



CIRCUIT




92nd UIM General Assembly
 Qingdao, China
Council vote - 18th October 2019

Rules proposals for Circuit discipline - Table of content

Proposal n°	Rule n°	Subject	Entered by	Commission Advice
1	101.01	Event Sanction Requirement	France	Cominsport
2	101.03	Deadline Dates	Cominsport	
3	102.03	Commissioner report	Cominsport	
4	104	Non approved race	Great Britain	Cominsport
5	106	Minimum number of heats	Cominsport	
6	106.01	General rules	Cominsport	
7	106.02	Water registration	Formula 1 Committee	
8	108.03	Hydro GP World Championship	Cominsport	
9	108.04	Entries	Cominsport	
10	108.05	Heats and length	Cominsport	
11	108.07	Results	Cominsport	
12	201.07	The Technical Officers	Safety Cockpit Committee	Cominsport
13	202.02	Advance Programme	Estonia	Cominsport
14	203.04.01	Minimum age	Cominsport	
15	205.06	Life Jacket	Germany	Cominsafe
16	205.07	Protecting helmet	Cominsport	Cominsafe
17	205.07.01	Frontal head restraint	Formula 1 Committee	Cominsafe
18	205.08	Safety Boats	Cominsafe	
19	205.08.01	Towing boats	Great Britain	Cominsport
20	205.09	Insurance	Cominsafe	Council
21	205.09	Insurance	Sweden	Council
22	205.15	OSY400 Qualification	Cominsafe	
23	206.02	Numbers	Cominsport	
24	New	Airbag	France	Cominsafe
25	302.01	Circuit	Cominsport	
26	305.04.01	Compulsory practice	Cominsport	
27	307.02	Dead engine start	Cominsafe	
28	307.02	Jetty length for O classes	Cominsafe	
29	307.03	Dead engine start	Cominsport	
30	307.04	Start	Cominsport	
31	317	Scoring System	Cominsport	
32	319	Posting of the results	Cominsport	
33	406.05	Yellow Cards	Cominsport	Legal Consultant
34	504.14	Auto-pilots	Comintech	
35	509	Reinforced Cockpits	Safety Cockpit Committee	
36	509.03	Reinforced Cockpits	Safety Cockpit Committee	
37	509.03	Reinforced Cockpits	Cominsafe	
38	509.06	Reinforced Cockpits	Safety Cockpit Committee	
39	516	Classes	Safety Cockpit Committee	
40	522	Hull	Cominsport	
41	522.02	Propeller height measurements	Cominsport	
42	522.04	Minimum dimensions	Cominsport	
43	522.04	Minimum dimensions	Cominsport	
44	523.06	Depth prop Shaft	Cominsafe	
45	525.1.01	OSY400	Cominsport	
46	525.2.02	Sole modifications allowed	Cominsport	

47	525.4	Depth prop Shaft	Cominsport	
48	525.4	Minimum Depth prop Shaft	Cominsafe	Comintech
49	525.5	Yamato Engine Skeg Shape	Cominsafe	Comintech
50	536.07	Turning Fin Leading Edge O/F classes	Cominsafe	
51	550.6.04	Motor cooling	Germany	Comintech
52	550.6.08	Low emissions engines	Cominsport	
53	550.6.08	Modification allowed	Comintech	
54	560.01	Teams & Titles	Cominsport	
55	560.16	Safety Equipment	Cominsport	
56	560.16	Life Jacket	France	Cominsafe
57	561.01	Hulls lengths and weights	Cominsport	
58	561.01.105	Hulls lengths and weights	Cominsport	
59	561.02	Hull design	Cominsport	
60	562.6	Kill switches	Cominsport	
61	562.08	Gearbox	Cominsport	
61bis	562.08	Gearbox	Cominsport	
62	563.09	Modifications	Cominsport	
63	563.5	Engine cooling	Cominsport	
64	563.9	Propellers	Cominsport	Comintech
65	563.11	Ports	Cominsport	
66	563.24	Revolution limiters	Cominsport	
67	563.26	Modifications	Cominsport	
68	563.31	Gearbox	Cominsport	
69	563.31	Technical	Cominsport	
70	564A	Technical	Cominsport	
71	564A-10	Technical	Cominsport	
72	564B	Wet driver	Cominsport	
73	564B-15	Awarding final points	Cominsport	
74	564N-01	Racing regulations and rules	Cominsport	
75	564B-33	Racing regulations and rules	Cominsport	
76	New	P750 Endurance	Cominsport	
77	595-597	Electrical boats	Cominsport	
78	900.15.2	Inboard Engine Boat Classes	Cominsport	Cominsafe
79	902.4	Machinery	France	Cominsport - Comintech
80	902.4	Rescue	France	Cominsport
81	902.7	Fuel	France	Cominsport - Comintech
82	902.17	Repairs	France	Cominsport - Comintech
83	902.24	Teams	France	Cominsport
84	902.33	Points	France	Cominsport
85	905.4	Machinery	Latvia	Cominsport - Comintech
86	905.5/7	Hull & Fuel	Latvia	Cominsport - Comintech
87	F1 - 2.4.3	Alternative time trials	Formula 1 Committee	
88	F1 - 24	New V8 SST Four Strokes	Formula 1 Committee	
89	F2 - 1.1/1.15	Organisation	Formulae Committee	
90	F2 - 2.4.2	Qualifying	Formulae Committee	
91	F2 - 2.4.7.1	Match Race & Speed Record	Formulae Committee	
92	F2 - 6	Race Course	Formulae Committee	
93	F500	General Financial Conditions	Cominsport	
94	F4 - 9	Engines	France	Cominsport - Comintech

 Proposal n°	<h1 style="color: red;">1</h1>	NATIONAL AUTHORITY	Name/Surname: Gilles GUIGNARD Contact email: contact@ffmotonautique.com
Discipline Rule article n° Article subject 2019 Rulebook page	CIRCUIT 101.01 EVENT SANCTION REQUIREMENT AND FEES 84	FRANCE	<i>No Support Required</i>

Current text

101.01 - EVENT SANCTION REQUIREMENTS AND FEES

[...]

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

Proposed text

101.01 - EVENT SANCTION REQUIREMENTS AND FEES

[...]

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.

However a national authority may invite 2 or 3 pilots maximum, without having to pay international calendar fees


Justification

The fact of inviting a maximum of 3 pilots does not put in danger the organizations of the UIM championships and that vis-a-vis cities it can help to have future races

Commission advice

COMINSPO

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	2	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 101.03 Deadline dates 84	Author of the Rule change proposal	Name/Surname: Mr. Vahur Joala Contact email: vahur@veemoto.ee

Current text

101.03 - DEADLINE DATES

A National Authority may apply for UIM titled races for the next season by sending applications to the UIM office.

In case of International Hydro GP events, all following dates refer to the year preceding the proposed event

- 1 January: Applications from NA for Hydro GP events with dates/venues
- 31 January: Allocation of Hydro GP events by Cominsport
- 1 February: Send list to NA's of all titled events available not run in Hydro GP events.
- 1 March: Forwarding of requests for international titled events with venues
- 1 April: Allotting of titled events to NA for the following year
- 15 April: Publishing of all UIM circuit title allocation for the following year
- 10 September: Forwarding of dates and venues of titled events by the NAs. Forwarding of request for ordinary international events, complete with dates and venues.
- General Assembly calendar Meeting: Drawing-up of the international calendar.
- 15 December: Publishing of the international calendar.

A National Authority may apply for a titled race two years ahead and Cominsport allocates these events at the UIM General Assembly year earlier.

Council may allocate an international Circuit titled event for unique occasions to an NA at the General Assembly more than one year ahead. This is necessary when organizers need more time to prepare financial and organizational matters for a UIM titled event. Application from the NA must be sent to the UIM no later than 1. September of the year that Council, in agreement with COMINSPO and the involved Committee, will process the application during the General Assembly.

Proposed text

101.03 - DEADLINE DATES

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- General Assembly calendar Meeting: Drawing-up of the international calendar.
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A National Authority may apply for a titled race two years ahead and COMINSPO allocates these events at the UIM General Assembly year earlier. ~~Council may allocate an international Circuit titled event for unique occasions to an NA at the General Assembly more than one year ahead.~~ This is necessary when organizers need more time to

prepare financial and organizational matters for a UIM titled event. Application from the NA must be sent to the UIM no later than 1. September of the year that Council, in agreement with COMINSPOORT and the involved Committee, will process the application during the General Assembly. ***Additionally NA pay deposit of amount of current race inscription fee, which is not refunded, when race organizing is given back or cancelled after 15. December of the race preceding year.***

Justification

As it was discussed and agreed at UIM COMINSPOORT meeting in Amsterdam 2019.

**Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020**

 UIM UNION INTERNATIONALE MOTONAUTIQUE Proposal n°	3	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 102.03 After the race 88	Author of the Rule change proposal	Name/Surname: Mr. Vahur Joala Contact email: vahur@veemoto.ee

Current text

102.03 - AFTER THE RACE

As soon as the results have been verified, the National Authority and the UIM Commissioner forwards these results to the UIM Secretariat.

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 Commissioners, including accident reports, 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 for any purpose whatsoever.

Should any Commissioner fail to obtain all necessary data and results for transmission to U.I.M., he will note this fact in his report and will urge the organisers to send all required documents by themselves to the Secretariat of U.I.M., 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 of Sport/Technical/Safety Commissions, all members of Cominsport and to the NA of the organiser.

Proposed text

102.03 - AFTER THE RACE

As soon as the results have been verified, the National Authority and the UIM Commissioner forwards these results to the UIM Secretariat.

After the event, he sends his report to the UIM Secretariat by using the official form, within ten days after the race.

Enclosed with report UIM Commissioner sends: plan of the race-course; entry list including nationalities and for the classes UIM Digital Logbook in use all used boats Hull Identification Numbers (HIN); the official results of the event; protests; minutes from the jury meetings.

~~The official results of the event must be enclosed with the report.~~

The reports from Commissioners, including accident reports, 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 for any purpose whatsoever.

Should any Commissioner fail to obtain all necessary data and results for transmission to U.I.M., he will note this fact in his report and will urge the organisers to send all required documents by themselves to the Secretariat of U.I.M., 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 of Sport/Technical/Safety Commissions, all members of Cominsport and to the NA of the organiser.

Justification

Defining needed documentation for UIM Commissioner Reports, which is up to now unofficially already asked. Now also race organizers start to know, what is needed to provide. Adding to the entry list HIN information.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	4	NATIONAL AUTHORITY	Name/Surname: Martyn Smith Chris Loney Contact email: uim@bpbaracing.com
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 104 NON-APPROVED RACES 88	GREAT BRITAIN	<i>No Support Required</i>

Current text

104 - NON-APPROVED RACES

All races not organised according to UIM rules are not to be recognized. The same applies to motorboating events not approved by National Authorities. A national race, or a race by “invitation” in which a foreign licensed driver is invited to take part must be entered on the UIM Calendar otherwise it becomes an unauthorised event. Remember that drivers having international licences, are only allowed to enter a meeting outside the country of their license, provided that their National Authority gives them written permission to do so.

Proposed text

104 - NON-APPROVED RACES

All races not organised according to UIM rules are not to be recognized. The same applies to motorboating events not approved by National Authorities.
A national race, or a race by “invitation” in which a **more than 2** foreign licensed **drivers** **is are** invited to take part must be entered on the UIM Calendar otherwise it becomes an unauthorised event. Remember that drivers having international licences, are only allowed to enter a meeting outside the country of their license, provided that their National Authority gives them written permission to do so.

Justification


In some nations, there can be a small number of boats in emerging classes. This can restrict drivers attaining the experience to take part in International Events.

This relaxation of the international ordinary status rule is to allow drivers with limited racing experience to gain further experience before taking part in UIM international or title events.

Commission advice

COMINSPO

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">5</h1>	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 106 General rules for International Championships 90	Author of the Rule change proposal	Name/Surname: Mr. Vahur Joala Contact email: vahur@veemoto.ee

Current text

106 - INTERNATIONAL CHAMPIONSHIPS, WORLD AND CONTINENTAL CUPS

106.01- GENERAL RULES

World Championships are open to all specified U.I.M. classes and A.P.B.A. classes. There can be only one World Championship per class, per year. The requests to organise these championship must be sent in due time. The Sports Commission will allocate the Championships.

No exception is to be allowed to the preceding rule.

UIM has created Formula World Championships for the F1, F2, F125, F250, F500, F-4 and Formula European Championships for F1000, Formula R 1000 and F350. All to be run as a series.

UIM Titled international events will only be granted permission by Cominsport on a venue within the UIM venue listings agreed by Cominsport.

MINIMUM criteria for UIM race Course/Venues:

- 1) Minimum number of boats registered to be raced at one time: 12,
- 2) No clock start,
- 3) Correct length and width of jetty. Must be very stable to take relevant boats for safe launching,
- 4) Organisation to guarantee:
 - a) Full medical rescue as UIM rules,
 - b) Full experienced organisation to UIM rules,
 - c) Computerised timing equipment and experienced staff,
 - d) Adequately controlled pit area on hard surface,
 - e) Free electricity in the pit area,
 - f) Adequate toilets and showers (hot),.
 - g) Podium for prize giving ceremony with stand for first three places and with a full background of the podium.

No hidden charges for competitors like garbage bag deposit, other event tickets etc.

Other points to be added on experience.

The UIM delivers following requests made by the champions to their National Authorities and transmitted by that National Authority to the UIM Secretariat a "champion's certificate".

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.

A non-European may be proclaimed European Champion provided he holds a current valid International Licence. The same applies for other continents.

Proposed text

106 - INTERNATIONAL CHAMPIONSHIPS, WORLD AND CONTINENTAL CUPS

106.01- GENERAL RULES

World Championships are open to all specified U.I.M. classes and A.P.B.A. classes. There can be only one World Championship per class, per year. The requests to organise these championship must be sent in due time. The Sports Commission will allocate the Championships.

No exception is to be allowed to the preceding rule.

UIM has created Formula World Championships for the F-1, F-2, F-125, F-250, F-500, F-4 and Formula European Championships for F-1000, Formula R-1000 and F-350. All to be run as a series.

UIM Titled international events will only be granted permission by Cominsport on a venue within the UIM venue listings agreed by Cominsport.

MINIMUM criteria for UIM race Course/Venues:

- 1) Minimum number of boats registered to be raced at one time: **16**,
- 2) No clock start,
- 3) Correct length and width of jetty. Must be very stable to take relevant boats for safe launching,
- 4) Organisation to guarantee:
 - a) Full medical rescue as UIM rules,
 - b) Full experienced organisation to UIM rules,
 - c) Computerised timing equipment and experienced staff,
 - d) Adequately controlled pit area on hard surface,
 - e) Free electricity in the pit area,
 - f) Adequate toilets and showers (hot),.
 - g) Podium for prize giving ceremony with stand for first three places and with a full background of the podium.

No hidden charges for competitors like garbage bag deposit, other event tickets etc.

Other points to be added on experience.

The UIM delivers following requests made by the champions to their National Authorities and transmitted by that National Authority to the UIM Secretariat a "champion's certificate".

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.

A non-European may be proclaimed European Champion provided he holds a current valid International Licence. The same applies for other continents.

Justification

As it was discussed and agreed at UIM COMINSPORT meeting in Amsterdam 2019. To have more respectable race venues in use.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">6</h1>	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 106.01 General rules 90	Author of the Rule change proposal Cominsport	Name/Surname: Phil. Stacey Contact email: Philip.stacey@btinternet.com.

Current text

106.01. GENERAL RULES

[...]

MINIMUM Criteria for UIM race Courses/Venues.

- 1) Minimum number of boats registered to be raced at one time 12
- 2) No clock start.
- 3) Correct length and width of jetty. Must be very stable to take relevant boats for safe launching
- 4) Organisation to guarantee:
 - a)....

Proposed text

106.01. GENERAL RULES

[...]


MINIMUM Criteria for UIM race Courses/Venues.

- 1) Minimum number of boats registered to be raced at one time **12**
- 2) No clock start.
- 3) Correct length and width of jetty. Must be very stable to take relevant boats for safe launching
- 4) Organisation to guarantee:
 - a)....

Justification

We must have racecourses for at least 14 to justify the UIM Sanction for World and Continental Titles.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	7	COMMITTEE	FORMULA 1
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 106.02 Water registration 391	Author of the Rule change proposal	Name/Surname: Luís Miguel Ribeiro Contact email: race.15@hotmail.com

Current text

106.02 - WATER REGISTRATION

[...]

All National Authorities MUST approve such courses and send the Water Registration documentation to the UIM in English, including:

1. Minimum depth of the race course for all circuit classes up to 1000cc is 2 meter
2. Minimum depth of the race course for cockpit classes up to 1000cc is 3 meter
3. Minimum depth of the race course for all other classes is 4 meter

Proposed text

106.02 - WATER REGISTRATION

[...]


All National Authorities MUST approve such courses and send the Water Registration documentation to the UIM in English, including:

1. Minimum depth of the race course for all circuit classes up to 1000cc is 2 meter
2. Minimum depth of the race course for cockpit classes up to 1000cc is 3 meter
3. Minimum depth of the race course for all other classes is 4 meter. ***For Formula 1, if the rescue boats are equipped with front crane device the minimum can be reduce to 2,50 meters.***

Justification

After a long discussion with the drivers and the Rescue Team is general opinion that in 2,50 meters the safety of the drivers and rescue protocol is not compromised if rescue boats are equipped with front crane.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	8	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 108.03 WORLD CHAMPIONSHIP WITH HYDROGP 90	Author of the Rule change proposal Cominsport	Name/Surname: Phil. Stacey Contact email: Philip.stacey@btinternet.com.

Current text

108.03. WORLD CHAMPIONSHIP WITH HYDROGP

[...]

Travel/start Money.

Foreign drivers (those drivers with their Nationality as shown on their international licence and the |National Flag attached to their boat. If different then the flag on their boat determines payment, who successfully start either official practice/time trials/qualifying, or race will receive the following:

Formula 125. Euros 200

Formula 250. Euros 200

Classification: Points scoring see Rule 317 (series.)

Proposed text

108.03. WORLD CHAMPIONSHIP WITH HYDROGP

[...]

Travel/start Money. **Euros 2,500**

Foreign drivers (those drivers with their Nationality as shown on their international licence and the |National Flag attached to their boat. If different then the flag on their boat determines payment, who successfully start either official practice/time trials/qualifying, or race will receive the following **up to a maximum:**

Formula 125. Euros ~~200~~ **250**

Formula 250. Euros ~~200~~ **250**

Exception to the above: If any driver is a resident in the host country but has an International licence issued by another, they will not be due for any payment under this rule.


Classification: Points scoring see Rule 317 (series.)

Justification

We need more drivers especially in F.250. to justify the allocation of the HydroGP series. Driver's licence issue just closes a loophole over the intended rule. Must put a limit on total payout (like F.500.) for Organisers to budget the event.

Not until 2021.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2021

 Proposal n°	<h1 style="color: red;">9</h1>	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 108.04 Entries 95	Author of the Rule change proposal	Name/Surname: Mr. Vahur Joala Contact email: vahur@veemoto.ee

Current text

108.04 - ENTRIES

Each National Authority may designate drivers according to its own rules.

Entries are to be sent through their National Authority to the organiser, no later than 28 days, before the start of the meeting. Failure to meet this deadline may result in the driver losing any scheduled travel money.

When entering a UIM Titled event, each driver must indicate the names of his/her mechanics/associates authorized to enter the pits. These names must be confirmed/verified at signing on schedule.

Proposed text

108.04 - ENTRIES

Each National Authority may designate drivers according to its own rules.

Entries are to be sent through their National Authority to the organiser, no later than 28 days, before the start of the meeting. Failure to meet this deadline may result in the driver losing any scheduled travel money.


When entering a UIM Titled event, each driver must indicate the names of his/her mechanics/associates authorized to enter the pits. These names must be confirmed/verified at signing on schedule.

Drivers in the classes, where UIM Digital Logbook or UIM Digital Measurements Certificate is in use, driver must add Hull Identification Number (HIN) to the Entry Form.

Justification

Organizer needs to know HIN to check acceptance of the used hull for racing.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">10</h1>	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 108.05 Heats and length 95	Author of the Rule change proposal	Name/Surname: Mr. Vahur Joala Contact email: vahur@veemoto.ee

Current text

108.05 - HEATS AND LENGTH

A UIM championship can only be held during an International sanctioned meeting. The race must include four heats unless otherwise provided for in the UIM rules. Every heat must have a length of:

- 6 to 8 km for the class OSY-400, JT-250, T-250, GT-15,
- 8 to 12 km for racing outboards 125cc and 175cc,
- 12 to 17 km for racing outboards 250 cc - 700 cc, F4 and GT30
for inboards up to 1000 cc
for all classes in S.P.T. up to 550 cc
- 20 to 30 km for racing outboards 850 cc to ∞,
- 20 to 25 km for all other classes.

With interval of at least one hour between the finish of one race/heat/qualifying and the next race/heat/qualifying that involves any same driver in the same class.

Proposed text

108.05 - HEATS AND LENGTH

A UIM championship can only be held during an International sanctioned meeting. The race must include four heats unless otherwise provided for in the UIM rules. **Electrical classes ET-15, ET-15F and EH-15 race include three heats, all points count.** Every heat must have a length of:


- 6 to 8 km for the class OSY-400, JT-250, T-250, GT-15, **ET-15, ET-15F, EH-15,**
- 8 to 12 km for racing outboards 125cc and 175cc,
- 12 to 17 km for racing outboards 250 cc - 700 cc, F4 and GT30
for inboards up to 1000 cc
for all classes in S.P.T. up to 550 cc
- 20 to 30 km for racing outboards 850 cc to ∞,
- 20 to 25 km for all other classes.

With interval of at least one hour between the finish of one race/heat/qualifying and the next race/heat/qualifying that involves any same driver in the same class.

Justification

Adding new electrical classes.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">11</h1>	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 108.07 Results 96	Author of the Rule change proposal	Name/Surname: Mr. Vahur Joala Contact email: vahur@veemoto.ee

Current text

108.07 - RESULTS

A driver's three best heats of the four are to be considered for the results, except in Hydro GP and other classes as listed elsewhere where all heats raced will be considered for the results.

When through force majeure (bad weather etc.) the heats are reduced in number or length the final positions are a valid race result.

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

The races for the Championships are not to be combined with races for other cups or trophies bearing another name.

The organising club will present a gold - silver - bronze medal to the top three drivers, unless UIM distributes the medals (to World Championships and to Formula European Championships).

Other prizes may be awarded.

A driver who has entered for a Continental Championship cannot be compelled to enter other races programmed during the meeting.

As soon as the results have been verified, the National Authority and the UIM Commissioner forwards these results to the UIM Secretariat. Up to ten photos of the race may be included.

The results must be printed or typed. The results must include position, name of driver, country, time/laps and points. Additional information such as sponsor, boat may be mentioned.

108.07.01

The following abbreviations are to be used in the results:

DNS – Did Not Start – those boats that did not leave the start position after the start, or did not come to the start position;

DNF – Did Not Finished – those boats that did not take the checkered flag after starting;

DNR – Did Not Restart - those boats that took part in the original start but did not take part in the restart;

DSQ – Disqualified – those boats whose results were cancelled;

ACC – Accident - those boats which caused a stoppage of the race or heat and were disqualified.

DNQ – Did Not Qualify – those boats which entered the race but did not qualify to the final races

Proposed text

108.07 - RESULTS

A driver's three best heats of the four are to be considered for the results, except in Hydro GP and other classes as listed elsewhere where all heats raced will be considered for the results.

When through force majeure (bad weather etc.) the heats are reduced in number or length the final positions are a valid race result.

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

The races for the Championships are not to be combined with races for other cups or trophies bearing another name.

The organising club will present a gold - silver - bronze medal to the top three drivers, unless UIM distributes the medals (to World Championships and to Formula European Championships).

Other prizes may be awarded.

A driver who has entered for a Continental Championship cannot be compelled to enter other races programmed during the meeting.

As soon as the results have been verified, the National Authority and the UIM Commissioner forwards these results to the UIM Secretariat. Up to ten photos of the race may be included.

~~The results must be printed or typed. The results must include position, name of driver, country, time/laps and points. Additional information such as sponsor, boat may be mentioned.~~

108.07.01

The following abbreviations are to be used in the results:

~~DNS – Did Not Start – those boats that did not leave the start position after the start, or did not come to the start position;~~

~~DNF – Did Not Finished – those boats that did not take the checkered flag after starting;~~

~~DNR – Did Not Restart – those boats that took part in the original start but did not take part in the restart;~~

~~DSQ – Disqualified – those boats whose results were cancelled;~~

~~ACC – Accident – those boats which caused a stoppage of the race or heat and were disqualified.~~

~~DNQ – Did Not Qualify – those boats which entered the race but did not qualify to the final races~~


Justification

Deleted part of the rule is doubled in the rule 319 (except last DNQ definition, which was forgotten to add last year).

