

2007 ADDENDUM

RULE CHANGES TO THE 2006 PLEASURE NAVIGATION RULES

ART. 309 – 405

309 – World & Continental Endurance Championships

A. Introduction

The Title of the Championship shall be known as the “Powerboat Production 1 - UIM World Championship Endurance Racing” (hereinafter “Powerboat P1”). A similar title is applicable to any Continental Championship to which these rules apply.

Powerboat P1 is the UIM Pleasure Navigation endurance classification comprising regularly homologated cruising monohull vessels in a racing series including the following classes: Sport, SuperSport, Evolution (formerly Tourism, Sport, and Prototype) and Super Yacht. The purpose of the rules set forth herein is (1) to ensure safe and competitive racing in the race series at reasonable cost to the participants, (2) to expand and broaden the general base of participation and (3) for the marine industry to develop and demonstrate the performance of its products.

This rule 309 concerns only the UIM World and Continental Endurance Championship. In the case of conflicting rules, these rules (Rule PN 309) shall prevail over the other relevant UIM rules applicable to Endurance Racing.

In cases seemingly not foreseen by the rules, decisions shall be taken by the TCC, Race Jury, or UIM Appeals bodies, or P1 Management Committee, as appropriate, bearing in mind the spirit of the rules.

English shall be the working language for these Rules, and English terms and meanings shall be used in case of any disputes or protests.

B. Championship and Race Format

1. Award of World Champion Title and Eligibility

The UIM Powerboat P1 World Championship is composed of a minimum of five races per season. The Title “World Champion” shall be awarded to the entry (i.e. Team) which achieves the highest points total over the course of the Championship for each class. To be eligible for the Championship titles, (and subject to exceptional circumstances agreed by the P1 **Management** Committee) the boat and team combination must be present and participate in all Championship events.

For purposes of defining “boat and team combination”, each team shall consist of a minimum of three and a maximum of four licensed pilots inscribed in the World Championship. The driver and throttleman shall be considered the first and second pilots and must be identified as such in the World Championship inscription. The third and/or fourth pilot shall act as alternate

(e.g reserve) to the first and second pilot and, in the event of their absence or inability to race, may substitute or replace them.

2. Points for the Championship and Grand Prix

Championship points shall be awarded to the top eight (8) finishers in each category with points awarded as follows: Winner 100 points, 2nd place 80 points, 3rd place 60 points, 4th place 50 points, 5th place 40 points, 6th place 30 points, 7th place 20 points, and 8th place 10 points. The chequered flag shall be given to the winner of the race and all subsequent boats in the class that cross the finish line. **To be classified as a “Finisher” a boat must complete 70% of the laps covered by the winning boat in that class and** take the chequered flag to be awarded points.

In case of equal points at the end of a Grand Prix, the winner shall be the winner from one of the rounds or if no winner can be decided this way then the highest placing boat from the longest race. In case of equal points at the end of the Championship, the winner shall be decided by most first place finishes in races (i.e rounds), then second place finishes, etc...

3. Bonus Points for the Championship

It is the intent of Powerboat P1 to promote performance of marine products and technology. Endurance and reliability are essential elements of performance. For this reason, 10 bonus points shall be given to each P1 Team per Grand Prix event where the Team finishes the event (i.e., two rounds) with the same engines (i.e., same short block), provided the engines have been declared to the P1 TCC under para D.2 *infra*. Bonus points shall be added to the Championship points total post-event and shall not affect individual Grand Prix standings.

4. World Champion Title for Engine Manufacturer

The Title “P1 Engine Manufacturer World Champion” shall be awarded to the Engine Manufacturer achieving the highest points total at the end of the season. To be eligible for this title, the manufacturer must support a minimum of one P1 Team participating in the Championship with an engine supply deal and declare this fact and its intention to compete for the Title to the Promoter (by the deadline set by the Promoter for such purposes). The Title of World Champion shall only be awarded if there are a minimum of 4 engine manufacturers that have declared their participation for the title. Points shall be awarded on the same basis as team points, including bonus points.

