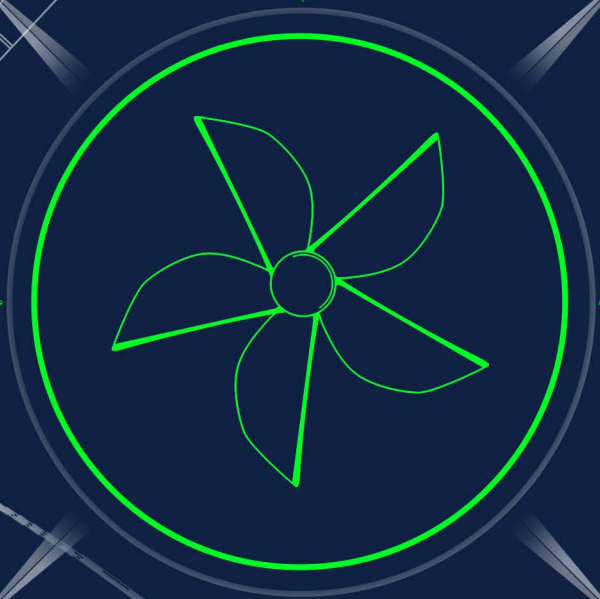


UIM
2019

PLEASURE NAVIGATION
& RADIO-CONTROLLED
RULEBOOK



UIM 
UNION INTERNATIONALE MOTONAUTIQUE



RADIO CONTROLLED RULES

2019

SPORTS TECHNICAL

112 - REMOTE CONTROLLED OFFSHORE RACING SERIES

112.01 - COURSE

- A) The course provided for a Heat Racing series is reproduced herein 901.02 (fig.2).
- B) For OF-1, some alternative courses may also be used:
 - 1) Course reproduced herein art. 901.02 (fig.2) but with straight length of 60 meters.
 - 2) Any four buoys course arrangement (arrival buoy included) with a minimal total length of 180 meters.
- C) Starting race procedures to be illustrated at the drivers briefing.

112.02 - BUOYS

The buoys must be cylinder or cone-shaped, with their axis placed vertically and the following dimensions: diameter 150 mm maximum, height above the water 300 mm minimum.

They must be made of a material that does not damage hulls in case of a collision (i.e. expanded polystyrene) and must be visible colored stripes (red or orange).

112.03 - RACING CONDITIONS

Races consist in covering as many laps as possible within a determined time, in competition with other boats. They must rotate clockwise.

112.04 - NUMBER OF QUALIFYING HEATS

It is up to the organizing committee to determine the number of qualifying heats. Each competitor must have at least 4(four) qualifying heats to run.

112.05 - NUMBER OF COMPETITORS

The maximum number of competitors admissible for each heat is 8. The minimum number is 3.

112.06 - DURATION OF HEATS AND OF THE FINAL

Qualifying heats, semi-finals and finals: 8 (eight) minutes ALL OFFSHORE Classes except OF-1. Qualifying heats, semi-finals and finals: 6 (six) minutes for OF-1 class.

112.07 - STARTING RACE SIGNAL

The beginning of each heats is indicated by the clock.

Only for OF-1 class jetty start with red lights.

112.08 - SUSPENSION OF THE HEAT

Should the heat be suspended, the whole racing procedure is restarted.

112.09 - END OF THE RACE

After the end of race signal all boats on the course must complete the last lap and the additional race time is recorded for each competitor;

The competitors must run an extra lap at low speed to come back to their own position at the start pontoon;

The boat crossing the arrival line more than twice after the end-of-race signal will be penalized by as many laps as the ones unnecessary covered.

Competitor who were stopped when the end-of-race signal was given are not allowed to resume the race and are penalized by 2 (two) laps in case they do it.

112.10 - HEATS CLASSIFICATION

The classification for each heat is established on the basis of the number of laps completed by each boat, from the starting signal up the lap completed after the end-of- race signal, penalties deducted if any.

