



92nd UIM General Assembly

Qingdao, China


Proposal adopted by the UIM Council on 18th October 2019

Rules proposals for **Pleasure Navigation** discipline - Recap Chart after Council

Proposal n°	Rule n°	Subject	Entered by	Commission Advice	TEXT MODIFICATION by the relevant Commission & Committee	Results	
						ADOPTED	NOT ADOPTED
1	502.03	Group B - Crew	Pleas. Nav	Text modifications	Minimum number of crew is 2. The number of crew members must be the same in all heats. The driver must be the same in all heats. <i>Other crew members can change during the event, but only those who are registered. A maximum of 3 crew members can be registered.</i>	ADOPTED	
2	502.03	Group B - Aerodynamic device	Pleas. Nav	Withdrawn			
3	502.03.05	Class Promotion - Low Emission Engines	Pleas. Nav	Withdrawn			
4	502.03.05	New Class Promotion 4 - Low Emission	Pleas. Nav	Withdrawn			
5	502.03.09	Race Procedure and Race Course	Pleas. Nav			ADOPTED	
6	502.03.09	Race Procedure and Race Course	Pleas. Nav	Text modifications	<i>See attached amended proposal n°6</i>	ADOPTED	
7	502.03.10	Race marks or buoys	Pleas. Nav			ADOPTED	
8	502.03.11.08	Race Procedures	Pleas. Nav			ADOPTED	
9	502.03.11.14	Race marks or buoys	Pleas. Nav	Text modifications	<p>502.03.11.14 RACE MARKS OR BUOYS</p> <p>It is strictly forbidden for a race boat to retake a missed race mark or a missed race buoy. Recovering or attempting to recover a race mark or buoy from the course implies the immediate disqualification of that <i>heat</i>.</p> <p><i>For</i> each race mark (buoy) missed or not taken as prescribed in a race/heat, a one lap-penalty will be applied.</p> <p><i>When a race mark has disappeared, drifted or has been destroyed, the drivers must follow the designated geographical position of the mark, as stipulated in the race instructions.</i></p> <p>When a driver misses three times a race mark in the same race/heat, disqualification will apply.</p> <p>In case a driver of a boat has damaged a race buoy, the driver must pay 100 Euro (or other amount when stipulated in the Race Instructions) to the local organizer or owner of the race buoys and a one lap-penalty will be applied.</p>	ADOPTED	

10	502.03.11.16	Finish procedure	Pleas. Nav	Text modifications	There shall be a time limit so that the race shall end thirty minutes after the leading boat <i>in its class</i> has crossed the finish line and has been shown the <i>chequered</i> flag. In case several categories run together, the thirty minutes are referred to the first boat of each category.	ADOPTED	
11	502.03.11.17	Post race scrutineering	Pleas. Nav	Text modifications	The top 3 classified boats will be weighed and checked after the race. They must immediately take their boats to the parc ferme, without stopping on the way and without touching, replacing or modifying anything. The boats shall have a minimum post-race weight according run charts as per rulebook.	ADOPTED	
12	502.03.11.19	Race points & classification	Pleas. Nav	Withdrawn			
13	502.03.11.19	Race points & classification	Pleas. Nav			ADOPTED	
14	502.03.11.19	Race points & classification	Pleas. Nav	Withdrawn			
15	502.03.11.21	Prize giving ceremony	Pleas. Nav			ADOPTED	
16	601.04	Qualification - Records	Ireland	Withdrawn			
17	616.04	Long Distance Offshore World Records	Pleas. Nav	Withdrawn			
18	616.10	Record Courses - Messina-Vulcano-Messina	Pleas. Nav	Withdrawn			
19	616.10	Record Courses - Round of Sicily	Pleas. Nav			ADOPTED	
20	616.10	Record Courses - Douglas to Holyhead	Pleas. Nav			ADOPTED	
21	616.10	Record Courses - Holyhead to Dun Laoghaire	Pleas. Nav			ADOPTED	
22	616.10	Record Courses - Isle of Man	Pleas. Nav			ADOPTED	
23	502.03.05	Class Promotion	Pleas. Nav		See attached additional proposal n°24	ADOPTED	
24	502.03.05	Class Boat Production	Pleas. Nav		See attached additional proposal n°25	ADOPTED	
25	502.03.05	Class S2	Pleas. Nav		See attached additional proposal n°26	ADOPTED	
26	502.03.05	Class S1	Pleas. Nav		REMOVE class S1 from PN Endurance rules - To go on Marathon rules under PN - Or to go under Offshore rules V600	ADOPTED	
27		Error		Error	Error		
28	106	International Championships World and Continental - General Rules	Pleas. Nav		106.01 General Rules World Championships are open to all UIM and APBA Classes. There can be only one World Championship per class, per year. <i>For the Endurance Group B classes, the UIM World Championship and/or Continental Championship can be composed of a minimum of one event up to a maximum of 3 events per season, named 'Rounds'.</i>	ADOPTED	

