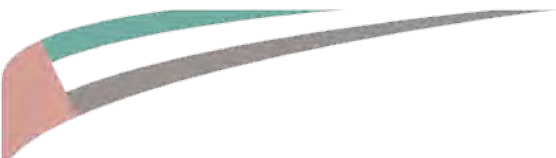




2024

UIM XCAT WORLD CHAMPIONSHIP



DUBAI GRAND PRIX

ROUND 5

DECEMBER 13TH - 15TH

RACE INSTRUCTIONS

ORGANISER

نادي دبي الدولي للرياضات البحرية
DUBAI INTERNATIONAL MARINE CLUB



NATIONAL AUTHORITY AND PARTNERS



اتحاد الإمارات للرياضات البحرية
UAE MARINE SPORTS FEDERATION



مجلس دبي الرياضي
DUBAI
SPORTS COUNCIL



شرطة دبي
DUBAI POLICE



بلدية دبي
Dubai Municipality



هيئة الطرق والمواصلات
ROADS & TRANSPORT AUTHORITY



الجدول
Calendar



دبي
SPORTS



phi
advertising

1. Date of event – Venue – Organisation

The **Dubai International Marine Club** (DIMC), under the aegis of the UIM is organising in Dubai, UAE:

2024 UIM XCAT World Championship
Dubai Grand Prix, on December 13th – 15th

The Race will take place at Sunset Beach, Dubai, UAE, and will be valid as:

- 2024 UIM XCAT World Championship – Round 5 – Grand Finale

2. Provisional Race Timetable

DATE	TIMING	ACTIVITY
8 to 12 December		Areas Setup & Teams tests
Wednesday 11 December	10:30 - 16:30	Crane Available
	12:30 - 18:00	Fuel Available
	11:00 - 16:00	Test Session available
Thursday 12 December	08:30 - 18:00	Fuel Available
	09:30 - 13:00	Crane Available
	10:00 - 13:00	Test Session available
	14:00 - 15:00	Registration
	14:30 - 17:00	Technical Scrutineering
	18:00	Drivers Briefing – Paddock Area
Friday 13 December	08:00 - 13:00	Crane Available
	08:00 - 18:00	Fuel Available
	08:30 - 10:00	Official Practice
	11:00 - 12:15	Pole Position (Q1)
	15:00	RACE 1 START
	After finish	Race 1 & Pole Position (Q1) Prize Giving
Saturday 14 December	09:00 - 18:00	Crane Available
	09:00 - 18:00	Fuel Available
	09:30 - 11:00	Official Practice
	12:00 - 13:15	Pole Position (Q2)
	15:30	Dubai Speed Cat Run
Sunday 15 December	08:30 - 19:00	Crane Available
	08:00 - 15:00	Fuel Available
	10:30 - 12:00	Official Practice
	14:30	RACE 2 START
	After finish	Race 2 & Pole Position (Q2) & Speed Cat Run Prize Giving
	19:30	Gala Dinner (Mandatory) – World Championship & Pole Position Championship Award Ceremony - Location: Serdaal Ballroom @ Westin Hotel

3. Event Officials

Event Management	
Title	Name
Logistic & Operation Director	Pasquale Sesana
Sport / Safety & IT Director	Sebastiano Pellicchia
UIM Officials	
Title	Name
UIM Commissioner	Jean-Marie Van Lancker
UIM Technical Commissioner	Luca Basilico
UIM Protest Judge	Peter Bardenheuer
UIM XCAT Officers	
Title	Name
Race Director	Pelle Larsson
Technical Officer	Fabio Negro
Technical Officer	Alex Cherigny
Technical Officer	Sergio Abrami
Race Admin & Time Keeper	Mohammed Al Sadi
Medical Delegate	Gianluca Berti
Safety Delegate	Fabrizio Boffi
XCAT Operation Officers	
Title	Name
General Affairs /Event Secretariat	Mohammed Al Sadi
MKTG - Pr & Guests	Claudia Caldesio
Travel & Accommodation	Maria Chiara verga
Rescue Team Leader	Fabrizio Boffi

4. Organising Committee

Dubai International Marine Club (DIMC) - King Salman Road, Dubai, U.A.E. - P.O. Box: 24883
Tel: +971 4 405 8800 - www.dimc.ae

5. Highlighted Information

Reserved Areas

Timing Team Manager Area

For each racing boat will be available a space for a **maximum of 03 persons**.

Behavior Code

- All participants are expected to maintain professionalism throughout the event.
- All team members must wear their designated uniforms during briefings, race days, and official ceremonies. Failure to comply will result in a fine of **USD 200**.
- Participants must adhere to the highest standards of conduct in all areas of the competition. Team members are required to wear appropriate attire at all times; shirtless or barefoot behavior is strictly prohibited, with violations incurring a **USD 500** fine.
- The use of mobile phones during official briefings is not allowed, with offenders subject to a **USD 150** fine.
- Sale or consumption of alcohol is prohibited during the event.

Drivers Briefing – Teams Obligations

Drivers' briefings shall be confined to **Drivers**, Team Owners / Managers and concerned officials only.

It is mandatory for one Driver from each team to attend the Teams course inspection at all venues, as specified in the Timetable. Penalty for not attending is **USD 500**.

It is Mandatory for both Drivers of each participating boat to attend the Start Procedure Practice. Penalty for not attending **USD 500** for each non-attending Driver and start with Late Start Procedure.

It is mandatory for **Team Manager** and both first and second Drivers to be present at the main briefing and 1 of the 2 registered Drivers for the weather briefing together **with the Team Manager** (if held). Signing in for any briefing will begin 15 minutes before scheduled time. It is mandatory for all competing crew members to attend and sign in at the briefing. Penalty for non-attendance - **USD 700** fine per person and / or Disqualification. Drivers who are late for a briefing; Penalty **USD 350**. Drivers who leave the Briefings before the finish **USD 350** fine will be applied. This Rule is applied to the Team Manager briefing also, if held.