112.11 - HEATS CLASSIFICATION – RACE CLASSIFICATION

The final classification of the race is obtained by adding the number of laps scored in the best “n-1” heats out of the “n” raced; the final timing of the race is obtained by adding the heats timing of the above mentioned heats. When the race format includes a “FINAL RACE” then art.112.12 and 112.13 apply.

112.12 – QUALIFICATIONS

1) When in the Race program a FINAL race is scheduled, then the following applies:

Should be less than 20 competitors qualified at the end of qualifying heats, the first 8 qualified have direct access to the final.

Should there be 20 competitors qualified or more, the first 6 (six) qualified will have direct access to the final.

Competitors classified 7th to 14st have access to a semi-final, the first 2 (two) classified will go to the final in the same ranking order in position 7 and 8.

The semi-final results counts only for access to the final, the competitors that do not entered the final will maintain their original qualifying ranking as far as the general classification is concerned.

112.13 - FINAL

8 (eight) competitors maximum take part in the final of 1(one) heat.

112.14 – DEAD HEAT

If at the end of the race there is a dead heat for the First place an additional heats will take place between these competitors in order to determine the winner.

112.15 - RADIO TRANSMITTERS

The radio transmitters frequencies must comply with local regulations and/or restrictions of the hosting Country. Competitors will keep their radio transmitter s during the whole competition.

They will be fully responsible for them.

Any competitor caught while manipulating his transmitter on the ON position, outside the qualifying heat or final in which he is racing, will be disqualified for the competition and for all the category he is involved.

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 send 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.

120.07 - WILD CARDS

The National Authority who organizes a World or Continental Championship may issue a WILD CARD to each driver invited by aforesaid National Authority to attend its Event.

All the drivers who run with WILD CARD could receive all the prizes foreseen in that event.

If the winner of such Championship is an holder of WILD CARD, the title will be granted to the National Authority who issued his/her WILD CARD.

The WILD CARD is free of charge and will be valid ONLY for the race in which it has been issued.

After the administrative control, the organizing National Authority will have to send to the UIM Secretariat a list of the issued WILD CARD before the start of the first race.

GROUP 200 ORGANISATION OF RACES

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 :

- 202.20 The name of the organiser
- 202.21 The series and the classes of boats catered for

- 202.22 The race or races which will be run
- 202.23 The venue and the date of the race (s)
- 202.24 The course of each race and plan drawn to scale
- 202.25 The sentence "the races are held under UIM rules"
- 202.26 The special conditions which in accordance with the UIM rules may be added
- 202.27 The time limit and place to which entries must be sent and whether written by telegram or by hand
- 202.28 The amount of the entrance fee
- 202.29 All information regarding the prizes for each race
- 202.30 Where and when the entry forms, programmes and racing instructions can be obtained from the organising committee
- 202.31 Transports facilities and concessions
- 202.32 Terms and conditions of a mandatory insurance for personal and material damage to third parties, competitors included
- 202.33 Minimum age of competitors required by law
- 202.34 Times for practice per class
- 202.35 Full instructions regarding noise regulations
- 202.36 Date provided, for the verification of the hull and the engine
- 202.37 Should no advertising be allowed during a race, this is to be mentioned in the advance-programme
- 202.38 The time limits for the late starters and finishers.
- 202.39 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.
- 202.40 Place and time of the drivers meeting.
- 202.41 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) :

- 204.11 Dates and Venues of races
- 204.12 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.
- 204.13 Starting time of each race
Signals for each race
Signals of postponement, cancellation, re-start and shortening of the race
- 204.14 Time when the control closes for each race
- 204.15 Full particulars of prizes for each race
- 204.16 Time limit and place for handing over the protests
- 204.17 Time and place of the distribution of prizes
- 204.18 Appeal procedure

- 204.19 Composition of the Race Committee, the Jury and the Technical Commission
- 204.20 List of the boats entered for each race and if possible names and clubs of drivers
- 204.21 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
- 204.22 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.