Rule change by UIM Council on 18th October 2019

Qingdao, China

Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">12</h1>	COMMITTEE	SAFETY COCKPIT
Discipline Rule article n° Article subject 2017 Rulebook page	Circuit 201.07 THE TECHNICAL OFFICERS 100	Author of the Rule change proposal	Name/Surname Mr. Wolfgang Schmitz Contact email: buedi.daisy-schmitz@t-online.de

Current text

201.07 - THE TECHNICAL OFFICERS

The Technical Officers are to make sure that all drivers have their Measurement Certificates and shall verify that the hull and engine conform to the certificate and rules, and make sure that the drivers carry the homologation sheets of the engines or hulls used. They check and control safety devices for boats and drivers as provided for in the rules. They verify the synchronization of the clock and the camera if used. After the race, they must do all necessary checks, all infringement must be communicated in writing to the O.O.D.

Proposed text

201.07 - THE TECHNICAL OFFICERS

The Technical Officers are to make sure that all drivers have their Measurement Certificates and shall verify that the hull and engine conform to the certificate and rules, and make sure that the drivers carry the homologation sheets of the engines or hulls used. They check and control safety devices for boats and drivers as provided for in the rules **and must inform the O.O.D in writing about all irregularities before the boats go on the water. The O.O.D. will enforce the rules when needed.** They verify the synchronization of the clock and the camera if used. After the race, they must do all necessary checks, all infringement must be communicated in writing to the O.O.D.


Justification

For safety reasons it is necessary the O.O.D. to inform in writing about any rule infringement before the race.

Commission advice

COMINSPO

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">13</h1>	NATIONAL AUTHORITY	Name/Surname: Algo Kuus Contact email: algo@veemoto.ee
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 202.02 INFORMATION IN ADVANCE PROGRAMME 102	ESTONIA	<i>No Support Required</i>

Current text

202.02.29 Internet web-page address, where results of the race can be followed operatively.

Proposed text

202.02.29 Internet web-page address or **downloading link** where results of the race can be followed operatively. **from every heat and race photos (minimum 10) from every race day are downloadable for press.**


Justification

We want to popularize our sport, but sometimes feels like it is almost impossible to get official results from heats and photos from race, from race leader and also from award ceremony. Facebook is one way, but only for results, you can't get photos with enough size to send it to the press.

Commission advice

COMINSPO

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">14</h1>	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 203.04.01 Minimum age 103	Author of the Rule change proposal	Name/Surname: Mr. Vahur Joala Contact email: vahur@veemoto.ee

Current text

203.04.01 - MINIMUM AGE INTERNATIONAL AND EXPERIENCE INTERNATIONAL

The minimum age for all drivers racing international races is 16 years. For racing in the classes S-P-T up to 400 cc, GT30 the minimum age is 14 years (by the race date).

Drivers allowed to race in the class JT250 and GT15 must be 10 years of age (by the race date) and may complete the race season in which they reach 16 years of age.

Minimum age of drivers allowed to race in class Formula Future is listed under 960 pt 1.1.

Proposed text

203.04.01 - MINIMUM AGE INTERNATIONAL AND EXPERIENCE INTERNATIONAL

The minimum age for all drivers racing international races is 16 years. For racing in the classes S-P-T up to 400 cc, GT30, **EH-15** the minimum age is 14 years (by the race date).

Drivers allowed to race in the class JT-250 and GT-15 must be 10 years of age (by the race date) and may complete the race season in which they reach 16 years of age.


Drivers allowed to race in the class ET-15 and ET-15F must be 10 years of age (by the race date).

Minimum age of drivers allowed to race in class Formula Future is listed under 960 pt 1.1.

Justification

Adding new electrical classes.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">15</h1>	NATIONAL AUTHORITY	Name/Surname: Roland Olschimke Contact email: r.olschimke@gmx.de
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 205.06 Life Jacketed 110	GERMANY	<i>No Support Required</i>

Current text

205.06 - LIFE JACKET

Each person aboard a race boat must wear an efficient life jacket during the race and practice conforming with the following rules: The efficiency of a life jacket is the sole responsibility of the wearer who must be assured that it conforms with the UIM rules and carries indelible confirmation of this; Life jackets must be in conformity with following rule; Buoyancy: a life jacket must have a minimum of 7,5 kg solid buoyancy for a person weighing up to 60 kg and 9 kg solid buoyancy for those over 60 kg (closed cells foam only); The disposition of the solid buoyancy must be such as to ensure that an unconscious person shall float face up in the water; All adjustable straps must be at least 40 mm wide and have a minimum breaking strain of 1000 kg. The crutch straps must be attached at the front at the position of iliac crest and at the back in the sacral region. A recovering attachment must be placed either on the shoulders, or as a chest strap and made with strap of the same quality as indicated above; Manufactured from fire resistant material and coloured highly visible orange, red or yellow; The back must include a protective plate; Alternatively, the protective plate on the back may be a separate plate. The compulsory collar must have rounded edges and extend above the bottom of the helmet. It must not exceed 180 degrees; A racing life jacket manufacturer must undertake to comply with the rules and print indelibly on the life jacket the following : “conforms with the regulation for a person weighing a maximum of 60 kg” or “for a person weighing over 60 kg”, in respect of the buoyancy. Flotation overalls are a permitted alternative to life jackets, but must conform to all life jacket requirements (colour, buoyancy, protective plates, collar, etc.). The overalls must also include the cut resistant material required in rule 205.11

Proposed text

205.06 - LIFE JACKET

Each person aboard a race boat must wear an efficient life jacket during the race and practice conforming with the following rules: The efficiency of a life jacket is the sole responsibility of the wearer who must be assured that it conforms with the UIM rules and carries indelible confirmation of this;
 Life jackets must be in conformity with following rule; Buoyancy: a life jacket must have a minimum of 7,5 kg solid buoyancy for a person weighing up to 60 kg and 9 kg solid buoyancy for those over 60 kg (closed cells foam only); ***It is strongly recommended to have a faint safe buoyancy and float face up in the water.***
~~The disposition of the solid buoyancy must be such as to ensure that an unconscious person shall float face up in the water;~~ All adjustable straps must be at least 40 mm wide and have a minimum breaking strain of 1000 kg. The crutch straps must be attached at the front at the position of iliac crest and at the back in the sacral region. A recovering attachment must be placed either on the shoulders, or as a chest strap and made with strap of the same quality as indicated above; Manufactured from fire resistant material and coloured highly visible orange, red or yellow; The back must include a protective plate; Alternatively, the protective plate on the back may be a separate plate.
 The compulsory collar must have rounded edges and extend above the bottom of the helmet. It must not exceed 180 degrees; A racing life jacket manufacturer must undertake to comply with the rules and print indelibly on the life jacket the following : “conforms with the regulation for a person weighing a maximum of 60 kg” or “for a person weighing over 60 kg”, in respect of the buoyancy. Flotation overalls are a permitted alternative to life jackets, but must conform to all life jacket requirements (colour, buoyancy, protective plates, collar, etc.). The overalls must also include the cut resistant material required in rule 205.11.


Justification

Even reputable vests manufacturers do not want to guarantee the faint safe or float face up in the water

Commission advice

COMINSAFE

**Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020**

 Proposal n°	<h1 style="color: red;">16</h1>	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 205.07 Protecting helmet 110	Author of the Rule change proposal	Name/Surname: William Miliziano Stef Scheepers H. van Geems Contactemail: williamiliziano@gmail.com 911racer@gmx.ne vangeems@absamail.co.za

Current text

205.07 - PROTECTING HELMET (except Formula Future and Solar Racing)

Any person aboard any boat taking part in races must wear a helmet which complies with the SNELL or FIA helmet standards in accordance with the list available on the UIM Website. At least the upper 50 % (area) must be of bright orange, bright red, bright yellow or bright international orange color. It is highly recommended that these colors are fluorescent, especially in non cockpit boats so they can be clearly visible in the water. The wearer is entirely responsible for the efficiency, including the fitting, of his helmet. All organisers should repeat this rule in any relevant issued documents, written or verbal. Each National Authority may request that their nationals wear a helmet of a type (Full face or open face) laid down in their own national rules, while still conforming fully to rule

205.07. No image recording device, however small, may be attached to helmets.

Proposed text

205.07 - PROTECTING HELMET (except Formula Future and Solar Racing)

Any person aboard any boat taking part in races must wear a helmet which complies with the SNELL, **ECE 2215** or FIA helmet standards in accordance with the list available on the UIM Website. At least the upper 50 % (area) must be of bright orange, bright red, bright yellow or bright international orange color. It is highly recommended that these colors are fluorescent, especially in non cockpit boats so they can be clearly visible in the water. The wearer is entirely responsible for the efficiency, including the fitting, of his helmet. All organisers should repeat this rule in any relevant issued documents, written or verbal. Each National Authority may request that their nationals wear a helmet of a type (Full face or open face) laid down in their own national rules, while still conforming fully to rule 205.07. No image recording device, however small, may be attached to helmets

Justification

Justification received from Stef Scheepers:

Preamble:

This represent the position of the „German Inflatable Powerboat Association e.V.“ regarding the UIM Rule 205.07. This is not a scientific dissertation on ECE 22-05 vs SNELL vs FIA, nor an attempt to decide which testing procedure, and therefore which helmet is best.

Our position is that helmets certified to ECE 22-05, SNELL or FIA all provide superior protection in case of an accident and therefore the ECE 22-05 helmets should also be listed as compliant to UIM Rule 205.07.

It is to be noted that the known “open cockpit” head fatalities resulted not from helmet penetration, but from skull-base fractures or spinal fractures, injury types which even the best of best type of helmet certification cannot prevent.

Technical:

ECE 22-05 is an **official European norm** that describe the helmet testing procedure for helmets generally sold in Europe.

Snell Memorial Foundation is a **private organisation** that have their own testing procedure for helmets. As a private organisation Snell is dependent on funding, reaching their goals by **lobbying** and **actively** promoting their own agenda (publishing papers etc., unfortunately often written by their own employees who have a vested interest in promoting Snell). Due to this **extensive lobbying**, it may be initially perceived that the SNELL norm is superior to the ECE 22-05 norm.

It is virtually impossible to decide which test procedure is the better norm, even safety experts on different sides of the Atlantic ocean cannot agree on this theme.

There are no **neutral** published studies that can prove or disprove that one testing procedure is superior to another. Snell-sponsored studies by Snell employees cannot be considered "neutral".

It is also to be noted that the known "open cockpit" head fatalities did not result from helmet penetration, but from skull-base fractures or spinal fractures, injury types which even the best type of helmet certification cannot prevent.

Legal:

For racing use, the FIM (Fédération Internationale de Motocyclisme) place ECE 22-05 and SNELL M2015 certified helmets on an **equivalent safety level**. There are no preference either way.

For racing use, the DMSB (German Motorsport body) place ECE 22-05 and SNELL M2010 / M2015 certified helmets on an **equivalent safety level**. There are no preference either way. (see note A)

For street use, Germany only require a helmet that offer "adequate" protection. This would allow you to wear either a SNELL or ECE 22-05 certified helmet. However, the DEKRA (a leading German certification organization) have stated that anybody involved in an accident and **not** wearing an ECE 22-05 certified helmet risk their insurance cover. (see note B)

For street use, several other EU countries (like Italy) require an ECE 22-05 certified helmet, and have been known to impound motorcycles if the helmets do not comply to ECE 22-05. (see note C)

Insurance:

Although SNELL certified helmets are not forbidden, German insurance companies may use the non-compliance to ECE 22-05 as an excuse to reduce / deny insurance payments in case of injury. (see note B)

Availability, Fit & Comfort:

Since ECE 22-05 is the European norm, ECE 22-05 certified helmets are freely available in motorcycle- and racing shops. This allow the purchaser to try out various ECE 22-05 helmets for a correct fit.

Since SNELL is an US-based norm, SNELL certified helmets are mainly sold in the US and generally unavailable in Europe. Therefore it is impossible to try out SNELL helmets for a correct fit. Even Mr. Ed Becker from Snell freely admits that *"Snell has always recommended that riders take special care to select well-fitting helmets. We urge riders to put the helmet on and wear it for at least long enough to identify any pressure points and hot spots that might make wearing it unbearable over the course of an outing. Fit, comfort, and style are three very important aspects of helmets which only users can determine and which, if unsatisfied, **will render the helmet useless.**"*

From a safety point of view it is important that your helmet fit correctly. Unavailability of a selection of SNELL certified helmets in Europe is forcing buyers to mail-order import a "**best guess**" fit for his/her helmet. (see note D). An Internet search for Snell helmets in Europe show meagre results. Mr. Bob Wartinger's statement (at the 2019 WG Meeting) that Snell helmets are relatively freely available world-wide is not correct.

Helmets that are mail-order imported (and customs paid) are generally non-returnable. A likely "**wrong guess**" will leave the buyer with an ill-fitting, expensive, useless object. At worse, the buyer will try to wear the ill-fitting helmet and create a safety issue. **Not acceptable!**

The weight of a helmet can be a problem, especially in rough water. The only SNELL SA certified helmet available in Germany (Bandit SA 2005) has an average weight of 1600 grams, compared to an average weight of 1300 grams for an ECE 22-05 helmet. SNELL SA certified helmets usually have a Nomex lining that soak up a lot of water. The extra weight, added to an already heavy helmet causes additional neck fatigue. The inability to keep your eyes on the racing line during hard cornering, especially towards the end of rough-water races is definitely a safety issue. **Not acceptable!** (see note E)

Through their Prop-Stars program, the UIM is trying to introduce young talent to motorboat racing. The cumbersome, expensive problem of securing a correct fitting SNELL certified helmet before you can go on the water

might prove to be one hurdle too many for the youngsters. This is contrary to the good work done by the Prop-Stars trainers.

Summary:

It is mandatory that the German Inflatable Powerboat Association comply with all insurance requirements and not expose its officers and members to any potential legal risks / insurance denials in case of an injury claim.

It would be reckless of the UIM to knowingly expose regional officers to financial ruin when insurance claims are denied and the legal fraternity tries to recoup costs from individual officers. Non-use of ECE 22-05 certified helmets are such a risk. **Not acceptable!**

Since the FIM and DMSB both recognise SNELL and ECE 22-05 norms on equal terms and on an equivalent safety level for motorcycle racing (which is inherently more dangerous than P750 Thundercat racing), the German Inflatable Powerboat Association e.V. appeal to the UIM for the recognition of ECE 22-05 certified helmets.

Note A: DMSB-Schutzhelmbestimmungen 2018 Stand: 12.12.2017

Unter Beachtung der Artikel (01.67 / 01.69 / 01.70) der Fédération Internationale de Motocyclisme (FIM) und der damit für die ihr angeschlossenen nationalen Organisationen verbundenen Auflagen hat der DMSB als die in Deutschland verantwortliche nationale Mitgliedsorganisation der FIM und der FIM Europe nachstehende Schutzhelm-Bestimmungen verabschiedet.

1. Zugelassene Schutzhelme

Bei den Motorradsport-Veranstaltungen im In- und Ausland dürfen von den DMSB Lizenznehmern nur Schutzhelme eingesetzt werden, die den nachstehenden Bestimmungen entsprechen:

1.1 Zugelassen für den Einsatz im Motorradsport sind alle Schutzhelme, die den anerkannten Prüfnormen gemäß FIM-Artikel 01.70 entsprechen.

Europa: ECE 22-05 „P“, „NP“, „J“

Japan: JIS T 8133:2007 (gültig bis 31.12.2019)

JIS T 8133:2015

USA: SNELL M 2010 (gültig bis 31.12.2019)

SNELL M 2015

Note B: Fehlende ECE 22-05-Norm: auch Versicherungsschutz gefährdet: Zur Prüfung des Helms auf die Richtlinien nach **Norm ECE 22-05**, rät auch die DEKRA, eine der führenden Prüfgesellschaften weltweit. Erfüllt der Helm nicht die vorgeschriebenen Standards nach ECE 22-05, gefährdet man nicht nur seine Gesundheit. Auch der Versicherungsschutz ist dann in Gefahr, so die Motorradexperten von DEKRA.

Note C: Der ADAC berichtet: Motorradhelme in Italien müssen nach Art. 171 Abs. 1 des italienischen Straßenverkehrsgesetzes (Codice della Strada) amtlich genehmigt sein. Amtlich genehmigt sind nach dem in dieser Vorschrift genannten Ministerialdekret Schutzhelme, die entsprechend der ECE-Regelung Nr. 22 gebaut, geprüft, genehmigt und mit dem nach ECE-Regelung Nr. 22 vorgeschriebenen Genehmigungszeichen gekennzeichnet sind. Der ECE (Economic Commission of Europe) – Sticker ist die Garantie, dass der Helm nach amtlich festgelegten Qualitätsmindestanforderungen gefertigt und kontrolliert ist. Die italienische Polizei achtet sehr genau darauf, dass der Helm der überall in den EU-Ländern vorgeschriebenen Norm entspricht. Ist dies nicht der Fall, wird das Motorrad aus dem Verkehr gezogen und für 30 Tage in Verwahrung genommen. Derartige Fälle sind dem ADAC in letzter Zeit mehrfach bekannt geworden.

Note D: Personal experience: Finding a US helmet with a correct fit is difficult. US helmets are often shaped for rounder heads, whereas EC helmets are shaped for slightly more oval heads. Additional to improper fit, this often leave European chins protruding below US chinguards.

Note E: Personal experience: For an international race in Sri Lanka (to UIM rules), our team searched for SNELL approved helmets. We found only one model available in Germany, the Bandit SA 2005. The wet helmets proved to be unsatisfactory heavy and the pilot had problems keeping his eyes on the racing line during hard cornering. The extra weight is definitely a safety issue.

Justification received from William Miliziano : Actually, there is no study showing that ECE2205 helmets are of poorer quality or manufacturing quality than SNELL. It is also difficult or impossible to find SNELL helmets in Europe. It is mandatory to buy them on the North American territory which makes impossible the steps for the acquisition of this security accessory as it must be for maximum efficiency (fitting advent purchase). It is clear that we find ourselves with a lot of SNELL helmets but too big or too small which significantly reduces the efficiency of the helmet. A correctly purchased ECE2205 headset with professional advice will always be more effective than a SNELL helmet has the wrong size.

there is also the problem of insurance coverage that applies in the territory where the competition takes place. No insurance is guaranteed if there is use of a safety element that is not up to standard in the territory of the accident even in the context of competition. The UIM has no legal power in the territories where the competitions take place.

It is for this reason that it seems important to us to put the ECE 2205 standard in this rule. Perhaps more uncompromising on quality and control.

Justification received from H. Van Geems: In SA you cannot buy a Snell approved helmet over the counter, all products in SA only comply with the ECE and SABS approved requirements.

It was stated that its quite easy to obtain a Snell approved helmet when ordering online, the problem that we are faced is that with the Rand/Dollar/Euro/Pound exchange rate these products become unbearably expensive. Another problem is that the sizes are never the same and one needs to fit these products before buying and using, impossible to get Snell approved products in SA as all imports of safety gear is governed by the SABS and their approved certification is the ECE approved forum.


Commission advice

COMINSAFE

Rule change by UIM Council on 18th October 2019

Qingdao, China

Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">17</h1>	COMMITTEE	FORMULA 1
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 205.07.01 FHR 111	Author of the Rule change proposal	Name/Surname: Luís Miguel Ribeiro Contact email: race.15@hotmail.com

Current text

205.07.01 - FRONTAL HEAD RESTRAINT (FHR)

It is mandatory for all restrained competitors to wear a Frontal Head Restraint (FHR) system that complies with SFI38.1 or FIA 8858 standards, (and as of 1/1/2019 only low-profile designs may be used).

Quick release fixing posts that disconnect the device via a 'tab pull system' for FHR's are mandatory.

It is the responsibility of the wearer to ensure that the FHR device that they are using is suitable for the application that they will be wearing it for and consideration of use should be given to FHR devices that are : easy to release, have a low upright section at the back of the head.

It is also mandatory to wear your FHR device during your Cockpit Evacuation / Immersion Training.

Disconnection of an FHR before attempting to exit a cockpit forms a part of the Immersion test training.

Proposed text

205.07.01 - FRONTAL HEAD RESTRAINT (FHR)

It is mandatory for all restrained competitors (*expect Formula 1 drivers where it highly recommended*) to wear a Frontal Head Restraint (FHR) system that complies with SFI38.1 or FIA 8858 standards, (and as of 1/1/2019 only low-profile designs may be used).

Quick release fixing posts that disconnect the device via a 'tab pull system' for FHR's are mandatory.

It is the responsibility of the wearer to ensure that the FHR device that they are using is suitable for the application that they will be wearing it for and consideration of use should be given to FHR devices that are : easy to release, have a low upright section at the back of the head.

It is also mandatory to wear your FHR device during your Cockpit Evacuation / Immersion Training.

Disconnection of an FHR before attempting to exit a cockpit forms a part of the Immersion test training.

Justification

Was reported by the drivers involved in accident situations difficult to get out of the cockpit also will be included reports from Rescue Team regarding this situation where the problems to extract the drivers is highlighted.


Commission advice

COMINSAFE

Rule change by UIM Council on 18th October 2019

Qingdao, China

Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">18</h1>	COMMISSION	COMINSAFE
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 205.08 Safety Boats 111	Author of the Rule change proposal	Name/Surname: Bob wartinger Contact email: hydro242@gmail.com

Current text

205.08 Safety boats

[...]

Equipment for cutting belts / straps.

Proposed text

205.08 Safety boats


[...]

Equipment for cutting belts / straps **and cut-resistant clothing.**

Justification

To require the presence of means/tools to cut through the cut-resistant clothing worn by non-restrained drivers.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">19</h1>	NATIONAL AUTHORITY	Name/Surname: Martyn Smith Chris Loney Contact email: uim@bpbaracing.com
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 205.08.01 TOWING BOATS 112	GREAT BRITAIN	<i>No Support Required</i>

Current text

205.08.01 - TOWING BOATS

There must be a minimum of 4 Towing Boats on station to cover circuits up to 2000 meters, or as specified by the Water Registration. Larger Courses should have their patrol boat numbers increased by 1 boat for up to each additional 500 meters. i.e. a Circuit of 2500 meters should have 5 Towing Boats on station, or as specified by the Water Registration. Each towing boat must be crewed by a minimum on 2 people. Each towing Boat must be sufficiently powered to reach incidents as soon as possible and be well maintained and fueled. All towing boats should be prepared to tow/recover boats to shore with their engine running during all racing or training, with their engines running during on water activities. Use of PWCs as part of the required number of Patrol Towing boats is authorized and may be crewed by only one person. All towing boats should carry the following equipment: Equipment for cutting ropes etc. fire extinguisher with a minimum capacity of 2ltrs must be carried. A Minimum of 2 x Towing Ropes with Carabiner hooks must be carried on-board. A full set of racing flags should be carried as described in the rules. 1 X radio to maintain contact with shore / Race Officials.

Proposed text

205.08.01 - TOWING BOATS

There must be a minimum of 4 Towing Boats on station to cover circuits up to 2000 meters, or as specified by the Water Registration. Larger Courses should have their patrol boat numbers increased by 1 boat for up to each additional 500 meters. i.e. a Circuit of 2500 meters should have 5 Towing Boats on station, or as specified by the Water Registration. Each towing boat must be crewed by a minimum on 2 people. Each towing Boat must be sufficiently powered to reach incidents as soon as possible and be well maintained and fueled. All towing boats should be prepared to tow/recover boats to shore with their engine running during all racing or training, with their engines running during on water activities. ***In addition to tow duties, all boats must inspect the course and remove any floating debris before the race start, The race course will be monitored for floating debris entering the course during the race.*** Use of PWCs as part of the required number of Patrol Towing boats is authorized and may be crewed by only one person. All towing boats should carry the following equipment: Equipment for cutting ropes etc. fire extinguisher with a minimum capacity of 2ltrs must be carried. A Minimum of 2 x Towing Ropes with Carabiner hooks must be carried on-board. A full set of racing flags should be carried as described in the rules. 1 X radio to maintain contact with shore / Race Officials.


Justification

A serious accident occurred to an F250 in Boretto involving the boat striking a large piece of wood in the water. Lucky no serious injury to driver, major damage to boat.
 Race course safety has to be number one priority, debris in the water is a Very Major problem especially on flowing river courses.

