



**International Powerboat
24 Hours of Rouen 2010 ed7**

WORLD ENDURANCE CHAMPIONSHIP

2010 RULES

ENTRY FORM

ROUEN YACHT CLUB

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Article 1 - Designation

The 30 April and the 01 and 02 of May 2010, the Rouen Yacht Club, founder of the race, organises an International powerboat race with the assistance of the city of Rouen, the General Council of Seine Maritime, and the Haute-Normandie country .

This event is usually called "International Powerboat 24 Hours of Rouen", registered on FFM and UIM calendar and counting towards the WORLD ENDURANCE CHAMPIONSHIP.

This event is designated as "The 24 Hours 2010".

Article 2 - Rules

The event is under the aegis of the UIM (Union International Motonautique) , insurance "AXA France IARD n° 2993731904".

The "24 Hours 2010" will be developed according the prescriptions of the UIM international circuit rules and the national FFM rules, as well of the present special rules.

In acceptance of their entry, the competitors will have to comply with these rules. To abide by the official rules the organiser has decided to include a «eco-citoyenne» (eco system) to all levels to be in keeping with the Grenelle environmental policy.

Article 3 - Categories

For World Endurance Championship, accepted categories are:

- | | | | |
|-----------|-----------|---|-------|
| - Class 1 | Catamaran | till 1050 cc (S850 and 4-stroke engine) | Stock |
| - Class 2 | Catamaran | more than 1050 cc | Stock |
| - Class 3 | Catamaran | more than 2050 cc | Stock |
- + 30% for EPA engines (for class 1, 2, 3)

The following categories will be classified "scratch" (overall) for the 24 Hours 2009, but will not be classified for French Endurance Championship:

- | | | | |
|-----------|-----------|---|-------|
| - Class 1 | Catamaran | till 1050 cc (S850 and 4-stroke engine) | Stock |
| - Class 2 | Catamaran | more than 1050 cc | Stock |
| - Class 3 | Catamaran | more than 2050 cc | Stock |
- + 30% for EPA engines (for class 1, 2, 3)

Experimental boats shall not be classified in the "scratch" 24 Hours and in the World Endurance Championship, but will be classified in their own category (X).

For all the categories, in compliance with article 2, the boats have to be in accordance with UIM circuit rules.

Article 4 - Entries

The entry fee is definite so :

Category	entry with organiser's advertising	entry without organiser's advertising
Class 1	2 300 €	4 600 €
Others categories	2 500 €	5 000 €

Plus guaranty cheque of 1000 €, from which will be deducted the amount of the possible penalties.

Will only be taken in account the entry forms set before the following dead line, fully completed, and including the amount of the entry fees, made out to RYC "24 heures de Rouen 2010" and sent to **ROUEN YACHT CLUB – 8 rue Edmond Flamand Ile Lacroix 76000 Rouen – France – organisation@24heuresrouen.com**

In case of withdrawal after deadline of closing entries, the entry fees will be kept by the RYC.

The deadline is fixed : March, 27 2010 (according to the post office stamp)

All the entries fees will be banked the April, 01 2010.

If the entries cheque would be unpaid, all the team could not enter the race, with a prohibition of entering it during 4 years. This prohibition would be also applied in case of unpaid concerning fuel.

Beyond March, 27 2010 and until April, 10, the entry fees will be respectively 2800 € et 3500 € and 3800 €

Beyond the date of April, 10, insofar as remain available entries, further enrolments may be taken in account. Then, the entry fee will be doubled.

The 24 hours committee reserves the right to refuse an enrolment.

A waiting list will be established according to the order of enrolments delivery.

Will not be able to participate in the next 24 hrs race until the cheque has been cleared.

For safety reasons, the number of boats is limited to 55 (fifty five)

Article 5 - Race Numbers

Race numbers are delivered by the organiser, after enrolment duly confirmed.

By exception, n°1 will be awarded automatically to the winner of the previous event, if enrolled again.

Stickers with the race numbers will be provided by the organisers, according to the regulations of UIM circuit rule book, 902 Art. 50, by exception, **the numbers must be luminescent white on a black surface (40 X 40).**

The race numbers are mandatory set up on each side of the safety cell, straight upon the buoyancy safety cell, just behind the pilot's head.

