiling: 1.80m. high, measured throughout a continuous surface of 1.50 m<sup>2</sup> at least.
- maximum capacity of the engine(s) : minimum 2 engines / maximum 4 engines
- The width of the craft must not be less than the product of the length measurement multiplied by a coefficient of 0.26

### **502.03 - GROUP “B”**

All boats built in any EC countries, entering the above mentioned Championship must conform to ISO-CE regulations currently in force, with particular attention to:

. ISO 10088 - 7840 (tanks installation)

. ISO/DIS 11592: 1997 (determination max power for FB engines a further 5% increase is allowed.

. ISO/DIS 6185 - 3: 1997 (determination max power for FB engines) relevant to inflatable boats. For outboard 4-stroke engines a 5% increase is allowed.

Boats, built outside the European Community must be similarly certified by their own respective country, in accordance with the above mentioned requirements.

Certification CE

All boats must carry the HIN code visible on the stern of the boat.

#### **502.03.01 – ENGINE CAPACITY**

Maximum capacity to be installed

Following up to the common into force of the new Regulation ISO/FIDIS/11592 that foresees the possibility to install on boats and inflatable boats, at certain conditions, a greater capacity in comparison to the one coming from application of the basic formula, the following specifications are adopted:

- a) inflatable boat with length less than 8m. with outboard engine:

$$\text{ISO/DIS 6185-3} = (\text{LhxBhx10})\text{-33=kWx1.36= CV}$$

allowed increase: result of basic formula + 30% = CV for all categories;

- b) inflatable boat with length less than 8m. with in-outboard or inboard engine and outboard double motorization:

$$\text{ISO/DIS 6185-3} = (\text{LhxBhx10})\text{-33=kWx1.36= CV}$$

allowed increase: (result of basic formula + 35%) + 20% = CV for Category U and Boat Production; (result of basic formula + 35%) + 25% = CV for Category Sport;

- c) boats with outboard engines:

$$\text{ISO/FDIS 11592} = (\text{LhxBhx16})\text{-67= kW x 1.36 =CV}$$

allowed increase: (result of basic formula + 20%= CV for all categories

- d) boats with in-outboard and inboard engines and outboard double motorization:

ISO/FIDIS 11592 = (considering that the ISO Regulation allows that the installation of the maximum capacity is up to the boatbuilder), it is adopted the following:

The power capacity increase will be the one coming from the result of the basic formula applied for boats with outboard with the following increase:

- (result of basic formula + 35%) + 20% = CV for categories U and Boat Production;
- (result of basic formula + 35%)+ 25% = CV for category Boat Sport

### **502.03.02 - RACE NUMBER**

The race number shall be displayed on the topsides (port and starboard) of the hull within a dedicated area:

- The numbers on the topsides (port and starboard) shall be displayed on the forward half of the boat;

- Numbers and letter must be highlighted in black on a white background;
- The letter and number which identify the class shall be put in front of the race number;

The race number and its dedicated area shall have minimum dimensions as indicated below:

- Numbers and letter must have a thickness of no less than 50mm.

### **502.03.03 - GENERAL**

Pleasure craft with engine capacities not less than 1000 cc. may participate in competitions of Endurance Group B.

If reported in the craft's certification, the powering can be made of two identical and independent engines.

### **502.03.04 - MOTORIZATION**

For all engines, all drivers must have the "workshop manual" of the owner of the engine.

Motorization provided with any kind of supercharging (excluded direct injection) is not allowed in Super Boat Sport category. Motorization outboard stock provided with supercharging is allowed in Class boat production and class promotion.

The stock steering means (steerage) can be substituted with other more suitable with the sporting pace. In any case all the components must be suitable to the characteristics of the craft and built by specialized firms.

The documentation (original certification of the boat builder and/or original catalogues of the boat builder of the components) proving the suitability of all the parts composing the steering mean, must be shown at the racefield on request of the Technical Commissioner.

The participation of boats certified/homologated as a unique specimen is not allowed at Class Promotion and Class Boat Production. The boat manufacturer must build a minimum of 5 similar units of the same model.

It is not allowed the application to the boats of fixed additional structures; movable awnings are allowed.

The boats not fitted with exhaust gas gathered within the propeller diameter should have the level of sound emission according to the Law 2003/44/CE of the European parliament of 16/06/03.

### **502.03.05 - CATEGORIES AND CLASSES**

All pleasure boats with LOA from 5.00 m. to 8.00 m. fully conforming to the Boat Certification issued by an appropriate Technical Body, stating the dimensions of the craft and the installed engine capacities, may belong to this category according to the following:

#### **A. CLASS PROMOTION**

Class Promotion includes exclusively boats with Outboard motorization, strictly of stock current production with the following further characteristics specified:

- Mono-engine boat directly on the marketplace with motorization outboard strictly aftermarket as from catalogue of the manufacturer and available on the marketplace;
- the only boats allowed are those certified by their respective countries. Boats built in any EC countries, entering the above mentioned championship, must conform to ISO-CE regulations currently in force. The boat builder must be identified through the international code reported on the plate fixed to the boat; as a consequence each boat must have proper plates fixed to it, mentioning:
  - international code of the boat builder
  - identification of the boat: kind of boat - registration number - further data;
- any increase of power, coming from the test trial, foreseen by the CE regulations (or regulations of non-EC countries) must be mentioned on the plate of the boat identification;
- on board of any boat, as from CE regulations, there must be the “workshop manual” of the owner for the boat and for the engine provided by the boat builder;
- each boat must be homologated for transportation of a minimum number of people, not less than 5 (five);
- boats built in only one sample and/or homologated as a only one sample are not allowed;
- Inside fittings are free;



- Minimum weight not less than 750 kg;
- Max power : 150 hp;
- The number of cylinders is free;
- Use of spacers with thickness of more than 30 mm are not allowed, that's to say it is not allowed any device increasing the distance of the tractor unit from the transom of the boat (bracket, jack plates and so on);
- Engine lifting system is not allowed (power-lift);
- Any device added to modify the height of the engine during the racing is not allowed.

In respect of the specific limitations provided by rule 8 of the safety regulations and relevant paragraphs.

## **B. CLASS BOAT PRODUCTION**

Production pleasure craft, including fittings, produced in series and in compliance with the specifications of the boat builders, belong to this category.

Fittings are free.

Craft may be fitted with two engines if approval certificate.

Boat equipped with double motorization outboard, when the homologation allows it, anyway always respecting the specific limitations foreseen by art. 502.01 of the safety rules and relevant paragraphs, it is possible to apply powers up to the maximum limit allowed for the Inboard - In-outboard, immediately taking up the minimum weight allowed.

All engine models coming from the standard engine which have been modified in order to increase the performances for sporting activity, even though included in the boat builders catalogue, are not permitted.

The gears-box must allow the following manoeuvres: forward, reverse, and idle with the engine running.

The participation of a boat certified/homologated as unique example is not allowed.

### **FB**

Maximum displacement: 4050 c.c.

Maximum number of the cylinder : 6

Minimal weight: 1200 kg.

For the boats with double motorization FB if the homologation allows it, but always in respect of the specific limitations from art. 502.01 of the safety rules and relevant paragraphs, is admitted a maximum total displacement of 5750 cc with two identical motorizations and with a maximum of 4 (four) cylinders per motor.

Minimal allowed weight will be kg. 1400.

### **EB-EFB Petrol**

The maximum displacement: c.c. 6300

The maximum number cylinders: 8

In respect of the specific limitations foreseen in art.502.01 of the safety rules and relevant paragraphs.

Minimal weight: kg. 1400

For the boats with double motorization EB-EFB Petrol, if the homologation allows it, but always in respect of the specific limitations foreseen in art.502.01 of the safety rules and relevant paragraphs, it is admitted a maximum total displacement of 7000 c.c. with two identical motorizations and a maximum of 4 (four) cylinders per motor.

Minimal allowed weight will be kg. 1400.

### **EF-EFB Diesel**

Maximum displacement: c.c. 3700.

Maximum number cylinders: 6

In respect of the specific limitations foreseen in art.502.01 of the safety rules and relevant paragraphs.

Minimal weight: kg. 1200

The mentioned powers in the class limitation have a tolerance of 5% with comparison to those shown by the documents, as foreseen by the international Regulations.

The power value is used to identify a precise model of engine and therefore all the capacity and building characteristics can be verified.

## **Technical attachment to the endurance competition rules.**

### **Group B – Class Boat Production**

All stock engines are allowed. Only mentioned modifications are allowed :

1. Only spare parts provided by the original engine manufacturer are permitted, so as provided by the catalogue and the engine exposure.
2. Elimination of the “separate lubricating system” in 2 stroke engine is allowed.
3. Cylinders can be bored up to the increase provided by the engine manufacturer for that model of engine. The increased piston must be original spare parts as provided by point 1.
4. In 2 stroke engines, after the boring, the rounding off of the cylinder port is allowed; the rounding off cannot be more than 30°.
5. Substitution of the idle and main jets in carburetted engines as per point 1 is allowed.
6. Elimination of the rev limiter is allowed.
7. Substitution with no original parts is allowed only in the following particulars: spark plug, cables, pipes of spark plug, electric wires, nuts and bolts, water pipes, clips, anodes, oil filters, propellers.
8. Stiffener and the anchorage between the legging and the steering bar in outboard engines are allowed.
9. In inboard and out/inboard engines, the use of direct exhaust pipes are allowed. The exhaust pipes must go through the stern mirror. Modification of the exhaust pipes is allowed only after the manifolds and the mixing kind exhaust gas refrigerating water system that must remain original.
  - A. Transmission like racing (for example: Crescent Leading Edge, or lower gear case with nose cone) and surface drive are not allowed.
  - B. The use of multi ratio speed change gear is not allowed.

### **C. SUPER BOAT SPORT CATEGORY**

It includes all the general characteristics provided for tourism category except for what specified below:

The beam width of the hull is not restricted.

The units produced in series which have been modified in at least one of the following respects, belong to this category.

- In the deck structures through removal parts, or by creation of a partial rigid bridge on prow.
- By removal of fitting (furniture);

All engine model coming from the standard engine which have been modified in order to increase the performance for sporting activity, if included in the boat builder catalogue and reported in the craft approval certificate, are allowed in the super sport category.

Tourism craft units equipped with engines exceeding the allowed capacity in their class, automatically enter the Super Sport Category.

In the Super Boat Sport category, it is allowed the participation of boats certified/homologated as a unique specimen. The motorizations with any kind of supercharging\* are not allowed.

(\* supercharging : it is meant as a turbo-compressor or a volumetric compressor, it is not meant as a supercharging any fuel direct injection system that the engine manufacturer of the motor unit adopts in its first mounting).

Note

In the Super Boat Sport category the transmission like racing (for CLE, or all lower gearcase with nose cone) and surface drive are allowed, but the use of multi ratio speed change gear is not allowed.

The foreseen classes are the following:

## **Class S 1**

### **EB - EFB:**

Minimal weight for boats: as per diagram, cfr. 'Verification weight' below.

Max displacement: c.c. 8.300

Number max cylinders: 8 (eight).

In respect of the specific limitations foreseen in art. 502.01 of the safety rules and relevant paragraphs

**FB:**

Minimal Weight: as per diagram, cfr. 'Verification weight' below.

Maximum Power: In respect of the specific limitations foreseen in art. 502.01 of the safety rules and relevant paragraphs.

**Class S 2****EB - EFB:**

Minimal Weight: as per diagram, cfr. 'Verification weight' below.

Maximum displacement: c.c. 6300

Maximum number of cylinders: 8 (eight).

In respect of the specific limitations foreseen in art. 502.01 of the safety rules and relevant paragraphs

**FB:**

Minimal Weight: as per diagram, cfr. 'Verification weight' below.

Maximum Power: In respect of the specific limitations foreseen in art. 502.01 of the safety rules and relevant paragraphs.

**VERIFICATION WEIGHT**

For the Super Boat Sport classes, the allowed minimal weight for every boat is shown on the relevant chart, crossing the axis of the length of the boat (cm.), as indicated in the documents of the boats (Lh), and the adopted compensation curve.

At the crossing point, on the axis indicating the kg. It can be read the relevant weight rounding off for excess.

The minimal weight is to be calculated at the end of the race, and it is referred to :

- Boat unit.
- Equipments on board.
- Residual fuel.
- Crew ready for racing\*.

**\* (EXCLUDED FOR PRO CATEGORY)**

- Possible declared ballast.

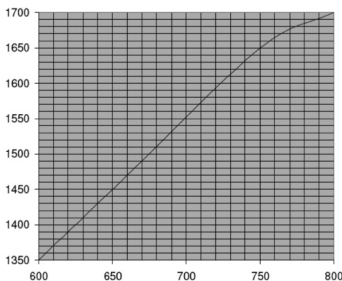
The ballast can be only of solid type, must be strictly fixed to the structure of the boat ; fixing with ropes, elastic or other material easy to be removed is not admitted. The existence and the weight of the ballast must be declared and indicated on the TECHNICAL CARD by the Technical officer. At the end of any race, all the boats and drivers, must remain available for possible procedures of weight verification and relevant inspections.

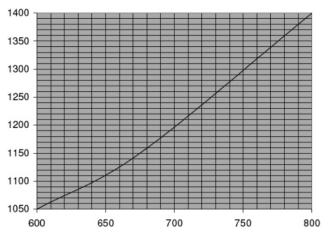
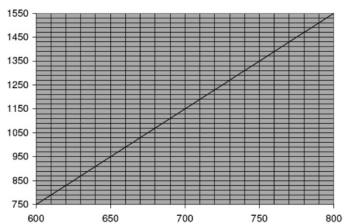
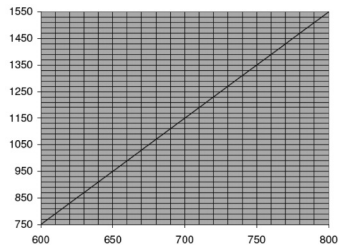
During the weight verification procedure, the boat does not have to contain liquids different from the residual fuel and solid parts that are not equipments on board or declared ballast. The weight of the pilot will be the weight of his body together with the weight of his racing clothes. In case the minimal foreseen weight is not reached, it will be applied disqualification.

Boats with a length of less than six meters, must have a minimum weight equal to boats of six meters in length.

## WEIGHT CHART

### S1 EB-EFB



**WEIGHT CHART****S2 EB - EFB****WEIGHT CHART****S1 FB****WEIGHT CHART****S2 FB**

## **Technical attachment to the endurance competition rules.**

### **Group B - Super Sport Boat Category.**

All the motors must be accredited and supplied from the sale net. The replacement parts of the motor and the possible substituted or changeable parts, as from the following points, must be supplied from the sale net as parts available from the sale catalogue. A catalogue of the supplier of the parts must be available.

All modifications not clearly allowed are prohibited.

1. The total displacement of the motor cannot be modified more than the re-boring allows. The re-boring of the cylinder is admitted with an increase up to 0,040" (1mm).
2. Drive shaft, connecting rods, flywheel, pistons and all the elements of the "rotary group" are free.
3. Connecting rods and drive shaft must be made of steel. The stroke of the piston must remain unchanged.
4. The inner mechanical workings to the motor are allowed. The number of spark plug and of the valves cannot be changed.
5. It is allowed to use only the original motor carter for that type of motor.
6. It is allowed to replace the head of the motor with other on the catalogue for that type of motor, standing as allowed what mentioned at point 4 for these elements.
7. The substitution of the sleeves is allowed.
8. Valves, camshafts, gears, chain all the elements of the distribution can be replaced.
9. It is allowed to replace or to eliminate the packing washers of the motor.
10. It is allowed the substitution of the carburetors with others as supplied by the catalogue for that type and model of motor. The fuel air feeding supplied by the engine manufacturer for that type and model of motor must remain as the original. No modification is admitted with exception of the substitution of the jets in the carburetor and the control system for the fuel injection engines (the number of the injectors cannot be changed from the original).
11. The intake system foreseen by the engine manufacturer for that type and model of motor must remain as the original. No other modifications are admitted. The filter element must be shaped as a paper filter, sponge or



metallic foliated packing. The intake pumps and the dynamic conveyors directed to the intake system are not allowed.

12. The external configuration of the motor carter must remain as supplied by the engine manufacture. It is prohibited to replace elements with others not available on the catalogue for that type and model of motor.
13. The substitution of spark plugs, cables and pipettes of the spark plug, spin electrical workers, bolts, tubes of the water, fastener, anodes, filters oil, propellers is allowed.
14. It is allowed to eliminate the power steering pump.
15. It is allowed to eliminate the complete system of lubrication separated in 2-stroke motors.
16. It is allowed the substitution of the complete exhaust system with an element available on the catalogue for that type and model of the motor as supplied by the exhaust manufacturer, provided that it is of a complete exhaust mixing type - total cooling water. The cooling water escaping holes must be put inside at least 10 cm. from the end of the exhaust pipe.

A Copy of the catalogue must be supplied to the Technical officer if requested during the verifications.

17. It is not allowed the use of multi-ratio speed gear.
18. It is allowed to eliminate the revolution limiter.
19. It is allowed to reinforce the anchorage between the legging and the steering bar in outboard motors.
20. It is exclusively admitted that use of commercial fuel, as supplied from the public pumps located in the marina or street areas.
21. It is not allowed any kind of additive : liquid, solid, gaseous, performance increasing or anti-detonating as foreseen by the UIM rules.

### **502.03.06 - RACE PROCEDURES AND RACE COURSE**

Race start and finish procedures will be detailed in the Race Instructions and during the pilots' briefings.

An Endurance Group B race shall be a minimum distance of 38 nautical miles. A race lap cannot be less than 3 nautical miles.

During the start lap, the minimum distance from the start line to the first turn mark (buoy) shall be minimum 1 nautical mile.

### **502.03.07 - RACE MARKS OR BUOYS**

It is strictly forbidden for a race boat to retake a missed race mark or missed race buoy.

For each race mark (buoy) missed or not taken as prescribed in a race/heat, a one lap-penalty will be applied.