29	502.03.12	Continental and World Championship requirements for Pleasure Navigation Endurance Group B	Pleas. Nav		A person <i>or team</i> can be proclaimed 'Continental Champion' or 'World Champion' in category Pleasure navigation Group B unless at least three boats with competitors from two different nations have competed for the title. <i>A person or team can be proclaimed 'World Champion' in category Pleasure Navigation Group B unless at least three boats with competitors from three different nations have competed for the title.</i>	ADOPTED	
30	309	World and Continental Endurance Championships - Endurance Championships - Supersport / Evo / V1	Pleas. Nav		<i>Must be put in Offshore Rulebook (EVO & SuperSport - V1) and taken out of PN rulebook.</i>	ADOPTED	
31	1200 (Offshore Rulebook)	<u>Offshore Rulebook</u> - Marathon rules	Pleas. Nav		<i>Must come back into PN rulebook under 506.</i>	ADOPTED	
32	1100 (Offshore Rulebook)	<u>Offshore Rulebook</u> - UIM Rib Races	Pleas. Nav		<i>Should come into Pleasure Navigation Rulebook under 507.</i>	ADOPTED	
33	610/611 (in both Offshore and Pleas.Nav Rulebook)	<u>Offshore/ Pleasure Navigation Rulebook</u> - Speed Records / Distance Records	Pleas. Nav		<i>Distance records and shoot outs should be under Pleasure Navigation. Speed records should be under Offshore.</i>	ADOPTED	

 AMENDED Proposal n°	<h1 style="color: red; margin: 0;">6</h1>	COMMISSION	PLEASURE NAVIGATION
Discipline Rule article n° Article subject 2019 Rulebook page	Circuit 502.03.09 RACE PROCEDURES AND RACE COURSE 161	Author of the Rule change proposal	Name/Surname: Mallafré, Miquel Contact email: miquelmallafré@gmail.com

Current text

502.03.09 - RACE PROCEDURES AND RACECOURSE

Race start and finish procedures will be detailed in the Race Instructions and during the pilots' briefings.
 An Endurance Group B race shall be a minimum distance of 38 nautical miles. A race lap cannot be less than 3 nautical miles.
 During the start lap, the minimum distance from the start line to the first turn mark (buoy) shall be minimum **1** nautical mile.
 The official practice will be made on the same circuit used for the race.

Proposed text

502.03.09 - RACE PROCEDURES AND RACE COURSE

Race start and finish procedures will be detailed in the Race Instructions and during the pilots' briefings.
 An Endurance Group B race shall be a minimum distance of 38 nautical miles. A race lap cannot be less than 3 nautical miles, **unless required for a Bad weather course.**
 During the start lap, the minimum distance from the start line to the first turn mark (buoy) shall be minimum 1 nautical mile.
 The official practice will be made on the same circuit used for the race.
There must be a minimum of one nautical mile visibility over the whole race course and there must be no forecast or other reason to believe that there will be any less visibility on any part of the course or its vicinity throughout the expected duration of the race.

From the wet pits:

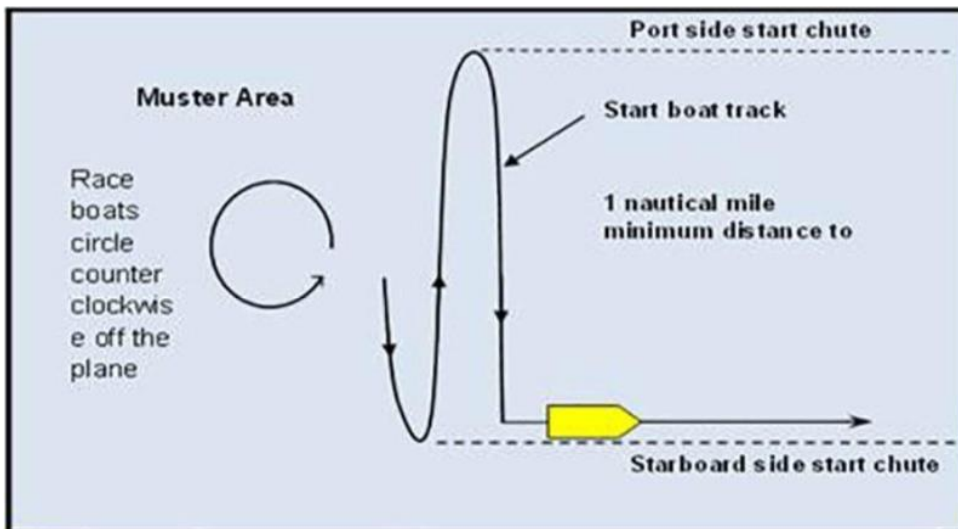
- (a) The Start Boat will communicate via radio to confirm departure from the Wet Pits. Yellow and green flag will be raised. ~~and where available, flashing amber lights will be used to also signal the departure.~~ Full details will be provided at Drivers' Briefing.**
- (b) All race boats are to follow the Start Boat to the muster area in the agreed position order as briefed at the drivers' briefing. No race boat may proceed ahead of the start boat.**
- (c) Where possible, a parade lap, around the course to the muster area will be included. Once in the muster area, the Yellow flags will be lowered. ~~and red flag raised until race start procedures commence.~~**

From the muster area:

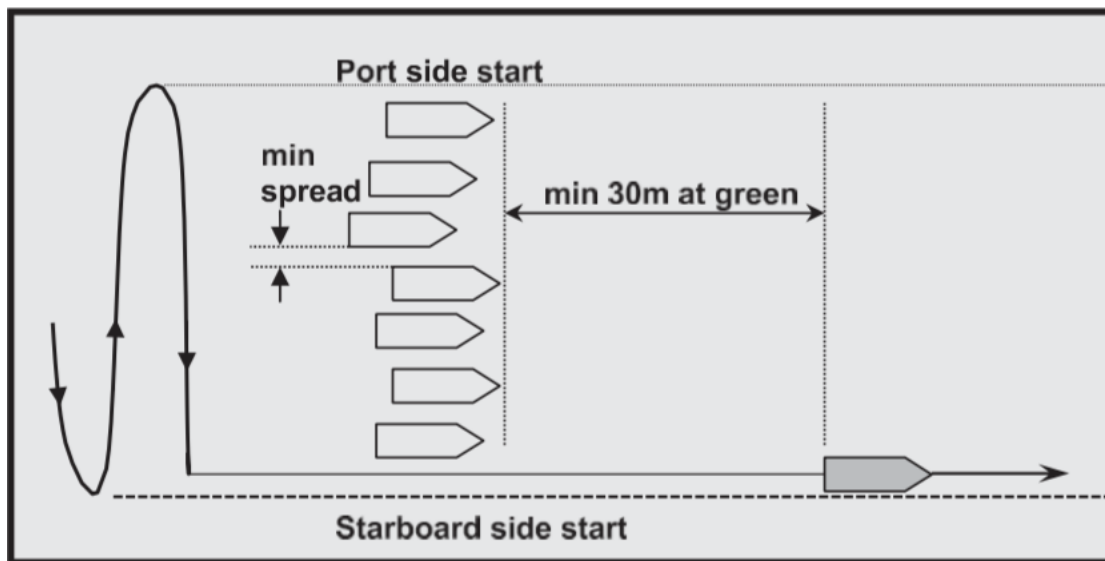
- 1. The muster area will be defined either in the race instructions or explained at the Drivers' briefing.**
- 2. Once all race boats are milling in the muster area, two minutes before the start of the race, the start boat will raise and continue to display a 'Yellow Flag'.**
- 3. The boats must proceed to line up side by side.**
- 4. The start boat will then proceed across in front of the fleet ~~and then returns back across the front of the fleet.~~ and begin its run towards the startline.**
- 4. ~~When the Start boat has crossed the fleet for the second time it will turn to face the racing line.~~**
- 5. All Racing Boat must keep in line, keep a safe distance from the nearest boats and 30m behind the start boat until the green flag is raised.**
- 6. The start boat will ensure that all boats are in a satisfactory line and at a satisfactory speed (on the plane) before the green flag is raised.**
- 7. Race start is indicated by simultaneously lowering the yellow flag and ~~the~~ raising the green flag.**

8. An aborted start is indicated by the lowering of the yellow flag and the raising of the red flag.
9. ~~Where~~ **When** a start is aborted, all race boats must come off the plane and return to the muster area to await further instructions.