Commission advice

COMINSPO

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">20</h1>	COMMISSION	COMINSAFE
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 205.09 Insurance 112	Author of the Rule change proposal	Name/Surname: Bob wartinger Contact email: hydro242@gmail.com

Current text

All drivers must be properly insured for ~~personal [AD&D] injury and~~ against third party claims, either by themselves, with the policy to be produced before the start, ~~or for third party cover~~ by an insurance covered by the National Authority or the race organizer, the fee being paid by the driver.

Only if a driver is not insured by his National Authority or if the coverage of this insurance is insufficient or if the driver cannot show the confirmation of the National Authority an insurance must be bought at the race meeting. The total cost must be stated in the advance-programme.

The cost to the driver must not exceed 90 €.

In case of buying insurance at the race meeting drivers must receive a copy of the insurance certificate with an English translation and a receipt of paying for insurance. Insurance certificate should define coverage of insurance. Event organizers are responsible of reliability of insurance company.

Do not underestimate your responsibility in accidents occurring during official trials before the verification of the boats and the various documents required. Only verification will make it possible for you to be sure that the driver is insured properly.

Proposed text

All drivers must be properly insured for ***personal [AD&D] injury and against third party claims. Drivers can be properly insured by themselves for both types of insurance with the policy(s) to be produced before the start, or by an insurance covered by the National Authority or the race organizer, the fee(s)*** being paid by the driver.

Only if a driver is not insured by his National Authority or if the coverage of this insurance is insufficient or if the driver cannot show the confirmation of the National Authority an insurance must be bought at the race meeting.

The total cost must be stated in the advance-programme.

~~The cost to the driver must not exceed 90 €.~~

In case of buying insurance at the race meeting drivers must receive a copy of the insurance certificate with an English translation and a receipt of paying for insurance. Insurance certificate should define coverage of insurance. Event organizers are responsible of reliability of insurance company.

Do not underestimate your responsibility in accidents occurring during official trials before the verification of the boats and the various documents required. Only verification will make it possible for you to be sure that the driver is insured properly.


Justification

It is mandatory for a driver to have personal AD&D Insurance. There are a number of cases where drivers have been injured without this insurance and have had to absorb large medical costs. There are a number of instances where a

collection is taken up to secure the funds to help an injury situation. A person should not be participating without personal AD&D insurance.

Third party liability insurance is also required. As the wording states, it may be supplied by the participant, the sanctioning organization (NA), the sponsor, etc. The limit of a maximum of 90 Euros may or may not be realistic in todays environment as it has been established in the rules quite awhile ago. This insurance cost value should be discussed, removed, left alone, or updated.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">21</h1>	NATIONAL AUTHORITY	Name/Surname: Jonas Gustafson Contact email: jonas@pixotag.com
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 205.09 Insurance 112-113	SWEDEN	<i>No Support Required</i>

Current text

205.09 – INSURANCE

All drivers must be properly insured for against third party claims, either by themselves, with the policy to be produced before the start by an insurance covered by the National Authority or the race organizer, the fee being paid by the driver.

Only if a driver is not insured by his National Authority or if the coverage of this insurance is insufficient or if the driver cannot show the confirmation of the National Authority an insurance must be bought at the race meeting.

The total cost must be stated in the advance-programme. The cost to the driver must not exceed 90 €.

In case of buying insurance at the race meeting drivers must receive a copy of the insurance certificate with an English translation and a receipt of paying for insurance. Insurance certificate should define coverage of insurance. Event organizers are responsible of reliability of insurance company.

Do not underestimate your responsibility in accidents occurring during official trials before the verification of the boats and the various documents required. Only verification will make it possible for you to be sure that the driver is insured properly.

Proposed text

205.09 – INSURANCE

All drivers must be properly insured for against third party claims, either by themselves, with the policy to be produced before the start by an insurance covered by the National Authority or the race organizer, the fee being paid by the driver.

Only if a driver is not insured by his National Authority or if the coverage of this insurance is insufficient or if the driver cannot show the confirmation of the National Authority an insurance must be bought at the race meeting.

UIM should supply a third part insurance for those NA's that can't find a solution in their own country.

The total cost must be stated in the advance-programme. The cost to the driver must not exceed 90 €.

In case of buying insurance at the race meeting drivers must receive a copy of the insurance certificate with an English translation and a receipt of paying for insurance. Insurance certificate should define coverage of insurance.

Event organizers are responsible of reliability of insurance company.

Do not underestimate your responsibility in accidents occurring during official trials before the verification of the boats and the various documents required. Only verification will make it possible for you to be sure that the driver is insured properly.

Justification

Sweden, as well as other NA's, have serious insurance problems. Sweden can't get any insurance company to supply third part insurances for foreign drivers. It's even illegal for the event organiser to sell a third part insurance to

foreign drivers. This means that foreign drivers who wants to participate in an international race in Sweden can't do that if they haven't got their own insurance form their NA. And it's just a question of time before we can't provide third part insurance for the Swedish drivers anymore. The sport is too small for any insurance company to be willing to take the risk to insure our drivers.


This year we also got a problem when Swedish drivers were going to race in Italy and the event organiser told the drivers that their insurance certificate wasn't enough. They got the information that on the National Italian Territory it is not allowed to agree to foreign insurance policies of civil responsibility against third part, if the subject matter and the subsistence couldn't be preventively considered by the FIM for verifying the minimum requirements of Italian Law. This means that the Swedish original insurance policy needs to be translated, which is not allowed in Sweden due to the risk of interpretations.

We put a lot of energy and money every year into solving the insurance problems. We have had two insurance brokers working for us for a couple of years but this is still a big problem for us. If the UIM could get a contract with an insurance company the number of drivers would be bigger and even if the risk increases the income would make up for it. This means that it always would be possible to by a valid insurance at the race site. NA's might even get a better deal through the UIM's contract since the number of insured drivers would be bigger. Of course, every NA should pay the insurance for their drivers.

Commission advice

COUNCIL

**Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020**

 Proposal n°	<h1 style="color: red;">22</h1>	COMMISSION	COMINSAFE
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 205.15 (Proposed) OSY 400 WC Qualification (Proposed) 113	Author of the Rule change proposal	Name/Surname: Bob wartinger Contact email: hydro242@gmail.com

Current text

None

Proposed text


205.15 - OSY 400 WC DRIVER QUALIFICATION

A driver participating in an OSY 400 WC race must have completed a minimum of 6 races in OSY 400 prior to the first WC event as verified by their respective NA.

Justification

The incident rate among OSY 400 boats in WC competition is significant. One of the factors expressed by the participating drivers is that there are inexperienced drivers entering the race and getting into situations beyond their experience or judgement to handle. This proposal reflects the comments of a number of drivers and some officials for there to be participants in the OSY 400 WC with some level of experience.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	23	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 206.02 & 561.09 Numbers 114	Author of the Rule change proposal	Name/Surname: Stef Scheepers Contact email: 911racer@gmx.ne

Current text

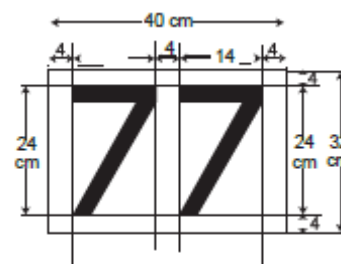
206.02 – NUMBERS

[...] The race number may be fixed:

1) on a surface corresponding to the following measures and characteristics: the surface measures 32 x 40 cm and the numbers must be black on a white surface on both sides of the hull in digits of 24 x 14 cm.

2) For F1 and F2: On a surface corresponding to the following measures and characteristics: the odd numbers must be black on a yellow fluorescent surface, the even numbers must be black on an orange fluorescent

The width of the stroke of the number should be at least 4 cm. The space between the rectangular with the digits must be 4 cm. The white surface must surround the digits with 4 cm. All numbers must be plain and upright (no italics). No number shall begin with zero, e.g. for 2 digit numbers (sketch as shown below): [...].



Proposed text

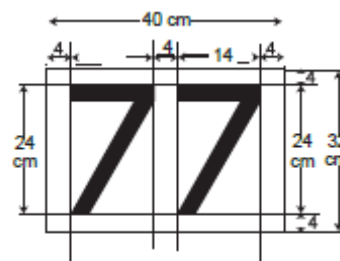
206.02 – NUMBERS

[...] The race number may be fixed:

1) on a surface corresponding to the following measures and characteristics: the surface measures 32 x 40 cm and the numbers must be black on a white surface on both sides of the hull in digits of 24 x 14 cm.

2) For F1 and F2: On a surface corresponding to the following measures and characteristics: the odd numbers must be black on a yellow fluorescent surface, the even numbers must be black on an orange fluorescent surface, the third boat of the team the numbers must be black on white on both sides of the hull. All numbers must be 24/14cm.

The width of the stroke of the number should be at least 4 cm. The space between the rectangular with the digits must be 4 cm. The white surface must surround the digits with 4 cm. All numbers must be plain and upright (no italics). No number shall begin with zero, e.g. for 2 digit numbers (sketch as shown below): [...]




Exception - P750 to comply with rule 561.09

Justification

Clarification of a contradiction in the rule book (24cm height vs 18 cm height for P750)

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">24</h1>	NATIONAL AUTHORITY	Name/Surname: Pascal Reide Contact email: contact@ffmotonautique.com
Discipline Rule article n° Article subject 2019 Rulebook page	CIRCUIT New Airbag	FRANCE	<i>No Support Required</i>

Current text

None

Proposed text

Airbag

- For catamaran boats with safety cockpit, an airbag system exists with an inflatable balloon in the event of an accident above the cockpit cell as well as hatches allowing the boat to tilt with the engine in the water and the cockpit. safety outside the water. The system is triggered automatically by gyroscopic effect and inflation of safety units by a cylinder of compressed gas at 180 bars.
- It has been found several times a burst pipe opening rear traps creating a gas leak and preventing complete filling of the ball at the cockpit security pilot.
- A safety valve system between 2 systems or 2 independent bottles could be a solution.
- Similarly, an internal and external cockpit system could be an additional security for the pilot, if the automatic trigger did not perform its function.


Justification

We can see that during various accidents in recent years, the system of the airbag balloon did not work well. It is therefore important for the safety of the pilots to modify the system in order to always have an effective action of the airbag balloon.

Commission advice

COMINSAFE

Rule change by UIM Council on 18th October 2019
 Qingdao, China
 Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">25</h1>	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 302.01 Circuit 117	Author of the Rule change proposal	Name/Surname: Mr. Vahur Joala Contact email: vahur@veemoto.ee

Current text

302.01

All circuits must be measured on site by official surveyors or measured on an official chart of not less than 1/25 000. At all UIM titled races the length of circuits must be:

Classes	Length of Lap	Max Straight Length
GT-30, OSY-400, F-4		
STP Classes up to 550cc	1000 – 1500 metres	600 metres
JT-250/GT-15	800 - 1100 metres	400 metres
All other classes	Min 1500 metres	850 metres

Please note the start straight in any class may exceed 600 metres in order to accommodate the “alternative start procedure” (307.02).

The alignment of the start pontoons, or the start line should be such that the pole position has the maximum advantage towards the first turn buoy, compared with the last positions on the starting grid.

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 (or used in the event of a “dead-heat”).

It is recommended that the pits be sited where possible away from the race course on the outside.

Proposed text

302.01

All circuits must be measured on site by official surveyors or measured on an official chart of not less than 1/25 000. At all UIM titled races the length of circuits must be:

Classes	Length of Lap	Max Straight Length
GT-30, OSY-400, F-4, STP Classes up to 550cc	1000 – 1500 metres	600 metres
JT-250/GT-15, ET-15, ET-15F, EH-15	800 - 1100 metres	400 metres
All other classes	Min 1500 metres	850 metres

Please note the start straight in any class may exceed 600 metres in order to accommodate the “alternative start procedure” (307.02).

The alignment of the start pontoons, or the start line should be such that the pole position has the maximum advantage towards the first turn buoy, compared with the last positions on the starting grid.


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 (or used in the event of a “dead-heat”).

It is recommended that the pits be sited where possible away from the race course on the outside.

Justification

Adding new electrical classes.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">26</h1>	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 305.04.01 Compulsory Practice 119	Author of the Rule change proposal Cominsport	Name/Surname: Phil. Stacey Contact email: Philip.stacey@btinternet.com.

Current text

305.04 QUALIFYING

305.04.01 COMPULSORY PRACTICE

Every driver must make a minimum number of full laps on the race course during the practice session before time trials, qualifications or final heats of the race.

305.04.02 TIME TRIAL

Time trials can be organized in two ways.

Timed practice, where the timing team takes times of all boats' full laps and the best full lap time is counted as the drivers' time trial result;

Up to two laps for time trials, the minimum number of laps on the water for each boat is three: warm up lap, lap for time and safety lap. Only one boat at a time may be on the lap for the qualification time.

The organizer must ensure that all boats have equal conditions for time trials (except change of the weather)

Proposed text

305.04 QUALIFYING

305.04.01 COMPULSORY PRACTICE

Every driver must make a minimum number of full laps on the race course during the practice session before time trials, qualifications or final heats of the race.

305.04.02 TIME TRIAL

Time trials can be organized in two ways.

Timed practice, where the timing team takes times of all boats' full laps and the best full lap time is counted as the drivers' time trial result;

Alternatively, a minimum of 2 timed full laps (total laps = 4) on the water for each boat. Warm up lap, 2 timed laps then safety lap. Only one boat of the race course during the actual timed laps.


Up to two laps for time trials, the minimum number of laps on the water for each boat is three: warm up lap, lap for time and safety lap. Only one boat at a time may be on the lap for the qualification time.

The organizer must ensure that all boats have equal conditions for time trials, if possible (except change of the weather)

Justification

We have seen too much pressure on the driver if only a single lap is timed.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2021

 Proposal n°	27	COMMISSION	COMINSAFE
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 307.02 Dead Engine Start 122	Author of the Rule change proposal	Name/Surname: Bob wartinger Contact email: hydro242@gmail.com

Current text

307.02

The distance between the start line and the first turn mark must be in a straight line and at least 300 meters

There must be adequate width, in a straight line, to accommodate all starting boats running in their respective start/jetty lanes from the jetty to the first turn mark.

At dead engine starts, drivers must keep their relative starting lanes to the first turning buoy and through completion of the first turn, not interfering in the path of competing boats. Sufficient room on the inside must be left by the leading boat, if not pole, to allow others higher on the jetty to negotiate the turn.

Breaking this rule will result in one or more of the following penalties, which are disqualification, one lap penalty or a yellow card, depending on the severity.

Proposed text

307.02

The distance between the start line and the first turn mark must be in a straight line and at least 300 meters

There must be adequate width, in a straight line, to accommodate all starting boats running in their respective start/jetty lanes from the jetty to the first turn mark.

At dead engine starts, drivers must keep their relative starting lanes to the first turning buoy and through completion of the first turn, not interfering in the path of competing boats. Sufficient room on the inside must be left by the leading boat, if not pole, to allow others higher on the jetty to negotiate the turn.


Breaking this rule will result in one or more of the following penalties, which are disqualification, one lap penalty or a yellow card, depending on the severity.

Drone video coverage for the officials of the starting procedure and the run to the first turn buoy by the boat is encouraged to support enforcement of the lane rules.

Justification

Drone video(s) are being used more often for race rule enforcement and have proven effective.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">28</h1>	COMMISSION	COMINSAFE
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 307.02 Jetty length 122	Author of the Rule change proposal	Name/Surname: Bob wartinger Contact email: hydro242@gmail.com

Current text

307.02

The distance between the start line and the first turn mark must be in a straight line and at least 300 meters

There must be adequate width, in a straight line, to accommodate all starting boats running in their respective start/jetty lanes from the jetty to the first turn mark.

Proposed text

307.02

The distance between the start line and the first turn mark must be in a straight line and at least 300 meters.


For the O-Classes, there must be a minimum of 1 meter spacing between boats on the jetty for the start.

There must be adequate width, in a straight line, to accommodate all starting boats running in their respective start/jetty lanes from the jetty to the first turn mark.

Justification

Numerous complaints from O-class drivers regarding the inability of drivers to maintain their lanes at the start necessitates considering increased spacing between the boats at the jetty. There are examples where the the space was provided between the boats for dead engine starts and as the space between the boats was increased the incidents reduced.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 <p>UIM UNION INTERNATIONALE MOTONAUTIQUE</p> <p>Proposal n°</p>	<h1 style="color: red;">29</h1>	<p>COMMISSION</p>	<p>COMINSport</p>
<p>Discipline Rule article n° Article subject 2019 Rulebook page</p>	<p>Circuit 307.03 DEAD ENGINE START FROM A QUAY, A JETTY OR A BEACH 123</p>	<p>Author of the Rule change proposal Cominsport</p>	<p>Name/Surname: Phil. Stacey Contact email: Philip.stacey@btinternet.com.</p>

Current text

307.03

The start will be given as follows:

When the jetty Marshall is satisfied that all drivers are ready to start, with engines stopped, he will raise a green flag.

The O.O.D or starter will commence the start procedure.

The O.O.D or starter may decide at any time, if the judges it necessary, to cancel the start by showing the red flag and recommence the start procedure again.

The two minute board is shown. Alternatively, the time can be lengthened to 3 minutes if notified at drivers' meeting

One minute before the red light is switched on "1" minute board is shown.

30 seconds before the red light is switched on a "30" board is shown.

Engines must not be run after this signal

At the end of 30 seconds the red light is switched on

After 5-12 seconds the red lights are switched off, this is the signal to start.

As information start minute boards must be shown for their total applicable time.

Proposed text

307.03.

The start will be given as follows:

When the Jetty Marshall is satisfied that all drivers are ready to start, with all engines stopped, he will raise a green flag. *(or alternative indication. "whistle" etc.)*

The O.O.D. or starter will commence the start procedure.

The O.O.D. or starter may decide, at any time, if **he** judges it necessary, to cancel the start by showing a Red Flag and **could** recommence the start procedure again.

The two minute board is shown.

Alternatively, the time can be lengthened to 3 minutes if notified at **a** drivers meeting.

One minute before the red light is switched on a one minute board is shown.

30 seconds before the red light is switched on a "30" board is shown.

Engines must not be run after this signal.

At the end of the 30 seconds the red lights are switched ON

After 5-12 seconds the red lights are switched off, this is the signal to start.

Not before a minimum of 5 seconds are the Red lights switched off.

The starter has the choice of between 5 seconds and up to a maximum time of 12 seconds to switch off.


This is the START signal.

All start information boards must be shown for their total applicable time.

Justification

Some starts have been under 5 seconds, causing confusion and poor starts. Starter should always vary the delay within the allowed start system.

**Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020**

 Proposal n°	<h1 style="color: red;">30</h1>	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 307.04 Start 123	Author of the Rule change proposal	Name/Surname: Mr. Vahur Joala Contact email: vahur@veemoto.ee

Current text

307.04

Those drivers running their engines during the last 30 seconds before the start are disqualified.

Jump start - Those drivers starting or cranking their engines or leaving the jetty whilst the red light is on lose one lap.

Those drivers rotating their engines (with ignition switched off) prior to the red lights going off lose one lap.

After an announced time the red light will be shown again.

Late starters: A driver who has failed to start before the red light is shown again, must wait until the whole field has passed the start jetty and the jetty marshal indicates that he may join the race in the proper way.

Any boat starting unsuccessfully must be returned to shore. Any crew member swimming, or wading, out to a boat will cause his entry to be disqualified.

Proposed text

307.04

Those drivers running their engines during the last 30 seconds before the start are disqualified.

Those drivers leaving a jetty, a quay or a beach on the power of their own boat engine are as started drivers.

Jump start - Those drivers starting or cranking their engines or leaving the jetty whilst the red light is on lose one lap.

Those drivers rotating their engines (with ignition switched off) prior to the red lights going off lose one lap.

After an announced time the red light will be shown again.

Late starters: A driver who has failed to start before the red light is shown again, must wait until the whole field has passed the start jetty and the jetty marshal indicates that he may join the race in the proper way.

Any boat starting unsuccessfully must be returned to shore. Any crew member swimming, or wading, out to a boat will cause his entry to be disqualified.


Justification

Defines better, that leaving starting position means start. Some organizers still define start moment, when driver crosses first time finish line. Why we have then first turn rules, when this turn is before start in this case?

Rule change by UIM Council on 18th October 2019

Qingdao, China

Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">31</h1>	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2019 Rulebook page	CIRCUIT 317 Scoring System 131	Author of the Rule change proposal	Name/Surname: Phil. Stacey Contact email: Philip.stacey@btinternet.com

Current text

317 SCORING SYSTEM

317.01

The boat placed first will be the one having covered the scheduled distance in the shortest time.

[...]

The following points scoring system is applicable for Series races

In order to obtain a general classification of the Championship, the first drivers classified in races taken into account in a Championship will be given points as follows:

1—20pts	6---10pts	11---5pts
2---17pts	7---9pts	12---4pts
3---15pts	8---8pts	13---3pts
4---13pts	9---7pts	14---2pts
5---11pts	10—6pts	15---1pt.

The winner of the Championship will be the driver who will have accumulated the highest number of points.

In case of a Tie, the number of first positions, second positions etc. will be successively taken into consideration.

In case of a new tie, all UIM Points collected in all the relevant races will be added up (400/300 scale.)

Proposed text

317 SCORING SYSTEM

317.01

The boat placed first will be the one having covered the scheduled distance in the shortest time.

[...]

The classification of the race will be drawn up by adding up each driver's points in every final heat [Scale: as listed above: 400/300/225etc to 20th place with 1 point.]

The following points scoring system is applicable is applicable for SERIES races.

In order to obtain a general classification of the Championship, the first drivers classified in races taken into account in a Championship will be given points as follows:

1---20pts	6---10pts	11---5pts
2---17pts	7---9pts	12---4pts
3---15pts	8---8pts	13---3pts
4---13pts	9---7pts	14---2pts
5---11pts	10—6pts	15---1pt.

The winner of the Championship will be the driver who will have accumulated the highest number of points.


In case of a tie, the number of first positions, second positions etc will be successively taken into consideration.

In case of a new tie, all UIM Points collected in all the relevant races will be added up.(400/300/225 etc.)

Justification

Clarifying Rule 317. First line missing when transferring from F500 Rules.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">32</h1>	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 319 Posting of the results 133	Author of the Rule change proposal	Name/Surname: Mr. Vahur Joala Contact email: vahur@veemoto.ee

Current text

319 - POSTING OF THE RESULTS

The results of each race and heat must be posted at the pits in a clearly visible position, specified during the driver's meeting. The results must be printed or typed. The results must include title, race or heat number, race date and venue. For boats and drivers the results must include position, boat number, first name and surname of driver(s), nationality of driver(s), time (or speed)/laps and points. The nationality of all drivers – either by using a three letter abbreviation for the countries worldwide as listed by the IOC or as full names of the nations in English language. Additional information such as sponsor, boat may be mentioned.

The official results must be posted on the official notice board within an hour of the end of the races (heats) and at least 30 minutes before next heat or race for the relevant participants.

Results must be signed by the OOD or by a person delegated by the OOD and has to include time of posting.

Reasons (rule number) of given penalties must be defined.

The following abbreviations are to be used in the results for boats or drivers which did not get a result:

DNS – Did Not Start – those boats that did not leave the start position after the start, or did not come to the start position;

DNF – Did Not Finished – those boats that did not take the checkered flag;

DNR – Did Not Restart - those boats that took part in the original start but did not take part in the restart;

DSQ – Disqualified – those boats whose results cancelled;

ACC – Accident - those boats which caused a stoppage of the race or heat because of an accident.

Proposed text

319 - POSTING OF THE RESULTS

The results of each race and heat must be posted at the pits in a clearly visible position, specified during the driver's meeting. The results must be printed or typed. The results must include **UIM** title, **class name**, race or heat number, race date and venue. ***In case of restart it must be mentioned with adding after race or heat number letter R and in case of last heat second restart R2.*** For boats and drivers the results must include position, boat number, first name and surname of driver(s), nationality of driver(s), time (or speed)/laps and points. The nationality of all drivers – either by using a three letter abbreviation for the countries worldwide as listed by the IOC or as full names of the nations in English language. Additional information such as sponsor, boat may be mentioned.

All entered drivers, which were accepted for the race by race secretary and technical scrutineers, must be mentioned in the race final results including these, which not qualified to the final heats with mentioning DNQ.

The official results must be posted on the official notice board within an hour of the end of the races (heats) and at least 30 minutes before next heat or race for the relevant participants.

Results must be signed by the OOD or by a person delegated by the OOD and has to include **actual** time of posting.

Reasons (rule number) of given penalties must be defined.