When a driver misses three times a race mark in the same race/heat, disqualification will apply.

In case a driver of a boat has damaged a race buoy, the driver must pay 100 Euro (or other amount when stipulated in the Race Instructions) to the local organizer or owner of the race buoys and a one lap-penalty will be applied.

### **502.03.08 - CONTINENTAL AND WORLD CHAMPIONSHIP ROUNDS**

For Endurance Group B, a Continental Championship shall be composed of a minimum of 2 races and a World Championship shall be composed of a minimum of 3 races.

## **503 - AMERICAN PURSUIT COMPETITIONS**

### **503.01**

The American Pursuit competition is open only to pleasure craft duly homologated.

Craft competing shall be equipped with strictly standard engines and propellers. Craft shall be equipped with safety cut-off device. To pursuit competitions the following pleasure navigation categories may participate, each of them divided into classes according to their engine capacities.

### **503.02 - CATEGORIES AND CLASSES**

- Inflatable with outboard;
- Inflatable with out/inboard;

- Boats with outboard;
- Boats with out/inboard and inboard;

Each of these categories is divided into classes as follows:

### **Inflatable with outboard**

4 Stroke	2 stroke	Class
up to 550cc	up to 550cc	A
551cc - 1,000cc	551cc - 750cc	B
	751cc - 1,100cc	C
	1,101cc - 1,500cc	D
	1,501cc - 2,000cc	E
	2,001cc - 2,600cc	F
	2,601cc - 3,000cc	G
	3,001cc - 4,000cc	H

### **Inflatable with I.O.B.**

4 Stroke	2 stroke	Class
	up to 1,350cc	A
	1,351cc - 5,700cc	B
	5,701cc - 7,450cc	C
	7,451cc - 8,200cc	D
	8,201cc - 10,000cc	E

**Boats with outboard**

4 Stroke	2 stroke	Class
up to 550cc	up to 550cc	A
551cc - 1,000cc	551cc - 750cc	B
	751cc - 1,100cc	C
	1,101cc - 1,500cc	D
	1,501cc - 2,000cc	E
	2,001cc - 2,600cc	F
	2,601cc - 3,000cc	G
	3,001cc - 4,000cc	H

**Boats with I.O.B. or I.B.**

4 Stroke	2 stroke	Class
	up to 1,350cc	A
	1,351cc - 5,700cc	B
	5,701cc - 7,450cc	C
	7,451cc - 8,200cc	D
	8,201cc - 10,000cc	E

**504 - PARALLEL SLALOM COMPETITIONS****504.01**

The Parallel Slalom competition is open only to pleasure craft duly homologated.

Craft competing shall be equipped with strictly standard engines and propellers. Craft shall be equipped with safety cut-off device. For slalom competitions the following pleasure navigation categories may participate, each of them divided into classes according to their engine capacities :

**504.02 - CATEGORIES AND CLASSES**

- Inflatable with outboard;

- Inflatable with out/inboard;
- Boats with outboard;
- Boats with out/inboard and inboard;

Each of these categories is divided in classes as follows:

### **Inflatable with outboard**

4 Stroke	2 stroke	Class
up to 550cc	up to 550cc	A
551cc - 1,000cc	551cc - 750cc	B
	751cc - 1,100cc	C
	1,101cc - 1,500cc	D
	1,501cc - 2,000cc	E
	2,001cc - 2,600cc	F
	2,601cc - 3,000cc	G
	3,001cc - 4,000cc	H

### **Inflatable with I.O.B.**

4 Stroke	2 stroke	Class
	up to 1,350cc	A
	1,351cc - 5,700cc	B
	5,701cc - 7,450cc	C
	7,451cc - 8,200cc	D
	8,201cc - 10,000cc	E

**Boats with outboard**

4 Stroke	2 stroke	Class
up to 550cc	up to 550cc	A
551cc - 1,000cc	551cc - 750cc	B
	751cc - 1,100cc	c
	1,101cc - 1,500cc	D
	1,501cc - 2,000cc	E
	2,001cc - 2,600cc	F
	2,601cc - 3,000cc	G
	3,001cc - 4,000cc	H

**Boats with I.O.B. or I.B.**

4 Stroke	2 stroke	Class
	up to 1,350cc	A
	1,351cc - 5,700cc	B
	5,701cc - 7,450cc	C
	7,451cc - 8,200cc	D
	8,201cc - 10,000cc	E

**505 - HISTORICAL BOATS****505.01- EVALUATION FORM FOR UIM-ASDEC  
CERTIFICATION**

Points for the evaluation of Historical boats for award of the UIM/ASDEC Certificate or for inclusion in the Historical Naval Register shall be awarded on the following basis:

BOAT'S NATIONAL AUTHORITY			YEAR OF CONSTRUCTION
KEEL NUMBER			
BOATBUILDER	MODEL	ENGINE MANUFACTURER	MODEL
SHIPOWNER			ENTRY NUMBER

Maximum score 70 points. (the maximum score of the three Scrutineers is 210 points).

The boats that do not get the minimum score in every category, obtained by adding the points assigned by the three Scrutineers (minimum of: 12 points for Age, 6 points for History, 3 points for Importance, 18 points for Originality, 18 points for Maintenance, 3 points for Aesthetics) are considered Historical Aspirant.

## 505.01 - AGE

The score will be given in proportion to the documented age of the boat

Guide Index from 1 to 10 points, with a maximum increase to 20 points.

Up to 25 years old (classic boats)	points 1
<ul style="list-style-type: none"> <li>■ Boats less than 25 years old but on designs of more than 25 years old (Total rebuild or copy)</li> </ul>	points 2
<ul style="list-style-type: none"> <li>■ Boats less than 25 years old, belonging to a series with more than 25 years of production</li> </ul>	
<ul style="list-style-type: none"> <li>■ Boats more than 25 years old, built after 1st January 1970</li> </ul>	points 4
<ul style="list-style-type: none"> <li>■ Built between 1960 and 1969</li> </ul>	points 5
<ul style="list-style-type: none"> <li>■ Built between 1950 and 1959</li> </ul>	points 6
<ul style="list-style-type: none"> <li>■ Built between 1940 and 1949</li> </ul>	points 7
<ul style="list-style-type: none"> <li>■ Built between 1930 and 1939</li> </ul>	points 8
<ul style="list-style-type: none"> <li>■ Built between 1920 and 1929</li> </ul>	points 9
<ul style="list-style-type: none"> <li>■ Built before 1920</li> </ul>	points 10

Total scored points by :

- Scrutineer 1 : .....
- Scrutineer 2 : .....
- Scrutineer 3 : .....

If reliable age: scored points x 1.5

If documented age : scored points x 2.0

Total Points : .....

When the established age of the build is more than 25 years, the score is doubled. Nevertheless if there are substantial external modifications (proportional to the size of the boat) effected in the last 25 years, the score may be increased by 50% with a rounding off to the greater whole point. In the absence of official documents or photos in dated publications, the age may be estimated from objective elements (engine, design of the boat, structural particulars etc...) without going back to the precise year, and the score based on the estimated age may be increased by a maximum of 50%.

## 505.02 - HISTORY

Judged on the production of the documents showing the boat's history and the nautical competitions in which it has competed. The authenticity and the rarity of the documents produced shall also be taken into consideration.

Guide Index Maximum 10 points

- Official documents (Lloyd's Registry, navigation's license Measurement certificate etc...) ; points 1
- Books in which are reproduced the boat and its history; (copy of the pages) points 1
- Books concerning the boatbuilder's history (copy of the summary); points 1
- Press articles concerning the boat, the mode or the Boatbuilder; points 1
- Unpublished news, written and documented on the history of the boat or of the yard; points 1
- Photographic or filmed documentation of the launch or the building in the yard; points 1
- Photographic documentation of the boat engaged with activity and meetings; points 1
- Photographic documentation of restoration or maintenance; points 1
- Structural plans, specific of building, and unpublished documents; points 1
- Operating and maintenance booklets and documents of the Period and contemporary journalism writing on current affairs; points 1



Total scored points by

- Scrutineer 1 : .....
- Scrutineer 2 : .....
- Scrutineer 3 : .....

Total Points : .....

### 505.03 - IMPORTANCE

Judged on the uniqueness, rarity and peculiarity of the history, of technology, of success, etc. of the boat.

GUIDE INDEX Maximum Points 10

- Same family or owner points 1
- Options: Of international famous owners points 2  
Of well-known owners at National level points 1
- For having participated to competitions, meetings raids, war events points 1
- Famous designer points 1
- Famous Boat builder points 1
- Monotype or rare example of craftmade Boat builder unknown or not much known, or exclusive model of famous Boat builder the first or last current model of famous Boat builder, or rare example of imitated series of a famous Boat builder points 1
- Important for technique or aesthetics and constructional innovations points 1
- Important for success of sale points 1
- Important for success of collection points 1

Total scored points by

- Scrutineer 1 : .....
- Scrutineer 2 : .....
- Scrutineer 3 : .....

Total points : .....

## 505.04 - ORIGINALITY

Judged on the authenticity of the boat and its constituent elements.

Guide Index Maximum points 10.

Open small boats with mixed propulsion, inboard and oars or engine sail

- Options: Original plan not modified; points 2  
Original plan modified or updated more than  
25 years ago by the same designer or yard; points 1
- Options:  
Boat's materials and designed superstructures never  
replaced (excluding the replacement of the bottom  
planking, for safety reasons); points 2  
Boat's materials and of designed superstructures with  
invisible partial replacement; points 1
- Options: Original engine; points 3  
Engine of similar type; points 1
- System of restoration and painting;  
Original windscreen,  
porthole and glasses centring,  
awnings, benches and dunnages;. points 1
- Original mast and rudder, tank and battery close to  
the original.  
Sails, halyards, shrouds, sheets, rigging, blocks,  
oars & rowlocks; points 1
- Tiller, winch, dashboard. Boats internal visible upholstery; points 1
- Deck equipment, navigation and metallic fittings; points 1

Total scored points by

- Scrutineer 1 : .....
- Scrutineer 2 : .....
- Scrutineer 3 : .....

Total points : .....

### Runabouts and day cruisers (with deck) inboard and outboard.

- Options: Original plan not modified; points 2  
Original plan modified or updated more than 25 years ago by the same designer or yard; points 1
- Options:  
Boat's materials and designed superstructures never replaced (excluding the replacement of the bottom planking, for safety reasons); points 2  
  
Boat's materials and of designed superstructures with invisible partial replacement; points 1
- Options: Original engine and transmission.  
Rudder, tank, battery, tubes and original plants close to the original; points 2  
Engine of similar type; points 1
- System of restoration and painting.  
(materials and colour); points 1
- Original windscreen, porthole, skylights, dashboard, instruments, wheel, hand drives, and deck equipment and glasses centring, awnings, benches and dunnages; points 1
- Awnings, hoods, original seat or similar to original; points 2
- Options: Aped as the boatbuilder updatings; points 1

Total scored points by

- Scrutineer 1 : .....
- Scrutineer 2 : .....
- Scrutineer 3 : .....

Total Points: .....

### Cabin cruiser and motor yacht

- Options: Original plan not modified; points 2  
Original plan modified or updated more than 25 years ago by the same designer or yard; points 1

- Boat's materials and designed superstructures never replaced or imperceptible partial replacement; points 1
  - System of restoration and painting. (materials and colour); points 1
  - Original windscreen, porthole, skylights, dashboard, instruments, wheel, hand drives; points 1
  - Original mast and deck equipment or like the original; points 1
  - Furnishing and tapestry suit to the period; points 1
  - Original internal division into compartments (possible limited Modifications functional to internal division inside are tolerated); points 1
  - Wind glasses, wind sleeves, gangways, and accessories of the period; points 1
- Total scored points by
- Scrutineer 1 : .....
  - Scrutineer 2 : .....
  - Scrutineer 3 : .....
- Total Points: .....

### **Workboats and military craft**

Guide Index Maximum 10 points:

- Options:
- Without modifications to the original plan and with no external structural or behavioural modifications; points 2
- Limited internal modifications; points 1
- Boat, deck and deckhouse with matching or original materials; points 1
- System of restoration, painting and matching colours; points 1
- Mast, tackles, heating appliances and original instruments; points 1
- Options:
- Engine and original mechanical system; points 2

- Close to the original; points 1
  - Original Machine room, bridge and bathrooms; points 1
  - Furnishing and upholstery of cabins and wardroom in the style of the period; points 1
- Total scored points by
- Scrutineer 1 : .....
  - Scrutineer 2 : .....
  - Scrutineer 3 : .....

Total Points: .....

## Racing Boats

- Boat without aesthetic modifications; points 1
- Boat with original materials (excluding minimal restoration); points 1
- Original deck, windscreen, fairing and cockpit; points 1
- Original System of restoration, painting and matching colours; points 1
- Options:
  - Original engine; points 3
  - Similar engine; points 1
- Tank, wheel, rudder, dashboard, hand drives and instruments original and matching; points 1
- Battery, tubes, deck's equipping and carpentry close to the original; points 1
- Original seats and ceiling; points 1

Total scored points by

- Scrutineer 1 : .....
- Scrutineer 2 : .....
- Scrutineer 3 : .....

Total Points: .....

## 505.05 - MAINTENANCE

Judged on efficiency, general condition of hull and deck materials and paintings, of upholstery and furniture, operation and appearance of engines and fittings independently of their originality.

Guide Index Maximum Points 10

- Options Materials of construction as original or painted without serious flaws or disfiguring spots (small imperfections reflecting the age of the material are allowed); points 3
- Options as above but with partial restoration; points 2  
as above but with partial replacements; points 1
- Painting or antifouling of the hull, painting of the upperworks in very good condition; points 1
- Options: Paintings (or polishing ) of hull and superstructures in very good condition; points 2  
in good or fairly good condition; points 1
- Paintings and cleaning of bilges in very good conditions, paintings and upholstery of the interior well preserved; points 1
- Chroming or cleaning of deck fittings; points 1
- Maintenance of engines, fittings and engine room; points 1
- Patina of general use, internal and external, enchanting (charm due to the level of maintenance and not to recent restoration); points 1

Total scored points by

- Scrutineer 1 : .....
- Scrutineer 2 : .....
- Scrutineer 3 : .....

Total Points: .....

## 505.06 - BEAUTY

Judge on beauty and charm, proportions, elegance in shape, materials and colours; (changes provided over time do not affect beauty if well designed and built).

Guide Index Maximum 10 Points

- Options: Harmonious external lines, refined and charming; points 4  
 Harmonious and pleasant external lines; points 3  
 Essential and balanced external lines; points 2  
 External lines without homogeneous design,  
 but acceptable ; points 1
- Exterior colours and look of elegant materials; points 1
- Options: Inside with organic and refined design  
 of furniture in the style of the boat; points 2  
 Spartan but sailor-like inside; points 1
- Inside: colours and finishing materials with charming look; points 1
- set of period accessories, if contributing to the charm ; points 1
- design level, realisation and finishing of the inside  
 and outside; points 1

Total scored points by

- Scrutineer 1 : .....
- Scrutineer 2 : .....
- Scrutineer 3 : .....

Total Points: .....

TOTAL SCORE OF THE THREE SCRUTINEERS ...../...../.....

Date \_\_\_\_\_ Place \_\_\_\_\_

Scrutineers Name and signature

1. - \_\_\_\_\_
2. - \_\_\_\_\_
3. - \_\_\_\_\_

## **600 - RECORDS AND PERFORMANCES**

### **600.01 - GENERAL**

All record trials and their control subscribe to the following rules.

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

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

Combining speed records with distance records is not allowed.

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

### **600.02**

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

### **600.03**

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

### **600.04**

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

## **601 - CLASSES ELIGIBLE FOR RECORDS**

### **601.01**

World records may be attempted with the following craft :



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

## **601.02**

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

## **601.03**

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

- reducing the cylinder capacity;
- restricting the tuning permitted;
- restricting fuel permitted;
- introducing a minimum weight;
- increasing the minimum weight;
- or any other means;
- the records established before the modification comes into force will be frozen and a new series of records will be started;

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

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

## **601.04 - QUALIFICATION**

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

## **602 - DEFINITION OF UNITS**

### **602.01 - TIME, DISTANCE AND SPEEDS**

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

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

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

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

### **602.02 - STATUTE MILE, NAUTICAL MILE**

#### **AND KILOMETRE**

The statute mile is an Anglo-Saxon measure.

The Nautical mile is used at sea.

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

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

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

One kilometre = 3280.844 feet = 1000 metres

## **604 - BASES (THE COURSE)**

### **604.01**

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

## **604.02**

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

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

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

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

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

## **604.03**

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

## **604.04**

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

## **604.05**

For speed records there shall be only one attempt on the course at any one time. An attempt must not start until the Officer Of the Day of the trial is satisfied that effective rescue boats are on the course.

## **605 - CALCULATION OF SPEED**

### **605.01**

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

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

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

### **605.02**

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

### **605.03**

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

### **605.04**

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

Where t is the time in seconds :

the speed in mph =  $4142.9 \div t$

the speed in kph =  $6667.2 \div t$

## **606 - MARGIN REQUIRED**

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

## **607 - MOTORS**

### **607.01**

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

### **607.02**

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

### **607.03**

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

### **607.04**

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

### **607.05**

When attempting to break a UIM class record, the noise level of the motor shall not exceed the authorised level (rule 735.14).

## **608 - REQUEST TO ORGANISE**

### **608.01**

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

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

## **608.02**

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

## **608.03**

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

The National Authority indicates the validity of the record permit.

## **608.04**

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

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

## **609 - OFFICIALS**

### **609.01**

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

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

### **609.02**

The Official Timekeepers and Officials may receive payment for their services at rates fixed by the National Authority.

### **609.03**

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

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

Each Timekeeper hands to the National Authority a signed report of the record attempt, countersigned by the Official Observer.

## **609.04**

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

## **610 - SPEED RECORDS**

### **610.01**

There is only one World record per class. This record can be established over the nautical mile, Statute mile, or the kilometre. For aquabikes the distance may be 500 metres.

### **610.02**

The course is covered once in each direction consecutively.

