

**European Cup**  
**Endurance Pneumatics Class PR 1 / 2 / 3 / 4 "Minsk - 2012"**  
**Republic of Belarus, Minsk, 14- 15 September 2012**

## **RACE REGULATIONS**

Minsk , September 14- 15, 2012

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### **Article 1.General**

Republican Public Association "Belarusian Federation of Powerboat Racing" (hereinafter - the "Organizer") conducts in Minsk on September 14-15, 2012 European Cup Endurance Pneumatics Class PR 1 / 2 / 3 / 4 "Minsk - 2012" (hereinafter referred to competition). Title in English - EC Endurance Pneumatics Class PR1/2/3/4 "Minsk - 2012". The competition included in the calendar of the Union Internationale Motonautique (UIM). The competition is a 6-hour race on a specially prepared track in the waters of the reservoir "Drozdy."

The organizer undertakes to pay travel, accommodation and food representatives of UIM and BFoPR for the duration of the European Cup.

## Article 2. Rules

The event is held under the aegis of the Union Internationale Motonautique (U.I.M.) and Belorussian Federation of Powerboat Racing. The competition is conducted in accordance with the rules of the organization and the competition UIM - Circuit Rules 2012 (hereinafter Rules of UIM), the rules of the European Championship UIM Endurance (hereinafter to Rules UIM, article 902) and the rules of the Belarussian Federation Powerboat and these Regulations, which parties undertake to abide by the very fact of signing and filing an application for participation in competitions.

## Article 3. Boat categories

The competition is held in single-hull motor boat (RIB) with a V-shaped rigid bottom and inflatable balloon (balloons) and one outboard motor, which satisfy the following requirements:

| <i>Racing class</i> | <i>Engine</i> | <i>HP</i>         |
|---------------------|---------------|-------------------|
| Class PR4           | Homologated   | Not more than 60  |
| Class PR3           | Homologated   | Not more than 140 |
| Class PR 2          | Homologated   | Not more than 200 |
| Class PR1           | Homologated   | Unlimited         |

Boats must comply with requirements of the article 109, 110, 565-569,902 of UIM rules. (<http://www.uimpowerboating.com/vsite/vfile/page/fileurl/0,11040,4916-188603-205825-133083-0-file,00.pdf>). Requirements as to overall dimensions of the boats are as follows:

| <i>Racing class</i> | <i>Lenght (min)</i> | <i>Width (min)</i> | <i>Weight (min)</i> | <i>Tube diameter (min)</i> |
|---------------------|---------------------|--------------------|---------------------|----------------------------|
| Class PR4           | from 4.00 m         | 1.70 m             | 350 kg              | 0.30 m                     |
| Class PR3           | from 5.00 m         | 1.80 m             | 580 kg              | 0.35 m                     |
| Class PR2           | from 5.30 m         | 1.80 m             | 680 kg              | 0.40 m                     |
| Class PR1           | from 5.60 m         | 2.00 m             | 800 kg              | 0.40 m                     |

**Note 1:** The boat length is determined by the distance between perpendiculars to the extreme points of the boat - in the front part including the tube, in the aft part - to transom of the boat, where the engine is fixed. Any extending parts, rubbing starches, fenders, stabilizing and trim tabs, engine brackets and rudder are not to be included The width of the boat has been measured the dimensions between perpendiculars to side balloons in the most wide place.. The tube diameter is measured amidships of the boat. The diameter in the bow should be at least 0.25 m irrespective of the class. (Item 2, Article 567.12 of the U.I.M. Circuit Rules).

**Note 2:** For safety reasons, boats participating in the race shall travel at a speed of not less than 50 km/hour, which can be tested during scruteneering. Overall dimensions of boats in view of all protruding parts should not exceed: width of 3 m, length of 8.5 m.

#### **Article 4. Participants**

The number of pilots per boat may be minimum 2 and maximum 4 (UIM Rulebook paragraph 902.8). A pilot may be registered and allowed to participate in the event only on one boat.

The minimal pilot age is 16 (not more than 1 pilot under 18 in one team for class PR4 only). **For classes PR3, PR2 and PR1 - minimal pilot age is 18.**

Participants of the event shall have driver's license issued by driver's National Authority stating the racing class. Pilot should also have his National Authority permission to take part in the race (UIM Rulebook paragraph No 902.6.).

Names and addresses of the official team representative and each of the pilots shall be specified in the application for participation. No alteration of crew line-ups will be allowed after having passed the commission of inspectors.

Official representative of the team has the responsibility to make sure that all team members, including mechanics and assistants, have proper medical and life insurance for the whole event.