The following abbreviations are to be used in the results for boats or drivers which did not get a result:

DNS – Did Not Start – those boats that did not leave the start position after the start (**start jetty**), or did not come to the start position;

DNF – Did Not Finished – those boats that did not take the checkered flag;
DNR – Did Not Restart – those boats that took part in the original start but did not take part in the restart;
DSQ – Disqualified – those boats whose results cancelled;
ACC – Accident – those boats which caused a stoppage of the race or heat because of an accident.
DNQ – Did Not Qualify – those boats which entered the race but did not qualify to the final races.

Justification

In some cases organizers are not naming results correctly mentioning only main sponsor GP for example. In this case some years later from results is not clear, what race was in question.


Up to now most of the reports does not include information about restart(s). It is added now.

Some organizers do not write on the results actual posting time, but time of printout.

Some organizers do not count starting engine and leaving jetty as start of the race (heat). It made confusion and wrong decisions at least two times at 2019 races.

After this proposal is adopted, we can delete last part of the rule 108.07 (see proposal) as it is doubles same text in 319.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">33</h1>	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 406.05 Yellow Card 141	Author of the Rule change proposal	Name/Surname: Mr. Vahur Joala Contact email: vahur@veemoto.ee

Current text

406.05 - YELLOW / RED / BLUE CARDS

A yellow or red card may be given by the O.O.D. or UIM Commissioner.

A yellow or red card will be confirmed on UIM form which will be posted with the results and if it is confirmed it must be included in the commissioners report. The recipient must be notified privately before a red or yellow or blue 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 received in all UIM disciplines and classes count towards the drivers CV and shall be accumulated.

Yellow/red cards can only be given for bad behaviour on the water including :

- up to two yellow cards at a time for dangerous driving;
- one red card for extreme blatant dangerous driving.

A driver who receives a red card is immediately disqualified from that event (300.01).

Receiving a third yellow card equals to a red card and carries the same penalties/actions.

A driver with a red card shall lose the right to take part in all UIM activities on the water for two months.

In addition during the two years following the receipt of the red card, he is not eligible for the first UIM titled race in the discipline or class in which he received the card.

Further penalties may be applied on a national level by the driver's NA.

All yellow cards will remain valid for the four UIM events (any UIM sanctioned races, titled or not) 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 of completion of the event.

The UIM will notify all National Authorities when a driver has a red card and is therefore suspended from international competition.

To be applied to all people in the paddock :

A blue card can be given by the UIM commissioner/OOD 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.

Proposed text

406.05 - YELLOW / RED / BLUE CARDS

A yellow or red card may be given by the O.O.D. or UIM Commissioner.

A yellow or red card will be confirmed on UIM form which will be posted with the results and if it is confirmed it must be included in the commissioners report. The recipient must be notified privately before a red or yellow or blue 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 received in all UIM disciplines and classes count towards the drivers CV and shall be accumulated.

Yellow/red cards can only be given for bad behaviour on the water including:

- up to two yellow cards at a time for dangerous driving;
- one red card for extreme blatant dangerous driving.

A driver who receives a red card is immediately disqualified from that event (300.01).

Receiving a third yellow card equals to a red card and carries the same penalties/actions.

A driver with a red card shall lose the right to take part in all UIM activities on the water for two months.

In addition during the two years following the receipt of the red card, he is not eligible for the first UIM titled race in the discipline or class in which he received the card.

Further penalties may be applied on a national level by the driver's NA.

All yellow cards will remain valid for the four UIM events (any UIM sanctioned races, titled or not) in which he competes following the date on which the last yellow card was delivered **or 36 calendar months from this date.**

Yellow/red cards must be notified to the UIM and the drivers' National Authority within three days of completion of the event.

The UIM will notify all National Authorities when a driver has a red card and is therefore suspended from international competition.

To be applied to all people in the paddock:

A blue card can be given by the UIM commissioner/OOD 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.


Justification

To finally delete yellow cards and keep penalty cards list cleaned up.

Justification

LEGAL CONSULTANT

**Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020**

 Proposal n°	<h1 style="color: red;">34</h1>	COMMISSION	COMINTECH
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 504.14 New – Auto pilots new	Author of the Rule change proposal	Name/Surname: Mikael Lundblad Contact email: mikael.lundblad@sandvik.com

Current text

No rule in current rulebook

Proposed text


504.14 AUTO PILOTS

All moveable surfaces allowed on the boat shall be under the control of the onboard crew without any sensors in the control loop (i.e. no auto pilots, auto trims, gyros, accelerometers or other attitude or acceleration sensors may be in the control system).

Justification

Making it clear that no automatic control of boats is allowed

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">35</h1>	COMMITTEE	SAFETY COCKPIT
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 509 Reinforced Cockpits 160	Author of the Rule change proposal	Name/Surname: Tom Stanley Contact email: tstanley@uniserve.com

Current text

509 - REINFORCED COCKPITS

These rules provide only a minimum standard for reinforced cockpits. It is important that constructors continually develop cockpits beyond these minimum's and produce cockpits that exceed these standards.

The approved Newton standard for a cockpit is to be found from the cockpit registration number. A list of registration numbers and the corresponding Newton standards is available from the UIM Secretariat and the UIM website.

Proposed text

509 - REINFORCED COCKPITS


These rules provide only a minimum standard for reinforced cockpits. It is important that constructors continually develop cockpits beyond these minimum's and produce cockpits that exceed these standards. ***A reinforced cockpit is defined as an enclosure for the driver of the boat. It is defined as an enclosure with sides, a canopy (roof), a bottom, frontal area over the feet and legs, forward and rear bulkheads, flotation and windscreen. It also comprises the joining together of all these parts. The reinforced cockpit system also includes the restraint system, seating, control system and other systems as specified in these rules. The purpose of the reinforced cockpit is to attempt to protect the driver from the impact of other boats or water impact. It is not required to protect the driver from every possible incident.***

The approved Newton standard for a cockpit is to be found from the cockpit registration number. A list of registration numbers and the corresponding Newton standards is available from the UIM Secretariat and the UIM website.

Justification

The purpose of this proposal is to clarify what parts of the boat comprise the safety cockpit. Some confusion exists among drivers and builders as to what is included as part of the cockpit.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">36</h1>	COMMITTEE	SAFETY COCKPIT
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 509.03 Cockpits 165	Author of the Rule change proposal	Name/Surname: Tom Stanley Contact email: tstanley@uniserve.com

Current text

509.03

[...]

If a homologated “integrated canopy structure” is used then the canopy must be fitted, closed and latched at all times while engaged in practice or racing.

Proposed text

509.03


[...]

If a homologated “integrated canopy structure” is used then The canopy must be fitted **to the reinforced cockpit**, closed and latched at all times while engaged in practice or racing.

Justification

The purpose of this change is to ensure that a canopy, whether the integrated type or not is used, is in place while in practice or racing. Reference the proposal defining what is included in the reinforced cockpit.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">37</h1>	COMMISSION	COMINSAFE
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 509.03 Reinforced Cockpit 165	Author of the Rule change proposal	Name/Surname: Bob wartinger Contact email: hydro242@gmail.com

Current text

509.03

Any competitor driving an approved reinforced cockpit design boat will be in a restraint system consisting of a 6 strap/6-point mounting system.

The certified (or recertified) 6 strap/6-point mounting system must be replaced according to the manufacturers recommended replacement interval, or after an accident that results in structural damage to either the cockpit or hull, or injury to the driver. The manufacturer's certificate must be available and show the date of manufacture or recertification

Proposed text

509.03


Any competitor driving an approved reinforced cockpit design boat will be in a restraint system consisting of a ~~6 strap/6-point~~ **7 strap/7 point** mounting system.

The certified (or recertified) ~~6 strap/6-point~~ **7 strap/7 point** mounting system must be replaced **after 4 years for polyester restraint belts**, or according to the manufacturers recommended replacement interval, or after an accident that results in structural damage to either the cockpit or hull, or injury to the driver. The manufacturer's certificate must be available and show the date of manufacture or recertification

Justification

The addition of the 7th point, when compared to the 6 point restraint, adds additional anchorage to the pelvis and further aids in limiting the vertical movement. The 7 point has shown improved retention of the body in tests and crashes and has been mandated in a number of other motorsport racing associations. The polyester materials, in good condition, have shown the ability to perform longer and so warrants an increase from the often used two years to four years from manufacture/certification. Some manufacturer's have attested to four year life.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">38</h1>	COMMITTEE	SAFETY COCKPIT
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 509.05 Cockpits 166	Author of the Rule change proposal	Name/Surname: Tom Stanley Contact email: tstanley@uniserve.com

Current text

509.05

All cockpits require a minimum 10 cm (4 in) clearance above the driver's helmet, covering at least 50 % of the top of the helmet and at least 50 % of the side of the helmet with the driver's head in the furthest aft position, as an integral part of the cockpit construction.

As regards the lateral extension of the head clearance the cockpit must afford a minimum of 10 cm (4in) clearance above the driver's helmet and extending laterally at least 45° from the vertical. (See Figure 1).

This min 45° lateral extension is mandatory for boats built after January 1st, 2016 and recommended for boats built before 2016.

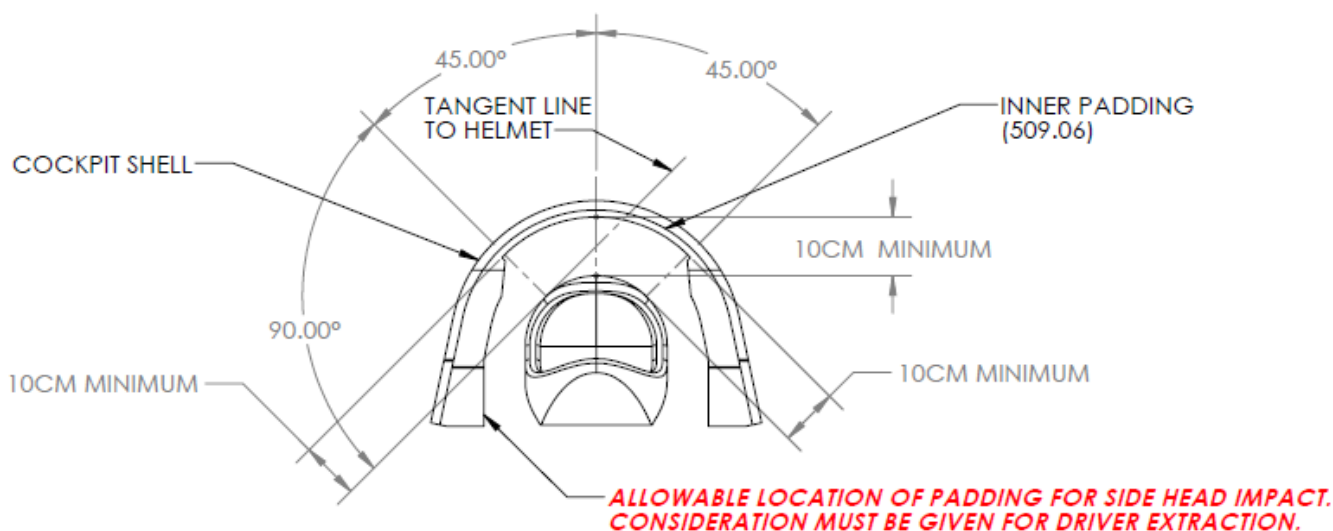


FIGURE 1

For integral load bearing canopies the canopy structures will provide the helmet coverage. The integral load bearing canopy structure will be at least as strong as the reinforced cockpit structure and provide a load path to transmit loading into the cockpit structure. That is, the canopy must be latched and hinged in such a way that it remains in place and is supported so that it acts as though it was part of the cockpit structure during an accident.

Proposed text

509.05

All cockpits are required to be designed so that the driver is completely enclosed including the driver's head.

All cockpits require a minimum 10 cm (4 in) clearance above the driver's helmet, covering at least 50 % of the top of the helmet and at least 50 % of the side of the helmet with the driver's head in the furthest aft position, as an integral part of the cockpit construction. ***This clearance must include clearance to any canopy hinges or latching mechanism.***

As regards the lateral extension of the head clearance the cockpit must afford a minimum of 10 cm (4in) clearance above the driver's helmet and extending laterally at least 45° from the vertical. (See Figure 1). This min 45° lateral extension is mandatory for boats built after January 1st, 2016 and recommended for boats built before 2016.

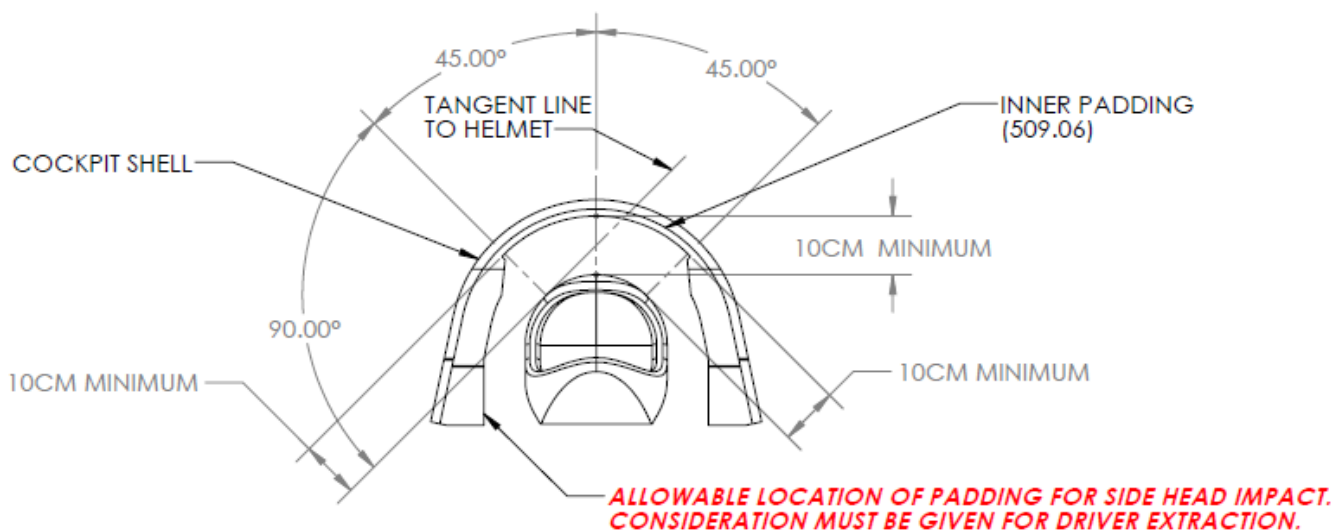


FIGURE 1


For cockpits where the lateral extension of the cockpit covers at least 50% of the side of the helmet, the canopy is not required to be load bearing. However, the canopy must not be able to deform under load in such a way that it becomes “stuck” under the supporting flanges of the cockpit. For cockpits not meeting this side of the helmet coverage an integral load bearing canopy is required. For integral load bearing canopies the canopy structures will provide the helmet coverage. The integral load bearing canopy structure will be at least as strong as the reinforced cockpit structure and provide a load path to transmit loading into the cockpit structure. That is, the canopy must be latched and hinged in such a way that it remains in place and is supported so that it acts as though it was part of the cockpit structure during an accident.

Inboard hydroplanes that require safety cockpits, including R1000 and up to R∞ may have cockpit escape hatches in the bottom of the cockpit.

Justification

This change is meant to be a clarification of the rule so that canopies are required in all cockpits. In other words it is no longer permissible to run an open safety cockpit. It also foresees the acceptance of bottom hatches which are commonly used in the inboard hydroplane classes.

**Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020**

 Proposal n°	<h1 style="color: red;">39</h1>	NATIONAL AUTHORITY	Name/Surname: Mr. Andreas Lenke Contact email: ruegemer@dmyv.de
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 516 Racing Inboard-Historic (H.R.) - Formular R 1000 178	GERMANY	<i>No Support Required</i>

Current text

516 - CLASSES

Formula R 1000 cylinder capacity of the motor up to 1000 cc incl. (for old Wartburg engines max capacity is 1020 cc). Minimum weight hull only 200 kg. After January 1, 2019 minimum weight hull only 250 kg.

Minimum weight with driver 280 kg. After January 1, 2019 minimum weight with driver 330 kg.

HR 2000 Cylinder capacity from 1001 cc. to 2000 cc. included.

Reinforced Cockpits are required for the HR 2000.

For class Formula R 1000 (also FR 1000, HR 1000) it is mandatory that boats built after January 1, 2019 must have reinforced cockpits complying with the standards of rule 509 (to a level of 3000 N), 509.01, through 509.18.

After January 1, 2020 it is mandatory that all boats for class Formula R 1000 (also FR 1000, HR 1000) must have reinforced cockpits complying with the standards of rule 509 (to a level of 3000 N), 509.01, through 509.18

Proposed text

516 - CLASSES

Formula R 1000 cylinder capacity of the motor up to 1000 cc incl. (for old Wartburg engines max capacity is 1020 cc). Minimum weight hull only 200 kg. After January 1, 2019 minimum weight hull only 250 kg.

Minimum weight with driver 280 kg. After January 1, 2019 minimum weight with driver 330 kg.

HR 2000 Cylinder capacity from 1001 cc. to 2000 cc. included.

Reinforced Cockpits are required for the HR 2000.

For class Formula R 1000 (also FR 1000, HR 1000) it is mandatory that boats built after January 1, 2019 must have reinforced cockpits complying with the standards of rule 509 (to a level of 3000 N), 509.01, through ~~509.18~~ **509.22**

After January 1, ~~2020~~ **2021** it is mandatory that all boats for class Formula R 1000 (also FR 1000, HR 1000) must have reinforced cockpits complying with the standards of rule 509 (to a level of 3000 N), 509.01, through ~~509.18~~ **509.22**


Justification

According to the drivers and the driver's-speaker, it is impossible to find a certified cockpit factory for a complete class (R/HR- 1000) in 2019. Each boat is different and a cockpit must always be adapted to the particular requirements.

Commission advice

SAFETY COCKPIT

**Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020**

 Proposal n°	<h1 style="color: red;">40</h1>	COMMISSION	COMINSport
Discipline Rule article n° Article subject 2019 Rulebook page	CIRCUIT 522 Hull 183	Author of the Rule change proposal	Name/Surname: Phil. Stacey Contact email: Philip.stacey@btinternet.com

Current text

522.03

Any device to produce a sudden braking effect, causing excessive water spray, reducing visibility, is prohibited.

For the boat without reinforced cockpit only, the fin to lean out from the keel may be fixed by a pivot bolt with friction washers to inhibit rotation from water pressure and/or two bolts to inhibit rotation.

Alternatively a pivot bolt and one bolt to lock the rotation, in case of accident a possible knock on the fin will break the bolt in order to allow the rotation of the same fin around the pivot. The rotation of the fin must be sufficient to relieve the keel totally.

Dimensioning.

Pivot to be guaranteed free rotation.

Stopper bolt screw M4 max. material inox AISI 304 UNI 6900-71.

Distance from pivot to hole of screw max. 40mm.

One or two springs must be fitted to replace the fin in the working position when the stopper bolt has been broken in case of accident.

It is mandatory that the measurer controls the function of all components. Spring action should be demonstrated with M4 bolt removed.

Proposed text

522.03. **SPONSON FIN**

Any device to produce sudden braking effect, causing excessive water spray, reducing visibility, is prohibited.

For the boat without reinforced cockpit only, the fin to lean out from the keel (**Sponson fin.**) may be fixed by a pivot bolt with friction washers to inhibit rotation from water pressure and/or two bolts to inhibit rotation.

Alternatively a pivot bolt and one bolt to lock rotation, in case of accident a possible knock on the fin will break the bolt in order to allow rotation of the same fin around the pivot. The rotation of the fin must be sufficient to relieve the keel totally.

Dimensioning.

Pivot to be guaranteed free rotation.

Stopper bolt screw M4 max. material inox AISI 304 UNI 6900-71.

Distance from pivot to hole of screw max. 40mm.

One or two springs must be fitted to replace the fin in the working position when the stopper bolt has been broken in case of accident.


It is mandatory that the measurer controls the function of all components. Spring action should be demonstrated with M4 bolt removed.

The fin must be at least 140mm long/deep and 40mm minimum width, measured from the lowest part of the boat where it is attached.

Justification

We need a minimum measurement for this very vital part of the hull in non-cockpit boats.

**Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020**

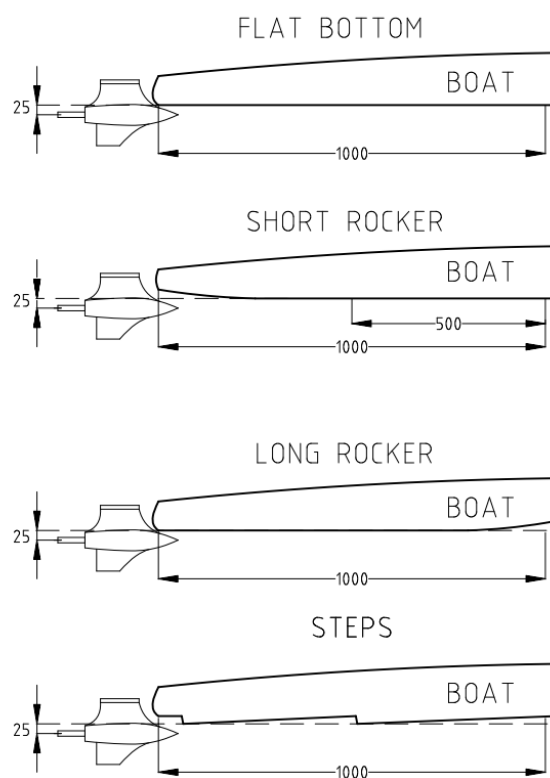
 Proposal n°	<h1 style="color: red;">41</h1>	COMMISSION	COMINSport
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 522.02 Propeller shaft height measurements 180	Author of the Rule change proposal	Name/Surname: Mr. Vahur Joala Contact email: vahur@veemoto.ee

Current text

None.

Proposed text

After page 182 add page with instructions how to measure propeller shaft height for hydro classes.




HYDROPLANE PROPELLER SHAFT HEIGHT MEASUREMENTS

Justification

As agreed at UIM Cominsport meeting in Amsterdam 2019.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 UIM UNION INTERNATIONALE MOTONAUTIQUE Proposal n°	42	COMMISSION	COMINSPORT
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 522.04 Minimum dimensions 183	Author of the Rule change proposal	Name/Surname: Mr. Vahur Joala Contact email: vahur@veemoto.ee

Current text

522.04 - MINIMUM DIMENSIONS

Class	Minimum Weight with driver		Reinforced cockpit
F 125	180 kg		
F 175	180 kg		
F 250	200 kg		
F 350	220 kg		
F 500	280 kg		mandatory
F 700	280 kg		mandatory

Class	Weight	Length	Reinforced cockpit
O 850	250 kg	3.90 m	mandatory
O 1000	300 kg	4.20 m	mandatory
O 1500	350 kg	4.50 m	mandatory
O 2000	390 kg	4.80 m	mandatory
O 3000	450 kg	5.10 m	mandatory
O ∞	520 kg	5.30 m	mandatory

- 1) The minimum weights mentioned here above are the weight of a complete rig weighed directly after the race without residual water but with residual fuel.
- 2) Measurements are taken while the boat is ashore.

The length must be measured as the overall length of the hull between perpendiculars at the foremost and aftmost part of the hull including deformable pickle-forks if so designed and equipped.

Any extending parts, rubbing starches, fenders, stabilising and trim tabs and rudder are not to be included.

Proposed text

522.04 - MINIMUM DIMENSIONS

Class	Minimum Weight with driver		Reinforced cockpit
F 125	180 kg		
F 175	180 kg		
F 250	200 kg		
F 350	220 kg		
F 350	250 kg	mandatory	Until 31.12.2020 From 01.01.2021
F 500	280 kg	mandatory	
F 700	280 kg	mandatory	

From 01.01.2021 F-350 hydroplane type hulls with reinforced cockpit allowed only.

Class	Weight	Length	Reinforced cockpit
O 850	250 kg	3.90 m	mandatory
O 1000	300 kg	4.20 m	mandatory
O 1500	350 kg	4.50 m	mandatory
O 2000	390 kg	4.80 m	mandatory
O 3000	450 kg	5.10 m	mandatory
O ∞	520 kg	5.30 m	mandatory

- 1) The minimum weights mentioned here above are the weight of a complete rig weighed directly after the race without residual water but with residual fuel.
- 2) Measurements are taken while the boat is ashore.

The length must be measured as the overall length of the hull between perpendiculars at the foremost and aftmost part of the hull including deformable pickle-forks if so designed and equipped.

Any extending parts, rubbing starches, fenders, stabilising and trim tabs and rudder are not to be included.


Justification

Add safety.