5. World Champion Title for Boat Constructor

The Title “P1 Boat Constructor World Champion” shall be awarded to the Boat Constructor achieving the highest points total at the end of the season. To be eligible for this Title, the constructor must support a minimum of one P1 Team participating in the Championship with either a preferential supply (must be better than a wholesale as determined by P1 TCC) or full works team supply

deal and declare this fact and its intention to compete for the title to the Promoter (by the deadline set by the Promoter for such purposes). The Title of World Champion shall only be awarded if there are a minimum of 4 constructors that have declared their participation for the title. Points shall be awarded on the same basis as team points, including bonus points.

6. Grand Prix Racing Format

Each Powerboat P1 event shall be composed of official practice sessions and two separate races, a Saturday race and a Sunday race. All Teams should take part in all official practice sessions. Championship points shall be awarded for both the Saturday and Sunday races.

a. Sprint Race

This race shall be minimum 50 nautical miles in distance for the Evolution Class, but may be less for the SuperSport Class.

b. Endurance Race

This race shall be minimum 80 nautical miles in distance for the Evolution Class, but may be less for the SuperSport Class.

The courses are subject to change or modification by the Officer of the Day/Championship Race Director upon appropriate notice to teams due to safety reasons, bad weather, local authority restrictions, etc...

C. Boat Specifications

These boat specifications (taken together with the race format described above) seek to create a broad and fair competitive balance within each race category.

1. General Rules applicable to all categories

(a) All race boats shall be monohull craft, regularly homologated as cruising vessels by the National Marine Technical Institutions appropriately qualified to perform such homologations.

(b) All race boats shall be limited to two identical engines while racing. Teams will be required to run each pair of engines for a minimum of three Grand Prix events. Engines will be inspected and sealed by the Technical Scrutineers, who must be notified in writing before any engine is changed. Teams which change an engine before it has completed three Grands Prix will be penalised by having 50 points deducted from their Championship total. In the event that an engine seal is broken this will be considered a violation of the rules and will incur the same penalty as an engine change, unless the seal is broken in

connection with a component repair and is referred to the Technical Scrutineer before the repair is carried out.

(c) There shall be no performance index.

(d) The spirit of endurance racing is that boats should be open top and feature normal cruising-style side-by-side seating. "Tandem" style seating arrangements in cockpits are specifically prohibited.

(e) Propellers shall be readily available mass produced items on the market at commercially reasonable prices; specialized high performance propellers (e.g.fabricated or welded propellers) are prohibited;

(f) There shall be no technical outside assistance during the race. Teams may carry a mechanic during the race and are allowed any assistance that the team in the boat may provide.

(g) Each team may carry up to 3 crew (who are inscribed in the Championship) in the boat during the race.

(h) boats must run on standard pump fuels only. "Standard" fuels means fuels that are widely available on sale at public refuelling stations throughout Europe. The use of performance enhancing compounds is strictly prohibited and the fuel used must not exceed 90MON or 102 RON. The addition of lubricating oil to a maximum of 2% is permitted, for petrol engined boats only. The use of "flexible" "self-sealing" fuel cells and "dry-break" refuelling couplings is strongly recommended for all boats in 2007 and will become mandatory in 2008.

Fuel may not be transferred during a race except by means of permanently installed fuel lines connected to fixed, permanently installed tanks.

All fuel tanks must have an earth or ground wire to enable the discharge of static electricity

Any Team who dispenses fuel either in or out of the boat other than in the designated fuelling area or without prior approval of the UIM Technical Scrutineer will be subject to a penalty of 500€ for a first offence, and a larger fine and/or disqualification for a subsequent offence.

(i) Water ballast is not permitted. Only solid fixed ballast is permitted. Water pick-ups are permitted for engine cooling systems only; Any water ballast tanks which are fitted to boats should be disconnected and have a seal applied by the Technical Scrutineer.