205 - 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 plate, the competitor has to withdraw the boat immediately from the course.

The boat is not allowed to resume the race if the identification plate is not replaced or restored to be legible. The laps covered without a legible identification plate could be not scored when manual laps count is used.

206.04 UIM STICKERS

The UIM actual logo, minimum 6 cm in length stickers, supplied by the UIM or other manufacturer, must be attached to at least one side of all boats participating in UIM titled events.

The loss of the UIM logo will not be a reason for disqualification at post race technical inspections.

GROUP 300

RULES FOR CIRCUIT RACES

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 MYLAPS - rc4 automatic timing must be used in order to ensure accurate and reliable laps counting and time keeping.

All the boats must be equipped with "rc43" personal transponders.

Each competitor is responsible for the proper installation of his own personal transponders and its satisfactory operation.

The race managing software must be able to handle all the data requested by the racing rules and assuring on line display of the ongoing race as well as recording and print out of the race data.

301.01 - MANUAL LAPS COUNTING

Manual laps counting is only allowed as emergency back-up when authorized by the OOD.

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.

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 boats.

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 red lights are simultaneously on, each of them being off every 30".

Should a competitor fail to start the engine and launch the boats during Stage 1, he will be considered not Started.

Should a competitor 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.

305.1.2 - 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 boats 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.

305.1.3 - 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 cleared.

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 1 lap penalty for each buoy so fouled.

A fouled buoy cannot be re-rounded.

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 subjected 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 - STARTING PROCEDURE – RC OFFSHORE RACING SERIES

308.01 - CALL TO THE PIT

After the call by the Race Officer, the competitor has two minutes to come the pontoon; after this time, the latter will be considered as failing the start.

308.02 – 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.

308.03 - 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.

308.04 - 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.

308.05 - STARTING PROCEDURE

Each heat in Offshore Racing is composed of the following three stages. For OF-1 starting procedure see also 308.05.04.

308.5.1- STAGE 1

Stage 1 is so-called “Pit Time” or preparation time. It lasts two minutes during which the competitor start the engine and launches the boat. The Start Officer authorize the launching of the boats.

Failure to wait the authorization 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 center of the circuit, in line with the arrival line, is started and a whole round of its takes 30”.

Four red lights are simultaneous on, each of them being off every 30”. Competitors keep running on the racing course until the end of Stage 2. In case of digital clock, time is displayed backwards.

Should a competitor fail to start the engine and launch the boats during step one, he has to wait until Stage 3 starts before launching his boat giving right of way to the other competitors already in the water. One lap penalty is given to all late starters.

308.5.2- 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 boats 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 signaled by a flash located on the clock and by the harm on zero.

The heat is considered as effectively started when boats cross the starting line after the end of stage 2.

DDD 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.

308.5.3- STAGE 3

Stage 3 is so-called “Course Time”.

This stage consist in covering as many laps as possible within the pre-set race time.

After the end of race signal all boats on the course must complete the last lap and the additional race time is recorded for each competitor;

The competitors must run an extra lap at low speed to come back to their own position at the start pontoon;

The boat crossing the arrival line more than twice after the end-of-race signal will be penalized by as many laps as the ones unnecessary covered.

308.05.04 – OF-1 STARTING PROCEDURE

When the “Red Lights assembly” is available this start procedure should be preferred;

- Pit - time of 2 (two) minutes with Count-down; where the competitors may Start the engine and the boat may be put on the water but not released.
- 15 seconds to red lights sequence is announced.
- all the boats must be put on the water and kept in position by the pit mechanics.
- Turn-on sequence of 5 (five) RED Lights is started.
- The RACE START when, after a random delay of up to 5 seconds the 5 RED LIGHTS are turned –off simultaneously; only at this moment the boats on the water can be released (NOT LAUNCHED).
- boats must leave the starting pits straight toward buoy n.1 for the first right turn.