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

90° 1 nautical mile 90°

1 kilometre

1 statute mile

### **610.03**

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

## **610.04**

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

There must be a Timekeeper and a Timekeeper Observer at each position.

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

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

The times of day of each attempt must be recorded.

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

## **610.05**

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

If the attempt has not been completed within four hours of a starting time fixed by the National Authority, the Officer Of the Day may stop the trial.

# **611 - DISTANCE RECORDS**

## **611.01**

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

## **611.02**

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

The course for distance records may be :

- a course established for speed records;



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

The buoys placed at the corners must always be rounded.

### **611.03**

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

### **611.04**

Timing is to be to one tenth of a second.

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

### **611.05**

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

## **612 - HOUR RECORDS**

### **612.01**

The following International and National records are recognised by the U.I.M : 1, 2, 3, 4, 6, 9, 12 and 24 hours duration records for all the series recognised by the UIM

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

### **612.02**

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

### **612.03**

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

### **612.04**

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

### **612.05**

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

The same engine(s) and hull must be used throughout the trial.

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

### **612.06**

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

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

### **612.07**

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

### **612.08**

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

**612.09**

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

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

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

**612.10**

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

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

ninth lap completed in 13 mn 50 s = 830 s

time balance 5 mn 20 s = 320 s

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

Total distance in 2 h = 115.80 st.m

Average speed = 115.80 ÷ 2 = 57.90 mph

**613 - WORLD COMPETITION RECORDS****613.01**

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

No other records may be established during a race.

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

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

## **614 - PERFORMANCE CERTIFICATES**

### **614.01**

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

### **614.02**

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

### **614.03**

The UIM only recognise the results which improve upon previous performances.

### **614.04**

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

### **614.05**

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

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

### **614.06**

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

The UIM may award Performance Certificates for any of the offshore classes, International and National, established at sea on properly measured runs.

## **615 - HOMOLOGATION OF RECORDS**

### **615.01**

Only records homologated by the UIM are considered as World Records.

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

### **615.02**

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

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

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

### **615.04**

The Timekeepers and Measurers must complete the official UIM record application form, which must be signed as correct by the Senior attempt Official (President, Chairman, Officer Of the Day etc.) and be sent to the National Authority within three days of the trial, (seven days for APBA controlled classes).

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

### **615.05**

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

- a plan of the course if not already in possession of the UIM;
- the completed official UIM application form which must include any National Authority calculations;
- a copy of the boat's measurement certificate;

- to be noted on the reverse, the driver's name, class and speed achieved;
- a list of the full names of the Officials with, at least, the names of the Timekeepers, Measurers, Rescue Officer, Officer Of the Day and Observer;
- e results in which the boat qualified, as per UIM rule 601.04;
- for attempts on tidal waters, the calculation stating the times of the changes of direction of water along the course (changes in tidal flow) and the source of the information;
- a cheque for the amount due.

### **615.06**

The recognition fee is fixed annually by the General Assembly.

### **615.07**

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

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

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

### **615.08**

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

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

## **616 - UIM RULES FOR LONG DISTANCE OFFSHORE MOTORBOAT WORLD SPEED RECORDS**

General - This edition of the rules supersedes the existing rules.

### **616.01 - AUTHORITY**

The UIM through the relevant National Authority is the authority in all matters concerning speed records. It co-operates with National motorboat authorities as appropriate but is also able to examine and ratify record claims made by individuals and to approve attempts whether or not they fall within the jurisdiction of a national motorboat authority.

### **616.02 - RATIONAL**

#### **Records and races**

Elapsed times achieved in motorboat races organised by clubs which are recognised by a National motorboat authority are accepted as correct by the UIM/relevant National Authority. The shortest time, without handicap, is the record for an event. A record achieved during a race is listed as a race record and an outright record. If, however, an individual performance over the same course betters a race and outright record, it will only be listed as an outright record.

Records will be recognised for passage between pre-determined points providing all relevant rules for independent observation are established, maintained and ratified.

#### **Racing rules**

The UIM racing rules do not apply during individual (non-race) record attempts.

### **616.03 - GENERAL**

The purpose of the rules is to enable attempts to be made on a variety of offshore records. They do not form the conditions of any prize or trophy, nor are they motorboat instructions.

The record for each passage shall stand until the elapsed time of that record has been reduced by at least one minute. Every request to ratify a record shall be considered in time and date order.

The time used for this purpose will be Greenwich Mean Time.(GMT)

The UIM/relevant National Authority cannot accept any responsibility for personal injury or loss of life, damage to or loss of property arising from any record attempt made under its rules whether supervised by its officials or not.

The official language is English.

## **616.04 - LONG DISTANCE OFFSHORE WORLD RECORDS**

The World Record for the passages listed in rule 10 will be held by the motorboat and skipper which establishes the shortest elapsed time in accordance with these rules.

Any offshore record can be held in either of the following categories:

- Any vessel less than 50 m LOA, with any number of crew.
- It is not allowed to do any records single-handed that require duration longer than 6 hours.

All records are be divided into three outright classes, up to 30ft/9.14 metres LOA, over 30ft/9.14 metres LOA and up to 50ft/15.24 metres LOA and over 50ft/15.24 metres LOA, to be measured using the method for Offshore Class I. Any of the above classes could also be eligible for the fastest outright record. (For example : a skipper may apply for the Up to 30 ft record, but if he beats the existing outright time, then he would also be eligible for the outright record).

“Without assistance” - means that a vessel may not receive any kind of outside assistance or take on board any fuel supplies, materials or equipment during a record attempt. A craft may be anchored or beached during the record attempt but any repairs must be made entirely by the crew without outside resources or materials.

“With assistance” - means a vessel may enter harbour for fuel, repairs, alterations or stores as required. Crew, excepting the skipper, may be changed. During any stops, the timing of the voyage continues.

It is never permitted to take on board fuel stores or equipment or get any other kind of help from another vessel whilst under way (except as permitted by 616.05 6 Emergencies).

## **616.05 - MOTORBOAT RULES**

Applies to all long distance offshore records and all types of vessel.



**Propulsion** - any method of mechanical force.

**Steering** - any type of automatic steering is allowed.

**Navigation** - any type of navigation equipment is allowed and there is no objection to any type of information or advice being transmitted to or from the vessel. However, the vessel must be driven and navigated by the onboard crew.

**Emergencies:**

In the event of the record attempt being diverted or compromised by the necessity to render assistance to a mariner in distress (excluding members of the record crew), time allowances may be made subject to the provision of adequate documentary and substantive evidence of time lost.

In the event of fouling another vessel or manned structure (e.g. an oil rig) it is permitted for the crew of the other vessel or structure to assist the vessel in getting clear.

**Rounding** - when a course calls for a mark, beacon or point of land to be 'rounded', this means that an imaginary string from the start to the finish points must enclose the feature specified when pulled tight.

**Tidal stream or current** - no allowance is made for tidal stream or current in considering any of these records.

**Refuelling** - must not be done by another vessel whilst at sea. Recognised fuel outlets within harbour confines are acceptable.

**Responsibility** - It is the sole and inescapable responsibility of the skipper of a motorboat engaged in any such record attempt to decide whether to start and, having done so whether to continue the voyage.

**The Vessel** - shall have communication equipment capable of maintaining contact throughout the attempt with monitoring stations along the route.

**Life-raft** - a certified life-raft or life-rafts suitable for the maximum number of persons on board shall be carried along with the full safety equipment appropriate for the planned passage.

**Tow** - when a tow is received, the attempt shall return to the last official recorded "own power" position before resuming. If a "without assistance" boat receives a tow the attempt then fails or becomes "with assistance."

## **616.06 - SAFETY RULES**

It is not within the province of these rules to set safety standards. However, all vessels making record attempts must comply with the appropriate safety standards laid down by International Maritime Law and by their Country of origin or registration, and of any race or trophy in which they may be competing, or ratification will be refused.

In the case of a circumnavigation attempt, the challenge vessel shall be built to comply with the rules for classification of an International Maritime Organisation (I.M.O.) recognised Classification Society and as such, be of suitable class for the range and speed of the vessel. In addition, the vessel shall be certified by the Statutory Regulating Authority of the Country of registry, which, as a minimum, shall be equivalent to the UK Maritime & Coastguard Agency (M.S.A.) Code of Practice for Safety of Large Commercial Sailing and Motor Vessels.

Evidence of compliance must be provided to the relevant National Authority prior to departure.

## **616.07 - NOTICE**

At least one month's notice be given of intended record attempts, accompanied by the appropriate fee, otherwise the relevant National Authority cannot guarantee to observe a record. Records cannot be recognised retrospectively.

## **616.08 - OBSERVATION / DECLARATION**

When proper notice of a record attempt has been received, the relevant National Authority will appoint an observer to make arrangements for the start and finish to be witnessed and timed. The observer or a person appointed by him, will also need to check that the documentary evidence provided relates to the vessel that has completed the record passage. The skipper and one other member of the crew will be asked to sign a declaration that all the rules have been followed. Where practicable, there is no objection to the observer being on board during the record attempt.

## **616.09 - TIMING**

The moment of starting and finishing a record passage must be recorded to the nearest second using GMT. The accuracy of these must be checked within six hours of the start and finish of the attempt by reference to an official time signal

by telephone or radio. Details of the timepiece used must be logged and signed for by the observer or his appointee.

Records will always be defined as an elapsed time in days, hours, minutes and seconds. Average speed may be shown for information only.

## **616.10 - RECORD COURSES**

### **General**

Only fixed points of land, fixed navigational beacons or other charted fixed objects can be used as reference points though they need not necessarily be sighted. In special cases, pre-approved by the Observer, such as positions derived from satellite navigation systems are acceptable.

All routes are reversible and the record time from A to B can be beaten by an attempt from B to A.

If a new route is requested then an application from a National Authority to the UIM is required. This application can be submitted to the UIM at any time during the year however all applications must be made no later than 90 days prior to the intended record attempt. Provided that the new route does not conflict with a very similar existing route it will be approved. The application should detail any restrictions and the mileage.

The start and finish positions if A to B must be given.

When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded "own power" position before resuming.

### **Around the World (616.04 - second paragraph applies)**

To make motorised passage around the World, eastbound or westbound, a vessel must start from and return to the same point, must cross all meridians of longitude, and must pass through the Suez and Panama Canals.

Further records may be applied for and set between ports of passage or recognised points if they are contained within an overall record for circumnavigation. Full details of the proposed passages must be submitted with the application.

### **Transatlantic - New York to the Lizard: (616.04 - second paragraph applies)**

Start by crossing a line drawn due south (true) from the highest point of the Ambrose Light Tower (40 27.53N, 73 49.88W). The finish is a line due south (true) from the highest point of Lizard Point Lighthouse (4957.58N, 05 15.07W). Pass within 1.5 nautical miles of each of these points.

### **London - Monte Carlo: (616.04 - second paragraph applies)**

The distance is 2392 statute miles/3850 kilometres.

The Start and Finish line at London to be between Royal Pier, Gravesend and Tilbury Fort and the Start and Finish line at Monte Carlo to be due east of the Yacht Club de Monte Carlo.

### **Round Great Britain: (616.04 - second paragraph applies)**

The distance round the mainland to be used for calculating the speed, as determined by the Royal Yachting Association (R.Y.A.)/Admiralty, is 2524 kilometres/1568.3 statute miles.

The position of the Start and Finish Line to be determined by the applicant who will be responsible for making proper application to the National Authority from whose jurisdiction the attempt is started from.

### **Poole - Cherbourg:**

The distance to be used for calculating the speed, as determined by the R.Y.A., is 115.806 kilometres/71.958 statute miles.

The Start/Finish line at Poole is between the Branksome Chine Outfall Buoy, 50° 42.21 'N, 01° 54.23 'W, to the brick building on the beach, all boats must pass to the north of the Branksome Chine Outfall buoy. The Start/Finish line at Cherbourg is the midpoint (49° 40.39 'N, 01° 39.42 'W) of the transit line between the breakwater ends of the Western entrance to Cherbourg outer harbour.

### **Round the Isle of Wight: (616.04. - 2nd paragraph) applies for over 5 laps and for 6 hours and over)**

The distance round the island to be used for calculating the speed, as determined by the R.Y.A., is 88.512 kilometres/55 statute miles.

The Royal Yacht Squadron flagpole to the South Bramble buoy is the Start and Finish Line, or other line pre-approved by the R.Y.A..

Attempts must not clash with other sail or powerboat racing events and approval of timings must be obtained from the R.Y.A.

A R.Y.A. approved official shall be responsible for all Timekeeping arrangements, for keeping the Secretary of the Royal Yacht Squadron fully informed and shall receive and transmit all relevant papers. The Timekeeping details to be R.Y.A. approved seven (7) days before the start.

It is acceptable to do single lap, multiples of 5,10,15, 20 or so on laps. Records are acceptable for 6 hours, 12 hours 18 hours and 24 hours around the course, these will be timed as a fond record according to the calculations in the 611 series.

### **Marseilles to Carthage: (616.04 - second paragraph applies)**

Start by crossing a line drawn 090 (true) from Pomegues Lighthouse (43 15.7N, 5 17.4E). The finish is a line drawn 090 (true) from Ras Quartajamah Lighthouse (Cape Carthage, near Sidi Bou Said, 36 52.3, 10 20.9E). Pass within 3 miles of each of these points.

### **Round Italy - Venice to Monte Carlo (616.04 - second paragraph applies)**

Start by Lido di Venezia in front of the Excelsior hotel.

Finish line at Monte Carlo to be east of the Yacht Club de Monaco.

### **Round Great Britain and Ireland (616.04 - second paragraph applies)**

The distance around Ireland to be used for calculating the speed, as determined by the Royal Yachting Association (RYA) & Irish Sailing Association (ISA) from the Admiralty is 2056.46 statute miles (1787 nautical miles), (3308.84 kilometres).

The course must enclose all off-lying islands off the British and Irish coasts except for the Channel Islands and Rockall.

The position of the start and finish line to be determined by the applicant who will be responsible for making the proper application to the National Authority from whose jurisdiction the attempt is started from.

### **Round Ireland (616.04 - second paragraph applies)**

The distance around Ireland to be used for calculating the speed, as determined by the Royal Yachting Association/Admiralty (RYA) & Irish Sailing Association (ISA) from the Admiralty is 810.1 statute miles (704 nautical miles), (1303.8 kilometres).

The course must enclose all off-lying islands off the Irish coast except for Rockall.

The position of the start and finish line to be determined by the applicant who will be responsible for making the proper application to the National Authority from whose jurisdiction the attempt is started from.

### **Round New Zealand (616.04 - 2nd paragraph applies)**

The distance around New Zealand to be used for calculating the speed, as determined by the New Zealand Powerboat Federation is 2388.1 statute miles (2073 nautical miles), (3842.31 kilometers).

The course includes the circumference of the two main masses of land designated the North Island and the South Island. It does not include Stewart Island or any other coastal islands which may be navigated either to seaward or inshore.

The start line and the finish line shall be the Auckland Harbour Bridge. Any alternative start/finish line may be considered by the NZPBF when the proper application for a record attempt is applied for.

### **Trans Tasman - Sydney to Auckland (604 - 2nd paragraph applies)**

The distance from Sydney, Australia to Auckland, New Zealand to be used for calculating the speed, as determined by the New Zealand Powerboat Federation is 1468.8 statute miles (1275 nautical miles), (2363.21 kilometers).

The start line shall be the Sydney Harbour Bridge. The finish line shall be the Auckland Harbour Bridge. Reverse direction of the course may be considered by the NZPBF when the proper application for a record attempt is applied for.

### **Southern Islands - Round Isle of Wight, Channel Islands, Scillies, returning to the Isle of Wight**

The distance round the island to be used for calculating the speed, as determined by the RYA, is 615.70 statute miles, 535 nautical miles or 990.80 kilometres.

The records are for powerboats and stated as the total time taken and the average speed in kilometres per hour and miles per hour.

The position of the Start and Finish Line to be determined by the applicant who will be responsible for making proper application to the RYA for the attempt.

An RYA approved official shall be responsible for all Timekeeping arrangements and to receive and transmit all relevant papers. The Timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.

When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded "own power" position before resuming the circumnavigation.

Free hulls and free propulsion.

For the duration of the attempt communication shall be maintained with HM Coastguard, this can be by use of satellite phone. A certified liferaft suitable for the maximum number of persons on board shall be carried.

A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority.

Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper's responsibility.

## **Round Anglesey**

The established recorded distance is 66 nautical miles, 75.951 statute miles, 122.232 kilometres. It shall include the full length of the Menai Straits from Northwest Entrance gate through to Caernarfon Bar gate C1 and C2.

The record must be stated as the total time taken and the average speed achieved in kilometres per hour and miles per hour.

The position of the Start and Finish Line to be Beaumaris Pier and buoy B10.

The Timekeepers shall be approved specifically for each attempt. The timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.

When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded "own power" position before resuming.

Free hulls and free propulsion.

The vessel shall have communications capable of maintaining contact with Holyhead Coastguard throughout the attempt and other monitoring stations along

the route. Communications can be maintained by the use of satellite telephone communications equipment. A certificated liferaft suitable for the maximum number of persons on board shall be carried.

A 406 emergency EPIRB is recommended to be carried at all times, full details of this must be registered with the appropriate authority.

Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper's responsibility.

Caernarfon Harbour Master and Ynys Mon Maritime Officer must be contacted for concessions to exceed the speed limits along the Straits which are in place 12 months of the year. Due to other boating activity during the season this record can only be attempted during November to February, to ensure safety of all other water users

### **Abu Dhabi - Doha Sheraton Hotel (Gulf route)**

The start : Abu Dhabi Marina

The finish : Doha Sheraton Hotel

The distance as determined by QMSF is (167) nautical miles, (193) statute miles or (309) kilometres.

Alternative distance in case of bad weather during the scheduled date is (172) nautical miles, (199) statute miles or (319) kilometres.

The records are for powerboats and stated as the total time taken and average speed in kilometres per hour and miles per hour.