(j) All boats shall be fitted with a professional radio communication system (VHF/UHF/GSM) to enable clear communication between the boat crew, Race Control and the Officer of the Day. Each Team shall nominate their Radio Operator on their Team Inscription form. All Teams shall carry on board their race boats at all times GSM (mobile phone) communications for the

purpose of supplemental contact with race control and GPS for race technical control purposes (the Promoter to advise teams of system to be used);

(k) boat race numbers shall be provided by the Promoter upon full inscription in the Championship;

(l) Boat name shall be that of primary sponsor or team owner;

(m) each boat shall carry the appropriate UIM logo identification and Championship or event title sponsor logo identification as required by the Promoter;

(n) Attendance by 1st and 2nd pilots at official race briefings is mandatory. Non-attendance shall be punished by disqualification (subject only to very exceptional circumstances agreed in advance by the O.O.D.).

(o) Teams shall ensure that their boat has fixed lifting points. Teams must supply their own certified strops.

(p) There shall be a time limit on Powerboat P1 Races such that the race shall end 30 minutes following the first boat to cross the finish line in each category.

(q) If pilots are seated and strapped while racing, the following are required to be verified at the P1 TCC visit and shall be required for racing:

- a valid "Turtle Test" certificate for each pilot from a testing facility recognized by the UIM;
- safety belts and harnesses and any other technical apparatuses that conform to UIM requirements;
- It is strongly recommended that boats have a reinforced inner safety cell.

However, pilots in open-top boats are specifically forbidden from using harnesses.

(r) All boats are required to comply with the requirements of the "P1 Boat Safety Equipment List" which is published as Appendix 1 to the Rules.

(s) failure to adhere to the Championship rules and requirements regarding non-attendance at events shall result in points penalties as follows:

- Teams inscribed in the Championship and failing to attend a Championship event (with boat and pilots) shall be penalised by a minimum points deduction of 50 points (P1 Management Committee may penalise Team up to 100 points per Grand Prix in its sole discretion for cases deemed inconsistent with the Teams commitment to the Championship. In such case, the P1 Management Committee may in its sole discretion decide to apply the points deduction to the following race season). In cases where the boat is damaged or

destroyed creating an impossibility to race and the team makes a written declaration to such effect, the P1 Management Committee may reduce or waive the points deduction. The P1 Management Committee reserves the right to verify any facts contained in the written declaration. In such cases, the team (i.e. pilots) should attend the event to support the Championship.

Points deductions shall be assessed against the Championship standings after each event (i.e., they shall not affect individual Grand Prix results).

(t) The following penalties may be applied for other breaches of the Rules, such penalties to be decided by the Championship Race Director;

- 50 points for a Red Card given to any member of the Team;
- 25 points for a Yellow Card given to any member of the Team;
- 10 points per pilot not in full race uniform for podium presentations (only pilots that have participated in the event are allowed on the podium);
- 5 points for failure to comply with race procedures (pits protocol, start, finish, parade return to harbour, etc...) contained in race instructions and / or race bulletins.

Points deductions shall be assessed against the Championship standings after each event (i.e., they shall not affect individual Grand Prix results).

(u) A Championship Race Director will be appointed by the Promoter, and the Race Director will be present at every round. He/She will be responsible for overseeing Sporting matters and will be responsible for dealing with any disciplinary matters and/or penalties of a Championship nature or outside the remit of the Race Jury. Any reports from the Scrutineers regarding eligibility issues will be delivered in the first instance to the Race Director.

(v) Abuse of Race or Event Officials will not be tolerated. Any instance of verbal or physical abuse directed at Officials will result in a fine of up to 500€, and/or disqualification.

(w) Timekeepers – The Official Championship Timekeepers will be declared to be Judges of Fact, and no protest against the results they issue will be entertained, unless the Timekeeper can be shown to have been grossly negligent or to have used incorrect information to arrive at a result.

(x) all protest and appeals shall be conducted in accordance with UIM procedures. All protests must be accompanied by a non-refundable 100€ administrative fee and a 400€ protest fee which will be returned if the protest is upheld. All protests to the P1 Management Committee shall follow the procedure set out for UIM Appeals, including deposits and timelines.