Event Race Instructions may contain one mandatory Official Reception that competitors must attend. Penalty **USD 700**.

Sale or consumption of alcoholic beverages is strictly prohibited at all Drivers' briefings.

DRIVERS MUST WEAR THEIR BUOYANCY AID/CAPSULE SUIT AT ALL TIME IN THE WATER, INCLUDING WHEN DURING THE COURSE CHECK OR START PROCEDURE WITH UIM BOATS

DRIVERS MUST WEAR THEIR HEAD & NECK RESTRAINT SYSTEM AT ALL TIME IN THE WATER DURING ALL ON WATER OFFICIAL SESSIONS (PRACTICE - POLE - RACE)

USING CHIN GUARD OR SPIN-TYPE (FIXED MICROPHONE BOOM) HELMETS IS PROHIBITED. DRIVER WHO WILL WEAR THESE TYPES OF HELMET, WILL NOT BE ALLOWED TO PARTICIPATE.

INFLATABLE LIFE JACKET ARE NOT PERMITTED.

OIL MAT AND ANY KIND OF SMALL DRUMS MUST BE UNDER ENGINES / GEAR BOX, BOAT SIDES, WHEN ARE UNDER WORK IN THE PADDOCK.

Some new regulations and procedures are implemented in this Event.

1. "Dashboard - Data Logger - ECUs"

Any type of dashboard is allowed.

Given the control, no problem is seen with the connection of the Dashboards to the engine data bus

Data loggers must be efficient, under the responsibility of the teams that govern their maintenance and ensure their functionality.

Teams have declared that Race Technology will be present with a technician and all the relevant spare parts to guarantee the functioning.

In the event of a data logger malfunction, penalties will be applied, up to and including disqualification, at the sole discretion of UIM Technical Officers, applied by the Race Director.

Penalties will be included in Race Instructions.

Because of the Data Loggers installed and the verifications carried out, also through the Mercury Racing software, randomly, it was decided to distribute the ECUs at registration and leave them installed until the end of the Event.

It will be the responsibility of the UIM Technical Officers to make any changes to this rule, from time to time.

The UIM Technical Officers will be able to verify, also through Mercury software, at the end of each Pole Position & Race, the general parameters, at the pontoons and/or land.

2. Junction boxes

The junction box must be moved out of the cockpit and installed in a way that can be easily inspected.

3. Engine seals

There will be 2 types of Mercury seals, differing in colour.

One to identify a new engine and the second to identify an engine that has been opened.

In addition, with each application of Mercury seals, a second seal will be applied by UIM.

The two seals will guarantee the eligibility of the engine.

The sealing procedures are detailed in the engine section in point 4.

4. Engines

An important part of maintaining Stock Engine Class status is the control of the engines.

This control and therefore the related declaration of conformity is delegated to UIM, through its institutional XCAT partner, Mercury UAE, which is therefore the only body responsible for the control and affixing of the Mercury seal, together with the affixing of the UIM seal by the UIM Technical Officers in charge.

However, to facilitate the teams in carrying out work, including and not limited to rebuilds, the teams are free to choose their own mechanics for the work.

For this reason, below is the sealing and control procedure that will be carried out.

If an engine is opened, Mercury and UIM seals will be affixed at the first useful technical inspection.

At the end of the season, these engines, identified by a different colour seal, as specified in point 3, will undergo a full inspection in the presence of Mercury UAE and UIM.

The inspection will take place in Dubai, where Mercury UAE will make available the necessary material and the bench where the inspection will take place.

Mercury UAE will also make available personnel to open and close the engine, unless otherwise arranged by the team. This inspection, including the use of the bench, equipment and necessary spare parts, will be paid by the respective Team.

If an engine, which has already been sealed because it has been opened previously, needs to be opened again, it will be checked immediately, using the same previous procedures to verify its regulatory integrity.

The payment of the intermediate check, including equipment, materials and personnel, remains the responsibility of the team.

Any infringement of seals and/or fraudulent handling of engines will result in the following penalties:

- ineligibility to race;
- and/or DQ from Entire Event;
- and/or Double Blue Card for the Team's crew

Penalties may be implemented by the Race Director

The Race Director may request the immediate inspection of one or more engines, for one or more boats, immediately at the end of the race(s)

5. Post-season inspection

As per the rules, it is confirmed that, at the end of the season, the engines of the first three overall finishers, plus a fourth, chosen by draw, will be inspected.

The inspection will be carried out according to the same criteria and payments as in point 4 above.

In addition, the verification of the provisions of point 4 above shall be carried out.

6. Staff identification

All technical personnel belonging to UIM, XCAT, Mercury UAE, will have to be clearly identifiable.

Therefore, especially regarding Teams & Mercury UAE, only authorised technical personnel shall be identifiable by specific clothing and pass.

Such personnel will receive their pass, with photo and name, after XCAT has received their name list with photo.

No one other than these personnel is allowed to operate the boats and/or to access to the pontoons.

And in any case, no authorised operator will have access to the boats without prior authorisation from the Technical Officers.

Penalties, up to disqualification, will be applied to the Team where the infraction occurred.

7. Pontoons Access

For safety reasons, access to the pontoons is allowed to a maximum of two people per boat, excluding pilots.

Official practice: No other special restrictions in the pontoon area.

Pole Position: No other special restrictions in the pontoon area.

Race: At the end of each race, the top 4 finishers will be allowed, with the permission of Race Control, to return to the docks, in the section specifically allocated.

When the boats are at the pontoons the Drivers will exit the boat and no one is allowed to touch the boat or enter the cockpit or do any other operation, until authorisation is received from the Technical Officers.

All other boats will then receive permission to return to the docks.

Anyone returning to the pontoons without permission and/or in unassigned areas will be subject to penalties, up to and including disqualification.