Start Procedure under Yellow Flag → drawing must be adapted




Start Procedure to Green Flag.



Justification

To explain Start procedures and bring these procedures into line with other UIM Rulebooks.

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

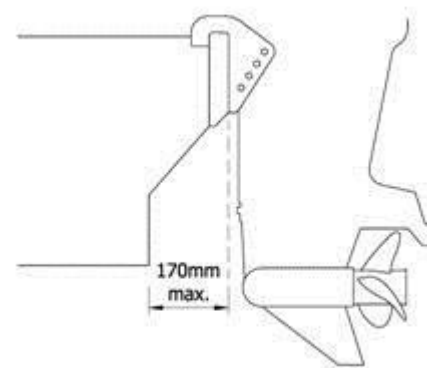
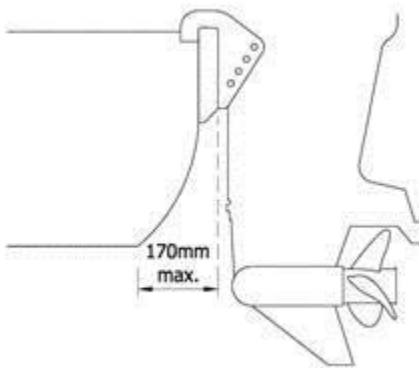
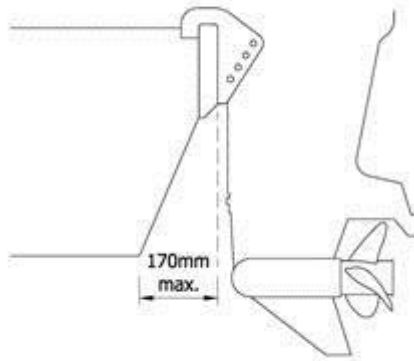
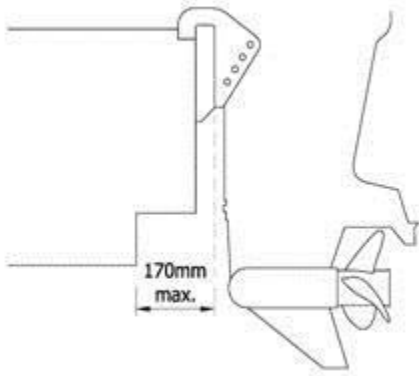
 AMENDED Proposal n°	<h1 style="color: red; margin: 0;">23</h1>	COMMISSION	PLEASURE NAVIGATION
Discipline Rule article n° Article subject 2019 Rulebook page	Pleasure Navigation 502.03.05 - a Class Promotion 155	Author of the Rule change proposal	Name/Surname: Denis Dillon Contact email: Denis1698@gmail.com

Current text

a. CLASS PROMOTION

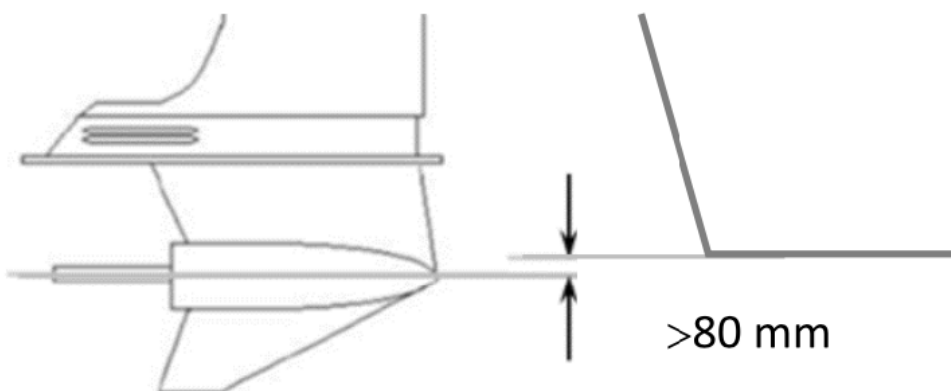
Class Promotion includes exclusively boats with Outboard motorization, strictly of stock current production with the following further characteristics specified:

- - Mono-engine boat directly on the marketplace with motorization outboard strictly aftermarket as from catalogue of the manufacturer and available on the marketplace;
- - the only boats allowed are those certified by their respective countries. Boats built in any EC countries, entering the above mentioned championship, must conform to ISO-CE regulations currently in force. The boat builder must be identified through the international code reported on the plate fixed to the boat; as a consequence each boat must have proper plates fixed to it, mentioning:
 - international code of the boat builder
 - identification of the boat: kind of boat - registration number - further data;
- - any increase of power, coming from the test trial, foreseen by the CE regulations (or regulations of non- EC countries) must be mentioned on the plate of the boat identification;
- - on board of any boat, as from CE regulations, there must be the “workshop manual” of the owner for the boat and for the engine provided by the boat builder;
- - each boat must be homologated for transportation of a minimum number of people, not less than 5 (five);
- - boats built in only one sample and/or homologated as a only one sample are not allowed;
- - Inside fittings are free;
- - Minimum weight not less than **1050 kg with crew**.
- - Max power : 150 hp;
- - The number of cylinders is free.
- - **Minimum number of crew is 2.**
- - **The distance between the lowest part of the stern and the highest part of the engine support cannot exceed 170 mm, even if it is standard. 170 mm including hull shape, spacers, brackets (even forming part of the hull). See the drawings.**



- - Engine lifting system is not allowed (power-lift);
- - Any device added to modify the height of the engine during the racing is not allowed. - **Maximum engine height as shown**

Maximum engine height



Proposed text

~~a. CLASS PROMOTION~~ **Class Endurance Promotion 150 (P)**

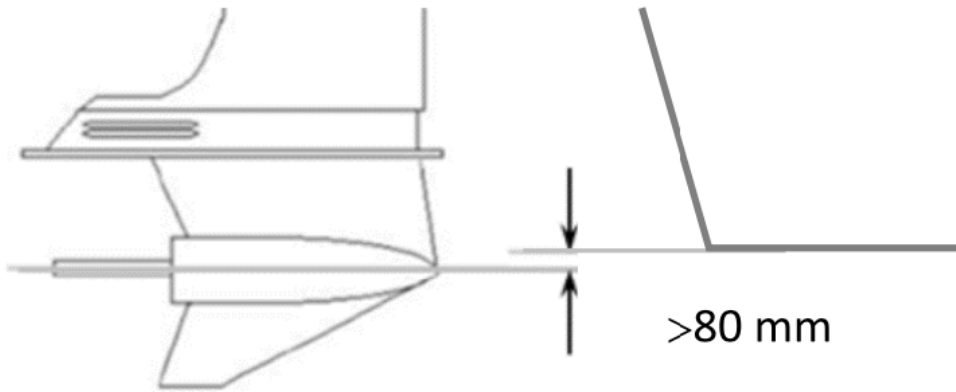
Class **Endurance** Promotion **150** includes exclusively boats with Outboard motorization, strictly of stock current production with the following further characteristics specified:

- Mono-engine boat directly on the marketplace with motorization outboard strictly aftermarket as from catalogue of the manufacturer and available on the marketplace;
- the only boats allowed are those certified by their respective countries. Boats built in any EC countries, entering the above mentioned championship, must conform to ISO-CE regulations currently in force. The boat builder must be identified through the international code reported on the plate fixed to the boat; as a consequence each boat must have proper plates fixed to it, mentioning:
 - international code of the boat builder
 - identification of the boat: kind of boat - registration number - further data;
- any increase of power, coming from the test trial, foreseen by the CE regulations (or regulations of non- EC countries) must be mentioned on the plate of the boat identification;
- - on board of any boat, as from CE regulations, there must be the “workshop manual” of the owner for the boat and for the engine provided by the boat builder;
- each boat must be homologated for transportation of a minimum number of people, not less than 5 (five);
- boats built in only one sample and/or homologated as a only one sample are not allowed;
- Inside fittings are free;
- **Weight with crew.**
- Max power : 150 Hp
- The number of cylinders is free.
- *Minimum number of crew is 2.*
- **Engine Jack plate are allowed but must be disabled during competition. Maximum Engine height is as per diagram.**
- **The power-to-weight ratio is 6.5 kg/hp.**

Eg. 150 Hp = 975 kg

- ~~The distance between the lowest part of the stern and the highest part of the engine support cannot exceed 170 mm, even if it is standard. 170 mm including hull shape, spacers, brackets (even forming part of the hull). See the drawings.~~
- ~~Engine lifting system is not allowed (power lift);~~
- ~~Any device added to modify the height of the engine during the racing is not allowed. *Maximum engine height as shown*~~
-


Maximum engine height



Justification

Power to Weight Ratio to 6.5 to 1 with crew. Rules easier to understand. Previous diagrams caused confusion.