Rule change by UIM Council on 18th October 2019

Qingdao, China

Implementation date: 1st January 2020

 UIM UNION INTERNATIONALE MOTONAUTIQUE Proposal n°	<h1>43</h1>	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 522.04 Minimum dimensions 183	Author of the Rule change proposal	Name/Surname: Mr. Vahur Joala Contact email: vahur@veemoto.ee

Current text

522.04 - MINIMUM DIMENSIONS

Class	Minimum Weight with driver		Reinforced cockpit
F 125	180 kg		
F 175	180 kg		
F 250	200 kg		
F 350	220 kg		
F 500	280 kg		mandatory
F 700	280 kg		mandatory

Class	Weight	Length	Reinforced cockpit
O 850	250 kg	3.90 m	mandatory
O 1000 300 kg		4.20 m	mandatory
O 1500 350 kg		4.50 m	mandatory
O 2000 390 kg		4.80 m	mandatory
O 3000 450 kg		5.10 m	mandatory
O ∞	520 kg	5.30 m	mandatory

- 1) The minimum weights mentioned here above are the weight of a complete rig weighed directly after the race without residual water but with residual fuel.
- 2) Measurements are taken while the boat is ashore.

The length must be measured as the overall length of the hull between perpendiculars at the foremost and aftmost part of the hull including deformable pickle-forks if so designed and equipped.

Any extending parts, rubbing starches, fenders, stabilising and trim tabs and rudder are not to be included.

Proposed text

522.04 - MINIMUM DIMENSIONS

Class	Minimum Weight with driver	<i>Maximum width</i>	Reinforced cockpit
F 125	190 kg	1.70 m	
F 175	190 kg	1.70 m	
F 250	220 kg	1.70 m	
F 350	230 kg	1.70 m	Until 31.12.2020
F 350	250 kg		mandatory From 01.01.2021
F 500	280 kg		mandatory
F 700	280 kg		mandatory

From 01.01.2021 F-350 hydroplane type hulls with reinforced cockpit allowed only.

Class	Weight	Length	Reinforced cockpit
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O 850	250 kg	3.90 m	mandatory
O 1000	300 kg	4.20 m	mandatory
O 1500	350 kg	4.50 m	mandatory
O 2000	390 kg	4.80 m	mandatory
O 3000	450 kg	5.10 m	mandatory
O ∞	520 kg	5.30 m	mandatory

1) The minimum weights mentioned here above are the weight of a complete rig weighed directly after the race without residual water but with residual fuel.

2) Measurements are taken while the boat is ashore.

The length must be measured as the overall length of the hull between perpendiculars at the foremost and aftmost part of the hull including deformable pickle-forks if so designed and equipped.

Any extending parts, rubbing starches, fenders, stabilising and trim tabs and rudder are not to be included.

The width of the boat is measured at the widest part of the hull.


Justification

Add safety.

Rule change by UIM Council on 18th October 2019

Qingdao, China

Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">44</h1>	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2019 Rulebook page	CIRCUIT 523.06 Depth prop shaft 184	Author of the Rule change proposal	Name/Surname: Fred Contact email: fhauenstein@new.rr.com

Current text

523.06

For these O/F class hydroplanes there is a minimum depth of the center-point of the aft end of the propeller shaft according to the following chart. The reference for these measurements is a plane created by the points of maximum depth of all running surfaces and air traps of the boat bottom for the last 100 cm of the boat from the furthest aft parts forward. The measurement is taken with the engine lift in the maximum up position.

CLASS MINIMUM DEPTH PROP SHAFT

O-125	0 mm
O-175	0 mm
O-250	35 mm
O-350	35 mm

The power trim is not allowed for F-125, F-175, F-250 and F-350.

Proposed text

523.06

For these O/F class hydroplanes there is a minimum depth of the center-point of the aft end of the propeller shaft according to the following chart. The reference for these measurements is a plane created by the points of maximum depth of all running surfaces and air traps of the boat bottom for the last 100 cm of the boat from the furthest aft parts forward. The measurement is taken with the engine lift in the maximum up position.

CLASS MINIMUM DEPTH PROP SHAFT

O-125	0 mm
O-175	0 mm
O-250	35 mm
O-350	35 mm


Minimum depth is not required of boats attempting Speed Records (600 rules)

The power trim is not allowed for F-125, F-175, F-250 and F-350.

Justification

These rules are to maintain safe control of the boats in competition conditions. To maintain the spirit of speed records, which are run under ideal conditions and without competitors, these rules are less meaningful.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">45</h1>	COMMISSION	COMINSPORT
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 525.1.01 OSY-400 Hull 185	Author of the Rule change proposal	Name/Surname: Mr. Vahur Joala Contact email: vahur@veemoto.ee

Current text

525 - CLASS OSY 400

525.1 - HULL

525.1.01

The hull must be of a hydro type (the sponson must not exceed 60 % of the total length of the hull).
 Minimum weight with driver 180 kg.

Proposed text

525 - CLASS OSY 400

525.1 - HULL

525.1.01

The hull must be of a hydro type (the sponson must not exceed 60 % of the total length of the hull).
 Minimum weight with driver **190** kg.

Minimum length of the fin, measured from underside of sponson: 100 mm.


Justification

Add safety.

Rule change by UIM Council on 18th October 2019

Qingdao, China

Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">46</h1>	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 525.2.02 Class OSY400 185	Author of the Rule change proposal Cominsport	Name/Surname: Phil. Stacey Contact email: Philip.stacey@btinternet.com.

Current text

525.2.02 - SOLE MODIFICATIONS ALLOWED

- 1) It is permissible to use any ignition wire, spark plugs, propeller nut
- 2) It is permissible to drill water holes.....
- 3) .
- 4) .
- [...]
- 24) Any holes can be drilled to safety attach engine to the hull.
- 25) Apart from the above provisions, it is absolutely forbidden to make any alterations to the engine manufacturers standard components either by removal or addition of material. In particular this includes components being subject to any form of machining, grinding, hand tooling, reworking, reshaping fettling, polishing etc., unless it is specifically permitted.
- 26) Plug caps can be changed.

Proposed text

525.2.02 SOLE MODIFICATIONS ALLOWED

- 1) It is permissible to use any ignition wire, spark plugs, propeller nut
- 2) It is permissible to drill water holes.....
- 3) .
- 4) .
- [...]
- 24) Any holes can be drilled to safety attach engine to the hull.
- 25) Apart from the above provisions, it is absolutely forbidden to make any alterations to the engine manufacturers standard components either by removal or addition of material. In particular this includes components being subject to any form of machining, grinding, hand tooling, reworking, reshaping fettling, polishing etc., unless it is specifically permitted.
- 26) Plug caps can be changed.

27) GEARCASE (underwater unit.)

The following is permitted within the strict parameters of the relevant UIM Homologation Files/Details.

It is permitted to:

Remove metal from the leading edge measured back to maximum 10mm.

It is permitted to remove the "torpedo bulge" by no more than to meet the adjacent thickness.

The outline shape of all units must conform to homologation outline and shape to a 2mm tolerance.

Any thickness over any other part of the unit must remain as homologated with no tolerances.


Justification

Experience is proving this OSY Class is having many "incidences" The propeller shaft" height rule is not working. This rule will allow the boat to be more responsive to the drivers steering movements. This has been proved in APBA.

Rule change by UIM Council on 18th October 2019

Qingdao, China

Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">47</h1>	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2019 Rulebook page	CIRCUIT 525.4 Depth prop shaft 184	Author of the Rule change proposal	Name/Surname: Fred Contact email: fhauenstein@new.rr.com

Current text

525.4

For OSY400 class there is a minimum depth of the center point of the aft end of the propeller shaft according to the following chart. The reference for these measurements is a plane created by the points of maximum depth of all running surfaces and air traps of the boat bottom for the last 100 cm of the boat from the furthest parts forward excluding air traps up to 7mm in width.

CLASS MINIMUM DEPTH PROP SHAFT

OSY-400 25 mm

These dimensions will be checked in the “as raced” condition.

Proposed text

525.4

For OSY400 class there is a minimum depth of the center point of the aft end of the propeller shaft according to the following chart. The reference for these measurements is a plane created by the points of maximum depth of all running surfaces and air traps of the boat bottom for the last 100 cm of the boat from the furthest parts forward excluding air traps up to 7mm in width.

CLASS MINIMUM DEPTH PROP SHAFT

OSY-400 25 mm


These dimensions will be checked in the “as raced” condition.

Minimum depth is not required of boats attempting Speed Records (600 rules)

Justification

These rules are to maintain safe control of the boats in competition conditions. To maintain the spirit of speed records, which are run under ideal conditions and without competitors, these rules are less meaningful.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">48</h1>	COMMISSION	COMINSAFE
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 525.4 Minimum Depth Prop Shaft 186	Author of the Rule change proposal	Name/Surname: Bob wartinger Contact email: hydro242@gmail.com

Current text

525.4

For OSY400 class there is a minimum depth of the center point of the aft end of the propeller shaft according to the following chart. The reference for these measurements is a plane created by the points of maximum depth of all running surfaces and air traps of the boat bottom for the last 100 cm of the boat from the furthest parts forward excluding air traps up to 7mm in width.

CLASS MINIMUM DEPTH PROP SHAFT

OSY-400 25 mm

These dimensions will be checked in the “as raced” condition.

Proposed text

525.4

For OSY400 class there is a minimum depth of the center point of the aft end of the propeller shaft according to the following chart. The reference for these measurements is a plane created by the points of maximum depth of all running surfaces and air traps of the boat bottom for the last 100 cm of the boat from the furthest parts forward excluding air traps up to 7mm in width.

CLASS MINIMUM DEPTH PROP SHAFT

OSY-400 ~~25 mm~~ **40 mm**

These dimensions will be checked in the “as raced” condition.


Justification

Minimum prop shaft depth was established for the 2019 season to improve stability of OSY 400 hydroplanes. In races it has been shown that this depth did not reduce the amount of spins and improve stability as desired. From testing, a minimum depth of 40 mm is proposed. The most significant reason for the instability is the shape of the leading edge of the skeg and the bulge shape on the lower end of the skeg. A companion proposal is also submitted, No.49 that proposes sharpening the leading edge of the skeg to increase stability, as has been demonstrated in the US OSY 400 racing. If proposal No.49 is adopted, then it is proposed that this proposal may be withdrawn, and the minimum prop shaft depth remain established at 25mm.

Commission Advice

COMINTECH

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	49	COMMISSION	COMINSAFE
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 525.5 (Proposed) Yamato Engine Skeg Shape (Proposed) 186	Author of the Rule change proposal	Name/Surname: Bob wartinger Contact email: hydro242@gmail.com

Current text

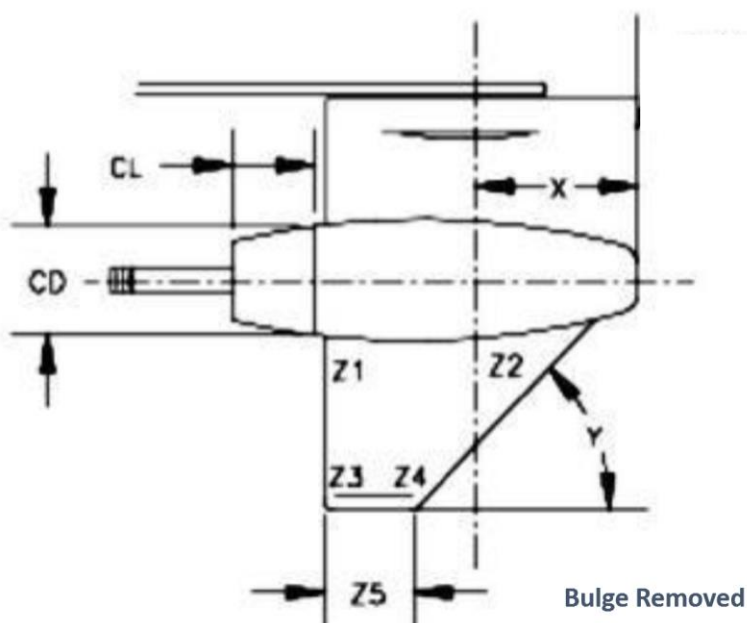
None

Proposed text

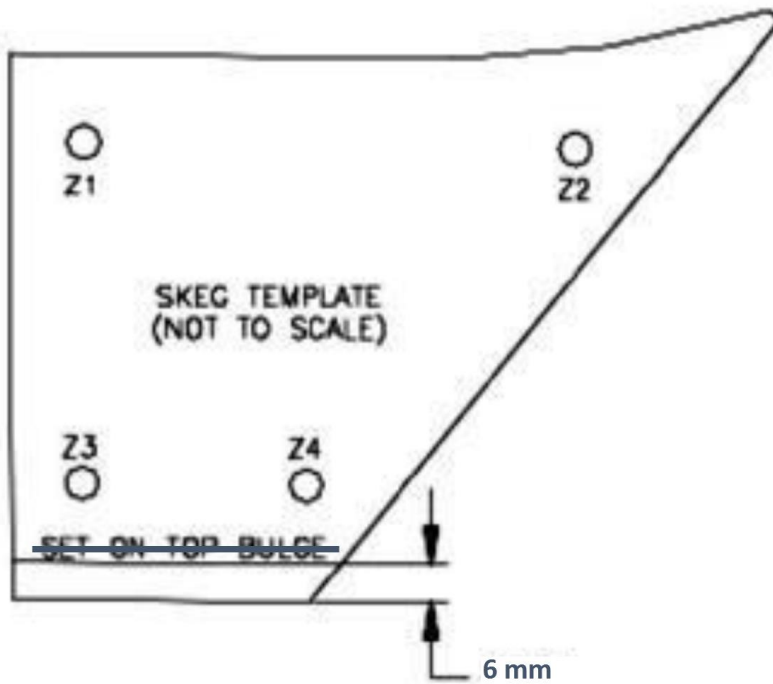
525.5

The skeg of the homologated Yamato engines for OSY 400 may have the leading edge sharpened and the bulge on the lower end of the skeg removed. The area and planform of the skeg along with minimum thicknesses shall be maintained per the drawing below.

Yamato 102, 202, 302, and 321



Y	50 degrees
Z1	4.83 mm min.
Z2	4.83 mm min.
Z3	3.80 mm min.
Z4	3.80 mm min.
Z5	49.5 mm min.




Template

Justification

The stability characteristics of the OSY 400 racing hydroplane are significantly increased by sharpening the leading edge of the skag while keeping the area, planform dimensions, and skag thickness. Many years of racing experience in the US with this change to the original motor, along with limiting the prop shaft height, have contributed to lowering the accident frequency. Without this change the minimum depth of the prop shaft needs to be increased per proposal No 48. This change, among a number of changes considered at the GA in 2018, has shown to be one the most effective in adding stability to the OSY 400 hydroplane.

The prop shaft height was added last year and the accidents elated to instability continued, reference OSY 400 WC at Mora, Sweden. Therefore additional changes need to be implemented.

**Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020**

 Proposal n°	50	COMMISSION	COMINSAFE
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit (New) 536.07 Turning Fin Leading Edge Radius 184	Author of the Rule change proposal	Name/Surname: Bob wartinger Contact email: hydro242@gmail.com

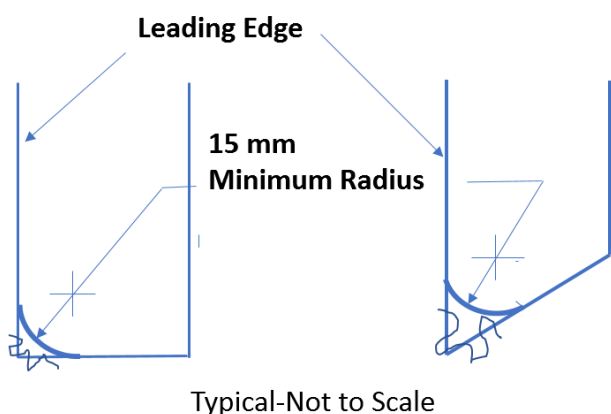
Current text

None

Proposed text

536.07 Turning Fin Leading Edge Radius, O and F Classes


A minimum radius dimension of 15 mm is required between the leading edge and the bottom edge of the turning fin. The radius is tangent to the leading edge.



Justification

There have been two accidents in 2019 where O-class drivers in the water or upon entering the water have been run over by another racing boat. In one of the accidents, the sharp point at the leading edge of the fin penetrated the cut resistant material by separating the Kevlar fibers. Static load/pressure tests were run with varying degrees of leading edge blade sharpness and the cut resistant material was effective unless it was impacted with a sharp point similar to an ice pick. Applying a radius to the leading edge of the fin blades would be a prudent change as it adds additional bearing area on the cut resistant material. The effectiveness of the fin blade on the racing hulls tested remained the same after the radius was added and the sharp point removed.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">51</h1>	NATIONAL AUTHORITY	Name/Surname: Roland Olschimke Contact email: r.olschimke@gmx.de
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 550.6.04 Motor cooling 197	GERMANY	<i>No Support Required</i>

Current text

550.6.04

When the motor is in the water, the cooling must be effected by a water circulation pump.

The cooling water must circulate through the water pump and be fed only through the standard water intake, neither the position nor the shape of which may be modified.

Proposed text

550.6.04

When the motor is in the water, the cooling must be effected by **the homologated** water circulation pump.

~~The cooling water must circulate through the water pump and be fed only through the standard water intake, neither the position nor the shape of which may be modified.~~

Justification

Outboard motors and especially there original water inlets are designed to use standard propellers at a defined high completely below the water line.


In all T-classes the preferred propeller is a cleaver (like in all S-Classes) and it works on the surface of the water. If you raise the motor for racing purposes about 5 inches above the suggested position, thermal problems are unavoidable, because of a disturbed water intake. This cannot be in UIM's sense.

In S-classes (e.g. F4) are also homologated unchanged standard outboards in use and there is external water intake permitted to prevent thermal motor problems due to inadequate cooling.

Commission advice

COMINTECH

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">52</h1>	COMMISSION	COMINSPORT
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 550.6.08 Low Emissions Engines (GT) 198	Author of the Rule change proposal	Name/Surname: Mr. Vahur Joala Contact email: vahur@veemoto.ee

Current text

MODIFICATION ALLOWED

[...]

The original propeller may be replaced by another in accordance with 504.13.

For GT-15 and GT-30: Decompression devices fitted to the camshaft to assist in starting of the engine may be removed.

The following modifications from 550.6.7 are NOT applicable to low emission engine (sections): 1, 5, 9, 10, 11, 12, 13, 15, 16, 17, 20 and 22.

From 503.04.2 section 3 and from section 2 last two sentences are not valid.

Proposed text

MODIFICATION ALLOWED

[...]

The original propeller may be replaced by another in accordance with 504.13.

For GT-15 and GT-30: Decompression devices fitted to the camshaft to assist in starting of the engine may be removed.


The following modifications from 550.6.7 are NOT applicable to low emission engine (sections): 1, 5, ~~9~~, 10, 11, 12, 13, 15, 16, 17, 20 and 22.

From 503.04.2 section 3 and from section 2 last two sentences are not valid.

Justification

To allow of using dataloggers as it was discussed and agreed at UIM meetings in Amsterdam 2019.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">53</h1>	COMMISSION	COMINTECH
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 550.6.08 MODIFICATION ALLOWED 199	Author of the Rule change proposal	Name/Surname: Mikael Lundblad Contact email: mikael.lundblad@sandvik.com

Current text

550.6.08 – MODIFICATION ALLOWED

[...]

The following modifications from 550.6.7 are NOT applicable to low emission engine (sections): 1, 5, 9, 10, 11, 12, 13, 15, 16, 17, 20 and 22.


Proposed text

The following modifications from 550.6.7 are NOT applicable to low emission engine (sections): 1, 5, 9, 10, 11, 12, 13, 15, 16, 17, 20 and 22.

Justification

Allowing for attaching a rev counter

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">54</h1>	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 560.01 TITLES / TEAMS Series 110	Author of the Rule change proposal	Name/Surname: William Miliziano Contactemail: williamiliziano@gmail.com

Current text

UIM P750 Continental Championship Series:

1. Must have at least two of the three classes – Stock, Pro Stock and Modified
2. Two countries (National Authorities) must enter in each class to validate a UIM Continental event.
3. All 3 disciplines must be contended at a single event over the duration of a minimum of 4 days including 1 lay-day.

UIM Southern Hemisphere Championship & UIM Northern Hemisphere Championship:

1. Must have at least two of the three classes – Stock, Pro Stock and Modified
2. Two countries (National Authorities) must enter to validate a UIM Hemisphere Championship.
3. All 3 disciplines must be contended at a single event over the duration of a minimum of 4 days including 1 lay-day

Proposed text

UIM P750 Continental Championship Series:

1. Must have at least two of the three classes – Stock, Pro Stock and Modified
2. Two countries (National Authorities) must enter in each class to validate a UIM Continental event.
3. All 3 disciplines must be contended at a single event over the duration of a minimum of 4 days including 1 lay-day.

UIM Southern Hemisphere Championship & UIM Northern Hemisphere Championship:


1. Must have at least two of the three classes – Stock, Pro Stock and Modified
 2. Two countries (National Authorities) must enter to validate a UIM Hemisphere Championship.
 3. All 3 disciplines must be contended at a single event over the duration of a minimum of 4 days including 1 lay-day
- 3. For each discipline, the organization of the continental championship in different places.**

- EX: - P750 Surfing European championship in England**
- P750 Endurance European Championship in France
- P750 Circuit European Championship in Italy

Justification

To avoid the organization of too long competitions which generate very high costs, very difficult to the organizers to find places where is possible to do and to allow a great number of crew because it is complicated for many to devote 10 days for a competition. Result more competition dates, a lower organizational cost, more venues, more organizers, more visibility for the discipline. the competitions could have places with other categories as we do in France. Competition format to be defined (number of Heat in one event, Point...)

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">55</h1>	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 560.16 Safety Equipment 203	Author of the Rule change proposal	Name/Surname: Stef Scheepers Contact email: 911racer@gmx.ne

Current text

560.16 - SAFETY EQUIPMENT

HELMETS: All racing helmets must be open faced or full faced motorbike helmets given to protect the skull base and cover the ears. At least 50% (area) of the helmet must be of fluorescent orange, red, yellow or international orange colour. The helmet colours must be bright enough to be clearly visible in the water. The wearer is entirely responsible for the efficiency of his helmet. The organisers are recommended to repeat this important rule in their advance programme and their race instructions. As per rule 205.07 [...]

Proposed text


560.16 - SAFETY EQUIPMENT

HELMETS: All racing helmets must be ~~open faced or full faced motorbike~~ helmets given to protect the skull base and cover the ears. At least 50% (area) of the helmet must be of fluorescent orange, red, yellow or international orange colour. The helmet colours must be bright enough to be clearly visible in the water. The wearer is entirely responsible for the efficiency of his helmet. The organisers are recommended to repeat this important rule in their advance programme and their race instructions. As per rule 205.07 [...]

Justification

The pilot's face is in the proximity of a hard tiller bar, the co-pilot's face is in the proximity of a hard nose cone. With an open-faced helmet, a strike on either object can cause severe chin & facial injuries. Stipulating "motorbike" helmets is superfluous.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">56</h1>	NATIONAL AUTHORITY	Name/Surname: Pascal REIDE Contact email: contact@ffmotonautique.com
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 560.16 Life Jacket 203	FRANCE	<i>No Support Required</i>

Current text

LIFEJACKETS: The efficiency of the lifejacket is the sole responsibility of the wearer who must be assured that it conforms to the UIM rules and carries indelible confirmation of this. Buoyancy: A lifejacket must have a minimum of 7.5 kg solid buoyancy for a person weighing up to 60 kgs and 9 kgs of buoyancy for those over 60 kg. As per rule 205.06.

If the lifejacket does not have a built-in back support, then a back support must be worn underneath.

Proposed text

LIFEJACKETS: The efficiency of the lifejacket is the sole responsibility of the wearer who must be assured that it conforms to the UIM rules and carries indelible confirmation of this. Buoyancy: A lifejacket must have a minimum of 7.5 kg solid buoyancy for a person weighing up to 60 kgs and 9 kgs of buoyancy for those over 60 kg. As per rule 205.06.

That's mandatory for all drivers/co-drivers to wear a back protector with a life jacket.

~~If the lifejacket does not have a built in back support, then a back support must be worn underneath.~~

Justification


For safety all drivers/co-drivers.

The protection built into the life jacket is too rigid and does not damp enough. It can be a hindrance to the mobility of the crew.