2. Sport Class

Eligible boats shall:

(a) Be boats with a minimum length of 11.00m, having standard production model hulls and decks and standard production model engines;

(b) have no major modifications (as defined solely by the TCC) to hulls, decks, sides and engines, changes to accommodation fittings, etc... ;

(c) have minimum cabin clearance and cabin size determined with reference to length of boat as follows:

Length	Min. Clearance	Min. cabin surface
11.00m -11.99m	1.75m	2m ²
12.00m – 14.99m	1.90m	4m ²
15.00m – 19.99m	1.90m	6m ²
20.00m – open	1.90m	8m ²

(d) have a minimum commercial hull production of **10 units** and have sold and titled them to pleasure boat owners;

(e) be engines having a commercial production of **200 units**;

(f) engines may be inboard or outboard. Outboard engines shall be permitted provided they are standard issue and are not high performance (catalogue);

(g) have the same propellers and drives as sold by manufacturer;

(h) have a maximum power to weight ratio of 1hp per 8kg. There shall be no reference to maximum capacity of engine;

3. SuperSport Class

Eligible boats shall comply with the following:

(a) be regularly homologated cruising boats, as defined by National Marine Technical Institutions, with minimum length of 33 ft and a maximum length of 42 ft.,(measured according to UIM Rules 501.11).

(b) have no major modifications (as defined solely by the TCC) to hulls, decks, sides and engines (modifications from standard production model are prohibited); However, the use of additional air intakes for engine induction and cooling purposes is allowed, but air intakes must not be directly connected to carburetors, fuel injection flange or turbo inlets. The use or addition of any device which has an aerodynamic function as its' primary function is strictly

forbidden. This includes both vertical, horizontal, anedral or dihedral devices.

(c) Boats must be open-top and consistent with the manufacturers production model. Modifications from the manufacturers model, such as water deflectors, may be made for safety reasons with the approval of the TCC only.

(d) Boats shall be of a standard model, demonstrably in series production and be fitted with standard production engines offered in the manufacturers catalogue and having common and typical "pleasure navigation" characteristics and layout. Boats shall have a minimum commercial production of **10 units** and have sold and titled them to pleasure boat owners (the P1 TCC may grant exceptions for craft where the intent to manufacture for commercial production can be demonstrated; existing boats in the P1 Championship may be approved through grandfather rights upon special request provided there is no pronounced competitive advantage);

(e) Engines must be standard engines having a commercial production of **200 units**. The official manufacturer's service manual will be used to determine the acceptability of any parts, components or ancillaries. All engines must be supplied with drilled nuts and/or wiring lugs that facilitate the sealing of the engine to prevent dismantling or replacement of components.

(f) The use of foot controlled throttles is forbidden, but current entries in the Championship shall be "grandfathered" for 2007.

(g) engines may be inboard or outboard. Outboard engines shall be permitted provided they are standard issue and are not high performance (catalogue);

(h) after market spare parts for engines are permitted provided the new parts are the same (equal characteristics – e.g., see manufacturer service manual) as those replaced and do not act to increase performance;

(i) after market spare parts or special accessories generally available on the commercial retail market shall be permitted for the drive system only, including extension boxes, nozzle, steering system, special flaps, surface drives and power lift, provided such parts are the same in number and of equal characteristics as the standard parts provided by the manufacturer (if in doubt, Team must refer to P1 TCC for a decision);

(j) gear boxes are permitted only if they are standard and included in the manufacturer production package for the engine; it must be possible to select forward gear, reverse gear and neutral with the engine running.

(k) Supercharging and/or turbocharging for petrol inboard engines shall be prohibited;

(l) Maximum engine capacity shall not exceed:

-N/A	diesel	8400cc	(514c.i)
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-Forced induction diesel	6000 cc	(363 c.i.)
-petrol	8300 cc	(503 c.i.)

(m) have a maximum power to weight ratio of 1hp per 4.5kg (no tolerance) ;

(n) The maximum average speed for any boat in the class shall be 75mph, measured over the whole race distance. Any boat exceeding this average will receive a penalty of 30 seconds, which will be added to the total elapsed race time. Any boat exceeding the average by more than 2 mph but less than 4mph measured over the whole race distance will receive a penalty of 1 minute added to the total elapsed time. Any boat exceeding the limit by more 4mph will be automatically disqualified.

4. Evolution Class

Eligible boats shall comply with the following:

(a) Have a minimum length of 38ft and a maximum length of 43 ft. (measured according to UIM Rules 501.11).