#### **Article 5. Entries**

Application for participation in the competition is completed properly installed application form, signed by an official representative of the team and submitted to the Organizer within the terms of these Regulations. Applications for participation in the contest must be written in the form presented in the Appendix № 1 to these Regulations.

**Preliminary applications for participation in the events will be accepted until August 19, 2012**, (the deadline for the Organizer's receipt of applications). For participants who have submitted their preliminary applications in due time, the Organizer will provide visa support and assistance in booking hotel accommodations. In case of late submission of the application, the Organizer shall bear no responsibility for visa support and booking of hotel accommodations.

**The deadline of accepting final applications shall be September 5, 2012.** After this date, the Organizer has the rights to refuse an application. Discrepancies in the crew list provided in the final application as compared to the specified list in the preliminary application are permitted. The Organizer shall draw up a participant list for the events as the applications are entered.

The entry fee (EUR 500) for participation in the event, in accordance with the entry fee for participation in European Championships.

**Entry Fee additional from Organizer includes: Dinner on Friday, Lunch on Saturday for 8 persons from each team.**

**The Entry fee has to be paid to Local Organizer no later than at 8.00 pm on September 9, 2012.**

The total number of boats participating in the race shall be limited to 30 (thirty). The

Organizer shall consider applications as they are entered.

## **Article 6. Credentials and Technical Commission**

The credentials committee will work September 14, 2012 from 11.00 am to 7.00 pm at the reception and delivery of documents in the camp participants. By passing the credentials committee allowed the team received confirmation from the organizer of the reception of applications for participation in the Contest. On the credentials committee acts on behalf of the team spokesman, indicated in the application for participation in the Contest. With the passage of the Credentials Committee must submit the following documents with the application copies (copies are available to the organizer):

Sporting license issued by the National Federation of Powerboat for each pilot;

Medical certificate of admission to the competition;

Proceedings of the homologation of the engine, stamped the national federation or UIM;

Health and life insurance, accident insurance for each pilot;

Insurance of civil liability to third parties for the duration of the remainder of the ceremony;

Notarized permission from both parents to participate in the competition for pilots under age 18;

Photos of the pilots and team members working on the refueling pontoon (see article 18 of the present situation).

The Technical Commission will be working in the boat park on Friday, September 14, 2012 from 12.00 pm to 7.00 pm, and boats that do not pass the technical committee at a specified time, to participate in the competition are not allowed.

Boats must be brought to technical inspection on the trailer in the presence of the entire team, equipped to racing form (racing life vest with an attached sling emergency engine stop, the helmet). Each pilot must have your own helmet and life jacket with a legible name applied, blood group, Rh factor and the number of racing boats.

The organizer welcomes the insurance part of the material from injuries suffered in the competition.

After passing through the Technical Commission of the boat can not be removed from the boat park except on official training or race. For violation of this requirement on the team a penalty in the form of 10 not credited laps. Repeated violations of the team may be disqualified.

Said violation and entitles members of the Technical Commission to require re-submission of a boat on the technical control, with a waiver of this requirement entails the removal team from the competition.

## **Article 7. Pits Area and Parking**

The boats shall be delivered to the pits area located on the on the embankment of the reservoir "Drozdy" Pobediteley av. **before 6:00 pm on September 14.**

The Organizers shall provide each team in the participant camp special area 4 meters in width and 8 meters in depth. Each boat shall stay within the docking area allocated for it. **There will be No entry in Boat Park by cars or trucks except for the boat delivery or pick up.** The parking area for 2 cars or one truck **can be** provided for the team out of the Boat park in the Participant camp. Car parking in the Boat park except boat trailers is strongly prohibited. All trailers must be marked with boat racing numbers, equipped with easily detachable and usable fire extinguishers, and placed only on the area provided to the

team.

Any infringement of this rule may lead to a 5 laps penalty or even disqualification of the boat, in the case of a relapse.

Ten (10) passes for access to the pits area will be provided to each team by organizers. Passes are nominal, and for registration in the pits area the representative of a team should provide a photo sized 3 x 4 cm for each member of the team. Passes without a photo are void and shall be subject to immediate withdrawal. Photos of pilots and refueling team members must be presented to the Organizing committee in time.

Special rules on conduct at the pits area shall be brought to the notice of every team participating in the race after passing the administrative inspection or at the briefing.

### **Article 8. Nationality and Race Numbers**

The nationality of each of racer is designated by a flag image of rectangular form according to the sports license nationality (Article 206.01 of the U.I.M. Circuit Rules). The flags should be clearly visible from both sides of the boat.