Penalties and fines are:

- First offence: 30 seconds will be applied and 500 USD fine;
- Second offence: DQ and 500 USD fine

6. Logistical Information

- The Dubai Grand Prix Paddock will be open **Wednesday, December 11th**, by **14.00** to give access to the logistic team to work on the movement of the containers and boats.
- The Dubai Grand Prix Paddock will be closed **Monday, December 16th** by **15.00** to give access to the logistic team to work on the movement of the containers and boats.

7. General Conditions

2024 UIM XCAT WORLD CHAMPIONSHIP RULES APPLIES

Entering and/or taking part in the race/event is an acceptance of all race risks and dangers, including the suitability of the race course and safety resources. It is the Driver's responsibility to drive according to all race/event conditions - course, weather and proximity of other competitors. The decision to race/take part is entirely the Drivers own decision and own risk.

XCAT races run under and in accordance with the current UIM Rule, applicable rules and any unforeseen actions will be judged according to the spirit of rules intent. Penalties and/or fines may be implemented by the race officials on a scale to reflect the severity of the incident when not better specified within the rules.

As fundamental rules - by participating in a race under these racing rules, each driver and team owner agrees to be governed by the rules, to accept the penalties imposed and other action taken under the rules subject to the appeal and review procedures provided therein.

Misconduct rules must be observed by all team crews throughout the duration of any event. Any behavior, which acts to disrupt the smooth running of the events the series or could be deemed to have brought the sport in to disrepute may be subject to penalties. Penalties applied: Blue Card for the infringement on Land Area - Yellow Card for the infringement on water. The penalty can be applied up to the Disqualification.

All persons involved in XCAT events are responsible to minimize any adverse environmental impact of the sport of powerboating.

All crew are reminded that they are responsible for the safe conduct of their boat at all times.

For any reason that may be considered necessary, the race committee reserve the right to change the event/race program as detailed in the advance notice and / or race instructions. An up-date of information can be obtained daily from race secretariat. Penalty for non-compliance to any of the enclosed rules and regulations will result in a minimum penalty fee of USD 500= and / or may incur disqualification.

All official race bulletin - race result - weather forecast & any official notices will be posted on the event official notice board located outside the Event offices.

All smoking of any type is prohibited in paddock areas. The deemed area for non-smoking is in the Paddock & XCAT Pontoon, time keeping, event offices, staff canteen, inside the hospitality and the community interactive areas, craning area. Penalty for non-respect, USD 100 fine.

Official practice may take place only after registration and scrutineering has been completed satisfactorily. Practice runs will not be allowed outside of the official practice times and practice area.

Following boat recovery all boats are to remain in the paddock for removal of any mandatory TV or telemetry equipment.

8. Registration and Documentation

a. TIME LIMIT

It is mandatory that all participating competitors bring their boats to the Paddock Area by latest **Thursday, December 12th, 2024, before 11.00**. Any late arrivals will be liable to **USD 500 fine** and / or non-eligibility to compete, established at the discretion of the Event Race Director.

b. Registration will take place at the times stipulated in the Race Timetable, at the Race Offices.

c. All Documents required by the current UIM Rules must be produced at Race Administration.

Any alteration to the registered crew members or other details on the entry list will be allowed up to **Tuesday, December 12th, 2024**, before the Registration at 14:00. After this date, any infringement to this rule may result in the minimum penalty fee of **USD 500=**. Any person other than the racing crew wishing to embark on the boat for Practicing, will only be authorised if he has registered during Race Administration as Third Driver or Reserve/Test Driver.

d. Third Party Insurance Cover

We recommend that all racers to have a Third-Party Liability Insurance cover for personal and material damage to the minimum value of USD 1,000,000.00/=.

The UIM & Local Organisers shall not be held liable, directly or indirectly, for any damage, loss, expense, or injury incurred, sustained or suffered by the competitor on – land, or on –water, as a result of his/her participation in this event.

The Local Organiser provide a Third-Party Event Insurance for any damages, with the exclusion of the participating racing boats, value of Euro 10,000,000/-.

9. Technical Scrutineering

a. Technical scrutineering will take place at the Paddock Area at the times stipulated in the Race Timetable.

4 separate inspections will be conducted by the UIM Technical Official/Officers, for each Team/Boat to be eligible to race.

- a. Boat Measurement
- b. Boat and Crew, Safety
- c. Engine
- d. Data Loggers

Crew will also be supplied with Event Sponsor Stickers. These must be permanently in place PRIOR to submission of the boat for scrutineering and their positioning must meet with the satisfaction of the Race Committee. The Race Committee reserves the right to remove any offending and/or conflicting material.

b. All boats submitted for Scrutineering should be ready to race with all safety and technical equipment required as per Technical Checklist and as described in the Current 2024 UIM Rules.

Boats may be scrutineered outside the times stated, by prior agreement in writing with the Race Director, and at his discretion only.

c. Technical Check & Cranage Procedure

All boats will be checked, after the Official Registration, also before each on water session time.

The check will be performed on Paddock Area; because of this check, the Technical Officers will apply to the boat a "CRANE STICKER".

ONLY Boats with this STICKER are allowed to proceed to the Crane Area.

Any infringement to this rule may result in the minimum penalty fee of USD 500=, up to DQ.

d. Post Race Technical Inspection

A technical check, including engines, may be carried out at the end of each race at the discretion of the Race Director.

10. Boat Weight Rule Clarification

Min weight is 2400 kg, calculated including all safety equipment, and the Drivers in race clothing, including Helmet, Head & Neck restrain system, buoyancy aid/capsule suit.

11. Drivers Briefing

a. As per the RI's – Event Time Table.