(b) Boats must be “open top” and closed canopies are prohibited. However, water deflectors are permitted. Cock-pit like canopies and partial canopies are also permitted to the extent that there is an open top frame with a minimum open space sufficiently large (minimum 550mm x 825mm) for each person in the boat to exit immediately, or that there is an open space in the rear of the craft sufficiently large (minimum 1.3m²) for all crew to exit the boat immediately.

(c) have a minimum weight of 4250 kg post race. Boat weight shall be verified by mandatory weighting of at least the top 4 finishing boats after each race.

(d) engines shall be inboard only; The maximum engine capacity shall be;

for forced induction diesel engines	13,000 cc
for forced-induction petrol engines	9,100 cc
for normally aspirated petrol engines	11,000 cc

All engines must be supplied with drilled nuts and/or wiring lugs that facilitate the sealing of the engine to prevent dismantling or replacement of components.

(f) spare parts are unlimited;

(g) multispeed gear boxes are prohibited;

(h) have a power to weight ratio of 1hp per 3.5 kg

(i) The maximum average speed for any boat in the class shall be 87mph, measured over the whole race distance. Any boat exceeding this average will

receive a penalty of 30 seconds, which will be added to the total elapsed race time. Any boat exceeding the average by more than 2 mph but less than 4mph measured over the whole race distance will receive a penalty of 1 minute added to the total elapsed time. Any boat exceeding the limit by more than 4mph will be automatically disqualified.

(j) From 2008 and onwards, drivers and throttlemen in the are be required to hold a P1 "Super Licence" to participate in the Championship. (Criteria to be developed with the UIM.)

D. Technical Verification and Control

To ensure conformity with these rules, a committee shall be established to verify the technical information supplied by the Teams, to compile information on the performance of participating boats, and to monitor compliance with these rules during the season. This committee shall be called the P1 Technical Compliance Committee ("P1 TCC") and it shall be comprised of nominated representatives of the Promoter, the UIM and any outside experts that may from time to time be asked to assist. It shall be the task of the P1 TCC to certify a Team's entry to the Championship (hull, engines, parts and other equipment) as complying with these rules. Only when a Team's boat and engines have been certified by the P1 TCC shall it be eligible to compete in the Championship.

1. Technical Requirements for Championship Inscription

As a part of its inscription in the Championship, the Team shall provide the following information to the Championship Promoter:

- a fully completed Technical Logbook, containing all technical information relevant to the boat with the signature of the Team Principle signifying the accuracy of the information contained therein. This Logbook should be submitted to the Promoter no later than 1 March of each year;
- for all inscribed engines the certified results of a dynamometer test from a recognized and P1 TCC approved body not older than 3 months from the date of delivery to the TCC, together with a signed statement from the Team Principle that the engines have not been altered.

2. Technical Verification by P1 TCC

Upon receipt of the completed Technical Logbook, and no later than 45 days prior to the season's first Grand Prix, Each team shall fix an appointment for the P1 TCC to visit its testing facility in order to verify the information submitted to the Promoter concerning the Team's entry. In the event that Teams request a late verification, a fee of 1,500€ will be payable in advance to cover the cost of the verification visit and administration. The TCC will use reasonable efforts to carry out late verifications, however it will not guarantee verifications with a delay shorter than 45 days.

If the hull, deck, sides and engine and other equipment conform to the requirements of P1, the P1 TCC will award the entry a Certificate of Conformity signifying that these elements have been accepted for the Championship. Barring any alterations to the entry, or new information that could have affected the original certification, this Certificate of Conformity shall have the effect of providing a legal presumption that the entry is within the rules and any protest thereafter must demonstrate non-conformity to the P1 rules.

Any alterations to the entry subsequent to the P1 TCC technical verification must be reported to the P1 TCC and may require a new verification for conformity.

During Technical Verification, the P1 TCC shall verify the Team's engines and mark them for purposes of verifying bonus points. The team must declare all engines planned for the season to the P1 TCC and provide engine serial numbers. Engines that have not been declared and verified shall not be eligible for bonus points.