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

 AMENDED Proposal n°	<div>24</div>	COMMISSION	PLEASURE NAVIGATION
Discipline Rule article n° Article subject 2019 Rulebook page	Pleasure Navigation 502.03.05 -b Class Boat Production 156	Author of the Rule change proposal	Name/Surname: Denis Dillon Contact email:

Current text

b. CLASS BOAT PRODUCTION

Production pleasure craft, including fittings, produced in series and in compliance with the specifications of the boat builders, belong to this category.

Fittings are free.

Craft may be fitted with two engines if approval certificate.

Boat equipped with double motorization outboard, when the homologation allows it, anyway always respecting the specific limitations foreseen by art. 502.01 of the safety rules and relevant paragraphs, it is possible to apply powers up to the maximum limit allowed for the Inboard - In-outboard, immediately taking up the minimum weight allowed.

All engine models coming from the standard engine which have been modified in order to increase the performances for sporting activity, even though included in the boat builders catalogue, are not permitted.

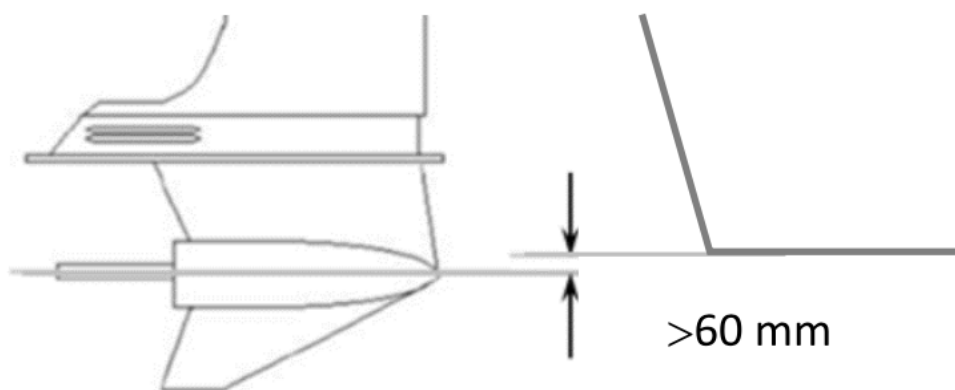
The gears-box must allow the following manoeuvres: forward, reverse, and idle with the engine running. The participation of a boat certified/homologated as unique example is not allowed.

Minimum number of crew is 2.

Maximum allowed HP is 300HP.

Engine Jack plate are allowed but must be disable during competition. Maximum Engine height is as per diagram.

Maximum engine height



Minimum weight as per Power to Weight Ratio Table

Engine Power	min Weight Incl crew
200 hp	980 kg
250 hp	1260 kg
300 hp	1550 kg

Technical attachment to the endurance competition rules.

Group b – class boat Production

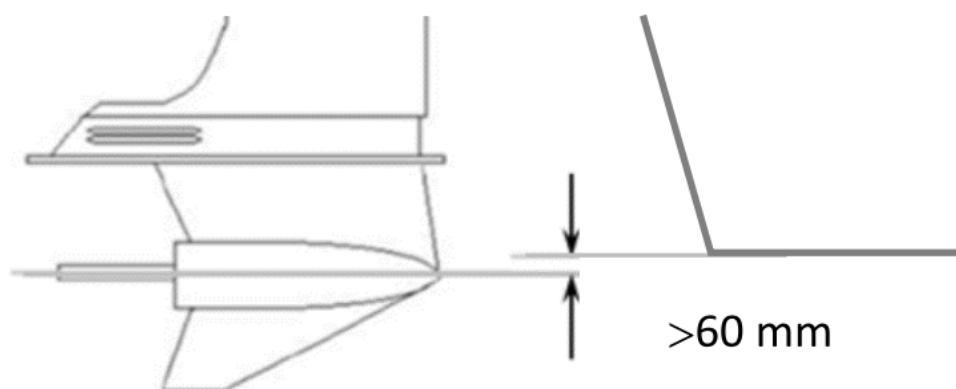
All stock engines are allowed. Only mentioned modifications are allowed:

Only spare parts provided by the original engine manufacturer are permitted, so as provided by the catalogue and the engine exposure.

Elimination of the “separate lubricating system” in 2 stroke engine is allowed.

Cylinders can be bored up to the increase provided by the engine manufacturer for that model of engine. The increased piston must be original spare parts as provided by point .