The Drivers briefing will be held on **Tuesday, December 12th, 2024, at 18:00** *(Mandatory for ALL Drivers & Team Manager for each participating race boat)*

**Signing-in for the Drivers Briefing will begin 15 minutes before the scheduled briefing time.*

b. It is essential that all competitors read and are fully conversant with the Race Instructions and any bulletins before attending the Drivers Briefing. All Drivers should have read all bulletins issued prior to the race.

c. During the Drivers Briefing, any updates on the Race Instructions will be given along with any weather forecast updates.

12. Pole Position - Qualifying

The Pole Position is composed by two sessions, performed consecutively.
Each session will define the relative starting order in the referred starting gate;

SESSION 1 – Duration 45 min

Procedure:

- 10 min before the Start, at XCAT Pontoon White Flag;
- At XCAT Pontoon Green Flag, all racing boats are allowed to enter the Pole Position Course, following authorisation by Race Control via radio;
- No laps limitation in this session;
- NO propeller change is allowed;
- During the First Session (45 minutes), it is permitted to return to the pontoons and/or on land, in case of necessity, informed and under the supervision of the Technical Commissioner; in this case, the boat must be ready to reach Pole Position again within at least 5 minutes after the end of the Session.
In the case of a re-entry, it is the responsibility of the boat to start its timed lap within the permitted times;
- 5 minutes before the end of the Session, the Red Flag will be displayed at the Wharf and no one will be allowed to leave for the current Session;
- At the end of Session 1, the boats qualified from 5^o until last position, will start in qualifying order at the second and third gate;
- If one or more racing boats will not take part on this Session 1, will take place at last position in the last gate;
- If more than one, the position will be taken by race number (**smaller number last and so**);
- Following this criteria, the first 4 qualified racing boats will take part at Session 2;
- At the end of Session 1, the 4 qualified boats must proceed to the designated Milling Area and wait for the Session 2, under radio communication with Race Control.

A BREAK OF 10 / 15 MINUTES WILL BE GIVEN TO RESET THE RACE MANAGEMENT SYSTEMS

SESSION 2 – Duration 15 min

Procedure:

- At the Green Flag, the 4 qualified racing boats are allowed to enter the Pole Position Course, under authorisation by Race Control via radio;
- No laps limitation in this session;
- Propeller changes and any other operation are NOT allowed – controlled by Technical Officer;

- At the end of Session 2, the order in the First Starting Gate is established – (1°, 2°, 3° in the First Gate and the 4° as First on Second Gate);
- If one or more racing boats will not take part on this Session 2, the position will be taken by race number (**smaller number last and so**).
- Still in place the Fines and Penalties as per the Rule.

13. Race Course

The XCAT race will consist of:

First / Start Lap (3.85) + 12 Race Laps (42.36) + 2 Long Laps (8.10) = 54.31 Nm

The XCAT 70% rule will be First / Start Lap + 8 Race Laps + 1 Long Lap

- See Appendix 1 & 1a for Dubai Grand Prix racecourse layout and buoy points and distances.
- Description of Course Marks: Appendix 1 for Dubai Grand Prix.
- The Mandatory Long Laps (2 laps), have to be done: THE FIRST from the beginning of the Lap 3, until the 70% of the total race and the SECOND ONE until End Race;
- The non-operation of Long Laps will result: each Long Lap less, a Penalty Long Lap will be applied; all two mandatory Long Laps missed will result in disqualification
- If the penalty is to be applied at the end of the race, the time of the best long lap will be added to the final result.
- If the race, for reasons of force majeure, is stopped or shortened and a Long lap is not taken, please refer to the time calculation on 2024 UIM XCAT Rule, art. 35.03, "LONG LAP CALCULATION "Stopped/Pace Cat Procedure", pag. 36.
- The Race Committee reserves the right to change any of the course marks for any reasons that may be considered necessary.
- Boats must always pass through the timing/finish gate T and T1, mandatory for each lap. The penalties for non-compliance are: if the jump is relative to the "T" buoy, a one-lap long penalty will be applied (if the penalty is to be applied on the last lap, a 30-second time penalty will be applied); if the jump is relative to the "T1" buoy, the DQ will be applied.
- Any race boat leaving the Paddock at any time and as a late starter must follow the course as described in Appendix 2 (IN & OUT PROCEDURE).
- Failure to complete the course correctly as described in the Race Instructions and/or at Drivers Briefing and/or any Bulletins issued will result in time added or lap penalties.
- Turn Buoys CLARIFICATION AND IMPLEMENTATION**
Each individual buoy missed will result in a penalty lap.
1 x missed buoy = 1 Penalty Lap
Any boat failing to take Penalty Lap within 2 laps of Radio notice extra penalty lap will be applied

A complete turn mark missed = Disqualification

If a boat hits a buoy on the correct side and does not demolish or dislodge the mark, no action will be taken

A Long Lap or Time Penalty will be applied where a buoy is demolished and/or dislodged or in the case where a boat goes over the buoy and/or pass the buoy on the incorrect side (miss the buoy).

If the buoy is demolished, the team will be also fined USD 850 for big buoy and USD 500 for small one.

In the event of a missing/absent buoy – Turn Marks, the driver must pass through the approximate geographic

position referred to in Race Instructions, unless otherwise instructed by the Race Control via Radio.

The correct Buoy / Turn Mark passage will be assessed by the Buoy Observer Commissioners. Their decision is final.

Retaking of a missed buoy is not permitted = Penalty disqualification.

IN THE CASE OF PENALTY REFERRED TO A MISSED BUOY/S LAP BEING APPLIED ON LAST LAP – 30 SEC TIME PENALTY WILL BE APPLIED.

14. Start Procedure

The full start procedure will be described at the Drivers Briefing.

15 minutes before the start, a **White Flag** will be raised in the XCAT Pontoon and the drivers will take their positions in their cockpits with their attention focused on race boat VHF channel 25. 10 minutes before the start, the **Green Flag** will be raised in the XCAT Pontoon and the Pace Cat Boat will call the race boats in Pole order, then all boats will leave the pontoon, accordingly, following the Pace Cat Boat to proceed on parade onto the course as described at Drivers Briefing. Any boat failing to leave when requested by the officials will take last start place.