The position of the start and finish line to be determined by QMSF.

An QMSF approved official shall be responsible for all timekeeping arrangements and to receive and transmit all relevant papers. The timekeeping details to be QMSF approved seven (7) days before the start. Failure to do so may result in the QMSF refusing to ratify or time an attempt.

Free hulls and free propulsion.

For the duration of the attempt, communication shall be maintained with the Qatari coastguard and Abu Dhabi (UAE) coastguard, this can be by use of satellite phone. A certified life raft suitable for the maximum number of persons on board shall be carried.



A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority.

Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the QMSF. This is the skipper's responsibility.

## **616.11 - FEES**

The skipper or organisation wishing to make an attempt on a record is responsible for the costs of observing and ratifying it.

These must be paid in two parts as follows:

- On making an official application to the relevant National Authority for a record attempt to be observed, a fee of 762 € required.
- If attempt is unsuccessful then 305 € will be refunded, if successful the 305 € will be forwarded to the UIM for the ratification fee.

## **616.12 - EXPENSES**

The person or organisation making the record attempt is responsible for the legitimate expenses and remuneration of the official observer and any assistants. This must be paid before any record claim can be considered.

## **616.13 - RATIFICATION**

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

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

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

A request for ratification must reach the relevant National Authority within 14 days of the attempt being completed.

The following documents are to be submitted to the UIM/relevant National Authority; the submission may be by fax if followed up by the original documents.

- A statement by the skipper giving details of the vessel, the crew and the course followed. This must include a declaration that these rules have been followed, signed by the skipper and at least one other member of the crew.
- A report by the Official Observer giving details of the timing and verifying the accuracy of all observations.

#### **616.14 - INTERPRETATION**

In case of any dispute over any of these rules, the decision of the relevant National Authority is final.

# **GROUP 700**

## **CUPS AND TROPHIES**

### **700.01 - INTERNATIONAL CUPS**

The National Authorities must send to the Secretary of the UIM a copy of their international Cup Rules, Year Books, official Statutes and other publications. These documents will be held for reference by all National Authorities.

### **701 - PAVILLON D'OR**

THE "PAVILLON D'OR" CRUISE

#### **701.01 - ORIGINS**

Following a proposal by the French Federation of Automobile Navigation, the International Union established, during its general assembly of 5, 6 and 7 October 1936, the International "Pavillon d'Or" cruise which takes place each year, according to the general rules of the UIM and to those of the following cruise, valid for both cruises.

#### **701.02 - ADMINISTRATION**

##### **Yearly cruise**

The "Pavillon d'Or" cruise is inscribed yearly in the International calendar.

##### **Organising Country**

Each year, the organisation of the event is entrusted to one of National Authority affiliated to the UIM. National Authorities wishing to organise this cruise shall make an application to the UIM.

The National Authority of the designed Country indicates to the UIM the body affiliated to its National Federation, the club to which the organisation of the "Pavillon d'Or" cruise will be entrusted, together with the name of the person in charge.

## **Rules**

Bodies entrusted with the organisation of the “Pavillon d’Or” cruise undertake to abide both by the rules specific to the cruise and to the UIM rules relating to pleasure navigation.

### **Organisation costs**

The cruise’s organisation costs are borne by the organising body.

The said body may accept sponsors.

### **“Pavillon d’Or” Cups**

The “Pavillon d’Or” shall be awarded to the yacht having left from the point furthest away from the final destination.

The yacht receiving the “Pavillon d’Or” may also be awarded cups or prizes according to the specific rules of the Cruise’s programme.

The number of cups allotted on the occasion of the cruise is unlimited and each organising body may set the number as it sees fit. All cups and prizes remain the property of the winner.

Each participant in the “Pavillon d’Or” cruise receives a commemorative souvenir.

### **Prizes in cash**

No cash prizes may be awarded on the occasion of the “Pavillon d’Or” cruise.

### **Failure to organise**

If, for any reason recognised as being valid by the UIM, the National Authority designated to organise the cruise is unable to do so, the National Authority which received the second highest number of votes shall be entrusted with the said organisation, or the next best National Authority if the latter is unable to do so.

### **Dates**

The cruise takes place each year between 1 June and 25 September.

The National Authority shall communicate to the UIM the date of the “Pavillon d’Or” cruise, at the latest by September 30 of the year preceding the cruise, to enable the event to be published in the calendar of the UIM

## **Program and specific rules**

The program together with the specific rules, approved by the National Authority, shall be published at the latest 45 days before the event and communicated to the UIM

## **Qualification**

The cruise is open to all inhabitable motor yachts. Auxiliary sails may be used.

The owners shall belong to a National Authority.

No distinction is made between the various yacht categories. The number of engines and their power is not taken into consideration.

The “Pavillon d’Or” cruise is a regularity event. No sheer speed events may be organised.

The rules provide that the services of a pilot are acceptable for certain rivers. However, yachts shall navigate using their own means.

## **Registration fees**

Registration fees set according to the advance program shall be sent to the organising club.

Registration fees shall reach the organising committee at the latest four weeks prior to the cruise’s official date of arrival.

In the event of default, the entry fee remains in the hands of the organising committee.

The registration fee set by the organising committee may not be modified.

Yachtsmen not members of a club affiliated to a National Authority may take part in the cruise as long as they abide by the conditions set by the said authority.

Registration fees are split as follows :

80 % to the organising club;

10 % to the National Authority;

10 % to the UIM;

In addition, the UIM receives the inscription for the calendar;

## **701.03 - THE CRUISE**

### **Departure**

No departure shall take place more than three months prior to the cruise's official date of arrival.

### **Point of departure**

Competitors are free to start from where they chose but shall cover at least one hundred nautical miles to reach the port of arrival. Such a distance shall not necessarily be calculated as to the route followed but may be covered as a circuit or loop provided always that the course is always in the general direction of the port of destination.

### **Ports of call**

The organising body designates the ports and cities where the competitors shall stop for stopover controls.

Only such ports and cities designated by the organisers shall be considered to be official ports of call.

In the first port of departure, an official delegate enters in the log book the date and time of departure.

### **Stopovers**

Any competitor whose stopover exceeds two weeks shall be disqualified.

### **Destination**

The organising club shall fix in the rules that yachts the final date and time of arrival at the port of destination.

Any delay beyond the prescribed time shall lead to time penalties as stated by the specific rules of the race.

Ports of destination are :

- maritime for those yachts coming by sea;
- fluvial for those yachts coming via Inland routes;
- lacustrine for those yachts in inland waters.

## **Arrival**

The organising club shall include in the specific rules all instructions relating to common routes.

Ports of concentration and ports of arrival shall be defined using polar co-ordinates Global Positioning System (GPS).

## **Route**

Competitors are free to chose their route from the port of departure to the port of concentration. They may stop over in all ports excepting official ports of calls.

## **Log book**

All participants receive a log book where the official delegates accredited by the organising committee enter :

- The place, date and time of departure;
- The places, dates and times of arrival for each port of call;
- The chosen port of concentration;
- The date and time of arrival at the port of arrival;
- Incidents during the race (breakdown), lock gates, etc.) and stopovers at unofficial ports of call;
- Navigation details.

## **Repairs**

En route repairs are authorised, but the resulting time of immobilisation is not deducted. All yachts must reach the port arrival of the rally on the date specified in the program.

## **701.04 - THE CONTEST**

### **Prizes and cups**

Aside from the “Pavillon d’Or” itself, other prizes and cups may be awarded :

- to the 2nd and 3rd competitors having travelled the greatest distance;
- to the best log book;
- for any performance which may be calculated or measured, or defined by the specific rules of the organising committee;

### **Distance travelled**

One point per nautical mile travelled is allotted, from the port of departure to the port of arrival. The distance is calculated as the direct route from start to finish using marine charts and official maps of lakes, rivers and canals.

Only the mileage travelled with the owner on board is taken into consideration.

Should two yachts cover the same distance, the “Pavillon d’Or” is awarded to the yacht having travelled the distance in the shortest time.

### **Other contests**

Other contests or events may be decided by the organisers as they see fit.

All contests shall be clearly announced in the advance program.

### **Publicity**

Press releases may only be issued by the National Authority or its delegate.

### **Jury**

An international jury shall be appointed.

### **Definition of the “Pavillon d’Or”**

A “Pavillon d’Or” shall be awarded to each competitor according to the attached model.



A log book shall be given to each competitor carrying the ensign of the organising club or the National Authority.

In the event that the arrival zone or port or arrival are located in an area common to several Countries, the National Authority of the organising committee may request the collaboration of the other Country(ies).

## **701.05 - CLAIMS**

All claims shall be lodged in writing and submitted at the latest 12 hours after arrival at the port of destination.

Each claim shall be accompanied by a deposit in the national currency, the amount of which shall be set according to the Advance Program.

This amount shall be reimbursed if the claim is considered to be justified.

Decisions taken by the jury may not be appealed.

## **701.06 - PAVILLON D'OR FOR HISTORICAL BOATS**

The UIM Pavillon d'Or has existed for several years to encourage the development of events for Historical Boats, the UIM has created the same trophy for historical boats.

This Trophy will be contested annually over a minimum of three events; additional events may be added upon the request of the interested National Authorities up to a maximum of 6 events spread over a minimum of three different nations.

The rounds for the Pavillon d'Or Trophy must be inscribed on the UIM calendar, the organising clubs must be a member of a UIM affiliated National Authority, except derogation as provided under article 3.1.1. of the UIM By Laws.

A round of the UIM Pavillon d'Or must contain following sections :

- Regularity test (100 points);
- Manoeuvring competition (140 points);
- Compliance with UIM/ASDEC Specifications (210 points);

Each round will establish a classification based on the sum of the points (450 points max) obtained for the three sections.

Additional items might be organised but they will not be taken into account for the award of the Pavillon d'Or.

The participating boats should be older than 25 years and comply with all legal rules of the Country where they are registered.

According to their classification in each event, the competitors will score points according to the UIM scoring system (400, 300, 225, 169, 127, 95, 71, 53, 40, 30, 22, 17, 15, 13, 9, 7, 5, 4, 3, 2, 1).

The overall classification of the Pavillon d'Or shall be based on the total of the points scored in all events.

The general classification will be given in two sections :

- CLASSIFICATION OF THE CREW ; thus leaving any crew the possibility to crew several different boats in the course of any competition.
- This facility will be agreed by the UIM in respect of the type of boat and of its usual base (e.g. boats which are too large to be transported by sea towards another circuit and vice-versa)
- CLASSIFICATION OF THE BOATS ; in applying the system combination Crew/Boat which means that the relevant boat will need to be driven by the same crew.

The "boat" classification will be called the Pavillon d'Or - Constructors.

The "crew" classification will be called the Pavillon d'Or - Crew.

(= to be compared with the F1 Car racing classifications).

Each organiser must submit an advance-programme to the UIM - Historical Boats Section - 60 days before the event will take place.

## **702 - TROPHY MARIO AGUSTA**

### **702.01**

The Trophy Mario Agusta is an award for drivers who use their vessels as pleasure craft and navigation during their holidays and leisure time.

### **702.02**

The Trophy may be awarded annually at an event figuring in the UIM International Pleasure Navigation Calendar.

### **702.03**

The type of participating vessel is restricted to craft constructed for pleasure or touring, with either a single engine or several engines. All craft must be in conformity with the rules and regulations governing this type of navigation in their Country of origin.

### **702.04**

The maximum overall length permitted is eight meters.

### **702.05**

Three craft specifications are allowed :

Craft with cabin;

Craft without cabin;

Inflatables.

### **702.06**

The first prize will be awarded to the driver, a member of a federated club, whose National Authority is itself affiliated to the UIM, who has covered the longest distance, measured in nautical miles, in one or multiple journeys, by sea, through rivers, deltas and / or canals, indifferently.

### **702.07**

Only those nautical miles covered during effective navigation will be taken into account.

### **702.08**

The log-book must be kept and duly updated with daily entries indicating miles covered, ports & towns visited. Official entry & departure documents will be required by the UIM : documents such as visas and those issued by customs, port authorities, police, municipalities, tourist offices and lock operators, etc. so that the UIM can verify accounts of voyages.

## **702.09**

The required log-book is that based on a model established by the UIM and must be purchased from the competitor's National Authority, as of February 01 each year. The log-book must be returned to the National Authority before October 15 of the same year. The National Authority will then transfer the log-book to the UIM before November 30, of the same year.

## **702.10**

Trailored boats may compete in the Trophy. However, the trailored part of each voyage will not count as nautical miles. The log-book will be kept only for those parts of the voyage effectively accomplished in the water. Both operations, that of launching & of recovery of a trailored craft must be duly noted and validated by an official agent.

## **702.11**

During the entire duration of the voyage/s, the presence of paid crew aboard is strictly forbidden.

The presence of a pilot aboard is allowed if the master of the vessel considers it necessary for reasons of security. Similarly, estuary or port authorities may require the presence of a pilot aboard in certain circumstances, in which case the master of the vessel must conform to such instructions.

## **702.12**

The Trophy Mario Agusta Jury is composed of members of the UIM Pleasure Navigation Commission and the Secretary General of the UIM

## **702.13**

Decisions of the Jury are final and may not be appealed. The results of the Trophy competition are announced by the Pleasure Navigation Commission after satisfactory examinations of the Competitors' Log-books.

## **702.14**

The present Rules and Regulations may be subject to modification or revision each year.

## **702.15**

By the fact of registering as competitors for the Trophy Mario Agusta, those competing agree to the terms that neither the UIM nor any National Authority may be held in any way responsible for any form or sort of damage of whatsoever nature, either involving persons or material, that might occur during voyages counting for the Trophy.

## **702.16**

Medals will be awarded to the winners of the various categories during the UIM General Assembly of the year following the Trophy competition.

## **703 - TROPHY SANZ PINAL**

### **703.01**

The Trophy Sanz Pinal is presented by the Federacion Espanola Motonautica as an annuity event. It is awarded annually to a member of a club, affiliated to a UIM National Authority, who has covered the greatest number of miles during an individual long-distance cruise.

### **703.02**

The National Authority procures for all its clubs all necessary forms and regulations and examines the results of those under its authority, selecting the best result and communicating it to the UIM before the date of December 31 each year.

### **703.03**

The basis of the contest is the total distance covered during an uninterrupted cruise of a maximum duration of 60 days, undertaken during a single year, and in so far as the parameters of the cruise are acceptable to the National Authority.

The log book of the national winner must be communicated to the UIM by the National Authority.

No distinction is made between voyages in the open sea and those taking place on inland waters. To be considered a candidate for the Trophy Sanz Pinal, the

competitor must have completed at least 300 nautical miles during the cruise in question.

### **703.04**

A competitor's log book must contain the following :

- Arrival & departure hours and dates for all stopover ports comprising official notification from port authorities, lock-keepers, customs officials etc.
- The distance covered between the various stopover ports and all navigational details concerning the voyage.

If the National Authority considers that the log book has not been properly kept, a competitor may be disqualified.

### **703.05**

Any stretch of water covered twice over shall be counted once only. Stretches of water covered while the owner of the craft is absent shall not count as part of the voyage miles. National Authority officials calculate distances according to direct passage routing for sea voyages and according to official inland charts concerning inland waters.

### **703.06**

The calculation of points, certified by the National Authority, corresponds to one point per nautical mile, the total number of miles covered being equal to the total number of points.

### **703.07**

National Authorities, presenting the Trophy Sanz Pinal to their affiliated clubs, may add supplementary rules to the present international rules should they judge it necessary. The supplementary rules may not contradict the international rules of the Trophy Sanz Pinal.



**RADIO  
CONTROLLED  
RULES  
SPORTS  
TECHNICAL**

2014





# **GROUP 100**

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# **GROUP 400**

## **JURISDICTION**

**Pleasure Navigation Section 400 is fully applicable**

## **GROUP 500**

- 500 SERIES AND CLASSES**
- 502 INSPECTIONS**
- 503 SPARE BOATS**
- 504 NOISE REDUCTION**
- 505 REPLACEMENT OF MECHANICAL PARTS**
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- 513 MACHINERY**
- 520 BREAKING OF RULES**
- 530 RETRIEVAL OF BOATS**
- 540 LEAVING THE PONTOONS**
- 550 FUEL**
- 580 TURBO-JET AND ROCKET PROPELLED BOATS**

## **GROUP 600**

### **RECORDS AND PERFORMANCES**

**Pleasure Navigation Section 600 is applicable with the following recommendations :**

- **See section 610 - Speed records**  
**Art. 610.02 : The course is the “straight line” (100 meters)**
- **See section 611 - Distance records**  
**Art. 611.02 : The course is the “oval”**
- **See section 612 - Hours records**  
**Art. 612.02 : The course is the “oval”**
- **Note : The “oval” course may be run either clock-wise or counter clock-wise. The option must be setted before the attempts and cannot be changed among the trials.**

# **GROUP 700**

## **ENVIRONMENTAL**

- 701 NOISE LEVEL**
- 702 EMISSIONS**
- 703 RE-FUELLING**
- 704 ENVIRONMENTAL**

# GROUP 800

## OTHER COMPETITIONS

- 800.01 ELECTRIC POWERD BOATS
  - A CATEGORIES
  - B ENGINES
  - C BATTERY CELLS
  - D HULLS
  - E PROPELLERS
  - F POWER DRIVER
  - G SPEED CONTROL
  - H ONBOARD ENGINE POWER BREAKER DEVICE
  - J RACE NUMBERS
  - K CLASSES
  - L RACING COURSES
  - M NUMBER OF BOATS
  - N NUMBER OF HEATS
  - O STARTING PROCEDURES
  - P END OF RACES
  - Q PENALTIES
  - R OTHER APPLICABLE RULES



## **GROUP 900**

### **MISCELLANEOUS**

- 901.01 ENDURANCE COURSE**
- 901.02 HEAT RACING COURSE**
- 901.03 SPEED RECORDS**
- 902 PLATES WITH RACING NUMBERS**
- 903 ANNEX C (REF. RULES 312 / 313)**



# **GROUP 100**

## **UIM ADMINISTRATION**

### **101 - UIM EVENT SANCTIONS AND THE SPORTS CALENDAR**

#### **101.01 - EVENT SANCTION REQUIREMENTS AND FEES**

All international powerboating events must be sanctioned by the UIM and by the National Authority. An International Sanction is a written authorization which permits an organizing body to conduct an international event under the rules of the UIM

Written approval by the UIM of the registration of an international event on the UIM annual calendar, subject to payment of a fee determined annually by the General Assembly, constitutes the granting of an International UIM Sanction for that event.