Maximum engine height



Engine Power	min Weight Incl crew
200 hp	980 kg
250 hp	1260 kg
300 hp	1550 kg

In 2 stroke engines, after the boring, the rounding off of the cylinder port is allowed; the rounding off cannot be more than 30°.

Substitution of the idle and main jets in carburetted engines as per point is allowed.

Elimination of the rev limiter is allowed.

Substitution with non-original parts is allowed only in the following particulars: spark plug, cables, pipes of spark plug, electric wires, nuts and bolts, water pipes, clips, anodes, oil filters, and propellers.

Any increase of power, coming from engine modification must not exceed the CE regulations (or regulations of non-EC countries) and the Kw/HP as mentioned on the plate of the boat identification;

Stiffener and the anchorage between the legging and the steering bar in outboard engines are allowed.

In inboard and out/inboard engines, the use of direct exhaust pipes are allowed. The exhaust pipes must go through the stern mirror. Modification of the exhaust pipes is allowed only after the manifolds and the mixing kind exhaust gas refrigerating water system that must remain original.

Transmission like racing (for example: Crescent Leading Edge, or lower gear case with nose cone) and surface drive are not allowed.

The use of multi ratio speed change gear is not allowed.

b. CLASS ENDURANCE BOAT PRODUCTION 300 (B)

Production pleasure craft, including fittings, produced in series and in compliance with the specifications of the boat builders, belong to this category.

Fittings are free.

Craft may be fitted with two engines if approval certificate.

Boat equipped with double motorization outboard, when the homologation allows it, anyway always respecting the specific limitations foreseen by art. 502.01 of the safety rules and relevant paragraphs, it is possible to apply powers up to the maximum limit allowed for the Inboard - In-outboard, immediately taking up the minimum weight allowed.

All engine models coming from the standard engine which have been modified in order to increase the performances for sporting activity, even though included in the boat builders catalogue, are not permitted.

The gears-box must allow the following manoeuvres: forward, reverse, and idle with the engine running. The participation of a boat certified/homologated as unique example is not allowed.

- Minimum number of crew is 2.
Maximum allowed HP is 300 hp.
Weight with crew.

The power-to-weight ratio for this class = 4.9 kg/hp

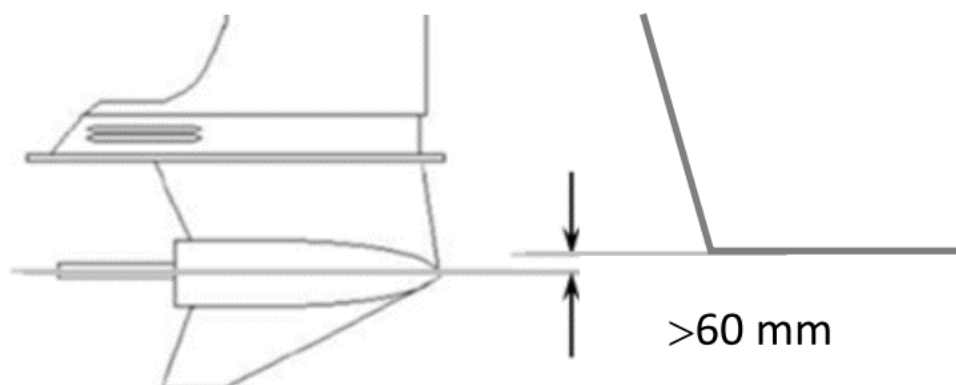
Minimum weight as per Power to Weight Ratio Table:

for example

Engine Power	Min. Weight included Crew
200 HP	980 Kg
250 HP	1225 Kg
300 Hp	1470 Kg

Engine Jack plate are allowed but must be disabled **by a locking bolt** during competition. Maximum **height of the engine** is **no less than 60 mm in respect of the lowest line of the hull (see diagram)**.

Maximum engine height



Technical attachment to the endurance competition rules.

Group b – class **endurance** boat Production **300**

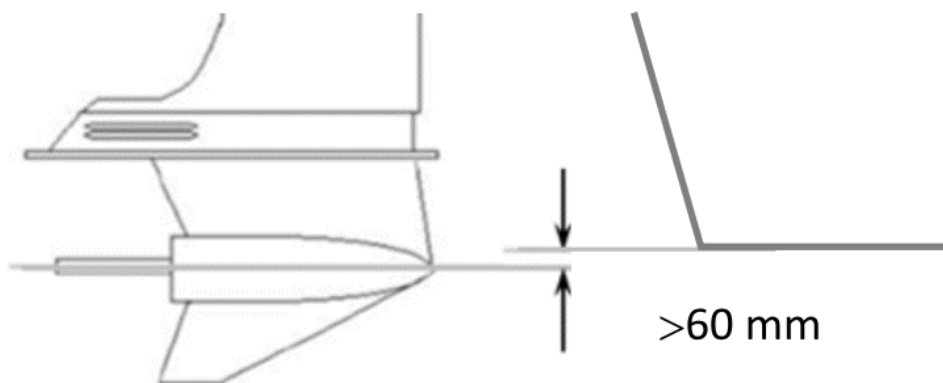
All stock **Low-Emission** engines are allowed. Only mentioned modifications are allowed:

Only spare parts provided by the original engine manufacturer are permitted, so as provided by the catalogue and the engine exposure.

~~Elimination of the “separate lubricating system” in 2-stroke engine is allowed.~~

Cylinders can be bored up to the increase provided by the engine manufacturer for that model of engine. The increased piston must be original spare parts as provided by point .

Maximum engine height



~~In 2-stroke engines, after the boring, the rounding off of the cylinder port is allowed; the rounding off cannot be more than 30°.~~

~~Substitution of the idle and main jets in carburetted engines as per point is allowed.~~

~~Elimination of the rev limiter is allowed.~~

Substitution with non-original parts is allowed only in the following particulars: spark plug, cables, pipes of spark plug, electric wires, nuts and bolts, water pipes, clips, anodes, oil filters, and propellers.

Any increase of power, coming from engine modification must not exceed the CE regulations (or regulations of non-EC countries) and the Kw/HP as mentioned on the plate of the boat identification;

Stiffener and the anchorage between the legging and the steering bar in outboard engines are allowed.

In inboard and out/inboard engines, the use of direct exhaust pipes are allowed. The exhaust pipes must go through the stern mirror. Modification of the exhaust pipes is allowed only after the manifolds and the mixing kind exhaust gas refrigerating water system that must remain original.


Transmission like racing (for example: Crescent Leading Edge, or lower gear case with nose cone) and surface drive are not allowed.

The use of multi ratio speed change gear is not allowed.

Justification

Some boats had excessive weight ballast during 2019 which may have impacted on the ce certification of that craft.

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

 AMENDED Proposal n°	<h1>25</h1>	COMMISSION	PLEASURE NAVIGATION
Discipline Rule article n° Article subject 2019 Rulebook page	Pleasure Navigation 502.03.05 – e (S2) Class S2 158	Author of the Rule change proposal	Name/Surname: Denis Dillon Contact email:

Current text

Maximum HP allowed 400HP. Single or Twin engines allowed. Weight as per table.

Engine Power [hp]	min Weight [kg]
200	900
250	1125
300	1350
350	1575
400	1800

Proposed text

~~C. Super Boat Sport Category~~ **Class Endurance Sport 450**

It includes allprow.

By removal of fitting (furniture):

All engine model coming from the standard engine which have been modified in order to increase the performance for sporting activity, if included in the boat builder catalogue and reported in the craft approval certificate, are allowed in the **Endurance Sport 450 category**.

Any increase of power, coming from engine modification must not exceed the CE regulations (or regulations of non-EU countries) and the kw/hp as mentioned on the plate of the boat identification.

~~Tourism craft units..... cannot participate in Endurance Class B races.~~

In the ~~Super Boat Sport Category~~ **Endurance Sport 450** category, it is allowed the participation of boats certified/homologated as a unique specimen.

The motorizations.....

Note In the Super Boat Sport Category ~~Endurance Sport 450~~ category the transmission

d. Class S1

e. Class S2 Maximum Hp allowed 400 hp.

Minimum HP allowed is 325 HP and Maximum HP allowed ~~400 HP~~ 450HP.

Single or Twin engines allowed. Weight as per table.

- **The power-to-weight ratio is 4.5 kg/hp.**
- **Weight with crew**

Verification weight

For the Endurance Sport 450 category, the allowed minimal weight for every boat is shown on the relevant **power to height** table.

Engine Power	Min Weight Included Crew
350 HP	1575 Kg
400 HP	1800 Kg
450 Hp	2025 Kg

The minimal.....

The ballast

During the weight

Boats with a power of less than 200 Hp must have a minimum weight of 900 kg.

Technical attachment to the endurance ~~competition rules Group B-~~ Endurance Sport 450 rules

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Justification

Due to issues with weight, cockpits and to encourage the 400 hp class to move to Cockpit Boats.

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