Following the parade, boats must line up, side by side in preparation for the start. If any boat faces problems during the parade, the following boats may pass it, **maintaining their gate and line position.**

The TRANSOM of the Pace Cat Boat will be the reference for the Leading boat (Pole Winner) to line up. The remaining boats will take reference of the boat on their Left-Hand Side during the line up. All boats must maintain the recommended distance of 10-20 meters from the boat on the Left-Hand Side. A Yellow Card may be applied to a boat that damages the position of the other boats.

When the Pace Cat decides that the boat positions are satisfactory, the **Yellow Flag** is shown, and the start procedure begins

The **Green Flag** will be raised when the Pace Boat has a clear view of the leading boat, and all boats are lined up. The Pace boat will not advise boats to speed up or slow down, it is the sole responsibility of each racing boat to maintain their start position.

Infringement of the start procedure, a Penalty of 500 USD will be applied

In case of start procedure infringement, at discretion of the Start Marshall, a **Red Flag** may be raised by the Pace boat. In this case, all race boat must proceed to the master area waiting for Pace boat restart procedure.

The start chute will be divided by 3 separation gates, as described in the Drivers Briefing.

IT IS THE DRIVER'S RESPONSIBILITY TO ARRIVE ON TIME IN THE START AREA FOR COMMENCEMENT OF THE RACE.

The first inside mark of the course and the separation BUOYS procedure, will be described at Drivers Briefing.

Any race boat that causes danger to another race boat during the start and/or do not maintain his start gate line and/or his start gate position or is breach of any race rule or otherwise may be subject to additional penalties up to and including Disqualification.

After the first inside mark of the course, racing rule will be applied.

- All race boats must line up and remain at a constant speed in starting order; runs through the line-up is NOT permitted. – **Penalty: Lap / Time penalty.**
- If a race boat starts before the **Yellow Flag** is raised or in front/ahead of the Pace boat the penalty is disqualification.

- Penalties for infraction of the starting procedure are:
 - o Interference with the starting procedure: – Lap / Time Penalty and if the driver had caused danger, a yellow card;
 - o Should the bow of any boat be in front of the transom of the Pace boat when the green flag is raised: – Lap / Time Penalty.
 - o Starting on the incorrect side of the Pace boat or in front of the Pace boat: – Disqualification;
 - o Changing Line order or Gate order or gate order position: Lap / Time Penalty and if the driver had caused danger, a yellow card.

Time Penalties will be 60 Seconds.

15. Late Start Procedures

- a. The late starter must contact the Race Director on race boat VHF channel 25 for permission before leaving the XCAT Pontoon. Failure will result in disqualification.
- b. At any times during the Late Start procedure, the late starter must follow Late Start procedure showing on Appendix 2 IN & OUT Procedure and the Race Control direction.

16. Race Cancellation and/or Curtailment

In the event of a race boat capsizing racing will be immediately Red flagged, all boats must slow to a safe speed off the plane (No OVERTAKING) and make their way to the Pace Cat Boat Muster area or the Pace Cat Boat may be used to slow the boats and continue circulating the course, in this instance laps under Pace Cat Boat count as completed laps. Alternatively, the Pace Cat Boat or Race Control may lead all boats to the pace boat muster area. In this instance the maximum time or number of laps will count whichever is soonest. Race may be re-started under Pace Cat Boat procedure.

17. Finishing Procedure

- a. The Race will finish 60 minutes plus One Lap after the Green Flag when the lead boat passes through the Timing Gate/Finishing Line (T-T1) following 60 minutes OR at the completion of the Race Length whichever is sooner.
- b. All boats finishing must continue through the finishing gate and proceed to the Pace Boat muster area until all boats have crossed the finish line and await permission to return to the XCAT Pontoon. Infringement Penalty: Lap / Time Penalty.
- c. **Following the Pace Cat, the first 3 boats must proceed to the Pontoon for the Podium Ceremony, as described @ Drivers Briefing, followed by the 4th. The first 3 winning boats have priority to the pontoon, all the rest of boats must wait and receive authorisation from Race Control to approach the pontoon.**
- d. When in the Post race scrutineering area all hatches and equipment must be in place and not removed prior to authorisation by the Technical Officer(s).
- e. To be classified as a Finisher, competitors MUST not receive any outside assistance, collect other persons aboard etc. before reporting to the official Post – Race Scrutineering Area, and be cleared by the Scrutineers. Disregard of this rule will result in Disqualification. All boats returning from the Race MUST report to the Official Post – Race Scrutineering area and await instructions from the Scrutineers.

18. Retirement Procedure

- a. In the event of retirement, the strobe light must be activated.
- b. Boats, when retired, must report to Race Control by radio on VHF channel 25 and await instructions to return or follow the course In/Out procedure.

- c. In the event of retiring, but subsequently repairing the boat, it is forbidden to proceed on the course.

19. Racing Vests, Helmets & Protective Clothing

Any crew found to be running without harnesses used or latches closed or without Head & Neck restraint system, including the mandatory quick release system, will be disqualified.