308.06 - 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 1 lap penalty for each buoy so fouled, a fouled buoy can be re-rounded to avoid penalty.

Touching one or several buoy involve no penalties.

Should an infringement be of a serious nature likely to damage competitors’ hull, hurt spectators, etc. because of a willful violation of rules, the offender would be excluded from the competition in progress as well as from all other races that are to take place during the same event; this is subjected to a final judgment by the jury.

308.07 - 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 in the same event, he would be disqualified for the competition in progress as well as for all other races that are taking place during the same event.

309 - RACE CANCELLED

The Race Committee has the power to cancel any race should unfavourable weather or reasons of “force majeure” render this action necessary.

310 - RACE POSTPONED

310.01

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.

310.02

In both cases, signalling is to be recommenced. When the need for postponement is over, 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

311.01 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.

311.02 - 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.

311.03 - 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.

311.04 - REVERSED NAVIGATION DIRECTION

U-turns are not allowed. Any infringement to this rule would lead to disqualification.

311.05 - 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.

311.06 - 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, see group 900 Annex C herein.

313 - RACING CONDUCT - R.C. HEAT RACING AND OFFSHORE 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.

320 - 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 :

- 323.1.1 Classification and distribution of prizes ;
- 323.1.2 Report by timekeepers
- 323.1.3 List of drivers
- 323.1.4 Penalties
- 323.1.5 Documents on any records broken in conformity with UIM rules
- 323.1.6 List of protests and decisions relating to the meeting or the race
- 323.1.7 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.

GROUP 500 SERIES AND CLASSES

500 - SERIES AND CLASSES

500.01 - ENDURANCE

ED 3.5	up to 3.50 cc
ED 7.5	up to 7.50 cc
ED 15	up to 15.00 cc
ED 27	up to 27.00 cc with ignition only
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
H 27	up to 27cc with ignition only
HF-1	up to 3.50 cc outboard engine (semi scale catamaran hull)
HF- ¼	up to 15cc or up to 30.5 cc with ignition only Outboard engine or in-outboard power plant (semi scale catamaran hull)

500.03 - OFFSHORE

O 3,5	up to 3,50cc
O 7,5	up to 7,50cc
O 15	up to 15cc
O 27	up to 27cc with ignition only O 35 up to 35cc with ignition only
OF-1	up to 3,50cc outboard engine (semi-scale catamaran hull)
OF-¼	up to 15cc or up to 30.5 cc with ignition only out-board engine or in/out-board power plant (semi-scale catamaran hull)

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.

502.08 - SEMI-SCALE CATAMARAN HULL

The shape of the hull must be a catamaran circuit type.

The hull must have on the cockpit at least one graphic showing the windscreen of the cockpit; for hulls with open canopies there must be a driver wearing orange helmet.

502.09 - OUTBOARD ENGINE

The outboard motor is a mechanical assembly which can be removed from the boat as a single unit, complete with its transmission and which does not transmit the power through the hull up any point. The motor thus taken off and placed ashore must be capable of being started.

Any mechanism intended to modify the angle of attachment and/or the height of the motor is authorized.

502.10 - IN-OUTBOARD POWER PLANT

It is meant that engine, possible reducer, exhaust silencer can be fixed on board of the hull, drive shaft crosses the transom, a dummy outboard engine must be installed outside the hull transom.

502.11 - ENGINE WITH IGNITION ONLY

It is meant an engine fuelled with green gasoline and oil mixture ignited by spark plug system.

502.12 - ENGINE

When not specified it is meant an engine fuelled with methanol and oil mixture with glow plug system. The use of nitromethane is allowed in full respect of the rules and countries laws in force.

503 - EXTRA BOAT

503.01

A second boat for each class may be scrutineered. Only one boat at a time may be taken to the start pontoon and it can be anymore changed once the start procedure of the heat or final is on-going.