Commission advice

COMINSAFE

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">57</h1>	COMMISSION	COMINSPORT (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 561.01 Hull Lengths and Weights 204	Author of the Rule change proposal	Name/Surname: Stef Scheepers Contact email: 911racer@gmx.ne

Current text

561.01 - HULLS LENGTHS AND WEIGHTS

Number	Rule:	STOCK (S):	PRO STOCK (PRO):	MODIFIED (M):
.011	Engine Capacity	Up to 750cc	Up to 750cc	Up to 750cc
.012	Minimum hull length	3.8m	3.8m	3.8m
.013	Minimum hull width	1.7m	1.7m	1.7m
.014	Minimum hull weight	165kg	165kg	160kg
.015	Minimum overall weight	325kg	325kg	320kg

Minimum hull / engine weight .014 – The above-mentioned weight is the minimum weight of a complete rig, weighed directly after the race without crew and their personal equipment or residual water, without fuel tanks. The Driver & Co-Driver must still meet the minimum overall weight.

Minimum overall weight .015 – includes 0.14 plus Driver & Co-Driver with their personal safety equipment on that they have just raced in – life jacket, helmet, wetsuit or dry suit.

To reach the minimum overall weight, ballast can be added. This must be securely placed and has to be of solid material and not liquid material.

Proposed text

561.01 - HULLS LENGTHS AND WEIGHTS

Number	Rule:	STOCK (S):	PRO STOCK (PRO):	MODIFIED (M):
.011	Engine Capacity	Up to 750cc	Up to 750cc	Up to 750cc
.012	Minimum hull length	3.8m	3.8m	3.8m
.013	Minimum hull width	1.7m	1.7m	1.7m
.014	Minimum hull weight	165kg	165kg	160kg
.015	Minimum overall weight	325kg	325kg	320kg

~~Minimum hull / engine weight .014 – The above mentioned weight is the minimum weight of a complete rig, weighed directly after the race without crew and their personal equipment or residual water, without fuel tanks. The Driver & Co-Driver must still meet the minimum overall weight.~~


Minimum overall weight .015 – **is the minimum weight of a complete rig, weighed directly after the race without fuel tanks or residual water, plus** Driver & Co-Driver with their personal safety equipment on that they have just raced in – life jacket, helmet, wetsuit or dry suit.

To reach the minimum overall weight, ballast can be added. This must be securely placed and has to be of solid material and not liquid material.

Justification

The intention is to level the playing field by accommodating (and not penalising) big, heavy pilots / co-pilots. Currently heavy pilots have no way of compensating extra weight, causing a sporting disadvantage against lightweight teams.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">58</h1>	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 561.01 TITLES / TEAMS Series 110	Author of the Rule change proposal	Name/Surname: William Miliziano Contactemail: williamiliziano@gmail.com

Current text

561.01 - HULLS LENGTHS AND WEIGHTS

561 - HULLS

Number	Rule:	STOCK (S):	PRO STOCK (PRO):	MODIFIED (M):
.011	Engine Capacity	Up to 750cc	Up to 750cc	Up to 750cc
.012	Minimum hull length	3.8m	3.8m	3.8m
.013	Minimum hull width	1.7m	1.7m	1.7m
.014	Minimum hull weight	165kg	165kg	160kg
.015	Minimum overall weight	325kg	325kg	320kg

Minimum hull / engine weight .014 – The above mentioned weight is the minimum weight of a complete rig, weighed directly after the race without crew and their personal equipment or residual water, without fuel tanks. The Driver & Co-Driver must still meet the minimum overall weight.

Minimum overall weight .015 – includes 0.14 plus Driver & Co-Driver with their personal safety equipment on that they have just raced in – life jacket, helmet, wetsuit or dry suit.

To reach the minimum overall weight, ballast can be added. This must be securely placed and has to be of solid material and not liquid material.

Proposed text

561.01.015 - HULLS LENGTHS AND WEIGHTS

561.01 - HULLS LENGTHS AND WEIGHTS

561 - HULLS


Number	Rule:	STOCK (S):	PRO STOCK (PRO):	MODIFIED (M):
.011	Engine Capacity	Up to 750cc	Up to 750cc	Up to 750cc
.012	Minimum hull length	3.8m	3.8m	3.8m
.013	Minimum hull width	1.7m	1.7m	1.7m
.014	Minimum hull weight	165kg	165kg	160kg
.015	Minimum overall weight	325kg 310kg	325kg 310kg	320kg

Justification

To allow the best equality of performance between all the teams with a balance for the weight of the teammates (woman or man, mixture of the two); equivalent of the BOP, balance of performance in motorsport. Hull weight was modified for equal of balance performance and cost.

Men in the world 77 kg and Women in the world 62 kg

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">59</h1>	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 561.02 HULL DESIGN 110	Author of the Rule change proposal	Name/Surname: William Miliziano Contactemail: williamiliziano@gmail.com

Current text

561.02 - HULL DESIGN

All boats must be of a tunnel hull design and conform to the original manufacturer's catalogue. The floorboards can be supplied by an alternative manufacture but must conform to rule 561.04. All boats must be fitted with a serial number plate issued by the manufacturer on either the nose cone or preferably the transom, showing the Model, Make, Date of Manufacture and if possible the maximum allowed horsepower of any relevant engine. A minimum number of 2 boats must have been made, advertised for sale and are commercially available before the model can be accepted to race. As long as the boats fit to the Class hull requirements, no measurement certificate is required as they are inflatable boats.

All boats must conform to the following measurements:

Proposed text

561.02 - HULL DESIGN

All boats must be of a tunnel hull design and conform to the original manufacturer's catalogue. The floorboards can be supplied by an alternative manufacture but must conform to rule 561.04. All boats must be fitted with a serial number plate issued by the manufacturer on either the nose cone or preferably the transom, showing the Model, Make, Date of Manufacture and if possible the maximum allowed horsepower of any relevant engine. A minimum number of 2 boats must have been made, advertised for sale and are commercially available before the model can be accepted to race. As long as the boats fit to the Class hull requirements, no measurement certificate is required as they are inflatable boats.

The lift with a mechanical system or hydraulic system is not allowed while racing.


It's possible to adjust the engine height in the paddock but not during the race.

All boats must conform to the following measurements:

Justification

- 1 -For safety all drivers/co-drivers.
- 2- To limit the difference in performance of boats

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">60</h1>	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 562.6 Kill Switches 208	Author of the Rule change proposal	Name/Surname: H. van Geems Contact email: vangeems@absamail.co.za

Current text

562.6 – KILL SWITCHES

[...] The engine must be fitted with a “kill switch”, operated with a lanyard no longer than 1.3 meters. [...]

Proposed text


562.6 – KILL SWITCHES

[...] The engine must be fitted with a “kill switch”, operated with a lanyard no longer than 1.3 meters **at its maximum extended length**. [...]

Justification

Safety related issue to guarantee an engine cutout before pilot come within reach of the propeller.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">61</h1>	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 562.08 Gearbox 209	Author of the Rule change proposal	Name/Surname: William Miliziano Contactemail: williamiliziano@gmail.com

Current text

562.08 - GEARBOX

Gearbox must not be interfered with or modified in Stock and Pro Stock Classes. Any normal wear and tear on the fin/skeg shall be limited to 5mm and must be seen to be racing wear and tear; all fins/skegs will be measured and must comply at Pre Scrutineering of each discipline. If illegal the team will be disqualified if unable to change prior to that heat or Longhaul discipline. A stainless steel cover, with the same characteristics as an original gearbox, can be used to protect the leading edges.

Proposed text

562.08 - GEARBOX

The casing of the underwater unit (Gearcase) Gearbox must not be interfered with or modified in Stock and Pro Stock Classes. Any normal wear and tear on the fin/skeg shall be limited to 5mm and must be seen to be racing wear and tear; all fins/skegs will be measured and must comply at Pre Scrutineering of each discipline. If illegal the team will be disqualified if unable to change prior to that heat or Longhaul discipline. A stainless-steel cover, with the same characteristics as an original gearbox, can be used to protect the leading edges.


The casing of the underwater unit (Gearcase) is free in Modified Class but the gearcase ratio remains the same at the UIM powerhead file homologation.

Justification

Clarification about casing gearcase.

- 1- To remove any doubt about the application of the current rule and the homologation form, as was the case at the 2018 World Championship in Fréjus France. (whatever the rule, all countries must have the same interpretation)
- 2- To limit the difference in performance of boats
- 3 - For safety because by modifying the Gearbox ratio it is possible with the same RPM to reach speeds difficult to control.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">61bis</h1>	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 562.08 Gearbox 209	Author of the Rule change proposal	Name/Surname: H. van Geems Contact email: vangeems@absamail.co.za

Current text

562.08 – GEARBOX

[...] Any normal wear and tear on the fin/skeg shall be limited to 5mm and must be seen to be racing wear and tear; all fins/skegs will be measured and must comply at Pre Scrutineering of each discipline. [...]

Proposed text


562.08 – GEARBOX

[...] Any normal wear and tear on the fin/skeg shall be limited to ~~5~~ **10** mm and must be seen to be racing wear and tear; all fins/skegs will be measured and must comply at Pre Scrutineering of each discipline. [...]

Justification

Allowance for wear-and-tear, to reduce cost of regular repair due to fin strikes at rocky beaches.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	62	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 563-09 MODIFICATIONS 209	Author of the Rule change proposal	Name/Surname: William Miliziano Contactemail: williamiliziano@gmail.com

Current text

563.09

MODIFICATIONS				
No.	RULE	STOCK (S):	PRO STOCK (PRO):	MODIFIED (M):
.9	Propellers:	The original propeller maybe replaced by any other three blade propeller; provided that it has a through the hub exhaust (see 504.13). The locking nut, spacer, adaptor, split pin, thrush washer/ washers are free for the securing of the propeller; Re-bushing and keying of propellers are allowed. No holes or ventilation slots of any nature whatsoever are allowed in the hub or blade. No spacing out of propeller to allow venting. Propeller must enter gearbox housing by a minimum of 1mm. Transgression of this rule will lead to disqualification.	As per Stock Class	Free

Proposed text

563.09


MODIFICATIONS				
No.	RULE	STOCK (S):	PRO STOCK (PRO):	MODIFIED (M):
.9	Propellers:	The original propeller maybe replaced by any other three blade propeller; provided that it has a through the hub exhaust (see 504.13). The locking nut, spacer, adaptor, split pin, thrush washer/ washers are free for the securing of the propeller; Re-bushing and keying of propellers are allowed. No holes or ventilation slots of any nature whatsoever are allowed in the hub or blade. No spacing out of propeller to allow venting. Propeller must enter gearbox housing by a minimum of 5mm . Transgression of this rule will lead to disqualification.	As per Stock Class	Free

Justification

Same rules how the all classes circuit wich use tube propeller→ rule 504-13

Use of common technical rules for pipe propellers defined in chapter 500 to which category P750 belongs

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">63</h1>	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 563.5 Engine Cowling 209	Author of the Rule change proposal	Name/Surname: H. van Geems Contact email: vangeems@absamail.co.za

Current text

563.5 – ENGINE COWLING

[...] May be altered to increase air flow and secured by means other than or in addition to the standard means [...]

Proposed text


563.5 – ENGINE COWLING

[...] May be altered to increase air flow and secured by means other than or in addition to the standard means. **No external appendages extending over the cowl seal length/width or cowl height may be added.** [...]

Justification

To prevent competitors adding ram-air scoops for a performance advantage.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">64</h1>	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 563.9 Propellers 210	Author of the Rule change proposal	Name/Surname: H. van Geems Contact email: vangeems@absamail.co.za

Current text

563.9 – PROPELLERS

[...] The original propeller maybe replaced by any other three blade propeller; provided that it has a through the hub exhaust (see 504.13). The locking nut, spacer, adaptor, split pin, thrush washer/ washers are free for the securing of the propeller; Rebushing and keying of propellers are allowed. No holes or ventilation slots of any nature whatsoever are allowed in the hub or blade. No spacing out of propeller to allow venting. Propeller must enter gearbox housing by a minimum of 1mm. Transgression of this rule will lead to disqualification. [...]

Proposed text

563.9 – PROPELLERS

[...] The original propeller maybe replaced by any other three blade propeller; provided that it has a through the hub exhaust (see 504.13). **The minimum outer hub diameter to be no less than 75mm.** The locking nut, spacer, adaptor, split pin, thrush washer/ washers are free for the securing of the propeller; Rebushing and keying of propellers are allowed. No holes or ventilation slots of any nature whatsoever are allowed in the hub or blade. No spacing out of propeller to allow venting. Propeller must enter gearbox housing by a minimum of 1mm. Transgression of this rule will lead to disqualification. **Propellers must be manufactured from Stainless-Steel or Aluminum.** [...]


Justification

Clarification of the propeller rule.
 Mibral propellers may lose blades at high rpm.

Commission advice

COMINTECH

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">65</h1>	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 563.11 Ports 210	Author of the Rule change proposal	Name/Surname: H. van Geems Contact email: vangeems@absamail.co.za

Current text

563.11 – PORTS

[...] When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only be removed in the specified opening to a depth of 10mm not including liner, to match the shape of the original adjacent connecting passage (channel) outside the adjusted port opening. Should the modified port window be smaller than the track, the track may not be tampered with. [...]

Proposed text


563.11 – PORTS

[...] When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only be removed in the specified opening to a depth of 10mm not including liner, to match the shape of the original adjacent connecting passage (channel) outside the adjusted port opening. Should the modified port window be smaller than the track, the track may not be tampered with. ***Adjustment of carburetor- or reed valve openings excluded from this rule.*** [...]

Justification

Clarification of the ports rule.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">66</h1>	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 563.24 Revolution Limiters 211	Author of the Rule change proposal	Name/Surname: H. van Geems Contact email: vangeems@absamail.co.za

Current text

563.24 – REVOLUTION LIMITERS

[...] Rev Limiters, heat sensors and lighting coils must not be removed. Rev limiter wire connections must be continuous and must be soldered to achieve this. Anything that might restrict the rev limiter in its proper function will be classed as an infringement of this rule. Ignorance of the above will not be accepted as a defense and the competitor will be disqualified. [...]

Proposed text


563.24 – REVOLUTION LIMITERS

[...] Rev Limiters, heat sensors and lighting coils must not be removed. Rev limiter wire connections must be continuous and must be soldered to achieve this. Anything **Any tampering** that might **alter or delay** restrict the rev limiter in its proper **homologated** function will be classed as an infringement of this rule. Ignorance of the above will not be accepted as a defense and the competitor will be disqualified. [...]

Justification

Clarification of the revolution limiters rule.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">67</h1>	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 563-26 MODIFICATIONS 211	Author of the Rule change proposal	Name/Surname: William Miliziano Contactemail: williamiliziano@gmail.com

Current text

.26	Weight of part:	A part, the weight of which is quoted in the homologation sheet, may be machined for the specific purpose of reaching the quoted weight only. It is not allowed to change the flywheel, but balance machining is allowed if the dimensions and weights are still correct.	As per Stock Class	No restriction on weights quoted.
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Proposed text

.26	Weight of part:	A part, the weight of which is quoted in the homologation sheet, may be machined for the specific purpose of reaching the quoted weight only. It is not allowed to change the flywheel, but balance machining is allowed if the dimensions and weights are still correct and no adjonction parts or any material	As per Stock Class	No restriction on weights quoted.
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Justification

Clarification about casing flyweel

Rule change by UIM Council on 18th October 2019
 Qingdao, China
 Implementation date: 1st January 2020

 UIM UNION INTERNATIONALE MOTONAUTIQUE Proposal n°	68	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 563.31 Gearbox 212	Author of the Rule change proposal	Name/Surname: Stef Scheepers Contact email: 911racer@gmx.ne

Current text

563.31

.31	Gear Box	See rule: 562.08	See rule:562.08	Bullet or racing gearboxes are allowed in this class only.
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Proposed text

563.31


.31	Gear Box	See rule: 562.08	See rule:562.08	Bullet or racing gearboxes are allowed in this class only.
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Free. Bullet or racing gearboxes allowed.

Justification

Clarification of a paragraph in the rule book.

**Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020**

 UIM UNION INTERNATIONALE MOTONAUTIQUE	69	COMMISSION	COMINSPO (P750 WG)
Proposal n°			
Discipline Rule article n° Article subject	Circuit 563-31 TECHNICAL	Author of the Rule change proposal	Name/Surname: William Miliziano Contactemail: williamiliziano@gmail.com
2019 Rulebook page	212		

Current text

563-31

.31	Gear Box	See rule: 562.08	See rule:562.08	Bullet or racing gearboxes are allowed in this class only.
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Proposed text

563-31


.31	Gear Box	See rule: 562.08	See rule:562.08	Bullet or racing gearboxes are allowed but ratio remains the same at file UIM homologation
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Justification

Clarification about casing gearcase.

- 1- To remove any doubt about the application of the current rule and the homologation form, as was the case at the 2018 World Championship in Fréjus France. (whatever the rule, all countries must have the same interpretation)
- 2- To limit the difference in performance of boats
- 3 - For safety because by modifying the Gearbox ratio it is possible with the same RPM to reach speeds difficult to control.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">70</h1>	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 564A Technical 213	Author of the Rule change proposal	Name/Surname: Stef Scheepers Contact email: 911racer@gmx.ne

Current text

564A - TECHNICAL

[...]

2. Flywheel [...] Allowed to remove starter ring. [...]

Proposed text

564A - TECHNICAL


[...]

2. Flywheel [...] Allowed to remove starter ring (*the horizontal disk attached to the flywheel dome*) [...]

Justification

Clarification of a paragraph in the rule book.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">71</h1>	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 564A-10 TECHNICAL 215	Author of the Rule change proposal	Name/Surname: William Miliziano Contactemail: williamiliziano@gmail.com

Current text

564A-10

.10	Standard Part	In the circumstances where weights and measurements are not quoted nor listed in the homologation sheets then comparative parts maybe used to determine legality.	As per Stock Class	As per Stock Class
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Proposed text


564A-10

.10	Standard Part	In the circumstances where weights and measurements are not quoted nor listed in the homologation sheets then comparative parts maybe used to determine legality.	As per Stock Class	Free
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Justification

Clarification about rules ; Modified classes is open classes, why keep the standards parts are in the file UIM homologation

Rule change by UIM Council on 18th October 2019
 Qingdao, China
 Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">72</h1>	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 564.B Wet Driver 217	Author of the Rule change proposal	Name/Surname: William Miliziano Contactemail: williamiliziano@gmail.com

Current text

564.B- Wet Driver

If any Pilot or Co-Pilot lands completely in the water or a boat get stuck on the beach during racing, the race will be stopped immediately, even before the red flag is flown. All competitors must stop, then come off the plane, clear the course and proceed to the line with extreme caution or as stated in Drivers Briefing.

No re-fuelling, or changing set-up and get ready for an re-run. The boat causing the stoppage is not allowed in any re-runs of that heat. Penalties are carried forward to any rerun/start of that heat. Any boat that gets stuck on the beach may only re-start with the O.O.D.'s permission.

If more than 2/3 of the race or restart/run race has been completed then no re-run is required. Restart can be from the beach or deep water start

Proposed text


564.B- Wet Driver

If the pilot or co-pilot ~~lands completely in the water or a boat get stuck on the beach during racing~~ **has legs and pelvis off the boat or if the boat must stop for put him back on board** or a boat get stuck on the beach during racing, the race will be stopped immediately, even before the red flag is flown. All competitors must stop, then come off the plane, clear the course and proceed to the line with extreme caution or as stated in Drivers Briefing. Nore-fuelling, or changing set-up and get ready for an re-run. The boat causing the stoppage is not allowed in any re-runs of that heat. Penalties are carried forward to any rerun/start of that heat. Any boat that gets stuck on the beach may only re-start with the O.O.D.'s permission. If more than 2/3 of the race or restart/run race has been completed then no re-run is required. Restart can be from the beach or deep water start

Justification

This to avoid crews who do not stop while their co-pilot is out of the boat and is dragged dangerously

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">73</h1>	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 564B.15 Race Starts 220	Author of the Rule change proposal	Name/Surname: H. van Geems Contact email: vangeems@absamail.co.za

Current text

564B.15 – AWARDING FINAL POINTS

[...] 1. The total points for the qualifying heats plus the final heat (double points) of the top 12 boats will be added together to determine the overall 1st – 12th positions; then converted to single points for that discipline as per Rule: 564B.31 [...]

Proposed text


564B.15 – AWARDING FINAL POINTS

[...] 1. The total points for the qualifying heats plus the final heat (double points) of the top 12 boats will be added together to determine the overall 1st – 12th positions; then converted to single points for that discipline as per Rule: 564B.31. ***If less than 12 boats in the final, no double points will be awarded.*** [...]

Justification

Clarification of the revolution limiters rule.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">74</h1>	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 564B-01 RACING REGULATION AND RULES Longhaul 216	Author of the Rule change proposal	Name/Surname: William Miliziano Contactemail: williamiliziano@gmail.com

Current text

564B-01 RACING REGULATIONS AND RULES

Should be run over a maximum distance of 150kms to a minimum of 80kms. Minimum lap distance of 10kms and should be area bound. The organisers must provide a boat/s prior to the race to show teams the course by water, explaining any safety issues. This event can be staged in two legs in one day or over two days, having individual legs of a minimum of 60kms per leg and a maximum of 150kms in total, it must be stated in the advance program. Ultra Longhaul: Over 150kms. The organisers will provide an extended list of extra rules for the event, including race regulations that should be read in conjunction with the UIM Rules in the advance program. This event can be staged over several days having individual legs. Starts for this discipline can be any form of start procedure listed as per the P750 Rules.

Proposed text

564B-01 RACING REGULATIONS AND RULES


Should be run over a maximum distance of 150kms to a minimum of 80kms. Minimum lap distance of 10kms and should be area bound. The organisers must provide a boat/s prior to the race to show teams the course by water, explaining any safety issues. This event can be staged in two legs in one day or over two days, having individual legs of a minimum of 60kms per leg and a maximum of 150kms in total, it must be stated in the advance program. Ultra Longhaul: Over 150kms. The organisers will provide an extended list of extra rules for the event, including race regulations that should be read in conjunction with the UIM Rules in the advance program. This event can be staged over several days having individual legs. Starts for this discipline can be any form of start procedure listed as per the P750 Rules.

The race cannot exceed 2h30. In case where the race was stopped for exceeded delays, the ranking will be established according to the number of laps made at the passage of the first crew.

Justification

For safety reasons it is necessary to limit the driving time during a race especially in difficult conditions

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">75</h1>	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 564B-33 RACING REGULATIONS AND RULES 225	Author of the Rule change proposal	Name/Surname: William Miliziano Contactemail: williamiliziano@gmail.com

Current text

564B-33

....

II. When overtaking from the outside an overlap is established when the overtaking boat has passed the overtaken boat sufficiently to change direction without contact.

.....

Proposed text

564B-33

....

II. When overtaking from the outside an overlap is established when the overtaking boat has passed the overtaken boat sufficiently to change direction without contact. **with a minimum length of one boat to change direction without contact.**


.....

Justification

Clarification about rules and for the safety all boats/Drivers on the water.

- 1 -For safety all drivers/co-drivers.
- 2- To limit the possibly to have an accident between all boats

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">76</h1>	COMMISSION	COMINSPO (P750 WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit New Endurance	Author of the Rule change proposal	Name/Surname: William Miliziano Contactemail: williamiliziano@gmail.com

Current text

None

Proposed text

Endurance

Time Race. With a maximum of 6 hours and a minimum of 3 crew relays during the race. In a circuit of a minimum of 3km with minimum 2 right turn. The relay is a crew change with its tank.


There may be additional stops for tank changing (no refueling). With Start Type Le Mans or in dep Water. With The same rules than the long haul

- No minimum of crew
- All categories mixed Stock, Prostock and Modified
- The race stop when the 1st pass the finish line
- The ranking is based on the time and the number of laps completed
- Mandatory to use a radio system for communicate with is team manager by radio or paneling

Justification

These disciplines to get closer to what is done in Inshore S2 and S3 and offer the crews and organizers a new discipline and more interesting than what is done today. This discipline could be done with other categories

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">77</h1>	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 595-596-597 Electric powered boats 240-242	Author of the Rule change proposal	Name/Surname: Mr. Vahur Joala Contact email: vahur@veemoto.ee

Current text

595 - ELECTRIC POWERED BOATS (E)

596 - CLASSES

596.01

Battery powered 48 volt runabout
 Battery powered 72 volt runabout
 Battery powered 144 volt runabout
 Battery powered runabout with unlimited voltage
 Battery powered 48 volt hydroplane
 Battery powered 72 volt hydroplane
 Battery powered 144 volt hydroplane
 Battery powered hydroplane with unlimited voltage
 Solar powered
 Hybrid battery/solar powered

596.02

Electrically propelled boats are accepted as an international series.

597 - HULL

597.01

Electric powered Runabout.

Hulls are defined as a displacement type, having no steps, no breaks in the longitudinal or transverse continuity of the immersed surface other than the keel, rubbing strips or lapstrakes of no more than 18.75 mm (0.75 in) and parallel to the centreline of the boat.