20. Special Harbour and Paddock Conditions

- a. All boats are to comply with the local speed limit of **6 knots within the XCAT Pontoon and until Buoy "Z", AT ALL TIMES. A fine of USD 500=** for infringement of this rule may be enforced.
- b. The speed limit for all vehicles including motorbikes/quadbikes/scooters & golf buggies within the Paddock and Event precinct area is restricted to 10kmh.
- c. All personnel operating a motorbike/quadbike/scooter must wear a helmet.
- d. A designated smoking area will be provided within the Paddock Area. Smoking outside of the designated area is STRICTLY prohibited.
- e. **The Dubai Grand Prix PADDOCK will be closed each Event day from 08.00 pm to 07.00 am. Teams are not allowed, in this period, to have access to their boats and workshops. NON respect of this rule will result of a Fine of Euro 1,000/- up to other penalties can be applied by the Race Director. Cases of exemption requests will be evaluated by the technical commissioners and managed by the Race Director. The Area is under video surveillance.**

21. Launching and Recovery

- a. All boat movements, launching and recovery instructions will be under the control of the Technical Official(s), to whom prior authorisation must be always sought for use of crane.
- b. 2 x cranes will be available for all launching. After Practice, Pole and Race recovery of boats will be by crane. Trailers must be fully serviceable with all necessary equipment for launching.
- c. No liability will be accepted by the Organisers for any damage caused directly or indirectly whilst moving, launching and recovering boats, trailers or any other equipment.
- d. No liability will be accepted by the Organisers for any damage caused directly or indirectly whilst towing back from sea any retired or damaged boats. It remains the Drivers sole and ultimate responsibility to rescue sunken and/or participating boats.
- e. Once signed in and scrutineered, NO boat may leave the compound for any reason unless agreed jointly by the Race Director.
- f. Time to use the Crane/s is max 10 minutes, including the change propeller operations; Team exceed this time in any crane operation will be penalised as better described at Drivers Briefing.

22. Prizes and Classification

- a. 1st, 2nd & 3rd place trophies will be awarded to:
 - **2024 UIM XCAT World Championship – Race 1 & Race 2**
 - **2024 UIM XCAT Pole Position 1 & Pole Position 2**
 - **Speed Cat Run**
- b. It is mandatory that the crew of the first 3 winning boats come to the podium 10 minutes after the finish time of each Race 1 & 2.

Penalty: **USD 500/=**. The only exception for not reporting to the Podium on time will be for medical reasons or technical problems. This must be verified and confirmed by the Race Director.

23. Results and Post – Race Scrutineering

- a. Race Results will be posted at Event Offices as soon as possible after the race.
- b. On finishing the race, all boats must go to the designated Pontoon for Post-Race Scrutineering and await instructions from Scrutineer.
- c. Fuel tests will be carried out at random as part of Post-Race Scrutineering.

24. Safety

- a. Competitors must be fully conversant with and must always comply with the International Regulations for the Prevention of Collisions at Sea and such other safety measures promulgated in connection with this event.
- b. It is the Driver's sole and ultimate responsibility to ensure the fitness of his boat and to decide whether or not to start and continue in a race once he has passed scrutineering.
- c. Description of Official Boats on the Course will be given during the Drivers Briefing.
- d. In the case of an incident or accident on the race course, a **YELLOW FLAG** will be flown by any "Rescue" boat. Race boats should keep a distance at least of 50 meters away from the boat displaying this flag.
- e. Local Committee will try to prevent Commercial vessels, private yachts, and fishing boats from sailing in the Race Course.

25. Official Practice

- a. Boats are only authorised to test within the official practice times and must complete testing and be back in the XCAT Pontoon at the finish of session. A **fine of USD 250/=** will be applied for the first offence.
- b. **IMPORTANT NOTE:** it is strictly forbidden to go outside of the practice area.

26. Outside Assistance

Re-fueling or outside assistance of any sort during the race is strictly forbidden. The Race Committee has the right to decide if there was outside assistance and this will result in disqualification.

27. Fueling

- a. It is strictly forbidden for the boat owners/ racers to store extra fuel in gallons or containers for use outside the event fueling times or designated fuel area. Team/Drivers infringing this rule penalty **DSQ**.
- b. Decanting facilities will be made available in the event of force majeure.

Fuel receipts must be available for inspection when required by the UIM.

- **Fuel for Dubai GP will be 95 Octane, priced at AED 2.50 per liter. will be processed directly at the designated fueling area.**

28. Radio Requirements

- a. It is mandatory for all crash helmets to be equipped with VHF radio communication headsets. Full use of VHF radio communication must be possible whilst wearing crash helmets. **HANDHELD RADIOS ARE NOT PERMITTED**
- b. Radio Communications will be maintained on **VHF Channel 25**
(call sign: RACE CONTROL) Competitors should always use the **Race Number of their boat as a call sign.**
The reserve channel will be **VHF Channel 71**
- c. Competitors & Team Manager / Radio Man must carry out a prior radio check with Race Control before leaving

the pontoon for any practice, pole position and/or race session.

- d. No boat may be allowed outside of harbor, before a satisfactory radio communication has been established with Race Control & their Team Manager / Radio man are in the Team Manager Area.

29. Race Bulletin

If necessary, Race Bulletins will be issued and signed for.

30. Protest

- a. Protests must be in writing and delivered to the Event Secretariat ONLY within one hour of the official results being posted. Protest FEE is **500 USD**.
- b. **Protest Form and any information and assistance can be requested at the Administration Office**

PENALTIES

As a rule, non-compliance and/or disregard to any of the enclosed Race Instructions, and/or UIM Rules, Race Bulletins, the Advance Notice, and any other official publications will automatically result in a minimum **penalty fee of USD 500/=** and/or may cause disqualification.

31. Environmental Rule

In this Event, an Environmental Marshall Officer will attend. His/Her role will be to control and report any infringement to the Race Director.

All persons involved in XCAT events are encouraged to minimise any adverse environmental impact of the sport of powerboating

The Team Owner is responsible for any disruptive environment, made by any Team member / crew, including any guests.

Every action that causes harm to the environment, including non-respect of using responsibly containers for waste, dumping trash in the areas, etc., a fine will be applied.

In particular Team Owners are required to check that the Team members, including Drivers, leave all areas free from trash and plastic waste (bottles, etc.).