503.02

One boat may be raced in different Classes, provided than all class requirements are fully met and scrutineered.

504 - NOISE REDUCTION

504.01

The use of an efficient device to attenuate the noise is compulsory.

504.02

The noise emitted by the boat 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.

504.05

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.

- For GASOLINE fuels the use of substances aimed to increase engine performances is NOT ALLOWED.
- For METHANOL fuels the use of Nitro-Methane is allowed up to 30% p.p. max. The race officials are entitled to make fuel tests at any time during the event.

According to UIM fuel testing procedures the test will be done by using an Automatic Digital Density Tester:

- The max allowed density reading for gasoline fuels is (0,775)
- The max allowed density reading for Methanol fuels is (0,890)

All readings are referred to a 20°C environmental test temperature.

Use of fuel not complying to Class/Category rules led to disqualification from the involved race.

P.S. - The use of substances (e.g. Nitro-methane) aimed to increase engine performance is regulated by the Class/Category rules and must be in compliance to the "U.E. rule N. 98/2013 of 02 January 2013" in which is stated that the content of substances must not exceed 30% p.p. in all U.E. Countries starting from 02 march 2016.

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.

GROUP 700 ENVIRONMENTAL

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

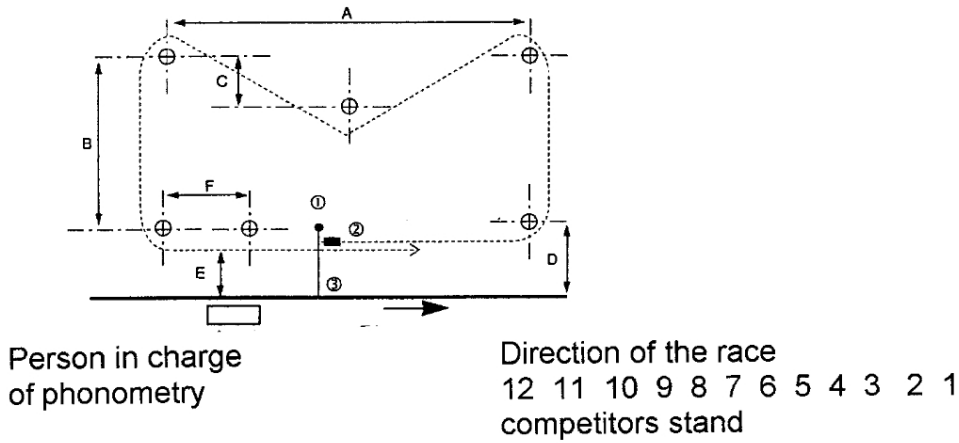
There must be large containers in the pits where waste, such as cans, containers, oil waste can be placed.

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).

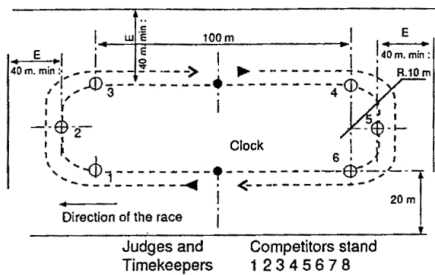
Fig. 1 901.01 ENDURANCE COURSE



- Arrival buoy
 - Course line
 - f Arrival line
- A = from 60 m min. to 100 max.
 B = from 25 m min. to 50 max
 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