Race numbers shall be assigned to crews at the Organizer's sole discretion upon submitting final applications according to the established form.

The race numbers (Article 206.02 and 902.50 of the U.I.M. Circuit Rules) printed on self-adhesive film and the class identification marks will be provided by the Organizer and shall be paid by the participants. The size of the main number will be 32 x 40 cm.

The race numbers shall be firmly fixed by the crew members at the bow and aft areas of the boat as well as on the pilots' helmets and should be clearly visible from the shore on both sides of the boat.

The crews shall be responsible for the availability and visibility of labels with race numbers (Article 206.03 of the U.I.M. Circuit Rules).

The teams must have the space available for U.I.M. sticker on both sides of the boat.

The absence of the race number or its non-readability are the basis for a ban of the boat's admission to the course during the official practice and the race or for the exclusion of those laps completed during the race while the boat was in infringement of the number layout conditions.

Determining penalties shall be within the competence of the Race officials.

### **Article 9. Driver's Briefing**

**The drivers' briefing will be held on Friday, September 14, 2012 at 6:00 pm (the venue of the briefing will be advertised during the administrative inspection).** At a driver's briefing in addition to the pilots may attend only official representatives of the teams. *Mobile phones must be shut down during the entire meeting.*

The attendance of all drivers at the briefing is mandatory. The fact of attendance shall be confirmed by countersigning the roll-call. The absence of a driver confirmed by the absence of his signature on the roll-call shall be penalized by a fine in the amount of Br 1 000 000 and penalty of 5 laps. The entry to the water of such pilots is only allowed after receiving instructions from OOD or Deputy OOD. Breach of this rule will lead to disqualification of the team.

If necessary, an additional drivers' or official team representatives briefing may be arranged: in such case, the crews will be informed at the pits area about its time and venue.

### **Article 10. Information**

All information necessary for participants will be communicated to the drivers on the notice board.

The notice board will be placed near the Race Secretary's office.

Every notification posted on the notice board must be considered official, as soon as the document posted includes the signature of the O.O.D, or the Deputy O.O.D. (Chief Commissioner) or the Chairman of the Jury of the Event.

The responsibility for timely familiarization with any announcements posted shall be on Official representatives of the teams

### **Article 11. Race Course**

The competition is held in Minsk. The route passes through the reservoir area "Drozdy." Length of the track is 2500 meters. The scheme of the route will be posted on the notice board. The movement of boats on the highway in the following order: Start the race is from starting zones, located in the area of buoy number 3 in the direction of the starting gate with a rounding buoy number 4, the passage of the starting gate, then a buoy number 1, passage route turn buoy number 2 and then by above the highway. In the area between the highway and the coastline race - the start-finish area organized safety corridor is designed for a pit stop and tow boats lost in the course of a zone of repair.

### **Article 12. Official Practice**

The official practice on the race course are held under the existing reglement under the service of the safety and towing divisions. The pilots are obliged to strictly follow the Rules of Safe Navigation over Inland Waterways of the Republic of Belarus. The pilots shall wear safety jackets and helmets during the official practice (Articles 205.06 and 205.07 of the U.I.M. Circuit Rules). Official training schedule is posted on the notice board on Friday, September 14, 2012. Teams appearing on the route outside the scheduled timing of official practice shall be subject to disqualification.

During official practice, a pilot must drive directly over the route. If it conflicts with other vessels must observe the driver a safe distance and differences sufficiently to reduce speed to ensure safety of navigation in accordance with the regulations (up to 50 km / h and, if necessary - up to a full stop)

Return to the pits area shall be carried out at a low speed without any whirlpool interference

with the boats on the pontoons.

All pilots new to the course must complete at least 2 laps of practice on the course.

Any breach of this rule may result in up to 3 laps penalties, deducted from the result of 1st hour of the race.

### **Article 13. Race safety (special attention!)**

During the competition, in case of causing any damage to the property of companies or individuals or injuries to individuals taking part in the race or any other private persons or in connection with such causing all responsibility will be on the party, who caused the damage or injury. The Organizer shall not be liable for any damage or injuries to third parties, caused by the individuals not officially employed by the Organizer.

In order to prevent accidents caused by the substantial difference in the rate of junior and senior classes, the following procedures to track the movement of boats of classes PR3 PR4 and should, if possible, take the left (inner) side of the track. Boats of higher classes, should, if possible, take a right (outer) side of the track. Physical contact with the turn buoy, which resulted in destruction of the buoy will be penalized by 5 laps penalty and a fine of Br 2 000 000.