A Fine up to USD 500 will be applied and debited directly to the Team, for not respecting this Rule. The decision of the Race Director is final

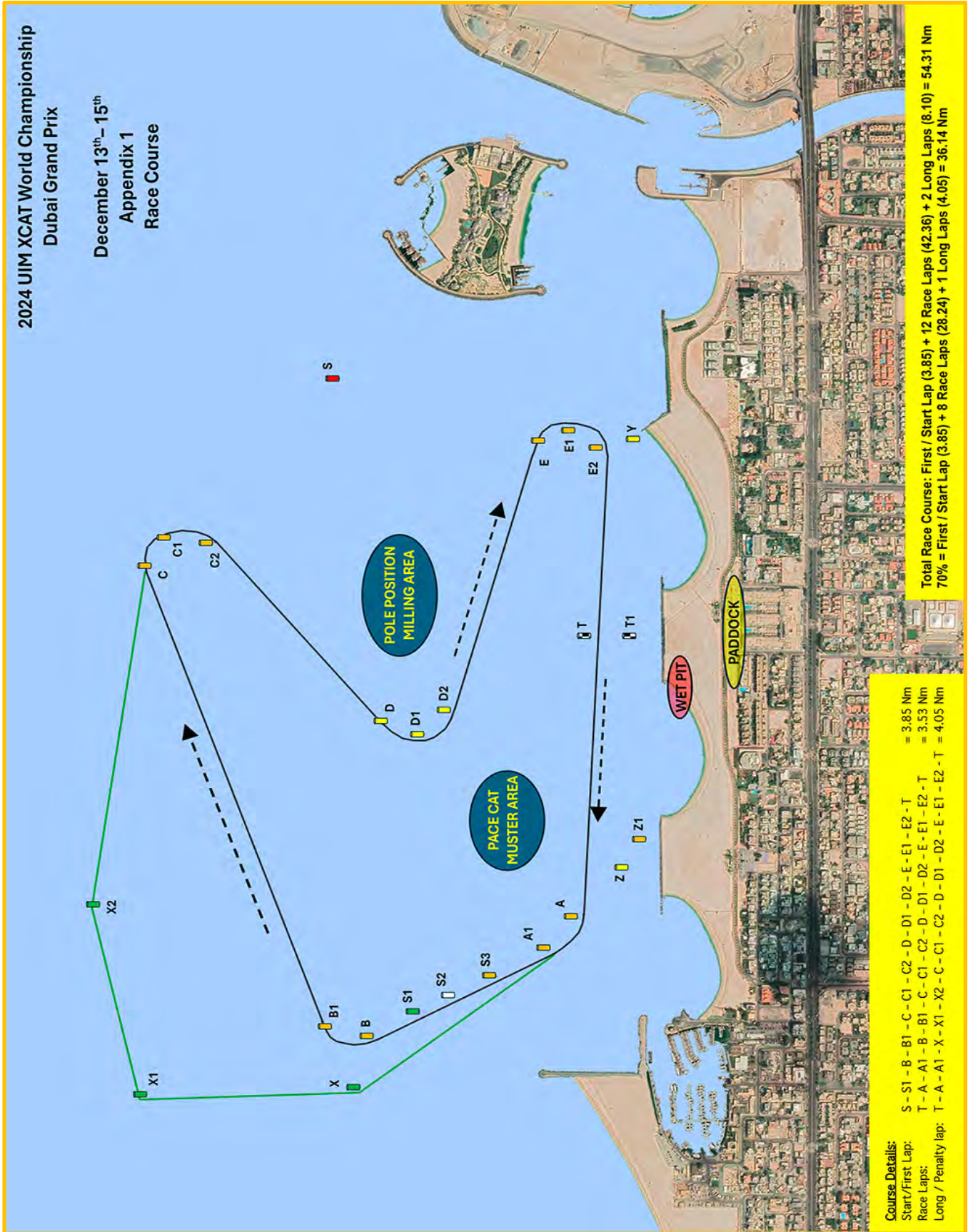
32. Course Details

Course details for the for Dubai Grand Prix

See appendices as issued:

- Appendix 1: Race Course
- Appendix 1a: Buoy Points & Distances
- Appendix 2: IN&OUT Procedure
- Appendix 3: Start Procedure