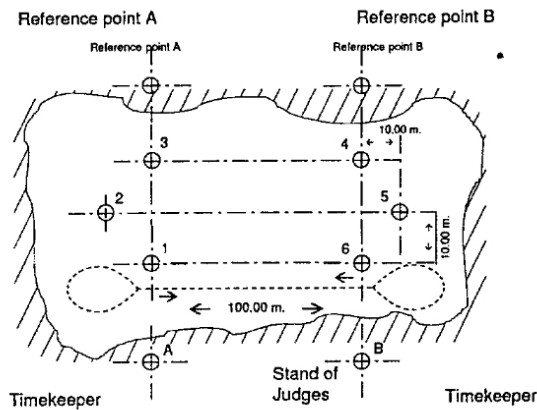
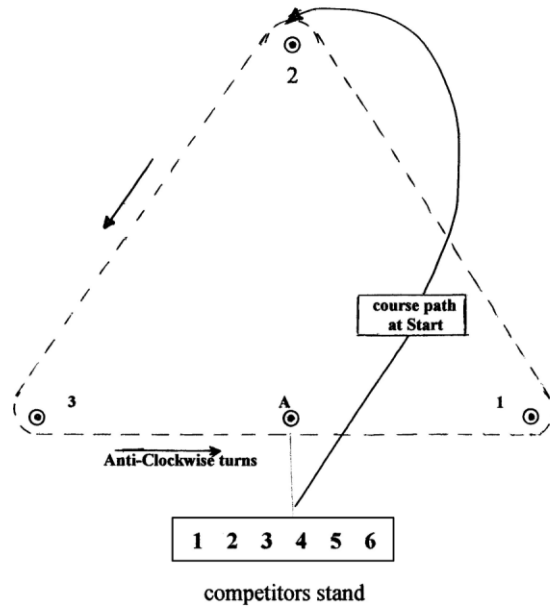
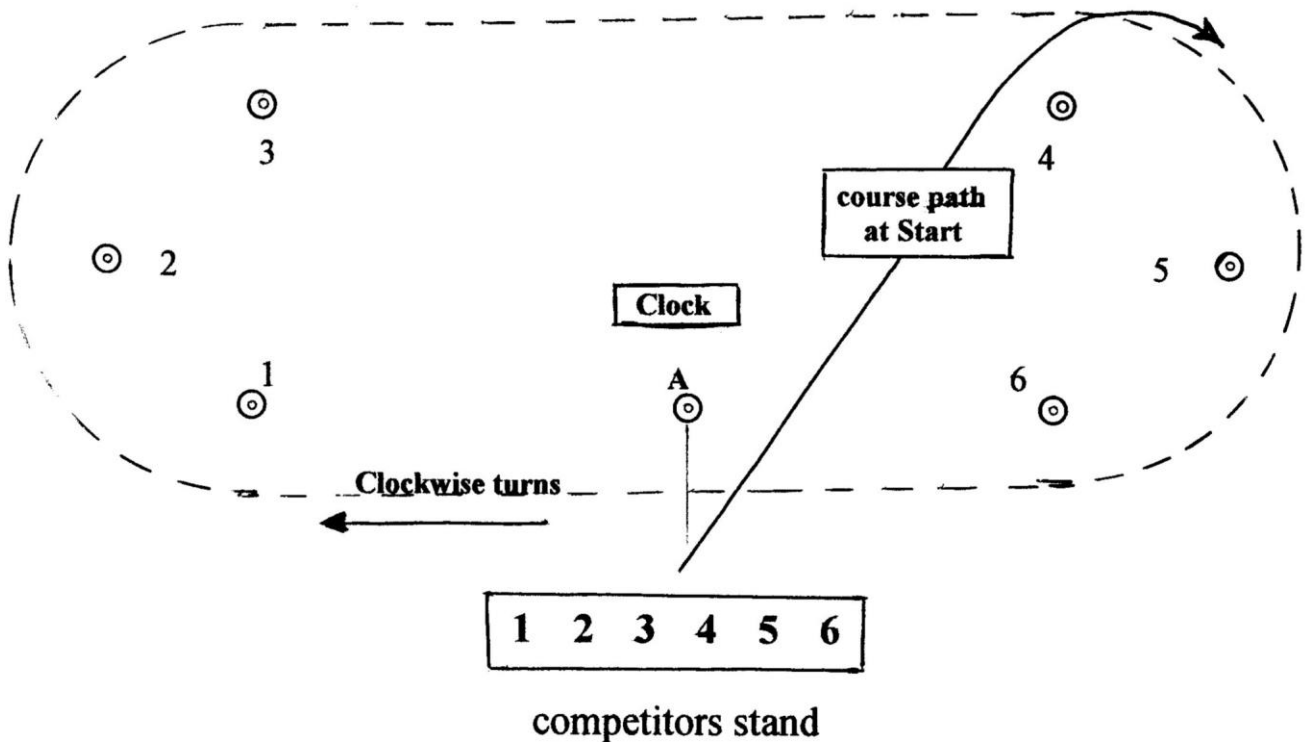