Hulls are not permitted to depend on external air pressure or design which creates a tunnel effect to aid planing.

Hulls are not required to conform to any maximum or minimum dimension restrictions.

Hulls shall not have a sponson/pod protruding from the side of the boat which interrupts the line of the side non-trip or bottom of the boat.

597.02

Electric hydroplane:

The hull is free. Any boat having a multiple planing surfaces or which cannot qualify as a runabout is considered a hydroplane for the purpose of these rules.

597.03

Hybrid solar/battery powered marathon boats:

The hull is free.

597.04

Solar Powered Boats: The hull is free.

598 - MACHINERY

598.01

The whole of the propelling power shall be electric. Excluding noted class restrictions for motors, drive train design is unrestricted.

598.02 - ELECTRIC RUNABOUT AND HYDROPLANE

The whole of the electrical energy shall be battery stored and carried on board and when the boat is being timed or raced over the measured distance, no additional electric power shall be generated. Power source for circuit racing shall be multiples of commercially available batteries.

598.03 - BATTERY POWERED MARATHON BOATS

The whole of the electric energy shall be battery stored and carried on board and when the boat is being timed or raced over the measured distance, no additional power shall be generated. Power source shall be multiples of commercially available batteries.

598.04 - SOLAR POWERED

The whole of the energy required shall be from ambient solar power excluding wind. Solar collectors designed as rigid or flexible sails are not allowed.

598.05 - HYBRID SOLAR/BATTERY POWERED

The whole of the propulsion energy shall be battery stored and carried on board. Solar power may charge the batteries while the boat is being timed or raced over the measured distance.

599 - ELECTRIC BOAT SAFETY RULES

599.01 - ELECTRIC BOATS

Exposed terminals shall be adequately insulated to prevent accidental short circuits.

Batteries must be securely fastened to the boat in such manner that if the boat were to capsize, the batteries would remain with the hull.

Boats must incorporate enough flotation to ensure that, in the event of accident, the boat will float enough to be salvaged.

All electric boats in competition must be equipped with a physical disconnect. The purpose of the disconnect is to stop the motor, disable the electric system and limit power to safe levels in the event of an accident.

The disconnect must consist of a plug and tether combination. The plug fits an in-line receptacle completing the electrical circuit and allowing it to be energised. The tether must be two metres or less in length and made of or attached to the plug by material not subject to heat damage such as melting or becoming brittle.

All safety tethers must be securely attached to the driver at all times whilst the boat and the driver are under way.

At any time an electric boat is launched, recovered, disabled on the course or is under tow, the disconnect plug shall be removed from the in-line receptacle.

A caution decal must be affixed in the vicinity of the disconnect receptacle, and to the bottom or non-trip at the same approximate station line. Its purpose is to warn rescuers against handling the boat at that point and possibly completing the electrical circuit.

Any boat operating at a voltage above 72 volts must also incorporate an automatic battery disconnect.

All exposed drives and drive trains must be adequately covered or shielded with appropriate guards or covers.

Commutator shielding is recommended in all electric boats.

Protective clothing must be worn by all drivers participating in electric events.

599.02 - ELECTRIC BOAT RACING RULES

Starts must be dead motor starts.

Drivers must draw for lane positions.

Classes and hulls shall be in conformance with class rules.

Electric boat drivers who's boats are not on plane by the time the lead boat reaches a predetermined point must move off course and stop. The shutdown point will be determined by the drivers prior to the drivers meeting. Failure of a driver complying with this rule will result in a one race suspension.

599.03 - ELECTRIC BOAT COCKPIT RULES

Electric powered boats with a power source greater than 72 volts must incorporate a safety cockpit/driver restraint system according to the 509 rules. Additionally, any electric powered boat incorporating a safety cockpit/driver restraint system must include an automatic electric system – battery disconnect to isolate the batteries from the rest of the system upon inversion or immersion of the boat.

Proposed text

595 - ELECTRIC POWERED BOATS (E)

595.01 - CLASSES

ET-15 Battery powered 48 volt 15 kW monohull (ET-15F with free lower unit) (Rule 596)

EH-15 Battery powered 48 volt 15 kW hydro (Rule 597)

Battery powered 48 volt runabout

Battery powered 72 volt runabout

Battery powered 144 volt runabout

Battery powered runabout with unlimited voltage

Battery powered 48 volt hydroplane

Battery powered 72 volt hydroplane

Battery powered 144 volt hydroplane

Battery powered hydroplane with unlimited voltage

Solar powered

Hybrid battery/solar powered

595.01.01 Electrically propelled boats are accepted as an international series.

595.02 - HULL

595.02.01 Electric powered Runabout.

Hulls are defined as a displacement type, having no steps, no breaks in the longitudinal or transverse continuity of the immersed surface other than the keel, rubbing strips or lapstrakes of no more than 18.75 mm (0.75 in) and parallel to the centreline of the boat.

Hulls are not permitted to depend on external air pressure or design which creates a tunnel effect to aid planing.

Hulls are not required to conform to any maximum or minimum dimension restrictions.

Hulls shall not have a sponson/pod protruding from the side of the boat which interrupts the line of the side non-trip or bottom of the boat.

595.02.02 Electric hydroplane: The hull is free. Any boat having a multiple planing surfaces or which cannot qualify as a runabout is considered a hydroplane for the purpose of these rules.

595.02.03 Hybrid solar/battery powered marathon boats: The hull is free.

595.02.04 Solar Powered Boats: The hull is free.

595.03 - MACHINERY

595.03.01 - GENERAL

The whole of the propelling power shall be electric. Excluding noted class restrictions for motors, drive train design is unrestricted.

595.03.02 - ELECTRIC RUNABOUT AND HYDROPLANE

The whole of the electrical energy shall be battery stored and carried on board and when the boat is being timed or raced over the measured distance, no additional electric power shall be generated. Power source for circuit racing shall be multiples of commercially available batteries.

598.03.03 - BATTERY POWERED MARATHON BOATS

The whole of the electric energy shall be battery stored and carried on board and when the boat is being timed or raced over the measured distance, no additional power shall be generated. Power source shall be multiples of commercially available batteries.

595.03.04 - SOLAR POWERED

The whole of the energy required shall be from ambient solar power excluding wind. Solar collectors designed as rigid or flexible sails are not allowed.

595.03.05 - HYBRID SOLAR/BATTERY POWERED

The whole of the propulsion energy shall be battery stored and carried on board. Solar power may charge the batteries while the boat is being timed or raced over the measured distance.

595.04 - ELECTRIC BOAT SAFETY RULES

595.04.01 - ELECTRIC BOATS

Exposed terminals shall be adequately insulated to prevent accidental short circuits.

Batteries must be securely fastened to the boat in such manner that if the boat were to capsize, the batteries would remain with the hull.

Boats must incorporate enough flotation to ensure that, in the event of accident, the boat will float enough to be salvaged.

All electric boats in competition must be equipped with a physical disconnect. The purpose of the disconnect is to stop the motor, disable the electric system and limit power to safe levels in the event of an accident.

The disconnect must consist of a plug and tether combination. The plug fits an in-line receptacle completing the electrical circuit and allowing it to be energised. The tether must be two metres or less in length and made of or attached to the plug by material not subject to heat damage such as melting or becoming brittle.

All safety tethers must be securely attached to the driver at all times whilst the boat and the driver are under way.

At any time an electric boat is launched, recovered, disabled on the course or is under tow, the disconnect plug shall be removed from the in-line receptacle.

A caution decal must be affixed in the vicinity of the disconnect receptacle, and to the bottom or non-trip at the same approximate station line. Its purpose is to warn rescuers against handling the boat at that point and possibly completing the electrical circuit.

Any boat operating at a voltage above 72 volts must also incorporate an automatic battery disconnect.

All exposed drives and drive trains must be adequately covered or shielded with appropriate guards or covers.

Commutator shielding is recommended in all electric boats.

Protective clothing must be worn by all drivers participating in electric events.

595.04.02 - ELECTRIC BOAT RACING RULES

Starts must be dead motor starts.

Drivers must draw for lane positions.

Classes and hulls shall be in conformance with class rules.

Electric boat drivers who's boats are not on plane by the time the lead boat reaches a predetermined point must move off course and stop. The shutdown point will be determined by the drivers prior to the drivers meeting. Failure of a driver complying with this rule will result in a one race suspension.

595.04.03 - ELECTRIC BOAT COCKPIT RULES

Electric powered boats with a power source greater than 72 volts must incorporate a safety cockpit/driver restraint system according to the 509 rules. Additionally, any electric powered boat incorporating a safety cockpit/driver restraint system must include an automatic electric system – battery disconnect to isolate the batteries from the rest of the system upon inversion or immersion of the boat.

596 – ELECTRICAL MONOHULL OUTBOARDS (ET)

General: The purpose is to limit this class to simple monohulls easily built by an amateur or readily available commercially, each fitted with one single electrical motor and batteries.

596.1 - CLASSES

ET-15 Battery powered 48 volt 15 kW monohull

ET-15F Battery powered 48 volt 15 kW monohull with free lower unit

596.2 - HULL

Only monohull form is permitted.

ET-15 and ET-15F hulls must confirm same rules as per rule 550 for monohull GT-15 class boat hulls.

596.3 - MACHINERY

596.3.01 Maximum battery nominal voltage 48 V (rechargeable).

596.3.02 Maximum engine power 15 kW as advertised.

596.3.03 For ET-15 midsection and lower unit for homologated engine for GT-15 is allowed, only.
For ET-15F midsection and lower unit are free.

596.3.04 For ET-15 engine cover as per homologated engine midsection in use .

596.3.05 Propeller is free.

596.3.06 Water pump may be removed.

596.3.07 Gear ratio in lower unit is free.

596.4 – ELECTRICAL SAFETY

596.4.01 See rule 595.04.01

596.4.02 Boat must also incorporate an automatic battery disconnect.

597 – ELECTRICAL HYDRO OUTBOARDS (EH)

General: The purpose is to limit this class to simple hydro hulls easily built by an amateur or readily available commercially, each fitted with one single electrical motor and batteries.

597.1 - CLASSES

EH-15 Battery powered 48 volt 15 kW hydro hull.

597.2 - HULL

Only hydroplane hull form is permitted. EH-15 hulls must confirm same rules as per rule 522 for F-125 and OSY-400 class boat hulls.

597.3 - MACHINERY

- 597.3.01 Maximum battery nominal voltage 48 V (rechargeable).
- 597.3.02 Maximum engine power 15 kW as advertised.
- 597.3.03 Midsection and lower unit are free.
- 597.3.04 Propeller is free.


597.4 – ELECTRICAL SAFETY

- 597.4.01 See rule 595.04.01
- 597.4.02 Boat must also incorporate an automatic battery disconnect.

Justification

Introducing electrical racing classes. Renumbering was needed to fit rules into the book. Target is to have first real international racing 2020 or latest 2021.

**Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020**

 Proposal n°	<h1 style="color: red;">78</h1>	COMMISSION	COMINSPO (River Marathon WG)
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 900.15.2 Inboard Engine Boat Classes 267	Author of the Rule change proposal	Name/Surname: H. van Geems Contact email: vangeems@absamail.co.za

Current text

900.15.2

2. Inboard Engine Boat Classes:

Classes of Inboard Racing Boats: are determined solely on cubic capacity of the engine used and are distinguished

As follows:

Hull : The hull design is free. But hull must be made from Aluminum, fiberglass upper decks are fine.

Length of the Hull : The minimum dimensions are 5.2 m 17 ft.

An open river cockpit that meets or exceeds these specifications must be fitted to all inboard Race Boats.

The intention of these minimum specifications is to provide the best possible protection to drivers and navigators, NO guarantee is implied or stated, nor is any responsibility taken, regarding the degree of protection or safety afforded by any roll cage construction to these specifications.

1. Only round chrome moly tube (SAE 4130) minimum diameter 45mm (1.75"), wall thickness 2.1mm (.080) or (1.75") DOM tubing (1018 to 1026) with a minimum wall thickness 2.6mm (.100"). Aluminum is NOT permitted.
2. Attaching plates should be a minimum of 5mm (.188") thick steel or chrome moly.

All joints must be fully welded by a competent welder and remain unground using the correct welding process for the material. A triangulated main hoop is required. A minimum of one hoop in front of the passengers to the dash is required. Faster boats should have an upper and lower front hoop. There should be a bar connecting the center of the front hoop to the top center of the main hoop and 2 rear arms to the gunnels or transom. The main hoop of the cage must be one piece and may not be repaired by splicing, patching, cam-shelling, etc. All other components may be repaired by splicing, patching, clam-shelling, etc. according to generally accepted aircraft repair procedures.

Seat and seat belt mounts should be mounted to the cage. Seats should have side head support.

Proposed text

900.15.2

[...]

2. Inboard Engine Boat Classes:

Classes of Inboard Racing Boats: are determined solely on cubic capacity of the engine used and are distinguished as follows:

Hull: The hull design is free but hull must be made from Aluminum, fiberglass upper decks are fine.

Length of the Hull: The minimum dimensions are 5.2 m (17 ft). An open river cockpit that meets or exceeds these specifications must be fitted to all inboard Race Boats.

The intention of these minimum specifications is to provide the best possible protection to drivers and navigators, NO guarantee is implied or stated, nor is any responsibility taken, regarding the degree of protection or safety afforded by any roll cage construction to these specifications.

1. Only round chrome moly tube (SAE 4130) minimum diameter 45mm (1.75"), wall thickness 2.1mm (.080) or (1.75") DOM tubing (1018 to 1026) with a minimum wall thickness 2.6mm (.100"). Aluminum is NOT permitted.
2. Attaching plates should be a minimum of 5mm (.188") thick steel or chrome moly.

All joints must be fully welded by a competent welder and remain unground using the correct welding process for the material. A triangulated main hoop is required. A minimum of one hoop in front of the passengers to the dash is required. Faster boats should have an upper and lower front hoop. There should be a bar connecting the center of the front hoop to the top center of the main hoop and 2 rear arms to the gunnels or transom. The main hoop of the cage must be one piece and may not be repaired by splicing, patching, clam-shelling, etc. All other components may be repaired by splicing, patching, clam-shelling, etc. according to generally accepted aircraft repair procedures.

Seat and seat belt mounts should be mounted to the cage. Seats should have side head support.

1. ROLL CAGE SPECIFICACIONS

- **All boats must have a well structured steel roll cage. Roll cage should have a minimum of two main hoops. Of these, a triangulated main hoop is required. A minimum of one hoop in front of the passengers to the dash is required. Faster boats should have an upper and lower front hoop. There should be a bar connecting the center of the front hoop to the top center of the main hoop and 2 rear arms to the gunnels or transom.**
- **The main hoops shall be made from 44.5mm diameter, either round chrome moly tube (SAE 4130), minimum wall thickness 2.1mm or DOM tubing (1018 to 1026) with a minimum wall thickness 2.6mm. All other braces & struts can be made out of 38.1mm diameter of the same tube type and minimum thickness. Consideration may be given for equivalent or stronger design but must be endorsed from the organizing group prior to the race date. Aluminum is NOT permitted.**
- **Attaching plates shall be a minimum of 5mm thick steel. Attachment plates to be welded centrally to the hoop tubes. If the main hoops sit on chines, it will be connected to the chine by a 10 mm thick aluminum plate welded to the chine. Attaching plates are to be bolted together to the hull with 2 M10 or 3/8" bolts or 4 M8 or 5/16" bolts or 6 M6 or 1/4" bolts.**
- **Cockpit area of the cage must have bars forward of the driver, an inverted side escape zone, and must prevent the dash of the boat from collapsing under load.**
- **No equipment inside the boat may be attached to the cage structure if it compromises the roll cage integrity**

Welding and forming:

- **All joints must be fully welded by a competent welder and remain unground using the correct welding process for the material.**
- **Tubes cannot be flattened in order to make a joint**
- **The main hoops of the cage must be one piece and may not be repaired by splicing, patching, clam-shelling, etc. All other components may be repaired by splicing, patching, clam-shelling, etc. according to generally accepted aircraft repair procedures. Each splice joint shall have an insert of 6" (152mm) minimum 3" (76mm) on each side of the joint centerline with rosette welds visible**
- **Top corners of the main hoops shall be formed with one bend formed with a bender suitable for the material size used, and ovality distortion to be no more than the wall thickness of the tube.**

- *Helmet clearance should be at least 100 mm from the main hoops for the tallest crew member.*
- *The Advance program must state home countries minimum roll cage requirements.*

2. STEERING SPECIFICATIONS

- *All steering components must be in good condition and in good working order. Dual steering arms are recommended.*
- *The Advance program must state home countries minimum steering system requirements.*

3. SAFETY HARNESS (SEAT BELTS)

- *A 5- or 6-point safety harness must be fitted for every crew member and be securely attached to the roll cage. They must be a motor sport type approved with a minimum of 50 mm web for all belts and shall have a quick release buckle.*
- *Seat belts must be within their useful life as set by the manufacturer, considering the factory life of the belts beginning upon when installed. Belts with visible wear or tear, or in poor condition will not be allowed.*
- *The mounting points for the seat belt shoulder straps behind each crew member must be in a way that the shoulder strap angle be no more than 25 degrees to the horizontal.*
- *Seat belt harness points shall be secured to the safety cage and be constructed to withstand the same force as the harness is designed for and mounted in accordance to belt manufactures specifications.*
- *Seat mounts should be mounted to the cage. Seats shall have side head support.*

Justification

Any improvement on the river race open cockpit to make all inboard boats safer in the event on a on land crash or an obstacle in the water. Also adding some steering and seat belt specification.

Commission Advice

COMINSAFE

**Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020**

 Proposal n°	<h1 style="color: red;">79</h1>	NATIONAL AUTHORITY	Name/Surname: Pascal Reide Contact email: contact@ffmotonautique.com
Discipline Rule article n° Article subject 2019 Rulebook page	CIRCUIT 902 4.Machinery 290	FRANCE	<i>No Support Required</i>

Current text

4. MACHINERY

Only homologated single engines can be used. The engine block must remain the same as started. All other parts may be changed. All engine blocks will be marked one hour prior to the commencement of the race. More than one engine can be used in practice.

For the S2 and S3 classes, a standard ECU Box will be allocated before the free practice and must be used during the Race.

For races in city the noise suppressor is mandatory (505.01).

Proposed text

4. MACHINERY

Only homologated single engines can be used. The engine block must remain the same as started. All other parts may be changed. All engine blocks will be marked one hour prior to the commencement of the race. More than one engine can be used in practice.

For the S2 and S3 classes, a standard ECU Box will be allocated **at the last winner, second, third podium and most performer last year** before the free practice and must be used during the Race.

For races in city the noise suppressor is mandatory (505.01).


Justification

/

Commission advice

COMINSPORT / COMINTECH

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">80</h1>	NATIONAL AUTHORITY	Name/Surname: Gilles GUIGNARD Contact email: contact@ffmotonautique.com
Discipline Rule article n° Article subject 2019 Rulebook page	CIRCUIT 902 44. Rescue 296	FRANCE	<i>No Support Required</i>

Current text

4.RESCUE

There must be at least one rescue boat for every 250 metres of course and that the course must be visible at all times from at least two rescue boats. There must be at least one rescue boat every 1000 metres capable of carrying a stretcher or that the boat must be a drop front dory (according to define the circuit).

Proposed text

4.RESCUE

A safety boat is always on the circuit with divers every 300m. You also need tow boats every 300m permanently on the circuit. ~~There must be at least one rescue boat for every 250 metres of course and that the course must be visible at all times from at least two rescue boats.~~ There must be at least one rescue boat every 1000 metres capable of carrying a stretcher or that the boat must be a drop front dory (according to define the circuit).

Justification

During the 24 Hours of Rouen Diving rescue boats must be distinguished from towing boats.


It is necessary that there is in permanence a boat of divers every 300m as it is necessary that there is a boat of towing every 300m.

That is to say that for the race of Rouen it takes 12 diving boats and 12 tugs boats.

Commission advice

COMINSPO

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">81</h1>	NATIONAL AUTHORITY	Name/Surname: Pascal Reide Contact email: contact@ffmotonautique.com
Discipline Rule article n° Article subject 2019 Rulebook page	CIRCUIT 902 7.Fuel 290	FRANCE	<i>No Support Required</i>

Current text

7. FUEL

Fuel for racing must be provided by the organisers to a minimum standard of 95 RON Unleaded fuel. All competitors must use the fuel supplied by the organisers at cost as indicated in the advance programme, any competitor failing to use this fuel will be disqualified. No race fuel can be stored at the boat pit position. All boats must be refuelled at the fuelling depot. Each pit area may have a maximum of 25 litres stored in a shock proof container and carry the race number of the boat. The sole purpose of this is for generators etc. and must not be used for the race boats except in the case where repairs to a boat necessitate the fuel tank being drained. In this case a max of 25 litres may be placed into the fuel tank of the boat to fire up the engine in the pits and to drive the boat to the refuelling station. The maximum amount of fuel that a boat can carry is 150 litres for Catamarans.

Proposed text

7. FUEL

Fuel for racing must be provided by the organisers to a minimum standard of 95 RON Unleaded fuel. All competitors must use the fuel supplied by the organisers at cost as indicated in the advance programme, any competitor failing to use this fuel will be disqualified. No race fuel can be stored at the boat pit position. All boats must be refuelled at the fuelling depot. Each pit area may have a maximum of 25 litres stored in a shock proof container and carry the race number of the boat. The sole purpose of this is for generators etc. and must not be used for the race boats except in the case where repairs to a boat necessitate the fuel tank being drained. In this case a max of 25 litres may be placed into the fuel tank of the boat to fire up the engine in the pits and to drive the boat to the refuelling station. ~~The maximum amount of fuel that a boat can carry is 150 litres for Catamarans.~~


Justification

No maximum Fuel Volume for catamarans tanks at refuelling operation.

Commission advice

COMINSPO / COMINTECH

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">82</h1>	NATIONAL AUTHORITY	Name/Surname: Pascal Reide Contact email: contact@ffmotonautique.com
Discipline Rule article n° Article subject 2019 Rulebook page	CIRCUIT 902 17. Repairs 292	FRANCE	<i>No Support Required</i>

Current text

17. REPAIRS

All repairs must be carried out within your designated pit area.

Proposed text

17. REPAIRS

All repairs **with tools** must be carried out within your designated pit area.

Little repairs without tools or locking all boat, just with opened tunnel boat or cover head is allowed near at the crane area.


Justification

Clarification of the rule and signification the word “repairs”.

Commission advice

COMINSPOORT / COMINTECH

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">83</h1>	NATIONAL AUTHORITY	Name/Surname: Pascal Reide Contact email: contact@ffmotonautique.com
Discipline Rule article n° Article subject 2019 Rulebook page	CIRCUIT 902 24.Teams 293	FRANCE	<i>No Support Required</i>

Current text

24. TEAMS

Any laps over the period will not be included. Minimum rest period for drivers is one hour.

Proposed text

24. TEAMS

Any laps over the period will not be included. Minimum rest period for drivers is one hour.

During the stopping of the boat, for technical problem, repair or accident, the pilots must sign the time management sheet of catch and end of relay so as not to exceed the maximum allowed driving time while the boat is immobilized, and to do the same for the resumption of the relay.

Justification


Clarification of the rules.

Description at the process to finish the relay when a boat has an incident or technical problem.

Commission advice

COMINSPO

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">84</h1>	NATIONAL AUTHORITY	Name/Surname: Gilles GUIGNARD Contact email: contact@ffmotonautique.com
Discipline Rule article n° Article subject 2019 Rulebook page	CIRCUIT 902 33. Points 294	FRANCE	<i>No Support Required</i>

Current text

33. POINTS

Points will be awarded in each competing class as follows

1st	20	9th	7
2nd	17	10th	6
3rd	15	11th	5
4th	13	12th	4
5th	11	13th	3
6th	10	14th	2
7th	9	15th and onwards	1
8th	8		

Proposed text

33. POINTS

Points will be awarded in each competing class as follows

1st	20	9th	7
2nd	17	10th	6
3rd	15	11th	5
4th	13	12th	4
5th	11	13th	3
6th	10	14th	2
7th	9	15th and onwards	1
8th	8		

A driver who participates in all rounds of the World Endurance Championship will be credited with 5 bonus bridges at the end of the championship


Justification

To encourage pilots to participate in all races of the world championship it may be necessary to give bonus points to motivate them

Commission advice

COMINSPO

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 <p>UIM UNION INTERNATIONALE MOTONAUTIQUE</p> <p>Proposal n°</p>	<h1 style="color: red;">85</h1>	<p>NATIONAL AUTHORITY</p>	<p>Name/Surname: Dmitry Schiller</p> <p>Contact email: ieva@lumsf.lv</p>
<p>Discipline Rule article n° Article subject 2019 Rulebook page</p>	<p>CIRCUIT 905 4. Machinery 312</p>	<p>LATVIA</p>	<p><i>No Support Required</i></p>

Current text

4.MACHINERY

....