Physical contact with the buoy safety corridor shall be fined as 1 not credited lap Physical contact with a buoy on security corridor, which resulted in its destruction is punished with a fine of 3 not credited laps and a fine of Br 1 000 000

Contact with any other boat shall be penalized by a fine of 5 off-record laps. In case of a second incidence of physical contact with another boat by the same pilot, the guilty pilot will be stopped from racing further. In this case the laps pilot made from the start of the race till physical contact with another boat for the second time will be kept on the teams score. In case of the third contact by any pilot of the same team, the whole team will be disqualified.

A pilot directing his boat to the pits or refueling area shall provide its withdrawal from the race so that no disturbances for other race participants occur. Entering the PITs shall be by passing between the right start buoy and the bank with the lowest possible speed. Breach of this rule will result in penalty up to 3 laps.

A racing boat must not approach any rescue boat closer than 10 meters and shall slow down when approaching it, if an orange or yellow alarm flag is hung out or an orange flashing light is on. Breach of this rule will result in penalty up to 5 laps.

Stopping on the race course to change or switch fuel tanks is prohibited.

Dangerous driving on the race course may be subject up to 15 laps of penalty or disqualification on the whole team in case of recurring dangerous driving by any pilot of the same team.

### **Article 14. Personal protection equipment**

The pilot must:

- during the race and practice wear an orange color life jacket with hard back with a legible name, blood group, Rh factor and the number of the boat (Article 205.06 of the U.I.M. Circuit Rules);
- during the race and practice wear a orange color helmet with a legible name, blood group, Rh factor and the number of the boat (Article 205.07 of the U.I.M. Circuit Rules);
- The using of safety belts is prohibited
- To carry the laminated pass for the whole duration in PITs and when entering the water (issued by organizer). Breach of this rule will result in penalty 1 lap.

During the race, each of the drivers or crew member may, at any moment, be subjected to a drug test and an alcohol test (Article 205.02 of the U.I.M. Circuit Rules). **Any refusal to comply or in case of positive test results, the relevant pilot shall immediately be disqualified and the number of laps pilot made from the start of the race will be deducted from the result of the team. Any refusal to comply or in case of positive test results team member will be removed from the pits area.**

## **Article 15. Boats**

Only single-hull V-boats are allowed to take part in the competitions.

It is mandatory for each boat to have:

1. buoyancy, enough to be unsinkable (Article 503.01 of the U.I.M. Circuit Rules);
2. to be equipped with an electric emergency switch, accessible outside of the boat hull. Above mentioned switch should also stop the engines.
3. oars or an oar-stroke (min length 150cm) aboard;
4. the race number on each side of the boat and on the engine cowl, assigned and provided by the Organizer, and national flag(s);
5. an easily-accessible fire extinguisher;
6. a mooring rope securely fastened at one or two points on the bow of the boat. The mooring rope diameter shall be no less than 10 mm, its length - no less 2 meters but not more than the boat length. A loop and a float shall be located at the end of the mooring rope;
7. emergency lanyard switch. If the boat is equipped with separate fuel pump, this fuel pump must be switched off with the same switch,
8. to be equipped with the appropriate device automatically close the throttle. This unit must be in working condition during any access to water, including training and the race. (Article 503.03 of the U.I.M. Circuit Rules.).

## **Article 16. Boat Launching and Removal from Water**

The boats shall be launched into water at the pits area by means of cranes or slipways and winches. At registration, the official representative of the crew shall specify the method that will be used to launch its boat into the water and those persons in charge of launching and lifting boats. The launching of boats into the water before the 6-hour race shall end 15 minutes before the start and can be continued only 15 minutes after the start.



Descent and ascent of boats with slips and hoists permitted in a designated area in accordance with the procedure which will be explained at a driver's briefing.

Launching and lifting by crane:

**The launching and lifting by crane is strictly recommended by the means of slings attached to the boat.** There should be minimum 3 slings. Slings and hooks should be certified to lift minimum the double of the minimum boat weight. The certification must be located on the slings and the hooks. All hooks used for lifting raceboats must be a closed hook type. Lifting eyes on the raceboat must be bolted through the construction of the boat, with minimum 8mm bolts and washers of at least 10 sq.cm pr. lifting points (Article 205.12 of the U.I.M. Circuit Rules).

**The use of properly certified "ring" slings is also possible. Each boat must have its own set of the sling irrespective of the type of the slings.**

When launching boats into the water at the boat dock area by means of cranes, the hook safety is provided by internal locking. *No boat lifting by crane shall be authorised when a pilot or a mechanic or any other person is onboard.* Only those persons having relevant passes shall have access to the lifting facilities area.