Fig. 4 901.04 ELECTRIC TRIANGLE COURSE



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

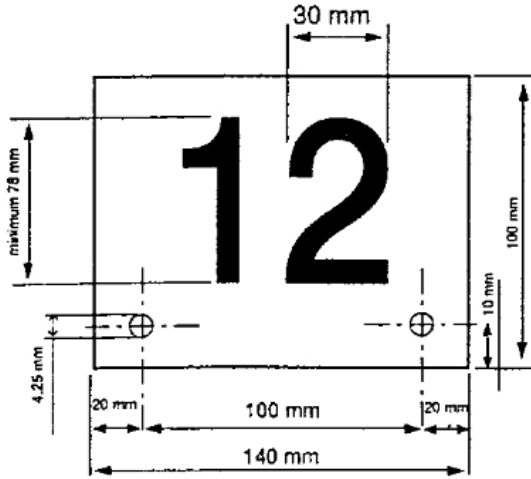
Fig. 5 902 RACING NUMBER PLATES

a. Endurance and Offshore

Black number on White background 100x140 mm

Numbers Height: Minimum 75 mm Maximum 80 mm

Numbers Width: Minimum 30 mm (except for n° 1)

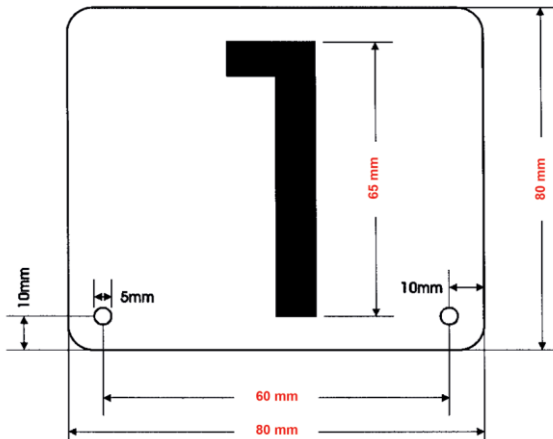


b. Heat racing , electric boat and OF-1 class

Black number on White background 80x80 mm

Numbers Height: Minimum 65 mm

Numbers Width: Minimum 25 mm (except for N° 1)



801 – SOLAR CELL

Technical specifications will be settled as soon as the experimental test will be completed.

802 – MARATHON RACE

802.01 – INDIVIDUAL RACE

802.01.01 – CLASS ALLOWED

Ref. Art. 501.01

802.01.02 – FORMAT RACE

A - DURATION RACE : 2 HOUR

dead boats are retrieved and may restart.

B – PIT-STOP

Any driver during the race can stop to make changes to the boat and refuel.

C - 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.

For the rest, reference is made to Art. 110 to follow.

802.02 – 2 DRIVERS TEAM RELAY RACE

802.02.01 – CLASSES ALLOWED

Ref. Art. 501.01

802.02.02 – FORMAT RACE

A - DURATION RACE : 2 HOUR

Dead boats are retrieved and may restart.

B - TEAM COMPOSITION : 2 DRIVER and 2 BOAT

For each team there may be only one boat in water at a time.

C – DRIVER AND BOAT CHANGE

The pilot and boat change can only take place if the competing boat stops for a failure or for regular arrival at the jetty start .