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

Permission to organise these meetings is only delivered by the UIM upon payment of these fees.

No permission is to be granted to National Authorities in arrears of payment.

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

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

When compiling the sports calendar due attention is to be paid to the confidential reports of the UIM observer before granting the request to organise titled meetings.

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

the race organisers as well as the date of the inscription. Such information must be provided as soon as possible.

## **101.02 - OTHER MEETINGS**

It is forbidden to organise national championships for series and classes which are in the programme of a titles meeting taking place the same day. The Sports Calendar also lists the registered Ordinary International Meetings.

The calendar of national and local events is not to be submitted to the UIM. The NA's concerned have responsibility for their own calendar.

The organisation of an event cannot be granted if the title, the locality and the date of said event are not given. UIM does its utmost to avoid clashes between national and friendly meetings.

However, whether the interested parties agree or disagree, the UIM lists all requests for dates, leaving it to the organisers to sort out their responsibilities.

The titled meetings have priority over all other meetings before the closing of the registrations for the sports calendar.

However, once the sports calendar has been finalised, all the remote-controlled motorboating meetings are on a equal footing.

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

## **101.03 - DEADLINES**

- |                  |  |
|------------------|--|
| 1 March :        | Deadline for forwarding requests for entries   |
| 1 April :        | Deadline for allotting international championships and races to the NA's                             |
| 10 September :   | Deadline for forwarding dates and venues by NA's   |
| Calendar meeting |  |
| October :        | Deadline for drawing-up the calendar by the Working Group on Remote-Controlled Power boating (WGRCP) |
| 15 November :    | Publishing of the Calendar.  |

## **101.04 - CHANGE OF DATE**

For any change of date of a World or Continental Championship requested after the 15th of December, UIM must give its assent to the new date proposed.

Any request for a change of date should be received by the UIM Secretariat at least 15 days before the date initially planned. The new date will be fixed at least 45 days after the date on which the change was announced.

The calendar fee will be doubled.

## **102 - UIM OBSERVER-DELEGATES AND COMMISSIONERS**

### **102.01 - FUNCTIONS**

The presence of a UIM Observer-Delegate or a UIM Commissioner is required for any international titled meeting, except in case of force majeure.

The function of Observer-Delegate or Commissioner must be fulfilled most cautiously.

Members of the Council, which includes all UIM Vice-Presidents, are entitled to be UIM Observer-Delegates or Commissioners.

### **102.02 - UIM OBSERVER-DELEGATE**

He is not entitled to take part in any discussion.

He is not entitled to take sides as delegate of UIM, which he is not entitled to commit.

He is entitled to act as an adviser whenever his opinion is requested, but he is not entitled to act either as a referee or a mediator.

National Authorities are requested to send every year to the UIM Secretariat a list of candidates observers with the following data :

Name and surname

Full address

Telephone - Telex - Fax

Languages spoken

Languages read and understood

Is he free at all times ?

If not, when is he ?

Knowledge in powerboating

Knowledge in sports matters

Knowledge in technical matters.

As soon as he gets the Observer's agreement, the Secretary General of UIM will send a letter to the National Authority informing them that the Observer has been designated for the events referred to in the letter.

The Observer-Delegate is entitled to take action with the race organising committee if safety conditions are not met. In some cases, he will even be entitled to request that a Continental or a World Championship be suspended if safety conditions are not improved.

### **102.03 - UIM COMMISSIONER**

The UIM Commissioner :

- assists the local organiser and more particularly the Officer of the Day
- is a voting member of the international jury
- approves last minute amendments to the advance-programme
- supervises the signing of drivers' declarations
- takes part in important decision-making during the race with the Officer of the Day, the Safety Office and the 2nd Commissioner, if any takes part in urgent decision-making with the Officer of the Day and the organising promoter, in matters related to the overall organisation.

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

### **102.04 - AFTER THE RACE**

(applies to both the Observer-Delegate and the commissioner)

After the event, he sends his report to the UIM Secretariat by using the official form, within ten days after the race.

The official results of the event must be enclosed with the report.

The reports from Observer-Delegates and Commissioners are to be considered as confidential matter and cannot be used for aims other than UIM's, not be communicated to the press or otherwise disclosed in any purpose whatsoever.

Should the Observer-Delegate or Commissioner fail to obtain all necessary data and results for transmission to UIM, he will note this fact in his report and will urge the organisers to send all required documents by themselves to the UIM Secretariat, as soon as possible.

A copy of the Observer-Delegate or the Commissioner's report will be sent as soon as possible to the President and the Secretary of the UIM Radio Controlled Sub-commission.

The National Authority must remind the organisers that the Observer-Delegate and the Commissioner must be accommodated in a good hotel for the whole duration of the event and as long as required by the fulfilment of their mission.

The costs of such accommodation are borne by the organisers.

## **102.05 - TRAVEL EXPENSES**

The National Authority must also make it clear that travel expenses for the Observer-Delegate, from his town of residence to the place where the meetings are taking place, calculated on the basis of a return air ticket, are also borne by the organisers.

The expenses referred to above must be refunded to the Observer-Delegate during their stay by the organisers or to UIM upon receipt of the relevant invoice.

## **103 - RACES RECOGNISED BY THE UIM**

The UIM recognises the following events :

- international titled events
- international ordinary events
- national and local events
- club meetings.

## **104 - NON APPROVED RACES**

All races not organised according to UIM rules are not to be recognised and all officials who take any part in such races are suspended or excluded if offence recurs.

The same applies to motorboating events not approved by National Authorities.

Any driver having competed in a race not approved by the National Authority of that country or forbidden by the National Authority may be suspended for a period to be fixed by the National Authority.

In the case of an international meeting being organised by a non-affiliated club which has not asked permission to organise such a meeting, the National Authority must :

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

A “national” race or a race “by invitation” in which a foreign driver is invited to take part must be entered on the UIM calendar, otherwise it becomes an unauthorised event. Invited drivers entering such unauthorised races may lose their international licences.

Remember that drivers having international licences are only allowed to enter a meeting outside their country provided their NA gives them the permission to do so.

Should a dispute arise, the “Radio Controlled Sub-commission” is the only body entitled to settle said dispute.

## **105 - TITLED INTERNATIONAL EVENTS**

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

There are three categories of titled meetings :

- World Championships
- Continental and Hemispheric Championships
- International and National Grand Prix.



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

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

Whenever possible, titled events should recur the same period every year.

Since UIM aims at protecting titled meetings, its Radio Controlled Sub-commission may refuse to sanction any meeting which takes place at the same time. Such refusal is only notified at the specific request of the National Authority lodging a protest.

In order to promote new series and classes, new hulls, motors or engines, new ideas regarding propulsion and new concepts of racing, the Radio Controlled Sub-commission may, provided the request to organise be accompanied by an amount equal to double the fee of an ordinary meeting, approve the organisation of international contests for such boats, motors or engines, type of propulsion and races of a kind not yet known to the UIM, provided such events do not clash with other UIM titled meetings at the sole discretion of UIM Safety conditions have to be met.

## **106 - INTERNATIONAL R.C. CHAMPIONSHIPS**

### **106.01 - GENERAL RULES**

No exception is to be allowed to this rule.

International Radio Controlled Championship are open to all UIM Classes and should take place under UIM rules.

The requests to organise these championships must be sent in due time. The Radio Controlled Sub-commission will allocate the Championships.

The UIM delivers, following requests made by the champions of the National Authorities and transmitted to that National Authority to the UIM Secretariat, a "Champion's Certificate".

The cost of such a certificate is fixed annually by the General Assembly and is to be paid by the National Authority to the UIM when the request is made.

A list of champions is issued annually.

The UIM rules and those of the National Authority are applicable to any point not foreseen in these rules.

A non-European citizen may be proclaimed European Champion provided he has had a European licence for more than two years. The same applies to all continents.

Immediately after the Championship, the name of the Champion must be transmitted by cable to the UIM Secretariat.

Permission to organise a championship is granted only if the race is run on a course recognised by the National Authority and homologated by UIM

All national authorities having homologated the courses where events are to take place send a list of them to the UIM Secretariat, with a plan to scale.

## **WORLD AND CONTINENTAL CHAMPIONSHIPS**

### **108.01 - NUMBER OF CONTINENTAL AND WORLD CHAMPIONSHIPS**

There can be one championship every two years, per class per continent:

- World Championship starting in 1997, then 1999, 2001 and so on.
- Continental Championship in the alternate year.

### **108.02**

A championship of any class can only be organised if the boats in that class exist in at least three countries.

### **108.03**

The right to organise Continental and World Championships is annually rotated in the alphabetical order of the French names of the affiliated countries.

If a nation declines to organise a championship the next in rotation is taken into consideration.

If a country applies for the organisation of a championship for a certain year but fails to organise it, this country is considered as having held the championship as far as rotation is concerned.

#### **108.04**

Each country may designate 1 to 15 drivers according to its own rules. The defending champion participates additionally.

Drivers must be able to show their international licence.

#### **108.05**

Entries are to be sent by the National Authority to the organising National Authority before the deadline fixed by the latter.

#### **108.06**

Any equipment used in racing must be in conformity with UIM rules.

#### **108.07**

After the race, the equipment of the three first classified drivers, hull and engine, are measured by the official measurer if required. The title of champion is only granted after satisfactory examination of the aforesaid equipment.

Repairs are permitted.

In those classes where engines are restricted, substitutions can only be effected with original parts.

Cylinder dimensions are measured when the engine is cold.

Allowance is made for the carbon and oil present in the combustion chamber.

#### **108.08**

A championship can only be held in international meetings.

The races for Championships are not to be combined with races for cups or trophies bearing another name.

#### **108.09**

The Champion receives a gold medal given by the organising club.

Other prizes may be awarded.

A driver who has entered for a World or Continental Championship cannot be compelled to enter other races programmed during the meeting.

### **108.10**

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

## **109 - CLASSIFICATION**

For events with two or several races :

### **109.01**

The final classification is given by adding the results of each driver in each race.

### **109.02**

All races registered in the calendar are taken into account.

### **109.03**

For each race, the classification will be as follows :

1 =	400 pts
2 =	300 pts
3 =	225 pts
4 =	169 pts
5 =	127 pts
6 =	95 pts
7 =	71 pts
8 =	53 pts
9 =	40 pts
10 =	30 pts
11 =	22 pts
12 =	17 pts

Drivers classified thirteenth onwards will be granted 10 points.

In case of dead-heat, the driver classified in the highest number of races is the winner.

In case of second dead-heat, the driver best classified in the last race is the winner.

## **110 - REMOTE CONTROLLED ENDURANCE RACE**

### **110.01 - COURSE**

The course provided for in Endurance racing is reproduced herein (see Fig. 1 - Art. 901.01).

The buoys must be cylinder- or cone-shaped, with their axis placed vertically and the following dimensions : diameter 300 mm minimum and 500 mm maximum, 400 mm minimum height above water.

Their colour must be highly visible.

### **110.02 - RACING CONDITIONS**

Races consist in covering a many laps as possible within a determined time, in competition with other boats.

They must rotate anti-clockwise.

Boats must always start from the starting pontoon.

The arrival line is located in front of the Jury.

### **110.03 - ACCESS TO FINAL HEAT**

The selection of competitors to final heat is done through qualifying heats.

### **110.04 - NUMBER OF QUALIFYING HEATS**

Each competitor can take part in three qualifying heats whose duration has been provided for in rule 110.07. The best heat is taken into consideration for the access to the final and/or semi-final heats.

## **110.05 - DIRECT FINAL**

When the number of competitors is 12 or lower than 12, heats do not take place.

Should two competitors be transmitting on the same frequency, the first entry will come first.

## **110.06 - NUMBER OF COMPETITORS**

The maximum number of competitors admissible for each heat is 12. The minimum number of entries is 3.

Should there be less than 30 competitors qualified at the end of qualifying heats, the first twelve qualified have a direct access to the final heat.

Should there be 30 competitors qualified or more, the first six qualified will have a direct access to the final heat.

Competitors classified 7th to 30th have access to two semi-final heats ; the first heat is composed of the odd positions (7, 9, 11, etc.) the second heat is composed of even positions (8, 10, 12, etc...) the first three qualified in each semi-final heat will be on the final starting grid.

In case of dead-heat the previous heats are taken into consideration. In case of second dead-heat, the name of the winner is drawn by lot.

## **110.07 - DURATION OF HEATS, SEMI-FINALS AND FINALS**

- Qualifying heats            10' (ten minutes)
- Semi-finales                15' (fifteen minutes)
- Finale                        30' (thirty minutes)

## **110.08 - STARTING AND END-OF-RACE SIGNALS**

The beginning and the end of each race are indicated by a sound signal.

## **110.09 - SUSPENSION OF THE FINAL**

Finals must always take place within the period of time provided for in the rules governing the various series and classes. Should it be interrupted by the Jury, the final will be resumed and competitors will be given the positions they had just before the race was suspended.

The boats that were racing at the time the race was suspended have to come back immediately and must be controlled by the judge in charge of the starting procedure so that no action takes place that would involve an immediate disqualification.

### **110.10 - SUSPENSION OF A HEAT AND/OR A SEMI-FINAL**

Should a qualifying heat and/or a semi-final be suspended, the latter can not be resumed but must be raced again.

### **110.11 - END OF RACE**

For each competitor, the race ends after the end-of-race signal. The boat completes its last lap. This lap will be taken into account and the time required to complete the course will be deducted.

The competitor will however have to cover a lap at a reduced speed to come back to his own space on the pontoon in order to avoid disturbing other competitors still racing.

The boat crossing the arrival line more than twice after the end-of-race signal will be penalised by as many laps as the laps unnecessarily covered.

Competitors who were stopped when the end-of race signal was given are not allowed to resume the race and are penalised by two laps in case they do so.

### **110.12 - CLASSIFICATION**

The classification is established on the basis of the number of laps completed by each boat, from the starting signal up to the end-of-race signal, penalties deducted if any.

### **110.13 - DEAD-HEATS**

In case of dead-heats by the number of laps, the first boat completing the course within the shortest time will be classified first.

In case of a dead-heat, the results of the other eliminating heats will be taken into account to determinate admissibility to the final. Should there still be a dead-heat, the names would then be drawn by lots.

During the final, should there be several boats stopped with the same number of laps and should they fail to complete the lap in progress after the end-of-race

signal, they will be classified in the order of their last pass in front of the time-keepers.

### **110.14 - CHANGING QUARTZ FOR THE FINAL**

The competitor who covered the smallest number of laps in qualification has to change his quartz if required.

Should he be unable to do so, he will not start and will be classified last in final.

### **110.15 - SERIES STARTING GRID DRAWN BY LOTS**

The series starting grid is publicly drawn by lots 30' before beginning of the race.

### **110.16 - RADIO TRANSMITTERS**

Competitors will keep their radio transmitters during the whole competition.

They will be responsible for them.

Any competitor caught while manipulating his transmitter on the ON position outside the qualifying heat or the final in which he is racing will be disqualified for the competition and for all the categories in which he is involved.

Moreover, he will be reported to UIM and his National Federation.

The radio transmitter frequencies must comply to local regulations and/or restrictions of the hosting country.

## **111 - REMOTE CONTROLLED HEAT RACING SERIES**

### **111.01 - COURSE**

The course provided for in Heat Racing series is reproduced herein 901.02 (Fig.2).

For HF-1 races the preferred course should be the one shown in Fig. 4a 901.05 electric oval course.

Alternative "Course shapes" are also suitable, if at least 4 buoys (arrival buoy included) and a minimum total course length of 80 meters are provided.



## **111.02 - BUOYS**

The buoys must be cylinder or cone-shaped, with their axis placed vertically and the following dimensions: diameter 150 mm maximum, 300 minimum height above water.

They must be made of a material that does not damage hulls in case of a collision (i.e. expanded polystyrene) and must bear visible coloured stripes (red or orange).

## **111.03 - RACING CONDITIONS**

Races consist in covering a pre-determined number of laps, in competition with other boats.

## **111.04 - NUMBER OF QUALIFYING HEATS**

It is up to the organising committee to determine the number of qualifying heats. There must at least three of them.

## **111.05 - NUMBER OF COMPETITORS**

The maximum number of competitors admissible for each heat is 8.

The minimum number of competitors is three.

When the number of competitors in a class is 8 or lower than 8, the qualifying procedure does not take place.

In HF-1 races the maximum number may be raised up to 15, provided that safety rules are met.

## **111.06 - DURATION OF HEATS AND OF THE FINAL**

Qualifying heats, semi-finals and final:

6 (six) laps ALL CLASSES

In HF-1 races only:

20 laps/6 minutes which one come first.

## **111.07 - STARTING AND END OF RACE SIGNALS**

The beginning and the end of each race are indicated by the clock.

## **111.08 - SUSPENSION OF THE HEAT**

Should the heat be suspended, the whole racing procedure is restarted.

## **111.09 - END OF THE RACE**

For each competitor, the race ends after all the laps provided for have been covered.

The competitor will however have to cover a lap at a reduced speed to come back to his own space on the pontoon in order to avoid disturbing other competitors still racing.

## **111.10 - CLASSIFICATION**

The classification is established by adding the competitor's scores for each race, deducting penalties if any.

## **111.11 - GRANTING OF POINTS**

For each race, points are granted to competitors as follows:

1 =	400 pts
2 =	300 pts
3 =	225 pts
4 =	169 pts
5 =	127 pts
6 =	95 pts
7 =	71 pts
8 =	53 pts
Not finished :	25 pts
Not started :	0 pts

Scores are given in the order of arrival of the race and are added to the scores of the previous races to make the final classification.