Any infringement of these rules shall entail penal sanctions ranging from 1 to 5 off-record laps per each confirmed violation.

Any launching into water from the moment of ending of the main race and before the completion of the award ceremony is prohibited. Any team violating this rule shall immediately be disqualified and its result will be cancelled.

**The winner of the overall classification has the right to go out for a parade lap after finish, following the instruction of O.O.D to do so. In this case maximum number of people onboard - 4. All people aboard must wear life-jacket during parade lap.**

A team leaving the race of its own accord or because of disqualification shall not be entitled to re-enter the water until completion of the rewarding ceremony.

## **Article 17. Emergency Repairs and Service**

The driver of a boat that is wrecked or stopped on the water shall immediately switch on the emergency flashing yellow lights (Item 15.5 of these Regulations).

A wrecked boat may be towed only by special towing boats provided by the Organizer. The pilot must wear his life jacket and helmet during towing.

The towing of a wrecked boat shall be carried out, if possible, in the race course direction over the left edge of route with a yellow flag being run up or a yellow flashing light being turned on at the boat towing the emergency object.

All repair services are permitted only in the pits area and shall be carried out in the presence of the Technical Commissioner of the event.

The Technical Commissioner has the right to make arrangements to lift the boat from the

pontoon to the pits for service or repairs. No replacement of the whole engine unit is allowed. Service times should be noted by race officials.

The return to the race of the boats physically damaged, is only possible after receiving the approval from the Technical commissioner of the race.

Any infringement of the rules stated in this article shall be penalized by sanctions ranging from 1 to 5 off-record laps or full disqualification on the grounds of a written report drawn up by the Commissioners or rescue boat crews followed by a decision of the O.O.D. or the Jury of the Event.

### **Article 18. Refueling**

For the entire duration of the race, refueling is allowed only along a specially equipped pontoon, with the engine being turned off. No repair or services are permitted at the refueling pontoon. Any infringement may result in penalty sanctions of 5 off-record laps. The refueling process will be explained during the drivers' meeting.

*Each team will receive 4 passes for access to the refueling pontoon and to the refueling area; the pass contains the boat's number and should be used only by the person with a specific type of accreditation. In case of an unauthorized person using the pass, the pass shall be subject to immediate withdrawal by the security service or by Organizer's officials.*

While refueling, the use of metal refueling barrels is allowed. A refueling barrel where the fuel is stored shall not exceed, by volume, the two-hour boat consumption. It shall be installed on a steady base securely fastened to the pontoon. Using of belts is forbidden

The barrel must have a quarter turn valve screwed or welded at the derrick-tap outlet, without any flexible connections between the derrick-tap and the valve. The refueling hose shall be made from one piece of material and have a quarter turn safety valve or a gun of the approved model at the outlet. Devices for raising pressure in the derrick-tap are not permitted (the page 389 of UIM Circuit Rules).

The cans for refueling are allowed.

The cans used to deliver the fuel to the pontoon must be anti-static and anti-spark and labeled with the race number of the boat. Those cans kept on the pontoon must be empty.

The use of replaceable plastic tanks for fuel with the capacity of no more than 50 litres is permitted.

Any construction of the fuel lines, which uses the switch between two independent fuel tanks and allows the switching on the race course, is forbidden.

It is forbidden to stop on the race course to change or switch the fuel tanks.

*It's forbidden to use, on the pontoon for refueling and in close vicinity of the fuel storage area, any electrical equipment such as a radio telephone, photo camera or similar electric apparatus.*

Team-mates must wear rubber-soled shoes

Each team in the pits area may have a maximum of 25 liters stored in a shockproof container and carry the race number of the boat. This fuel can be used only for generators etc. and must not be used for the race boats, except in case when the fuel tank is emptied at repairs. In this case, a maximum of 25 liters may be poured into the fuel tank of the boat to fire up the engine in the pits and to drive the boat to the refueling station.

**The refueling will begin at 9.00 a.m. on September 15, 2012.**

It is forbidden to carry the fuel out of the refueling area.

Waste fuel should be stored in an appropriate special tank placed in a location to be explained during the drivers' meeting.

Any infringement of these regulations will be punished by 8 off-record laps per each proven violation.

### **Article 19. Crews and Team Members**

All crew members must wear their accreditation card on top of their clothing. The card must be visible during the entire duration of stay in the pits area.

In order to provide operational communication, the Organizer recommends that racing teams should equip the official team representative with a mobile phone.