D - PIT-STOP

Any drivers during the race can stop to make changes to the boat and refuel.

E - CLASSIFICATION

The classification is established on the basis of the number of laps completed by the two boats of the team, from the starting signal up to the end-of-race signal, penalties deducted if any.

F - RED CARD

If the driver receives a red card, he and his boat can not continue the race; other team member can go on to complete the race.

For the rest, reference is made to Art. 110 to follow.

802.03 – 3 DRIVERS TEAM RELAY RACE

802.03.01 - CLASSES ALLOWED

Ref. Art. 501.01

802.03.02 - FORMAT RACE

A - DURATION RACE : 6 HOUR

Dead boats are retrieved and may restart.

B - TEAM COMPOSITION : 3 DRIVER and 3 BOAT

for each team there may be only one boat in water at a time.

C – DRIVER AND BOAT CHANGE

the pilot and boat change can only take place if the competing boat stops for a failure or for regular arrival at the jetty start .

D - PIT-STOP

Any drivers during the race can stop to make changes to the boat and refuel.

E - CLASSIFICATION

the classification is established on the basis of the number of laps completed by the three boats of the team, from the starting signal up to the end-of-race signal, penalties deducted if any.

F - RED CARD

If the driver receives a red card, he and his boat can not continue the race; other team members can go on to complete the race.

for the rest, reference is made to Art. 110 to follow.

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.

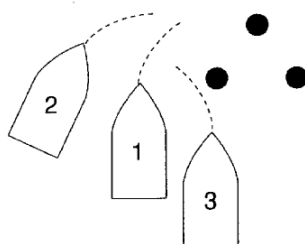
2. During a race, the natural course is the one which the most similar to the course drawn.
3. The above-listed rules also apply to turns.
4. Driving and sporting rules require that water lanes or courses be kept. Zigzagging or any other action aimed at preventing or obstructing the way to an overtaking 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

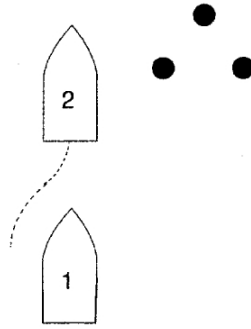
Overtaking is allowed anywhere on the circuit provided rules set forth in Chapter “ a “ (turns) and “ b” (rules of the road) are being complied with.

Examples are given hereafter.

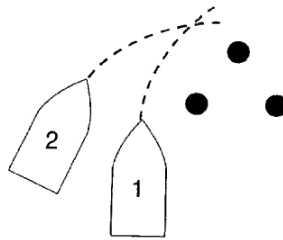
Drawing n° 1 : Boat n° 1 has the right of way. Boat 2 and 3 try to incorrectly overtake it. Boat n° 2 cuts the course of boat n° 1. This is a breach of rules. Boat n° 3 tries to get closer from the inside, it has to turn left and cuts the course of boat n° 1 to avoid the buoy. This is a breach of rules.



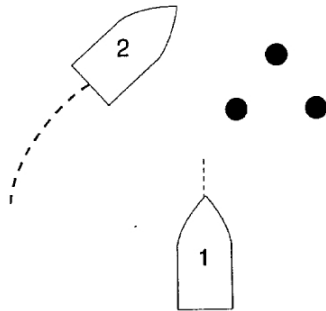
Drawing n° 2 : Boat n° 2 overtakes correctly. If a boat overtakes another and keeps its course in such a way that it covers the length of three boats before cutting in it acts correctly.



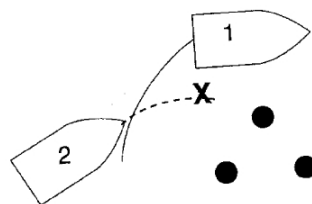
Drawing n° 3 : This procedure also applies to turns . N° 2 is to be penalised. Note that n° 1 has to cut in towards the buoy to avoid a foreseen collision. N° 2 breaks the rules.



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.



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

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