## **111.12 - QUALIFICATIONS**

If at the end of qualifying heats there are less than 20 competitors qualified, the first 8 classified will be eligible for the final.

Should there be 20 competitors qualified or more, the first 4 would directly go to the final.

Competitors classified 5th to 20th form two semi-finals; the first one is composed of the odd positions (5, 7, 9...) and the second one is composed of the even positions (6, 8, 10...) that cover only one heat.

The first two classified in each semi-final will complete the final starting grid.

In case of dead-heat, the result of qualifying heats is taken into account. In case of second dead-heat, the name of the winner is drawn by lots.

## **111.13 - FINAL**

8 competitors maximum take part in the final.

These competitors start three heats minimum.

The final classification is provided by adding the points scored in each heat.

## **111.14 - DEAD HEAT**

At the end of the final, should there be a dead-heat for the first place, and in that case only, an additional race will take place between these two competitors in order to determine the winner.

## **111.15 - RADIO TRANSMITTERS**

Competitors will keep their radio transmitters during the whole competition.

They will be responsible for them.

Any competitor caught while manipulating his transmitter on the ON position outside the qualifying heat or the final in which he is racing will be disqualified for the competition and for all the categories in which he is involved.

Moreover, he will be reported to UIM and his National Federation.

The radio transmitter frequencies must comply to local regulations and/or restrictions of the hosting country.

## **120 - INTERNATIONAL RACING LICENCES**

### **120.01 - COMPULSORY LICENCE**

No one can take part in a race, establish or improve on a record in international class boats without being in possession of a licence from his National Authority.

In order to obtain an international license or Superlicence, following disclaimer must be signed by the licence holder:

“The undersigned \_\_\_\_\_ licensed pilot (licence no. \_\_\_\_\_), participating to UIM sanctioned events, yields the media rights of any coverage by the promoter taken during the event, to the UIM for further use by press, radio or television. The right however remains the property of the undersigned.

In addition I herewith agree and acknowledge the following:

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

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

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

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

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

## **120.02 - REGISTRATION**

The National Authority establishes every year a list of people to whom licences have been delivered and this is sent to the UIM Secretariat.

The list must include : the name and surname, the address and the licence number.

These lists are sent to the National Authorities upon request.

Registration numbers are given by the NA and are “national” or “international” according to the criteria it has fixed.

Any National Authority has the right to deliver licences to:

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

With the approval of UIM, a National Authority may also deliver licences to persons belonging to a country which is not yet affiliated to the Union.

Drivers are only permitted to hold licences from one National Authority.

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

## **120.03 - VALIDITY OF LICENCES**

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

A licence is valid in any country affiliated to the Union and entitles the holder to enter or drive in all competitions organised in any affiliated country, provided he complies with what is stated in the UIM general racing rules.

However, for any event held under special rules, the licence holder must abide by the rules in question.

## **120.04 - COST OF LICENCE**

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

## **120.05 - EXAMINATION OF LICENCES**

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

## **120.06 - CANCELLATION OF LICENCE**

Anybody who takes part in an unauthorised meeting loses his licence.

However, if the unauthorised meeting is held in waters of a country other than the one which has delivered the licence, both National Authorities must agree as to the duration of the suspension.

The UIM decides finally in case of a dispute.

## **200 - RACE ORGANISATION**

### **200.01 - GENERAL**

The following bodies have the right to organise any R.C. motorboating event : National Authorities, Affiliated Clubs, Corresponding Members.

Affiliation to the National Authority implies their acceptance of the national rules and those of the UIM

A Club, member or driver who is suspended is not allowed to take part in any sporting event in his country or in any other country, neither as a driver nor as an official, as long as the suspension lasts.

A member or a driver who takes part in any race in a foreign country affiliated to the UIM undertakes ipso facto to abide by the rules of the National Authority of that country.

A member if a driver belonging to a country which is not affiliated is to be considered as a national of the country where he takes part in the race.

All Clubs, race organisers, officials and drivers are obliged to be acquainted with the general rules of the UIM as well as the rules related to races or series (local, national or international).

Two updated copies of the present rule-book must be available for every organisation.

All races organised by the National Authorities or their clubs are subject to the UIM racing rules.

All rules and programmes must mention this.

The general racing rules and the rules related to records are applicable to all international series.

### **200.02 - INTERPRETATION OF THE RULES**

In all cases not foreseen by the International rules or seemingly inaccurately defined, the National Authority, a race committee, race jury or an appeal board, is to judge bearing in mind the intention of the disputed rules.

Series and Class rules are a complement to general rules and are therefore to prevail.

The English text is the official one. In case of disagreement on the interpretation of these rules, the English text prevails.

## **201 - RACE COMMITTEE**

### **201.01 - ORGANISING AUTHORITIES**

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

- An organising Committee which organises the general and administrative aspects of the meeting.
- A Race Committee which organises and supervises the actual racing and decides whether competitors are eligible or not.
- The Race Committee has to deal with : safety, the race secretariat, buoys, technical problems, the starter and the recovery.
- A Jury in charge of setting all problems related to the rules.

The jury decides on any dispute submitted to them by the Race Committee, the names of the members are to be printed in the official programme.

The decisions made by the Race Committee and the Jury must be based on UIM rules. The Jury has to see to it that meetings are held in conformity with them and with the spirit of the sport.

The Organising Committee appoints a Committee that verifies all the licences and all other documents required. It also verifies whether boats, engines and radio equipment's are in conformity with the rules.

No officer nor member of the Jury nor member of a national or international Committee or Commission is allowed to intervene in the judgement of a problem in which he is involved himself or is an interested party.

The following are the Race Officials :

- the members of the Race Committee
- the Officer of the Day
- the Safety Officer (deputy to the Officer of the Day)
- the Secretary of the Race Committee
- the Technical Officers of the Race Committee



- the Course and Buoy Officers
- the Time-keepers
- the Lap Scores
- the Members of the Jury
- those in charge of retrieving boats
- the radio and sound level meter controller.

## **201.02 - THE OFFICER OF THE DAY**

The Officer of the Day must supervise the organisation of races for which he is responsible to the organising clubs.

He must maintain order on the course, ascertain that all services are working properly, see to it that boats are in conformity with the racing rules and that the race is proceeding in accordance with the official programme ; he has to bring together the Officers' and Timekeepers' reports as well as all the information required to enable the results to be compiled.

## **201.03 - THE SAFETY OFFICER**

He is deputy Officer of the Day. He is in charge of managing and/or co-ordinating (with the agreement of the Officer of the Day) all safety services on shore (medical care and fire) as well as on the water (boats and people on board the latter, equipment's). Whenever necessary, he stands for the Officer of the Day.

## **201.04 - THE RACE SECRETARY**

The Race Secretary reports to the Officer of the Day and is responsible for the physical organisation of the meeting.

He has to make sure that the various officials are aware of their respective duties and are equipped with the accessories required. He has to collect all the documents of the meeting.

## **201.05 - DUTIES OF RACE OFFICIALS**

Race Official's duties are limited to the tasks they have been entrusted with.

## **201.06 - TECHNICAL OFFICIALS**

They have to check that the hull, the engine and the radio are in conformity with the rules. They check the good functioning of throttle and rudder controls.

They check the synchronisation of the clock and the camera (heat racing).

After the race, they do all necessary checks.

## **201.07 - THE BUOY AND COURSE OFFICIALS**

They must ensure that the drivers conform to the racing and course rules. At the end of the meeting, they draft and sign a report certifying that the drivers' conduct during the race and at the turn buoys was according to the rules.

The report is delivered to the Officer of the Day who takes all necessary measures regarding the application of rules.

## **201.08 - THE TIMEKEEPERS AND STARTER**

Timekeepers will :

- calculate on completion the elapsed time for each driver - establish the finishing order after having made all necessary calculations
- hand their reports, with all documents required, to the Officer of the Day
- for international races, there must be at least two timekeepers.

Their times and results must only be handed to the Officer of the Day.

The Starter signals the start when ordered by the Officer of the Day.

## **201.09 - THE UIM OFFICIALS**

The UIM Official :

- assists the local organiser, the Officer of the Day more particularly
- is a voting member of the international jury
- approves last minute modifications to the advance-programme
- supervises the signing of declarations by drivers
- takes part in important decision-making during the race with the Officer of the Day, the Safety Officer and the 2nd official if any- assists the Safety Officer in the

organisation of rescue operations (more particularly in case the rescue team is external to the organisation)

- with the Officer of the Day and the race promoter, takes part in urgent decision-making regarding the general organisation.

## **202 - ADVANCE PROGRAMME**

### **202.01 - FORWARDING DATE**

45 days before any international race, the organising committee must forward at least one advance-programme to the UIM Secretariat, to the National Authorities and to the invited clubs and drivers.

Should rule 202.01 not be complied with, the Council has the right to request the Sports Commission to apply suitable penalty against international events during the following year.

Advance-programme arriving after the event at the UIM Secretariat are considered as not delivered. In this case, the fines laid down may be implemented.

### **202.02 - REQUIRED DETAILS**

The above advance-programme must be written in the language of the organising country and in French and English and must contain the following information :

- 202.020 The name of the organiser
- 202.021 The series and the classes of boats catered for
- 202.022 The race or races which will be run
- 202.023 The venue and the date of the race (s)
- 202.024 The course of each race and plan drawn to scale
- 202.025 The sentence "the races are held under UIM rules"
- 202.026 The special conditions which in accordance with the UIM rules may be added
- 202.027 The time limit and place to which entries must be sent and whether written by telegram or by hand
- 202.028 The amount of the entrance fee

- 202.029 All information regarding the prizes for each race
- 202.030 Where and when the entry forms, programmes and racing instructions can be obtained from the organising committee
- 202.031 Transports facilities and concessions
- 202.032 Terms and conditions of a mandatory insurance for personal and material damage to third parties, competitors included
- 202.033 Minimum age of competitors required by law
- 202.034 Times for practice per class
- 202.035 Full instructions regarding noise regulations
- 202.036 Date provided, for the verification of the hull and the engine
- 202.037 Should no advertising be allowed during a race, this is to be mentioned in the advance-programme
- 202.038 The time limits for the late starters and finishers.
- 202.039 No modifications are to be made to any particular rule after the advance-programme is posted, except if decided by the Race Committee and approved by the Jury and for cases of force majeure only. The modifications must be communicated in writing to the officials and participants 1 hour before the first start at the latest.
- 202.040 Place and time of the drivers meeting.
- 202.041 Radio control equipment frequencies allowed and any other local regulations and restrictions

## **203 - ENTRIES**

### **203.01 - RATIFICATION**

The National Authorities must ratify in writing any entry for drivers wishing to race abroad.

Direct correspondence between the organising committee and foreign drivers is permitted but no entry is to be accepted unless approved by the driver's National Authority.

For Continental Championships the correspondence is held between the National Authorities.

The Organising Committee will keep blank entry forms at the disposal of drivers.

An entry is not valid unless it reaches the organising committee within the time prescribed in the advance-programme.

### **203.02 - ADMISSION**

The Organising Committee has the right to decide whether the entrant is acceptable

No National Authority organising an international race has the right to refuse the entry of a foreign driver commissioned by his own National Authority provided said driver conforms to UIM rules.

The closing date for inscriptions may be a fortnight before the event.

### **203.03 - ENTRY FEE**

Each organising committee fixes the amount of entry fee for the races. Entry is valid only after payment of the entry fee.

The National Authorities have the right to establish a rule whereby higher fees are imposed on late entries.

### **203.04 - MINIMUM AGE AND IDENTITY**

Each National Authority has the right to fix a minimum age for the drivers allowed to race on its water. Such age restriction is to be shown in the advance-programme.

The driver may only race under his name or pseudonym written on the licence.

### **203.05 - PUBLICITY ON THE BOATS**

Advertisements may be freely applied on the entire surface of the boat.

The driver or mechanic cannot be compelled to carry any advertising whatsoever on their person, clothes or upon the boat that is being raced and his/their refusal to do so cannot in any way be an obstacle to their participation in any race.

Penalties may be applied to any driver who, in the course of any sporting event, has made any statement contrary to the truth or distorting facts.

Political publicity or immoral advertisements are not allowed.

Should no publicity be admitted for an event, this has to be announced in the advance-programme.

Any National Authority has the right to fix its own rules regarding publicity for its own boats and courses.

## **204 - RACE PROGRAMME (RACING INSTRUCTIONS)**

### **204.01**

The Organising Committee must clearly state the following points in their race programme (the official programme intended for officials and participants, not the programme to be circulated among spectators) :

- 204.011 Dates and Venues of races
- 204.012 Layout of course drawn to scale
  - Length of the course
  - Direction of the course
  - Starting line and its marks
  - Finishing line and its marks
  - Full details of buoys
  - Full details of fixed obstacles.
- 204.013 Starting time of each race
  - Signals for each race
  - Signals of postponement, cancellation, re-start and shortening of the race
- 204.014 Time when the control closes for each race
- 204.015 Full particulars of prizes for each race
- 204.016 Time limit and place for handing over the protests

- 204.017 Time and place of the distribution of prizes
- 204.018 Appeal procedure
- 204.019 Composition of the Race Committee, the Jury and the Technical Commission
- 204.020 List of the boats entered for each race and if possible names and clubs of drivers
- 204.021 Place and time at which written instructions will be issued. Where and when the official time is to be communicated and place and time of drivers' meeting
- 202.022 Only drivers whose entries have been accepted by the organising committee have their names printed in the programme.

## **205 - SAFETY**

### **205.01 - PROTECTIONS**

Adequate protection measures must be taken in order to avoid that a boat getting out of the water generate casualties or damage.

For the same safety reasons, it is recommended that boats be controlled from a point located at 1 meter minimum above water level.

The jury will have to determine whether safety conditions are fulfilled.

### **205.02 - RETRIEVING BOAT**

The Organising Committee has to provide for a boat that will retrieve the boats stopped on the course.

One motorboat having all characteristics to guarantee the safety of people in charge of retrieving boats will be used in this purpose.

A spare boat with similar characteristics will be immediately available if required. The retrieving boat will be equipped with an equipment composed of a pole of an adequate length at the end of which a linen strip or cloth or any such device has been attached, up to about 150 cm.

This equipment is meant to hold the boats when the latter have run out of control after a breakdown.

## **205.03 - PEOPLE IN CHARGE OF RETRIEVING BOATS**

People in charge of retrieving boats have to wear a life jacket when performing their duties.

These people are not to be selected among competitors, mechanics of people directly or indirectly concerned by the same competition.

The retrieving order is the order in which boats have stopped, whenever possible. In all cases, it is up to the Officer of the Day.

## **205.04 - INSURANCE**

All drivers must be covered by an adequate insurance, either through an insurance policy subscribed by him and shown before the start or through an insurance policy subscribed by the National Authority.

Do not underestimate your responsibility in case of accidents during authorised official practice before the boats and the documents required are checked. Only this verification is the evidence that the driver is properly insured.

## **205.05 - TECHNICAL PROTECTION**

An engine is not allowed to be on while the propeller is in the air, except when putting the boat immediately on the water.

## **206 - DISTINCTIVE MARKS**

### **206.01**

The national flag is painted on a 5 x 3 cm rectangle on the deck, the bonnet or on the vertical part of the planking. This flag must be visible on one side of the hull.

The boat must also bear, on the same side as the national flag, the boat registration number with the country's identification lettering.

### **206.02 - RACE NUMBER**

The race number is determined by the Organising Committee. It may therefore vary at each competition.



Competitors have to equip their boats with their own plates, in conformity with the data provided in Fig. 5 (Art. 902) and bear the number provided by the Organisation.

### **206.03**

In case of loss or damage to the identification data, the competitor has to withdraw the boat immediately from the course. The boat is not allowed to resume the race if the conditions provided for previously have not been met. The laps covered without identification data are not taken into account.

## **300 - RULES FOR CIRCUIT RACES**

### **300.01 - DEFINITIONS**

French	English	Italian	German
Course	Race	Gara	Rennen
Manche	Heat	Prove	Lauf
Tour	Lap	Giro	Runde
Circuit	Circuit	Circuito	Strecke
Parcours	Course	Percorso	Rennstrecke
Base	Base	Base	Messtrecke

### **CIRCUIT**

A circuit is a closed course defined by buoys where races are to be held.

### **BASE**

A base is a course expressly measured for record attempts.

### **COURSE**

Total distance to be covered per heat or race.

### **MARKS OF THE COURSE**

Any objects specially indicated as such in the race instructions are to be considered as marks of the course.

### **OBSTACLE**

Any non specified object is considered as being an obstacle to free navigation.

### **RACE**

A race is a competition in speed between boats held in one or more heats.

## **301 - TIMING**

In all international races and national championships, the timing is carried-out by officially appointed timekeepers using certified timing devices graduated to one tenth of a second. The devices must have a split second system, one part of which must be capable of being stopped and restarted or any electronic device of the same or better accuracy.

## **302 - CIRCUIT**

### **302.01**

All circuits must be measured on the spot by the Officer of the Day.

### **302.02 - RACE CONTROL**

Race control :

- a) should be situated so that the circuit can easily be controlled
- b) - the Officer of the Day or his assistant  
- one or two officials or one or two members of the Jury.
- c) the officer of the day is the general observer of the race. He must be in contact with his assistant and the Safety Officer
- d) the other two supervisors share the circuit in observation.

## **303 - MARKS OF THE COURSE**

### **303.01 - DEFINITIONS**

The Marks of the Course are any objects (boat, buoy...) that are specifically designated as such in the racing instructions. The objects that are not designated specifically as such are to be considered as obstacles.

A buoy officer is posted near the turning marks. He must observe the turning of the marks and report to the Race Committee.

Should any mark be removed from its proper position, the Officer of the Day shall have it replaced.

Should it be impossible to replace the mark in time for boats to round it, the Officer of the Day shall decide whether the race is to be restarted or not (see art. 311).

Protection buoys may be placed on the circuit.