Official representative of the team can not be a pilot (article 902.9 of UIM Circuit Rules). One representative can represent two or more boats of one team.

Information about penalties and other documents will be communicated to the team through Official representative.

Official representative must be present at the scrutineering and at all drivers' briefings.

Official representatives shall be fully responsible for all members of their team in the following aspects: information transmission, observance of safety measures and event regulations. The team members and technical personnel must be informed about penalties for all violations.

The official team representatives and the responsible persons appointed shall be the only persons allowed to enter into official contact with the Event officials.

In case of any disrespect shown by a driver, a technical specialist, an administrator or a team guest admitted to the boat dock in respect to representatives of the Organizer or the Jury of the event, a report will be drawn up by the affected person and passed along to the Event Jury for consideration. If the Jury recognizes the fact of violation, a fine in the amount of Br 1 000 000 will be imposed on the team; in case of a repeated similar violation, the team shall be disqualified.

The results of a team, for which any financial matters remain unsettled through its fault by

the finish of race, will be voided.

## **Article 20. Priority of Boats**

The boats on the race course shall have priority over the boats rejoining the race course.

Any boat coming ashore has priority over a boat that is leaving.

In case of breach of the priority rules the team is penalized 5 laps.

Rescue and tow boats have absolute priority over racing boats.

## **Article 21. Pilot Relief**

As mandatory, a pilot relief must be made at least every two hours when the boat is in the refueling park. Extra laps completed in violation of this rule shall not be taken into account. The rest time between 2 relays (certified by pilots' signatures) shall not be less than one hour.

Every team pilot applied on official Entry must have at least 1 lap completed in the race. The violation of this rule will be penalized by team disqualification.

Each pilot replacement must be carried out under the supervision of Commissioners. Disembarking and returning pilots must put their signatures in the official register when entering onto or leaving the water. Any omission of such signature during the exchange of pilots or motor launching from an emergency stop not attached to pilot's outfit shall be punished by 5 off-record laps if confirmed by a written report drawn up by the Commissioners.

## **Article 22. Signals**

The following kinds of signals are used:

- **Red steady:** general halt of the race; boats shall move at a low speed observing maximal caution; if possible follow the route to the boat dock booms.
- **Red flashing:** suspension of the race, the pace boat will display a flashing red light that prohibits racing; the pilots must keep their positions one behind the other.
- **Yellow (orange) light or flag:** danger on the route: be vigilant.
- **Green light or flag:** the start of the race or permission of unimpeded movement.
- **Orange (yellow) buoy:** marking of buoys and gates on the route.
- **Black (with a race number), the board will be placed on the shore in front of the buoy No 1:** return to the dock for the boat whose number is indicated on the signal. In case not following this rule, the laps completed till the boat return to pontoon, are not counted.

Any flashing yellow or orange light or a yellow flag on the route means: "Danger, slow down".

Any boat not observing these instructions will immediately be disqualified.

### **Article 23. The Start**

**The start of the race: the start will be a common flying start behind the pace boat; the starting procedure and the boat layout at the start will be announced at the drivers' meeting. The time of the start shall be at 12.00 pm on September 15, 2012.** Overtaking the starter boat during start procedure will result in 1 lap penalty.

### **Article 24. The Finish**

The finish of the race shall be determined upon expiration of 6 hours from the moment of the start when the boat, still in movement on the water, crosses the finish line between finish buoy and Race control on shore.

Finish will be accepted during five minutes after the overall leader crosses the finish line. The boats being towed or parked at refueling or repairs pontoon do not have rights to finish the race and are considered as not finished.

### **Article 25. Classification**

To be classified as a finisher, a boat must have completed at least 40% of the class winner's laps and cross the finishing line. Also boats, that made 90% of the winner in their class, but did not take the chequered flag will be classified after the boats, which have taken the chequered flag (Article 902.15 of the U.I.M. Circuit Rules).

### **Article 26. Interrupted Race**

If race is interrupted and can be recommenced within a reasonable period of time, then the recommencement procedure for the remaining time shall be the same as at the start of the race. If 15 minutes or less is left until the end of the race, then the race will be regarded as completed. The distance covered in each part of the race will be added together in order to obtain the final result. The distance passed over the course during the race stoppage, will be taken as an entire lap. If the race has to be conducted at a reduced speed after the pace boat, then the pace boat will take the boats round in order so that there is no overtaking. The restart will be from the pace boat. If less than 30 minutes elapsed from the moment of the start to the race stoppage, then the result of the restart will be the final result.