Use of power trim is allowed for pneumatics. The height of the motor must remain fixed while racing for pneumatics.

.....

Proposed text

4.MACHINERY

....

Use of power trim is allowed for pneumatics. The height of the engine must remain fixed while racing for pneumatics.

The centre line of the propeller shaft (measured at the centre point of the rear end of the propeller shaft) shall not be above the boat bottom line measured for the last 150 cm of the boat or from the last step (for boats with transverse steps). For boats with the powertrim these lines must be parallel.

The measurements of the height of the engine are taken during the technical inspection before the race.

....

Justification

Safety reasons.


Boat stability on the race course.

Fair Play.

Commission advice

COMINSPOR / **COMINTECH**

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 <p>UIM UNION INTERNATIONALE MOTONAUTIQUE</p> <p>Proposal n°</p>	<h1 style="color: red;">86</h1>	<p>NATIONAL AUTHORITY</p>	<p>Name/Surname: Dmitry Schiller</p> <p>Contact email: ieva@lumsf.lv</p>
<p>Discipline Rule article n° Article subject 2019 Rulebook page</p>	<p>CIRCUIT 905 5. Hull / 7. Fuel 313</p>	<p>LATVIA</p>	<p><i>No Support Required</i></p>

Current text

5.HULL

PR 4 from 4.00 m 1.70m 350kg 0.30m

[...]

7. FUEL

The use of replaceable plastic tanks for fuel with capacity of no more than 60 litres is allowed for Pneumatics...

Proposed text

5.HULL

PR 4 from 4.00m 1.70m ~~350kg~~ **420kg** 0.30m

[...]

All boats must have strengthened deck protecting driver up to his shoulders.

....

7. FUEL

The use of replaceable plastic tanks for fuel with capacity of no more than 60 litres is allowed for Pneumatics. ***All tanks for fuel must be integrated in the hull or fixed mechanically, no straps allowed.***

.....

Justification

Safety reasons.


Boat stability on the race course.

Fair Play.

Commission advice

COMINSPO RT / COMINTECH

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">87</h1>	COMMITTEE	FORMULA 1
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit – F1 2.4.2 Race Format 370	Author of the Rule change proposal	Name/Surname: Luís Miguel Ribeiro Contact email: race.15@hotmail.com

Current text

- 2.4.2. Q1: All boats may run laps at any time during the first 22 minutes of the hour. Timing of the boats will start 2 minutes after the green flag. At the end of the first 20 minutes, only the fastest 12 boats will remain in the water, the excluded boats will fill the final grid places.
- Q2: After a seven-minute break, the times will be reset and the 12 remaining boats will then run in a 15-minute session - again they may complete as many laps as they want at any time during that period. At the end of the 15 minutes, the 6 slowest boats drop out and fill places 7 to 12 on the grid.
- Q3: The top 6 boats will run individually a two lap timed trial for their start position.
- If a driver is deemed by the officials to have stopped unnecessarily during Q1 or Q2 on the circuit or impeded another driver during qualifying, his times is to be cancelled in the relevant session.
- No refuelling allowed during timed trial.

Proposed text

- 2.4.2 Q1: All boats may run laps at any time during the first 22 minutes of the hour. Timing of the boats will start 2 minutes after the green flag. At the end of the first 20 minutes, only the fastest 12 boats will remain in the water, the excluded boats will fill the final grid places.
- Q2: After a seven-minute break, the times will be reset and the 12 remaining boats will then run in a 15-minute session - again they may complete as many laps as they want at any time during that period. At the end of the 15 minutes, the 6 slowest boats drop out and fill places 7 to 12 on the grid.
- Q3: The top 6 boats will run individually a two lap timed trial for their start position.
- If a driver is deemed by the officials to have stopped unnecessarily during Q1 or Q2 on the circuit or impeded another driver during qualifying, his times is to be cancelled in the relevant session.
- No refuelling allowed during timed trial.

2.4.3 Alternative time trials procedure.

The duration will be one hour.

No limit of laps per boat.

Refuelling is not allowed.

Boats not respecting the rules on the water, the best lap will be deducted at the end of the session.

In case two or more boats have the same time, second best lap will be taken as final qualifying order.


Justification

Sometimes is not possible to use the qualifications procedure as in the Rule Book and this alternative procedure was used with success.

Rule change by UIM Council on 18th October 2019

Qingdao, China

Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">88</h1>	COMMITTEE	FORMULA 1
Discipline: Rule article n° Article subject : 2019 Rulebook page	CIRCUIT - F1 Hull 8.5, Engines 9. & New 25.1-4 Technical Hull and Engines 376 – 378	Author of the Rule change proposal	Name/Surname: Fred Hauenstein Contact email: fhauenstein@new.rr.com

Current text

New Rule 8.25.1-4

Proposed text

Renumber current 25 as 26

Under **EQUIPMENT – HULL – SECTION 8.5**: add text to include maximum hull weight for “**4.6 liters – 4 stroke**” category, value **TBD**.

Under **ENGINES – TECHNICAL RULES – Sentence 9**: revise text to include maximum engine displacement of **4.6 liters, or 4500-4700 cc**.

The following text would be inserted after **ENGINES – TECHNICAL RULES – SECTION 24** as a new set of rules governing the Mercury Racing V-8 four-stroke engines. SECTION 24 would remain in place for the grandfathered engines.

24 TECHNICAL RULES FOR MERCURY RACING 2.5 EFI TWO-STROKE ENGINES

(and retain sub sentences # 1-11 as in current rules)

25 TECHNICAL RULES FOR MERCURY RACING COMPETITION V8 SST FOUR-STROKE ENGINES

1. Engine Hardware

1.1. The required four-stroke engine for Formula1 is the Mercury Racing Competition V8 SST.

1.2. All engine hardware must be stock, as delivered by Mercury Racing.

1.2.1. All hardware must be as per the official homologation document.

1.3. Modification and/or relocation of factory engine sensors is prohibited.

1.4. All engines will be equipped with tamper-proof seals at the Mercury Racing factory. If an anti-tamper seal is removed during post-race engine inspection, a new seal must be applied by a UIM official and the log book updated with the new seal serial number.

1.5. Specific components that will be sealed will be listed in the engine homologation.

1.6. Components provided with the engine but mounted within the boat (i.e. fuel supply module) cannot be modified.

1.7. No additional connections or ducting between the engine cowling and throttle is allowed.

1.8. The cowling must be as supplied by Mercury Racing. Additional graphics and/or alternate colors are only allowed within the prescribed zones as shown in figure x.

2. Propulsion Control Modules (PCMs)

2.1. PCMs for use at a competition event will be held by the competitors. The serial numbers of each PCM and which boat they have been designated for shall be recorded.

2.2. At any time, a UIM official may collect a competition PCM for the purpose of checking the calibration for modification.

3. Controller Area Network (CAN) Data Logging

3.1. Mercury Racing will provide a CAN interface for the purpose of logging ECU data to verify correct and unaltered operation of the engine during competition. The logger may be combined with the existing logger(s) used by the team.

3.1.1. Teams shall provide at least one available port on a SmartCraft junction box for use of the logger, and it must be readily accessible.

3.1.2. Teams shall provide a specified data logger to interface with Mercury's provided CAN interface module.

3.1.3. The data logger will log PCM sensor data and other channels as defined in the homologation document.

3.2. Any devices attached to the Mercury SmartCraft bus shall be for measurement purposes only, such as data loggers and boat displays. Any attached devices are subject to inspection by sanctioning body officials. Purposeful modification of SmartCraft signals is prohibited.

4. Post-race inspection

4.1. Top finishers from each race are subject to a post-race inspection per UIM guidelines. Any of the following areas may be checked:

4.1.1. Engine electrical harness shall be visually inspected for modifications or repairs.

4.1.1.1. No harness modifications allowed

4.1.1.2. Any repairs from incidental damage must be tracked in official log book(s) and approved by sanctioning body officials.

4.1.1.3. Repairs must be inspected and approved prior to a competition event.

4.1.1.4. Camshaft Inspection per homologation specs – note, this requires removal of a tamper proof seal. After inspection, a new seal must be installed by a UIM official and the serial number recorded in the log book.

4.1.2. Visually inspect all hardware seals for tampering and serialization

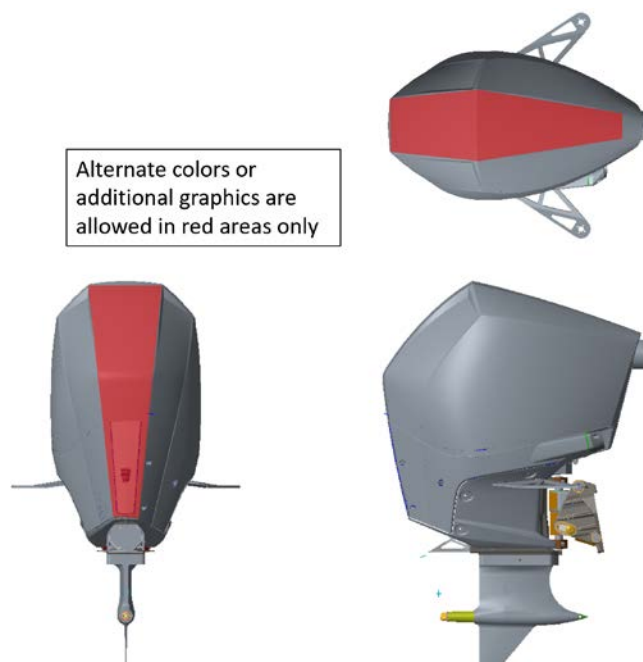



Figure x – Details of allowable modifications to the engine cowling

And renumber current rule # 25 as 26

Justification

To put in place rules for the introduction of a new, “green” F-1 engine for the World Championship Series.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">89</h1>	COMMITTEE	FORMULAE
Discipline Rule article n° Article subject 2019 Rulebook page	CIRCUIT – F2 1 – 1.5/1.8/1.9/1.11 and 1.15 ORGANISATION 393	Author of the Rule change proposal	Name/Surname: Giacomo Borgonovi (Michela Lautà) Contact email: f2michela.fc@yahoo.com

Current text

1. ORGANISATION

[...]

1.5. Two UIM Commissioners (1 Sport Commissioner - 1 Technical Commissioner) plus 1 UIM Pontoon Marshall and 1 local Technical Assistant from the national Authority will be appointed for each round of the F2 World Championship series which will be held over a minimum of three rounds and for the F2 European Championship which will be held in one round.

[...]

1.6. Any additional rule to these specific rules must be justified by national legal requirements and notified in the advance programme

1.7. Continental Championship can be allocated by the decision of Formulae Committee and it will consist in one round.

1.8 The Timing Team – to be used at all events has to be approved by Daily Management Committee.

1.9 A permanent Rescue Team must be used at all World Championship and Continental Championship events – exception can only be given by the Daily Management Committee. Costs of the permanent Rescue Team are to be covered by Local Organizer.

1.10 It is highly recommended to avoid having back-to-back races on 2 consecutive week-ends in the calendar, which may result in having insufficient number of participants at one or the other venue. A minimum interval of 3 weeks (two week-end free) should be allocated in between every round of the World Championship that is staged in Europe.

1.11 All National Authorities who intend to organize a Formula 2 World or Continental Championship Event, have to send their request to the UIM Secretariat with date and venue for their event before 10th September of the previous year.

1.15 FORMULA 2 TEAM ASSOCIATION (F2TA) is as Association composed of Formula 2 Teams. Its role in Formula 2 activity is to serve the needs of all Teams involved in the F2 Championship.

The F2TA also acts as an intermediary between the Teams and the Organizers, Teams and Formulae Committee, to solve all issues relevant the aspects of the races. The F2Ta Chairman, democratically elected by the Teams enrolled in the F2 Team Association, tends the meetings of the Formulae Committee and is a member of the “F2 Daily Management Committee”.

Proposed text

1. ORGANISATION

[...]

1.5. Two UIM Commissioners (1 Sport Commissioner - 1 Technical Commissioner) plus 1 UIM Pontoon Marshall and 1 local Technical Assistant from the national Authority will be appointed for each round of the F2 World Championship series which will be held over a minimum of three rounds and for the F2 European Championship which will be held in one round.

[...]

1.5.1 A Jury Committee is responsible to make decisions in case of protest that consist of the following members: JURY CHAIRMAN appointed by the Local Organizer, UIM Sport Commissioner and F2 Team Representative.

1.6. Any additional rule to these specific rules must be justified by national legal requirements and notified in the advance programme

1.7. Continental Championship can be allocated by the decision of Formulae Committee and it will consist in one round.

1.8 **A permanent** Timing Team must be used at all ~~has to be approved by Daily Management Committee~~ **World Championship and Continental Championship** events – **exception can only be given by the Formulae Committee. Costs of the permanent Timing Team are to be covered by Local Organizer.**

1.9 A permanent Rescue Team must be used at all World Championship and Continental Championship events – exception can only be given by the ~~Daily Management Committee~~ **Formulae Committee.**
There must be a minimum of two drop-front rescue boats along the circuit. The Local Organizer of each UIM F2 World and Continental Championship round must provide a two seater aqua bike with driver, to service as a 3rd and fast response Rescue unit. A skilled diver is to be provided by the Official Rescue Team for the operation.
Costs of the permanent Rescue Team are to be covered by Local Organizer.

1.10 It is highly recommended to avoid having back-to-back races on 2 consecutive week-ends in the calendar, which may result in having insufficient number of participants at one or the other venue. A minimum interval of 3 weeks (two week-end free) should be allocated in between every round of the World Championship that is staged in Europe.

1.11 All National Authorities who intend to organize a Formula 2 World or Continental Championship Event, have to send their request to the UIM Secretariat with date and venue for their event before 10th September of the previous year.

If an overseas or non-European N.A. (Organizer) wishes to host an F2 World Championship round where he invites the participating F2 Teams, he must provide the minimum benefits for all invited Teams as follows:

- **all relevant costs of return Container shipping including the insurance**
- **a minimum of 4 flight tickets**
- **a minimum of 2 double/twin rooms for the complete duration of stay**

1.15 FORMULA 2 TEAM ASSOCIATION (F2TA) is as Association composed of Formula 2 Teams. Its role in Formula 2 activity is to serve the needs of all Teams involved in the F2 Championship.


Annual START NUMBERS in UIM F2 World and European Championship for each participating Teams are allocated and confirmed by the F2TA. Start number is only confirmed once the annual F2TA Membership fee is paid to the F2TA bank account (for detailed information about RACE NUMBER see art. 206.02 white pages).

The F2TA also acts as an intermediary between the Teams and the Organizers, Teams and Formulae Committee, to solve all issues relevant the aspects of the races. The F2TA Chairman, democratically elected by the Teams enrolled in the F2 Team Association, tends the meetings of the Formulae Committee and is a member of the “F2 Daily Management Committee”.

Justification

SAFETY – LACK OF SPECIFIC RULES – ADJUSTMENT of the current rules.

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">90</h1>	COMMITTEE	FORMULAE
Discipline Rule article n° Article subject 2019 Rulebook page	CIRCUIT – F2 2.4.2 QUALIFYING 394	Author of the Rule change proposal	Name/Surname: Giacomo Borgonovi (Michela Laut) Contact email: f2michela.fc@yahoo.com

Current text

2.4.2 Qualifying:

- Q1: All boats may run laps at any time during the first 20 minutes of the hour. Timing of the boats will start after the time that the first boat has completed 3 laps. At the end of 20 minutes, only the fastest 15 boats will remain in the water, the excluded boats will fill the final grid position.

- Q2: After a seven minute break, the times will be reset to zero and the 15 remaining boats will then run a further 15 minute session. Timing of the boats will start after the time that the first boat has completed 3 laps. Again the boats may complete as many laps as they want during the 15 minute session. At the end of Q2, the five slowest boats will drop out and fill position 11 to 15 on the start grid.

Q1 and Q2 : RED and YELLOW FLAG

If a RED FLAG is required during Q1 and/or Q2 OMISSISgreen FLAG and the time will start again.

If a YELLOW FLAG is required in Q1 and/or Q2 OMISSIS and the time required to clear the course is added on to remaining time for Q1 and/or Q2.

If there are 25 boats or more enrolled at the event, the qualifying will be as follows:

FREE PRACTICE

The drivers will be split into two groups = Group A and Group B

(The groups will be chosen by alternate race number from the entry list).

90 minutes practice for each group.

QUALIFYING

Q1 = The drivers will be put into three groups: Group A – Group B – Group C

(9 + 8 + 8 = 25)

So the groups will be as follows:

GROUP A – 9 drivers

Position = 1-4-7-10-13-16-19-22-25

GROUP B – 8 drivers

Position = 2-5-8-11-14-17-20-23

GROUP C – 8 drivers

Position = 3-6-9-12-15-18-21-24

20 minutes of each group.

Only if two boats of the same Team come into the same group, the UIM Commissioner can change the group for another boat.

Q2 = The top five boats of each group A-B-C go into the Q2 session

-Q3: Each remaining boat will run an individual two OMISSIS

NO Q3 session to take place on the race day of the event.

If a driver OMISSIS

No refueling allowed during the full qualifying session.

Proposed text

2.4.2 Qualifying:

- Q1: All boats may run laps at any time during the first 20 minutes of the hour. Timing of the boats will start after the time that the first boat has completed 3 laps. At the end of 20 minutes, only the fastest ~~15~~ **12** boats will remain in the water. ~~the excluded boats will fill the final grid position.~~

Following Q1, 15 boats will qualify for the main race but only the top 12 will go forward into Q2. The three slowest boats will drop out and fill position 13, 14 and 15 in the race (ordered by their best lap time from Q1 across the group). The excluded boats will fill the final grid position.

- Q2: After a seven minute break, the times will be reset to zero and the ~~15~~ **12** remaining boats will then run a further 15 minute session. Timing of the boats will start after the time that the first boat has completed 3 laps. Again the boats may complete as many laps as they want during the 15 minute session. At the end of Q2, the ~~five~~ **two** slowest boats will drop out and fill position 11 **and 12** ~~to 15~~ on the start grid.

Q1 and Q2 : RED and YELLOW FLAG

If a RED FLAG is required during Q1 and/or Q2 OMISSISgreen FLAG and the time will start again.

If a YELLOW FLAG is required in Q1 and/or Q2 OMISSIS and the time required to clear the course is added on to remaining time for Q1 and/or Q2.

If there are 25 boats or more enrolled at the event, the qualifying will be as follows:

FREE PRACTICE

The drivers will be split into two groups = Group A and Group B

(The groups will be chosen by alternate race number from the entry list).

90 minutes practice for each group.

QUALIFYING

Q1 = The drivers will be put into three groups: Group A – Group B – Group C

(9 + 8 + 8 = 25)

So the groups will be as follows:

GROUP A – 9 drivers

Position = 1-4-7-10-13-16-19-22-25

GROUP B – 8 drivers

Position = 2-5-8-11-14-17-20-23

GROUP C – 8 drivers

Position = 3-6-9-12-15-18-21-24

20 minutes of each group.

Only if two boats of the same Team come into the same group, the UIM Commissioner can change the group for another boat.

Q2 = The top ~~five~~ **four** boats of each group A-B-C go into the Q2 session. **In a situation where there is only group A and B in Q1 it will be the top 6 boats from each group. In a situation where there is 4 groups in Q1 (A,B,C and D) it will be top 3 each group.**

-Q3: Each remaining boat will run an individual two OMISSIS

NO Q3 session to take place on the race day of the event.


If a driver OMISSIS

No refueling allowed during the full qualifying session.

Justification

The current qualifying system with Q2 as 15 boats is creating a situation where it is difficult for all boats to achieve a fair lap time unencumbered by other boats in Q2. It was agreed by the drivers of F2 that Q2 would have less boat to create a fairer system. The agreed number going into Q2 is 12 (reduced from 15).

**Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020**

 Proposal n°	<h1 style="color: red;">91</h1>	COMMITTEE	FORMULAE
Discipline Rule article n° Article subject 2019 Rulebook page	CIRCUIT – F2 New 2.4.7.1 MATCH RACE and SPEED RECORD F2 rules	Author of the Rule change proposal	Name/Surname: Giacomo Borgonovi (Michela Lautà) Contact email: f2michela.fc@yahoo.com

Current text

NONE

Proposed text

2.4.7.1 MATCH RACE and SPEED RECORD F2 rules

MATCH RACE = Detailed information are given on art. 307.05 (white pages)


SPEED RECORDS = The Local Organizer who want run SPEED RECORD has to provide a legal radar gun for taking correct speed of each participating driver.

It is allowed to use different propellers during the session of Speed Record and the Match Race. Once the propeller is changed, all heats of the Match Race must be run with that one propeller.

Justification

Lack of specific rules on F.2 rules (blue pages).

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">92</h1>	COMMITTEE	FORMULAE
Discipline Rule article n° Article subject 2019 Rulebook page	CIRCUIT – F2 6 RACE COURSE 398	Author of the Rule change proposal	Name/Surname: Giacomo Borgonovi (Michela Lautà) Contact email: F2michela.fc@yahoo.com

Current text

NONE

Proposed text


6. RACE COURSE

6.2.1 The Local Organizer has to put in the graphic of the race course and on the advance program the GPS coordinates of each race buoy of the circuit (latitude and longitude).

Justification

LACK OF SPECIFIC RULES

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020

 Proposal n°	<h1 style="color: red;">93</h1>	COMMISSION	COMINSPO
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit F500 8. General Financial Conditions 410/411	Author of the Rule change proposal Cominsport	Name/Surname: Phil. Stacey Contact email: Philip.stacey@btinternet.com.

Current text

8. GENERAL FINANCIAL CONDITIONS

[...]

5000Euros Travelling Money.

Travelling money for foreign participants to be divided equally between registered competing foreign drivers to a maximum of 400 Euros. Drivers who fail to send in their registered entry forms in due time, according to the Advance Programme/Regulations, may lose all their travel money.

Proposed text

8. GENERAL FINANCIAL CONDITIONS

[...]

6,000Euros Travelling Money.

Travelling money for foreign participants **drivers** to be divided equally between registered competing foreign drivers to a **Maximum of 600Euros**. Drivers who fail to send in their registered entry forms in due time, according to the advance Programme/Regulations, may lose all their travel money.

A "foreign" driver is one that has a valid International License issued by a National Authority other than the "host" Country.

Justification

History shows that the 5000Euros is not always distributed because few numbers.


There should be an increase to encourage more participation by drivers having to travel to the events.

Organizers set "budget" that should be "spent".

The new 6000 Euros should encourage more drivers to F500 and organizers will benefit with more boats racing.

Obviously cannot be implemented until 2021 races, races already "allocated" 2020. [or 2021??]

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2021

 Proposal n°	<h1 style="color: red;">94</h1>	NATIONAL AUTHORITY	Name/Surname: Pascal Reide Contact email: contact@ffmotonautique.com
Discipline Rule article n° Article subject 2019 Rulebook page	CIRCUIT – F4 9. Engine 418	FRANCE	<i>No Support Required</i>

Current text

9. ENGINES

- 9.1. The Mercury 60. 15” engine, homologation file no. 00500, unaltered, is a legal engine in F4.
- 9.2. The Mercury 60. 15” engine homologation file no. 00500 may not be modified in any manner.
- 9.3. As advertised 60HP
- 9.4 rule 543 machinery
- 9.5 rule 543.09 Sole modification allowed
- 9.6 rule 543.10 Modifications not permitted on low emission engines

Proposed text

9. ENGINES

- 9.1. The Mercury 60. 15” engine, homologation file no. 00500, unaltered, is a legal engine in F4.
- 9.2. The Mercury 60. 15” engine homologation file no. 00500 may not be modified in any manner.
- 9.3. As advertised 60HP
- 9.4 rule 543 machinery **without 543-05**
- 9.5 rule 543.09 Sole modification allowed
- 9.6 rule 543.10 Modifications not permitted on low emission engines

Justification

Article about gearcase in S class (543-05)

“The casing of the underwater unit (gearcase) is free. All internal parts referred to on the homologation file must be maintained. “

It’s very important to clear up this article because there are many mandatory measurements in the powerhead homologation files; so, this is contrary to rule 543.05 to decide that a casing of gearcase unit is free.

To be more precise, the gearcase “casing” has to be explained: does it consists in the shapes and/or the dimensions?

Commission advice

COMINSPO RT / COMINTECH

Rule change by UIM Council on 18th October 2019
Qingdao, China
Implementation date: 1st January 2020