## **305 - THE START**

### **305.01**

Starts are :

- flying starts with clock or digital display
- dead engine starts

The clock must have a dial of no less than 1 meter.

In case of digital display, the height of each digit must be no less than 20 cm.

The clock is driven mechanically or electrically. It may indicate the seconds but should preferably be moving continuously.

The official start is given by the clock. In case of digital display, time elapses second after second.

### **305.02 - PLACE OF THE CLOCK**

The axis of the clock or the digital display panel must be located on the starting line, no less than 1 meter above water level.

## **306 - STARTING PROCEDURE - ENDURANCE SERIES**

### **306.01 - CALL TO THE PIT**

After the call by the Race Officer, the competitor has two minutes to come to the pontoon ; after this time, the latter will be considered as failing to start.

## **306.02 - RADIO TESTS**

After these two minutes, the Start Officer carries-out a radio test ; competitors whose radio is transmitting on a frequency different from the frequency stated will be disqualified from the heat or the final in progress. Should the equipment be faulty, they will be allowed to start only after they have repaired their radio and only after being authorised to do so by the Start Officer while the race is proceeding normally.

## **306.03 - RADIO INTERFERENCE**

Should there be radio interference between competitors, the Start Officer is allowed to modify the position of competitors on the pontoon. Should the problem persist, the Start Officer will draw by lots the competitor who will replace his quartz.

## **306.04 - ENGINE WARMING-UP**

At the end of the radio test, the competitor has two minutes to warm-up the engine.

The hull can be placed on the water, provided it is still held. Should the competitor fail to do so, he would be disqualified.

After that time, signalled by the Start Officer, each competitor and mechanic goes to the space he has been assigned behind the boat and stay there until the starting signal, without touching anything on the hull or on its stand.

## **306.05 - SPACES ON THE STARTING GRID**

Spaces on the starting grid must be marked-off and numbered 12 to 1 (see drawing on fig 1).

Number 1 must be closest to the first turning buoy.

They must be between 1.50 and 2 m wide and deep.

In the first series of eliminating heats, the space occupied by the competitor is determined by the Jury ; in the second series, spaces are reversed, with the same race numbers.

The space and race number for finals is based upon the classification established after the eliminating heats.

Space 1 is granted to the competitor who covered the highest number of laps in qualifying heats, and so on.

In case of a direct final, race and space numbers are allocated by the Jury.

### **306.06 - STARTING SIGNALS**

The Start Officer does the countdown as follows :

30" - 15" - 10" - 5 " and starting signal.

After that signal only, competitors are allowed to come closer to the boat and touch it.

Should a competitor or a mechanic touch the hull or anything connected to it before the starting signal are penalised by one lap.

### **306.07 - EARLY START**

In case of early start of the engine, the competitor is disqualified for the heat in progress.

### **306.08 - PENALTIES**

Calls to order and penalties incurred by competitors during a competition are notified by the Jury to the competitor or his mechanic on a yellow card to indicate a blame or a red card for a disqualification.

### **306.09 - POSITION IN THE RACE**

Whenever possible during the heats and the final, the Jury should provide "non official "information on positions in the classification.

## **307 - STARTING PROCEDURE - RC HEAT RACING SERIES**

### **307.01 - CALL TO THE PIT**

After the call by the Race Officer, the competitor has two minutes to come to the pontoon ; after this time, the latter will be considered as failing to start.

## **307.02 - RADIO TEST**

After these two minutes, the Start Officer carries-out a radio test ; competitors whose radio is transmitting on a frequency different from the frequency stated will be disqualified from the heat or the final in progress.

Should the equipment be faulty, they will be allowed to start only after they have repaired their radio and only after being authorised to do so by the Start Officer while the race is proceeding normally.

## **307.03 - RADIO INTERFERENCE**

Should there be radio interference between two competitors, the Start Officer is allowed to modify the position of competitors on the pontoon. Should the problem persist, the Start Officer will draw by lots the competitor who will replace his quartz.

## **307.04 - SPACES ON THE STARTING GRID**

Spaces on the starting grid must be numbered 1 to 8 (see drawing on Fig.2), n°1 being closest to the first turning buoy.

## **307.05 - STARTING PROCEDURE**

Each heat in Heat Racing is composed of three different stages in the starting procedure :

### **307.05.01 - STAGE 1**

Stage 1 is so-called "Pit time" or preparation time. It lasts two minutes during which the competitor starts the engine and launches the boat. The Start Officer authorises the launching of the boat.

Failure to wait the authorisation by the Start Officer would lead to a disqualification from the heat in progress.

At the beginning of this stage the starting clock, located at the centre of the circuit, in line with the arrival line, is started and a whole round of it takes 30".

Four lights are simultaneously on, each of them being off every 30". Should all competitors fail to start the engine during Stage 1, the heat would be considered null and could not be repeated.

Competitors keep running on the racing course until the end of Stage 2.

In case of digital clock, time is displayed backwards.

### **307.05.02 - STAGE 2**

Stage 2 is so-called “Clock time”. Its duration is 30” and it starts at the end of Stage 1.

An orange light is on during the whole stage.

No boat can be put on the water during Stage 2.

During Stage 2, drivers have to drive their boats clockwise on the circuit in order to get to the starting line at the end of this Stage, which coincides with the beginning of Stage 3.

The end of Stage 2 coincides with the effective beginning of the heat, whatever the position of competitors on the course. It is signalled by a flash located on the clock and by the arm on the zero.

The heat is considered as effectively started when a boat crosses the starting line after the end of Stage 2.

Boats crossing the starting line before the end of Stage 2 are considered as having taken an early start and must therefore complete the lap and cross again the starting line.

### **307.05.3 - STAGE 3**

Stage 3 is so-called “Course Time”.

This stage consists in covering the number of laps required. The boat completing them first is the winner. Course is considered as completed only after laps penalties, if any, have been covered.

### **307.06 - PENALTIES**

A driver infringing the rules is inflicted a penalty lap or disqualification for the heat in progress if he damages another competitor. The infringement and the penalties inflicted must be immediately notified by the Start Officer to the competitor.

A boat that rounds a buoy inside at any moment of the three stages incurs a 50-point penalty for each buoy so fouled.

Touching one or several buoys involves no penalty.



Should an infringement be of a serious nature likely to damage competitors' hulls, hurt spectators, etc. because of a wilful violation of rules, the offender would be excluded from the competition in progress as well as from all the other races that are to take place during the same event : this is subject to a final judgement by the jury.

### **307.07 - COLLIDING WITH HULLS STOPPED ON THE COURSE**

Colliding with a hull stopped on the course involves disqualification for the heat in progress.

Should a driver collide with a hull stopped on the course twice on the same event, he would be disqualified for the competition in progress as well as for all the other races that are taking place during the same event.

### **308 - RACE CANCELLED**

The Race Committee has the power to cancel any race should unfavourable weather or reasons of "force majeure" render this action necessary.

### **309 - RACE POSTPONED**

#### **309.01**

The officer of the Day has the power to postpone the start even after the first signals have been given, but only in cases of "force majeure" or if an error in the starting signals has been made.

#### **309.02**

In both cases, signalling is to be recommenced. When the need for postponement has passed, the Race Committee signals the start according to the instructions contained in the programme.

New entries are not to be accepted for postponed races.

Only drivers who duly entered and were present when the race was postponed are admitted.

## **311 - RACE STOPPED**

A stopped race is a race that has been interrupted by the Officer of the Day after the start.

Stopping the race is decided by the Officer of the Day for reasons of which he is the sole judge.

A boat that has committed an infringement to the rules (leading to a disqualification) in a stopped race is not allowed to start in the re-started race.

## **312 - RACING CONDUCTS - R.C. ENDURANCE SERIES**

### **312.01 COURSE**

During the race, competitors have to maintain their course, avoiding other boats. Should a competitor infringe this rule, he would be first blamed and in case he would do it again, he would be disqualified upon a decision by the Jury.

### **312.02 - BACK TO THE PIT**

It is not allowed to drive a boat back to the pit by crossing the course. Infringing this rule involves an immediate disqualification of the competitor for the heat in progress.

### **312.03 - STARTING MODE**

The boat starts from the pontoon on a line parallel to the direction of the race, leaving priority to those boats coming from the left.

### **312.04 - REVERSED NAVIGATION DIRECTION**

U-turns are not allowed. Any infringement to this rule would lead to disqualification.

### **312.05 - ROUNDING AND FOULING MARKS**

A competitor that does not cover the course regularly, missing one or several marks in the same lap, will be penalised by as many laps as the marks missed.

A mark that has been missed can be fouled again and then no penalty is incurred

### **312.06 - RADIO FAILURES**

The competitor who has remote control problems should raise his arms and state "RADIO FAILURE", enabling then the Judge to take note of the number of the boat, to advise other

competitors with the loudspeaker and to decide on its retrieval if required.

### **312.07 - RETRIEVAL**

During retrieval procedures, competitors have to be most careful to avoid endangering the people in charge of retrieval.

Speed must be reduced near the retrieving boat operating on the circuit.

Those infringing these rules will be blamed and in case they do it again of in case of collision, they will be disqualified by a final judgement by the jury.

A boat retrieved can resume the race during a final only.

A boat retrieved during an eliminating heat and/or a semi-final is not allowed on the water for the whole heat in progress.

### **312.08**

To better understand items 312.xx, see group 900 Annex C herein.

## **313 - RACING CONDUCT - R.C. HEAT RACING SERIES**

### **313.01**

During stage 2 of start procedure, competitors should navigate in such a way that they will cross the starting line at full speed.

However, during the last five seconds of Stage 2, they can neither slow down nor alter their course when they have passed Buoy n° 6.

### **313.02**

As a general rule, it is forbidden to suddenly alter one's course and the competitor with the inside position has the priority.

### **313.03**

When overtaking another boat, the competitor will have to provide for a length equal to the size of no less than three boats before cutting in, in order to avoid obstructing the course of the competitor overtaken.

### **313.04**

Fast turns to the left (except intended to avoid a collision) are forbidden.

Slight corrections to the left are admissible, but only to overtake a competitor.

A turn to the left over 45° may be considered as an infringement.

### **313.05**

Should a boat damaged be unable to complete the heat, the driver of the boat who has committed the infringement is disqualified for the heat in progress.

### **313.06 - RADIO FAILURES**

The competitor having problems with his radio control must immediately raise his arms and state "RADIO FAILURE" enabling then the judge to take note of the number of the boat, to advise other competitors with the loudspeaker about the boat which is in trouble.

### **313.07**

For safety reasons, the retrieving boat will not navigate while boats are racing. Once the race is over, the retrieving boat can navigate and retrieve the boats that have been damaged or have had a breakdown.

During practice, the retrieving boat will navigate only if all boats are stopped.

The competitor putting his boat on the water while the retrieving boat is navigating will be excluded from any competition.

### **313.08**

To better understand items 313.01 to 313.07, see group 903 (Annex C).

## **318 - SCORING SYSTEM**

### **318.01**

In Endurance competitions, a competitor has to complete no less than one validated lap to be scored.

### **318.02**

The competitor who has had no valid result is not scored.

### **318.03**

The official results must be posted on the notice board within an hour of the end of the races.

### **318.04**

A general classification of different classes racing together is not permitted.

### **318.05**

National classes may be raced at international meetings.

### **318.06**

If boats of different series or classes start together, every boat must be classified in its own class.

When the programme for a meeting does not provide races for all classes, boats not provided for may race in the next higher class in the programme, subject to their acceptance by the Race Committee.

## **318.07**

It is forbidden to take part in a race for a lower class than that to which a boat belongs, except with the written consent of all competitors.

The Race Committee may hold a race, as a separate class, for one design hulls equipped with identical engines.

## **319 - DEAD HEAT**

### **319.01**

Two boats are in dead-heat when :

- They cross the line together
- They obtain the same points in a points race
- They obtain the same ratings in a rating race

## **320 - POSTING OF THE RESULTS**

The results of each race must be posted at the pits in clearly visible position.

The officer in charge must sign the results and state the hour of posting. The same officer has to be present during one hour so as to receive protests.

## **321 - INSPECTION OF HULLS AND ENGINES**

### **321.01**

Boats and engines taking part in a race which are subject to checking must not leave the boat park until an hour after the results have been posted.

### **321.02**

For special cases (inspection of multi-cylinder engines and others involving the use of special tools and equipment) the Technical Officers postpone the inspection and stipulate the time and place where the engines must be available.

### **321.03**

In the meantime, the engine must be sealed to prevent any alterations being made.

Refusing to produce the engine or the hull entails disqualification.

### **321.04**

The scrutineers are requested to dismantle the engines according to the correct practice and limit their inspections to the necessary parts.

Engines and boats will be placed pending inspection in well defined place which remains under the care of the “boat park” official. This is called the “parc fermé”.

### **321.05**

After the pre-race technical inspection, the boats must not leave the boat park except for practising or racing.

### **321.06**

If any repairs can only be effected outside the boat park, they must be carried out in the presence of the Technical Officer.

### **321.07**

Officers allowed to attend the inspection :

- The Officer of the Day
- The delegate of the interested National Authority
- The measurers named by the Organising Committee
- The driver and a mechanic if necessary
- The UIM Observer

- The UIM Commissioners

The presence of other persons is only allowed if authorised by the Officer of the Day.

## **322 - PRIZES**

### **322.01**

A National Authority may ask to reduce the number of prizes according to the number of competitors. However, the value of the prizes must be maintained as provided for in the advance-programme. This possibility must be explained in the advance-programme.

### **322.02**

Challenge to be competed for over several years :

if a competitor fulfils the conditions for winning the challenge definitely, he is awarded the challenge. If two or more competitors fulfil the conditions for winning the challenge, the holder shall be decided by drawing lots.

## **323 - AFTER THE MEETING (REPORTS)**

### **323.01**

At the end of the meeting, the Secretary of the Race Committee must send to the Radio Controlled Commission of his National Authority a report including :

- 323.01.1 Classification and distribution of prizes ;
- 323.01.2 Report by timekeepers
- 323.01.3 List of drivers
- 323.01.4 Penalties
- 323.01.5 Documents on any records broken in conformity with UIM rules
- 323.01.6 List of protests and decisions relating to the meeting or the race



323.01.7 All necessary documents in order to evaluate the meeting or the race

### **323.02**

These documents must be sent to the Radio Controlled Commission of the National Authority within 8 days of the end of the meeting or the race.

### **323.03**

After each titled meeting, the organisers must send the results to the Secretariat of UIM

### **323.04**

If the results are taken into consideration for the granting of a trophy or a prize, the points must be sent to the UIM by cable within 48 hours.

### **323.05**

20 days after a competition, the organising club must send the final results to the National Authorities of all participants and to the Secretariat of the Union.

## **500 - SERIES AND CLASSES**

### **500.01 - ENDURANCE**

- E 3.5 up to 3.50 cc
- E 7.5 up to 7.50 cc
- E 15 up to 15.00 cc
- E 35 up to 35.00 cc with ignition only

### **500.02 - “HYDRO” HEAT RACING**

- H 3.5 up to 3.50 cc
- H 7.5 up to 7.50 cc
- H 15 up to 15.00 cc
- HF-1 up to 3.50 cc outboard engine (semi scale catamaran hull)

### **500.03 - “FREE HULLS” HEAT RACING**

- F 15 up to 15.00 cc

## **502 - INSPECTIONS**

### **502.01**

Hulls, engines, fuel, accessories and equipment's, subject to restrictions regarding dimensions and other characteristics must be submitted for verification.

### **502.02**

The competitor must report with his boat at the inspection jury who will stamp it.

In this purpose, the boats must be in good working condition and must be provided with a port of no less than 1.5 mm diameter on a non-eradicable side.

### **502.03**

The driver must report with his boat at the inspection and must comply with the instructions given by the Race Committee.

### **502.04**

Technical inspectors have the right, once races are over, to carry out all the checks they consider necessary even when the inspection has taken place before practice and they have the right to inspect as they think fit.

### **502.05**

Drivers are at all times responsible for the condition of their boat.

### **502.06**

Errors, if any on the part of the manufacturer, builder, mechanic or even the previous owner do not justify in any way non-conformity with the rules.

### **502.07**

Any driver refusing to comply with the decisions of the Technical inspectors or who do not comply

with the conditions of the rules, is not allowed to take part in a race, or should he have raced cannot be classified and penalties can be applied.

## **503 - SPARE BOAT**

There cannot be spare boat.

## **504 - NOISE REDUCTION**

### **504.01**

The use of an efficient device to attenuate the noise is compulsory.

## **504.02**

The noise emitted by the engine cannot exceed the maximum limit of 80 dB(A).

## **504.03**

The noise measurement is done with the boat on the water while racing by means of suitable and freshly calibrated noise level meter placed at 22 metres from the running boat.

Standard noise level measurements techniques should be used along with the noise level meter manufacturer precautions given in order to minimise the influence of the environment.

## **504.04**

Should the exhaust pipe or the silencer break-down, the competitor has to move back to the pits immediately, following a regular course and must have it repaired. Should this rule be infringed, the competitor would be disqualified for the heat in progress. In Heat Racing, the boat has to go back immediately to the pits. It will start again only if the race is still in Stage I.

## **504.5**

However, should the laws of the organising countries be more drastic, the latter will apply.

## **505 - REPLACEMENT OF MECHANICAL PARTS**

Mechanical parts as well as radio control parts can be replaced (without changing the frequency declared).

## **510 - CALLING TIME**

Once the calling time is over, the competitor loses his right to take part in the heat for which he had been called.

## **512 - HULLS**

### **512.01**

#### **512.01.1 - ENDURANCE CATEGORY**

The hull and the bottom are free.

#### **512.01.2 - “FREE HULLS” HEAT RACING CATEGORY**

The hull and the bottom are free.

#### **512.01.3 - “HYDRO” HEAT RACING CATEGORY**

HYDRO means a hull that is born by two or more surfaces being separated under water while the boat is racing.

### **512.02 - WEIGHTS AND LENGTHS**

There is no weights limit.

The total length, everything included, should not exceed 1800 mm.