### **Article 27. Sanctions**

In the Events, all kinds of penalty sanctions shall be determined by event regulations issued by the U.I.M. Belorussian federation of powerboat racing and these Regulations. All decisions of the Commissioners and the Jury shall immediately be announced and taken into account in the final protocol of the Events.

## **Article 28. Protests**

Protests concerning the actions of other participants in the events or any decision by the Commissioners Committee shall be submitted within an hour from the moment of change of penalized driver (exit on shore) after the race where penalty for incorrect action against other competitors was given and decision of Race Officials was announced but no later than 30 minutes after the finish of the Race. The announcement of the Race Officials' decision shall be posted on official information Board.

All protests must be submitted in the English language.

Any protest must be lodged in writing on official forms to be provided by the Event Secretary and delivered to the General Commissioner. The lodging of a protest must be accompanied by a deposit in the amount of Br 1 000 000.

If a protest is lodged in connection with a motor inspection, the protest must be accompanied by a deposit in the amount of Br 10 000 000.

If the protest is proven justified, the deposit amount will be returned. If not, the deposit amount will be withheld by the Organizer.

If the protest at the actions of other competitors are not satisfied with the panel of judges, team official has the right to require consideration of the protest to the Competition Jury. The Jury of the Events shall be comprised of representatives of the Union International Motonautique (U.I.M.), Belorussian federation of powerboat racing, one representative from each from the participating countries (by submitting official authorization letter from their National Authority) and a representative of the Organizer.

The Jury shall elect a Chairman out of its membership. In case of equality of votes, the Chairman's vote shall be decisive. The Jury's decision shall be final and shall not be subject to appeal during the current events. The membership of the Jury shall be declared at the driver's meeting.

## **Article 29. Publicity**

On both sides of the boat surface the team should reserve a space of 30 x 100 cm for advertising by the Organizer and its partners.

Any partner advertisements on boats or vehicles shall be carried out with the observance of applicable legislation of the Republic of Belarus.

Any boat carrying texts or images advocating political or religious convictions or having ethically incorrect content may be admitted to the race only upon complete and final removal of the imputative marking. In particular, the forbidden text and images that contain obscene words or incitement to violence, which affect national or religious feelings, political views, or offend decency.

## **Article 30. Winners.**

The winners and prize-winners of the Events shall be determined separately in each boat

category.

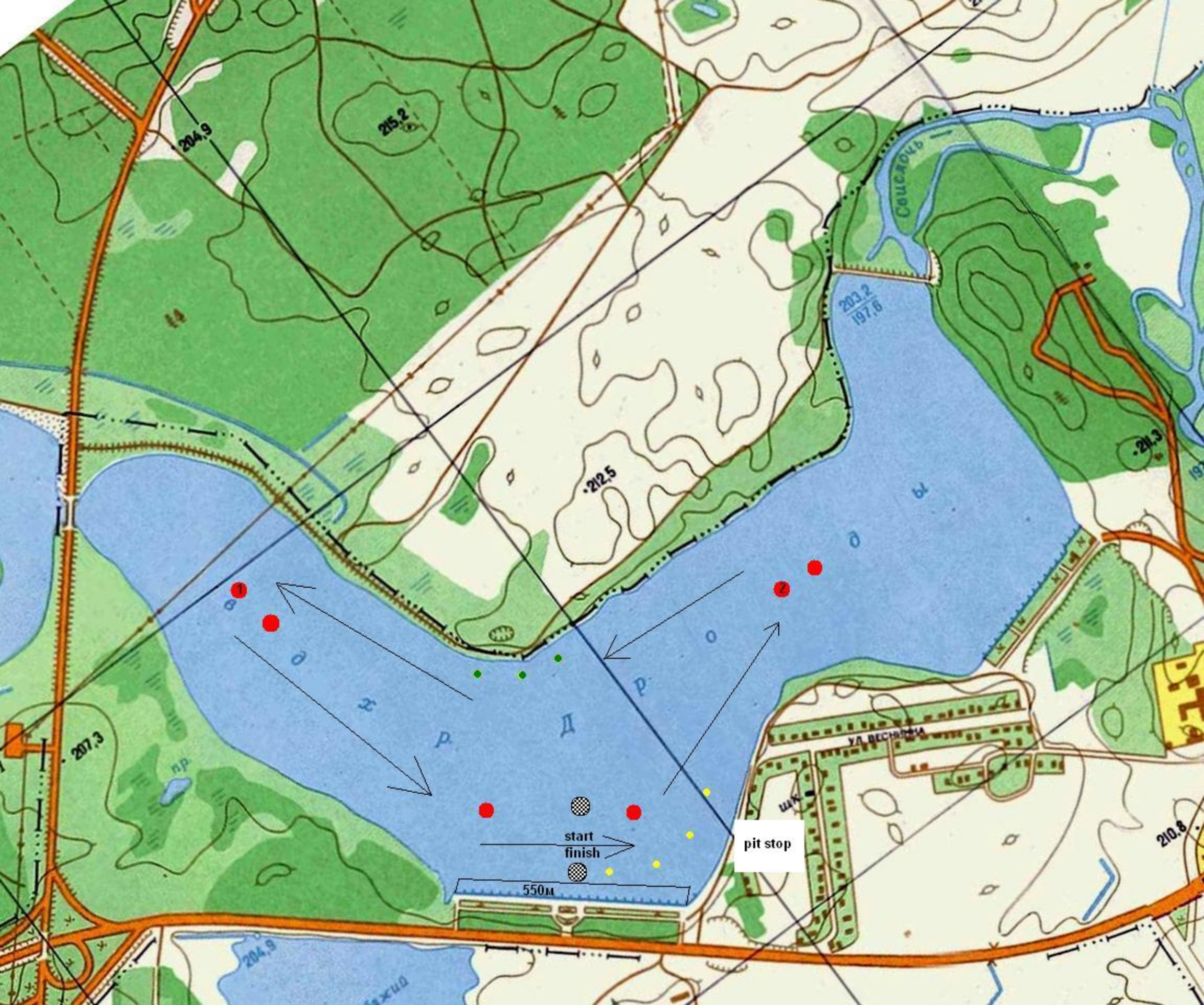
The winner of the race in a boat class shall be the team completing, within 6 hours, the most laps on the route taking into account all imposed penalty sanctions and being the first to cross the finish line upon the expiration of 6 hours of the race. The second and the third prize-winners shall be determined similarly in each boat class.