3. Assignment of the MAP and the P1 Ratio Table

Based upon the P1 TCC verification, the P1 TCC shall assign a power capacity to each engine and a total engine power capacity for purposes of measuring the power to weight ratio. The total engine power capacity will be known as the maximum assumed power or "MAP".

The P1 TCC will use any and all information available to it (including but not limited to the Team's Technical Logbook, manufacturer service manuals, GPS results, speed guns, performance reviews, dyno tests, etc..) to establish the MAP.

The P1 TCC shall create and maintain a P1 Ratio Table for the engines of all entries in the Powerboat P1 World Championship. The P1 Ratio Table will use the MAP and the declared weight of the boat to calculate the power to weight ratio for each entry. This power to weight ratio must comply with the rules for the racing class for the entry to be eligible for the Championship.

Once the Championship season is underway, the P1 TCC will continually verify the factors used to calculate the ratios to ensure ongoing conformity with the rules. In cases of non-conformity, the P1 TCC shall provide the information to race officials and the entry will be disqualified from the round.

4. Final Determination of the MAP for Championship Eligibility

If a Team is not able to provide sufficient information to P1 TCC to determine the power of its engines, or if the Team objects to the MAP assigned to it by the P1 TCC, the following procedure shall be initiated to determine the initial MAP:

- The TCC shall select one of its engines for the P1 TCC to run a dyno test at a testing facility determined by P1 TCC (the Team shall have a right to attend the test);
- The engine must have the same set up and calibration as under race conditions;
- The Team shall cover all costs and risks associated with the dyno test.
- The Team shall be bound by the results of the dyno test.

P1 TCC shall accept the results of this dynamometer procedure for purposes of establishing the initial MAP for eligibility in the Championship.

5. Verification of MAP during the Championship Season

P1 TCC reserves the right to alter its determination of the MAP at any time during the Championship season if factors indicate a change in power or capacity. If a Team objects to the alteration of its MAP, it shall have the right to request a new dyno test according to the procedure set forth in paragraph D.4 above. In such case, P1 TCC shall select one of the engines from the Team's entry, seal it, and arrange for the dyno test as soon as practicable but in any case within two weeks.

6. Protest of MAP

If a Team protests another Team for being outside the power to weight ratio and challenges the MAP, then the dyno procedure set forth in D.5. **above** shall be followed. P1 TCC shall fix the date and time for the dyno test and each Team shall have a right to attend and witness the test. If the MAP is incorrect such that the Team is outside the power to weight ratio for its category then the losing Team must pay the costs of the dyno test. If the MAP (whether different or not) remains within the power to weight ratio for the class, then the protesting Team must pay all costs. At all times, each Team remains responsible for any risks to its engines.

E. Interpretation of Rules / Changes to Rules

The race format and the boat specifications found herein seek to create a broad competitive balance within race category. The use of the term "standard" in these rules is meant to describe components or parts that are both manufactured and intended for sale to the public at commercially reasonable prices under a manufacturer brand name; this term specifically excludes engines prepared by "tuning" companies or specialists with no formal relationship to the manufacturer. However, engine blocks (basic cylinder block and cylinder head of automobile or industrial engines - e.g., GM) that are prepared for commercial sale under a brand name and sold through regular marine distribution channels (resellers) may be considered standard if approved by the P1 TCC. For purposes of competitive balance, the P1 TCC is entitled to determine into which Powerboat P1 category a particular boat qualifies. It may require adjustments to boats, engines, drives,

propellers, etc..., or require that additional weight be **added** to the boat to ensure a competitive balance within category.

F. Enforcement

Consistent with the purpose and intent of the rules, the P1 Management Committee is entitled to take whatever action it deems necessary to enforce these rules. Any parts or components which give a boat or team an unfair competitive advantage may be deemed illegal and result in disqualification. The P1 Management Committee, in its sole and absolute discretion, may decide if any part, component, or equipment change is in an effort to defeat or beat the rules, and it may disqualify an entry in violation of the spirit and intent of these rules.

The P1 Management Committee is composed by

- The UIM President
- The President of Pleasure Navigation Commission
- The Promoter