## **513 - MACHINERY**

### **513.01**

The type and number of engine is free, cylinder capacities being defined under item 500.

### **513.02**

One or more propulsion devices or engines are allowed and the pushing effort must be applied in the water. The class is defined by adding the engines cylinder capacities.

### **513.03**

The transmission and the use of multipliers, reducers, differentials, clutches, etc. are free.

## **520 - BREAKING OF RULES**

### **520.01**

Should a competitor break the rules, he will be liable to the following :

- disqualification of the boat (for infringement of class rules; in that case, results obtained in races will be cancelled and the competitor is excluded from the classification);
- disqualification of the competitor (for infringement of the rules on courses, maximum time, class, noise level, misbehaviour during a race).

Should the competitor or the mechanics behave in way that goes against the sporting spirit, the competitor would be reported to the R.C. Commission by the Officer of the Day.

During the race, the competitor and his mechanic have to comply with the provisions taken by the Jury and to have a correct behaviour vis-à-vis all the race Officers, other competitors and the public. Should they fail to do so, they would be disqualified and reported to the R.C. Commission.

## **530 - RETRIEVAL OF BOATS**

### **530.01**

The driver and his mechanic may retrieve their boats only from their stand on the pontoon. In such a case, they are authorised to use a tool whose total length does not exceed 1.20 m. Any infringement of this rule would lead to the disqualification of the competitor for the heat in progress.

The retrieval of dead boats is to be done only by people in charge of the retrieval.

## **540 - LEAVING THE PONTOONS**

The competitor who leaves the pontoon with the boat during a heat or a final in progress is considered as withdrawing from the heat or the final in progress.

## **550 - FUEL**

Fuel has to be provided by the competitor who is the sole responsible for its composition.

According to class/category rules the basic components for fuel are lubricating oil and METHANOL or GASOLINE as appropriate.

The use of other substances aimed to increase engine performance is regulated by the Class/Category rules.

The race officials are entitled to make fuel tests at any time during the event.

Use of fuel not complying to Class/Category rules lead to disqualification of the competitor from the involved race.

## **580 - TURBO-JETS AND ROCKET PROPELLED BOATS**

### **580.01**

Turbo-jet and rocket propelled boats are accepted as international series.

### **580.02**

These boats are not entitled to race, though they can attempt world speed records.

### **580.03**

Propulsion is according to the physical law which states that action and reaction are equal and opposite.

**580.04**

A rocket is an engine which burns two fuels other than air. These two fuels are combined so as to obtain a mass of gas which is rejected at high speed.



## **700 - ENVIRONMENTAL**

### **701 - NOISE LEVEL**

Every driver is responsible that his engine(s) does not exceed established noise levels at all times. See rules 504

### **702 - EMISSIONS**

To reduce emissions as much as possible, all drivers are recommended to use biodegradable lubrication oil.

### **703 - RE-FUELLING**

Every care must be taken not to spill fuel or oil. An absorbent carpet to avoid any spillage on to the ground must be used.

## **704 - ENVIRONMENTAL CARE IN RACE AREAS**

### **704.1**

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

### **704.2**

There must be large containers in the pits where waste, such as cans, containers, oil waste can be placed.

One person must be responsible for this and to authorise the proper removal after the race meeting with the Local Authorities.

### **704.3**

It is mandatory to inform the Drivers of all these environmental matters at the Drivers meeting (Rule 204.021).

## **800.01 - ELECTRIC COMPETITION**

### **A - CATEGORIES**

- a.1 - Multi Racing (MR)
- a.2 - Heat Racing (HR)

### **B - ENGINES**

Any type of motors are allowed (including Cobalt magnets type).

More than one motor are allowed on a boat.

### **C - BATTERY CELLS**

The only battery cells allowed as motor supply are:

- NiMH (23 mm x 43 mm)
- S1P Lipo
- S2P LiFe Po4(A123)

There are no restrictions for supply of Radio-control device.

The boat must be equipped with a device that allows measurement of the battery voltage, by the officials, when the boat is closed and ready to race.

### **D - HULLS**

- d.1 - MR Classes : Any material, mono-hull only, submerged prop. Drive.
- d.2 - HR Classes : No restrictions.

### **E - PROPELLERS**

Only water propellers allowed.

No restrictions on propeller material, number of blades, etc.

## **F - POWER DRIVE**

No restrictions on type of drive (direct drive and/or gear boxes allowed in all classes).

## **G - SPEED CONTROL**

Must be remotely operated by the Radio Control device.

It must be able to completely stop the engine.

No restrictions on how the control is achieved.

## **H - ONBOARD ENGINE POWER BREAKER DEVICE**

It must be fitted externally on all boats and clearly marked ON/OFF.

## **J - RACE NUMBERS**

A vertical plate must be provided on all boats (80 mm X 80 mm.).

Number should be BLACK on WHITE background. See Rule 902 - Fig 5

Race number to be decided by the organiser committee and to be communicated to the competitor at time of entry.

## **K - CLASSES**

### **k.1 - (MR) Multi racing eco-expert**

Race time 6 minutes

Course Triangle (30x30x30 meters - anti-clockwise turns)

N. of Cells up to 7 NiMH

up to 2 S1P Lipo (300 gr. Max)

up to 3 S2P LiFe Po4 (A123) (520 gr. Max)

Maximum allowed Voltage : 8, 5 Volts

### **k.2 - (HR) Oval 1**

Race time 5 minutes

Course Oval (clockwise turns)

N. of Cells up to 7 NiMH

up to 2 S1P Lipo (300 gr. Max)

up to 3 S2P LiFe Po4 (A123) (520 gr. Max)

Maximum allowed Voltage : 8,5 Volts

### **k.3 - (HR) Oval 2**

Race time 5 minutes

Course Oval (clockwise turns)

N. of Cells from 8 to 12 NiMH

from 3 up to 4 S1P Lipo (590 gr. Max)

from 4 up to 5 S2P LiFe Po4 (A123) (860 gr. Max)

Maximum allowed Voltage : 17,0 Volts

### **k.4 - (HR) Oval 3**

Race time 5 minutes

Course Oval (clockwise turns)

N. of Cells from 13 to 20 NiMH

from 5 up to 6 S1P Lipo (895 gr. Max)

from 6 up to 7 S2P LiFe Po4 (A123) (1200 gr. Max)

Maximum allowed Voltage : 25,5 Volts

## **L - RACING COURSES**

### **I.1 - Triangular type**

See Art. 901.04 (fig.4) for Course layout

Sizes : 30 x 30 x 30 meters

### **I.2 - Oval type**

See Art. 901.05 (fig.4a) for Course layout

Normal sizes : Straights = 90 meters - Turns radius = 14.0 meters

Emergency sizes : Straights = 44 meters - Turn radius = 7.6 meters

## **M - NUMBER OF BOATS**

A maximum of 6 boats are allowed in each heat.

Only one driver for each boat is permitted.

## **N - NUMBER OF HEATS**

When competitors in a Class are 6 or less:

Three heats are run - the two best results (laps and time) of each competitor are added - the total is the final result.

The competitor with the highest number of laps is the winner.

When competitors in a Class are more than 6:

Groups are created with max of 6 competitors each,

three qualifying heats are run for each group,

the two best results (laps and time) of each competitor are added - the total is the qualifying result, no matter which group they belong to.

The 6 competitors with the highest number of laps will access to the final heat.

A Competitor must complete at least one valid laps in order to be ranked.

### Tie Breaks

In case of equal results (laps and time) at the end of the qualifying or final heats the discarded result has to be considered, If a tie still exist the best ranking will go to the competitors who got most first places finishes in raced heats, then the second place finishes, then third place finishes and so on. If a tie still exist after this process has been exhausted it shall be broken in favor of the higher placed boats from the last heats run.

In case of equal points at the end of the championship, the winner shall be decided by the most first places finishes in races, then the second place finishes, then third place finishes and so on. If a tie still exist after this process has been exhausted it shall be broken in favor of the higher placed boats from the last race.

## **O - STARTING PROCEDURES**

### **o.1 - Multi Racing**

- a) call to the pits (2 minutes to complete the starting grid)
- b) Radio Controls check should be successfully performed
- c) 15 seconds to start is announced
- d) all the boats must be put on the water and kept in position by the pit mechanics
- e) 5 seconds to start is announced and then a second by second count down to GO
- f) boats must live the starting pits straight toward buoy n.2 for the first left turn

### **o.2 - Heat Racing**

- a) call to the pits (2 minutes to complete the starting grid)
- b) Radio Control check should be successfully performed
- c) all the boats must be put on the water and kept in position by the pits mechanics
- d) at the START signal the boats may be launched
- e) boats must live the starting pits straight towards buoy n.4 for the first right turn
- f) START signal is immediately followed by a 15 seconds count down announced as follows :  
10, 8, 6, 5, 4, 3, 2, 1, GO
- g) boats not launched before 5 seconds announce are considered retired for that heat
- h) once entering the course a boat must keep going
- i) launched boats should manage not to cross the start line before the GO.

## **P - END OF RACES**

At the end of the Race Time the STOP is announced. All boats on the course shall complete the lap they begun prior the STOP announcement. The time to complete the lap after STOP is recorded for each boat and the lap is recorded as well.

The last lap is not scored if the time to complete if after STOP exceeds 60 seconds.

## Q - PENALTIES

Early START, buoy jumping, stop the boat after launching it during H.R. starting procedure will lead to 1 lap penalty.

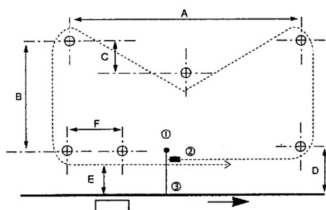
Hitting an identified dead boat on the course will lead to disqualification for the heat.

When this occur, the disqualified boat must leave immediately the course whenever possible.

## R - OTHER APPLICABLE RULES

For every situation not specifically addressed in this set of rules, the UIM Radio Controlled Rules are applicable as appropriate.

**Fig. 1 901.01 ENDURANCE COURSE**



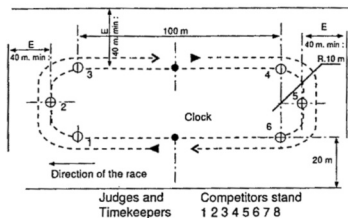
Person in charge  
of phonometry

Direction of the race  
12 11 10 9 8 7 6 5 4 3 2 1  
competitors stand

- |                |     |                            |
|----------------|-----|----------------------------|
| □ Arrival buoy | A = | from 60 m min. to 100 max. |
| , Course line  | B = | from 25 m min. to 50 max   |
| f Arrival line | C = | 10 m max                   |
|                | D = | 25 m                       |
|                | E = | 25 m                       |
|                | F = | about 15 m                 |

Note : a minimum clearance of 15 metres must be checked all around the course.

### Fig. 2 901.02 HEAT RACING COURSE



1 - 6 Course buoys

Arrival buoy

Note : A minimum clearance of 40 metres must be checked all around the course.

### Fig. 3 901.03 SPEED RECORD COURSE

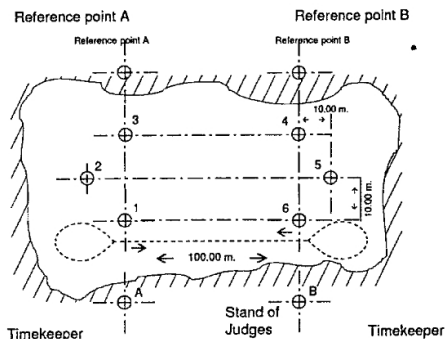
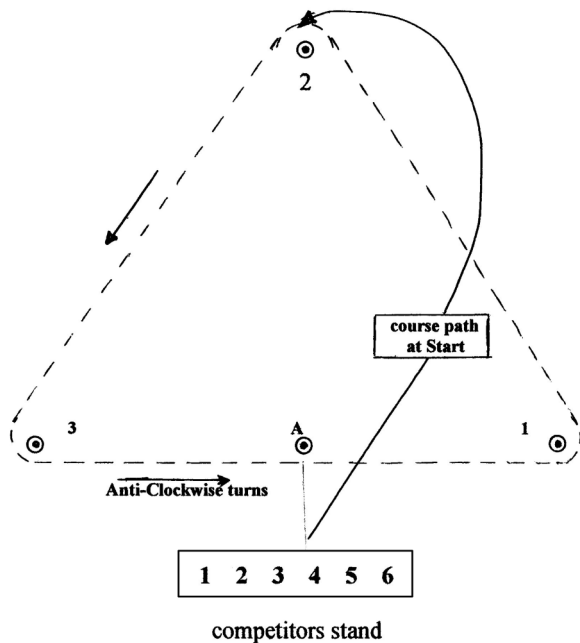




Fig. 4 901.04 ELECTRIC TRIANGLE COURSE



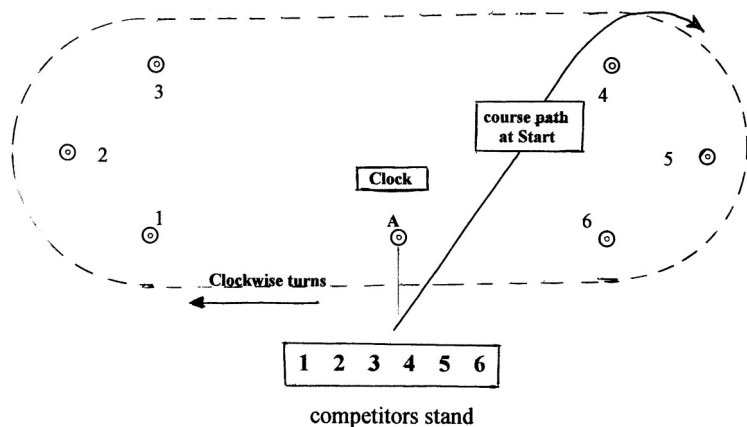
Straights : 30 + 30 + 30 meters

Buoys 1, 2, 3 : Course buoys

Buoy A : Arrival buoy

Note : a minimum clearance of 15 meters must be checked all around the course

Fig. 4a 901.05 ELECTRIC OVAL COURSE



**Standard :** Straights - 90 meters / Turns radius - 14 meters.

**Emergency:** Straights - 44 meters / Turns radius - 7,6 meters

**Buoys 1, 2, 3, 4, 5, 6 :** Course buoys

**Buoy A :** Arrival buoy

**Note:** a minimum clearance of 30 meters must be checked all around the course

**Fig. 5 902 RACING NUMBER PLATES****A. Endurance**

Black digits on White background

Numbers Height : Minimum 75 mm Maximum 80 mm

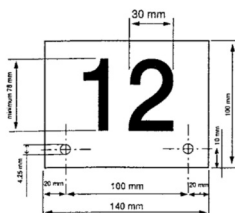
Numbers Width : Minimum 30 mm Maximum 40 mm (except for N° 1).

**B. Heat racing and electric boats**

Black digits on White background

Numbers Height : Minimum 65mm Maximum 75 mm

Numbers Width : Minimum 20 mm Maximum 25 mm (except for N° 1).



## **ANNEX C 903 - REF. RULES 312 AND 313**

### **BREACH OF THE RULES**

Rules set forth hereunder are mandatory. Any failure to comply with them will be considered as a breach and will lead immediately to a reprimand, a lap penalty or disqualification for the race.

#### **A) Turns**

Sharp turns are not allowed, except to avoid a collision. A slight correction may be required to overtake a boat but a turn exceeding 45° during the race is considered as a breach of rules.

Should a sharp turn cause a competitor to overturn, the person having committed the fault would have one lap penalty.

Should the boat so overturned break down in such a way that it cannot resume the race, the person having committed the fault would be disqualified for the heat.

#### **B) Rules of the road**

1. A boat following its course on the circuit must be able to keep it without having its way obstructed by other competitors trying to interfere.

A boat wishing to overtake another boat and to race on its lane must cover a length corresponding to no less than three boats before cutting in.

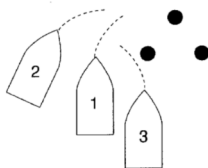
2. During a race, the natural course is the one which the most similar to the course drawn.
3. The above-listed rules also apply to turns.
4. Driving and sporting rules require that water lanes or courses be kept. Zigzagging or any other action aimed at preventing or obstructing the way to an overtaking competitor is considered as an infringement to the rule by the said boat.
5. Any failure to comply with these rules are breaches and lead to penalty laps.

## C) Overtaking

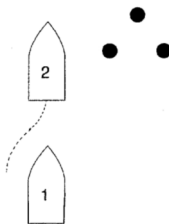
Overtaking is allowed anywhere on the circuit provided rules set forth in Chapter “a” (turns) and “b” (rules of the road) are being complied with.

Examples are given hereafter.

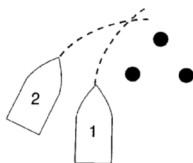
Drawing n° 1 : Boat n° 1 has the right of way. Boat 2 and 3 try to incorrectly overtake it. Boat n° 2 cuts the course of boat n° 1. This is a breach of rules. Boat n° 3 tries to get closer from the inside, it has to turn left and cuts the course of boat n° 1 to avoid the buoy. This is a breach of rules.



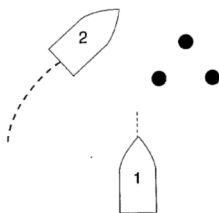
Drawing n° 2 : Boat n° 2 overtakes correctly. If a boat overtakes another and keeps its course in such a way that it covers the length of three boats before cutting in it acts correctly.



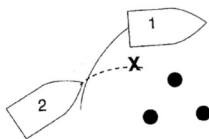
Drawing n° 3 : This procedure also applies to turns . N° 2 is to be penalised. Note that n° 1 has to cut in towards the buoy to avoid a foreseen collision. N° 2 breaks the rules.



Drawing n° 4 : N° 2 turns and provides much space between itself and the other boat. N° 1 does not have to cut in towards the buoy. No breach.



Drawing n° 5 : In this case, competitor 1 leaves its course by turning off far, making it possible for the other driver to take up its course by turning sharp. There is no breach. Now n° 2, at point « X », is on the right course.





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