Appendix 1 - Provisional Course

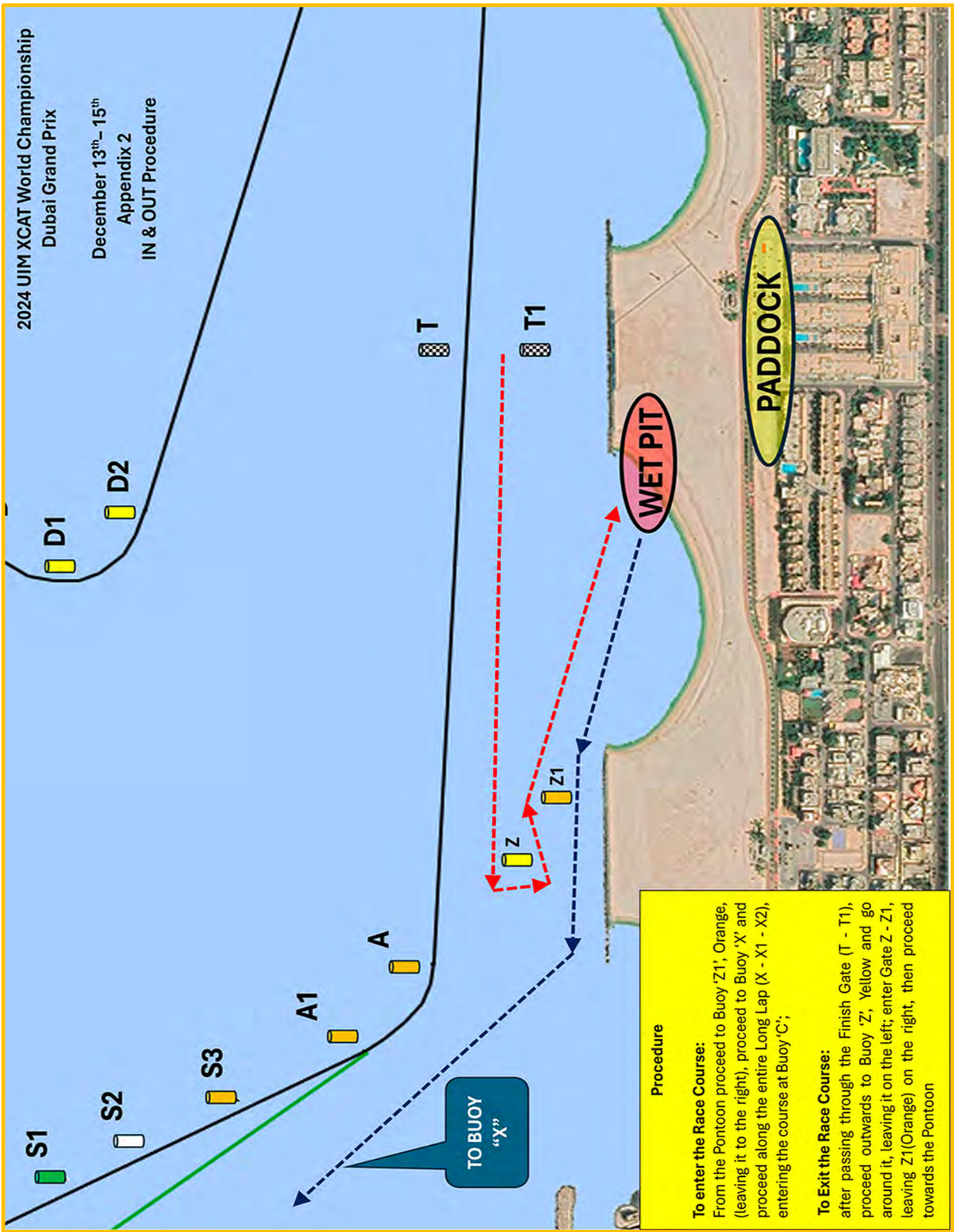


Appendix 1a – Buoy Points & Distances

Buoy Co-ordinates & Distances					
First / Start lap	Latitude N		Longitude E		Distance
Buoy	Deg	Min	Deg	Min	Nautical Miles
S (Start Chute)	25	11.810	55	13.175	
S1	25	10.810	55	12.580	1.13
B	25	10.815	55	12.490	0.08
B1	25	10.885	55	12.425	0.09
C	25	11.705	55	12.675	0.85
C1	25	11.750	55	12.750	0.08
C2	25	11.685	55	12.810	0.08
D	25	11.265	55	12.850	0.42
D1	25	11.195	55	12.895	0.08
D2	25	11.215	55	12.980	0.08
E	25	11.515	55	13.375	0.47
E1	25	11.525	55	13.465	0.08
E2	25	11.445	55	13.485	0.08
T	25	11.195	55	13.250	0.33
				Total	3.85
Next laps	Latitude N		Longitude E		Distance
Buoy	Deg	Min	Deg	Min	Nautical Miles
T	25	11.195	55	13.250	
A	25	10.800	55	12.930	0.48
A1	25	10.770	55	12.840	0.09
B	25	10.815	55	12.490	0.32
B1	25	10.885	55	12.425	0.09
C	25	11.705	55	12.675	0.85
C1	25	11.750	55	12.750	0.08
C2	25	11.685	55	12.810	0.08
D	25	11.265	55	12.850	0.42
D1	25	11.195	55	12.895	0.08
D2	25	11.215	55	12.980	0.08
E	25	11.515	55	13.375	0.47
E1	25	11.525	55	13.465	0.08
E2	25	11.445	55	13.485	0.08
T	25	11.195	55	13.250	0.33
				Total	3.53
Long lap	Latitude N		Longitude E		Distance
Buoy	Deg	Min	Deg	Min	Nautical Miles
T	25	11.195	55	13.250	
A	25	10.800	55	12.930	0.48
A1	25	10.770	55	12.840	0.09
X	25	10.725	55	12.390	0.41
X1	25	10.945	55	12.075	0.35
X2	25	11.260	55	12.220	0.41
C	25	11.705	55	12.675	0.61
C1	25	11.750	55	12.750	0.08
C2	25	11.685	55	12.810	0.08
D	25	11.265	55	12.850	0.42
D1	25	11.195	55	12.895	0.08
D2	25	11.215	55	12.980	0.08
E	25	11.515	55	13.375	0.47
E1	25	11.525	55	13.465	0.08
E2	25	11.445	55	13.485	0.08
T	25	11.195	55	13.250	0.33
				Total	4.05

Total Race Course: First / Start Lap (3.85) + 12 Race Laps (42.36) + 2 Long Laps (8.10) = 54.31 Nm
70% = First / Start Lap (3.85) + 8 Race Laps (28.24) + 1 Long Laps (4.05) = 36.14 Nm

Appendix 2 – IN & OUT



Appendix 3 – Start Procedure

2024 UIM XCAT World Championship
Dubai Grand Prix

December 13th - 15th
Appendix 3
Start Procedure



Course Details:
 Start/First Lap: S - S1 - B - B1 - C - C1 - C2 - D - D1 - D2 - E - E1 - E2 - T = 3.85 Nm
 Race Laps: T - A - A1 - B - B1 - C - C1 - C2 - D - D1 - D2 - E - E1 - E2 - T = 3.53 Nm
 Long / Penalty lap: T - A - A1 - X - X1 - X2 - C - C1 - C2 - D - D1 - D2 - E - E1 - E2 - T = 4.05 Nm

Total Race Course: First / Start Lap (3.85) + 12 Race Laps (42.36) + 2 Long Laps (8.10) = 54.31 Nm
 70% = First / Start Lap (3.85) + 8 Race Laps (28.24) + 1 Long Laps (4.05) = 36.14 Nm