*The results of a team leaving the race of its own accord or due to disqualification will be voided.*

### **Article 31. Rewards**

The winners and prize-winners of the 6 hour race will be awarded the Organizer's medals and cups.





204.9

215.2

212.5

203.2  
197.6

211.3

207.3

210.8

550m

start  
finish

pit stop

УЛ. ВЕЧЕРНЯЯ

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Сосновое

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О  
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**European Cup  
Endurance Pneumatics Class PR 1 / 2 / 3 / 4 "Minsk - 2012"**

**Republic of Belarus, Minsk, 14- 15 September 2012**

**ENTRY FORM**

**All information must be filled with block latin letters**

|                          |  |
|--------------------------|--|
| Class                    |  |
| Race number              |  |
| Team name                |  |
| Country                  |  |
| Team address             |  |
| Team manager             |  |
| Manager's contact tel No |  |
| Manager's e-mail         |  |
| Manager's fax No         |  |

|                                |  |
|--------------------------------|--|
| <b>Driver No1</b>              |  |
| Name, Surname                  |  |
| Nationality                    |  |
| Date of birth                  |  |
| International driver's licence |  |
| Insurance policy number        |  |
| Home address                   |  |
| Blood group                    |  |

|                                |  |
|--------------------------------|--|
| <b>Driver No2</b>              |  |
| Name, Surname                  |  |
| Nationality                    |  |
| Date of birth                  |  |
| International driver's licence |  |
| Insurance policy number        |  |
| Home address                   |  |
| Blood group                    |  |

|                                |  |
|--------------------------------|--|
| <b>Driver No3</b>              |  |
| Name, Surname                  |  |
| Nationality                    |  |
| Date of birth                  |  |
| International driver's licence |  |
| Insurance policy number        |  |
| Home address                   |  |
| Blood group                    |  |

|                                |  |
|--------------------------------|--|
| <b>Driver No4</b>              |  |
| Name, Surname                  |  |
| Nationality                    |  |
| Date of birth                  |  |
| International driver's licence |  |
| Insurance policy number        |  |
| Home address                   |  |
| Blood group                    |  |

|                                |  |
|--------------------------------|--|
| <b>Reserve driver</b>          |  |
| Name, Surname                  |  |
| Nationality                    |  |
| Date of birth                  |  |
| International driver's licence |  |
| Insurance policy number        |  |
| Home address                   |  |
| Blood group                    |  |

By signing Entry form we agree that our team will participate in the Race on our own risk and responsibility. We confirm that will follow the UIM and Belorussian Federation of Powerboat Racing rules and regulations as well as the Rules of the Race.

Date:.....

Signature:.....

Name, Surname:.....