A stripe, 15 cm wide, will be reserved, above the race number, for the organiser's advertising, plus a rectangular surface (15 cm high, 30 cm wide), at the rear of the boat, on each side, near the steering pulleys.

In case of no respect of these sizes and, the entry fee will be doubled.

A place has to be reserved for the UIM stickers, on starboard side of the boat, under the race number. This one will be stuck after the technical scrutineering.

For the boats equipped the boats with "crash box", it will be decided to position the number with the back more meadows of the engine

Article 6 - Pilots

The number of pilots is fixed at 3 or 4 pilots per boat (UIM 902 Art 8)

Names and addresses of the pilots have to be mentioned on the entry form of the boat.

No change of pilots will be allowed after the scutineering operations, whatever would be the reasons.

Discipline : every disrespectful behaviour from a pilot or a crew member against the organising members, the Race Committee or Commissioners, will be penalised by an official report to the FFM and a financial punishment of 160 €

Article 7 - Entries control and scutineering

The boats and team lorries must be in the closed pit before the definitive closing on **April 29th 2010 at 7.00 pm**

Otherwise, no boat would be authorised to enter without being fined immediately by a penalty of 2000 €

Administrative controls and scutineering will occur in compliance with the scheduled time. **(in the stands)**

This schedule will be stucked upon the official note board (→ art. 9)

- the boats, on which the organisers' advertising would have been stucked on rights places, will be submitted for verification with dismantled pickle-forks and team must shows a pair of spare pickle-forks.
- Each boat will be submitted for verifications with the complete crew, pilots dressed according with race conditions (dungarees, life jacket, helmet, gloves, boots) and will have to show :
- measurement certificate with owner's licence
- engine homologation sheet (for stock class)
- safety cell plate homologation fastened on boat
- a plate, visibly fastened in the safety cell, certifying the boat's buoyancy (UIM 503.01 & 509.02). According with the french N.A decision, in case of emergency, the boat must float and the head's pilot must be kept out of the water.

Each boat wich not be shown at the technical scutineering or not in agreement with the rules during the scutineering before the April 30 2010 at 5.00 PM, will be thrown out the pits and the guaranty cheque of 2000 € will be kept as a penalty. The entry fee will be definitely kept by the organizer

A special system for data timings and laps counters will be fixed on to the boat, on a specific place of it. This specific place plus technical modalities has to be defined and will be communicated to teams later.

Pilots will have to show to the FFM secretary, the following document:

- driver's licence (for each pilot)
- medical examination certificate, valid for 2010 (for each pilot)
- underwater training certificate, valid for 2010 (for each pilot)
- driver's licence for boats (sea and rivers), if mandatory in his own country
- N.A visa and insurance certificate for foreign pilots.
- Assistants and mechanics licences (mandatory)
- UIM 2010 Rules book (one per boat)

Article 8 - Briefing

The briefing will meet on **April 30 2010 of 17H3 0 with 18H45** with the General Council of the Seine Maritime. At the briefing only the pilots and persons in charge for stables could be present. *The portable telephones will have to be extinct during the meeting.*

The presence of the pilots in correct race clothes is obligatory

Only pilots and Team Manager can assist at the briefing

Mobil phone must be off during the meeting

Attendance of all pilots is compulsory and they will have to countersign a roll call. Infringement will be fined 200 € **plus 5 laps penalty**. Any proven breach will occur a double financial penalty.

In necessary, an extra meeting might be organised : crews will be informed of place and date in the pit and information sticked at the Race Secretary's office.

The briefing will be followed of a presentation of the crews on the Scorpion podium on the site of the 24h of 19H00 to 20H00 with the pilots in behaviour of race. (the presentation is obligatory for the pilots)

Article 9 - Advertisement panel board

An advertisement panel board will be set out at the Race Secretary's office, near the entrance pit, to let the organiser to convey information to the crews in addition of briefing.

Every communication sticked on the note board must be considered as official, as soon as the sticked document includes the signature of the O.O.D, the Deputy

O.O.D, the President of the Race Committee or the President of the RYC. that is to say official representative of the UIM.

The Crew Members have to refer to the advertisement panel board.

During the race period, boats classification will be stucked each hours.

Article 10 - Circuit and corner buoys

The event is raced in town center, on the river Seine, around Lacroix island.

2 circuits are made up : the first, inside, for boats over 1050 cc
 the second, outside, for boats till 1050 cc

Penalties concerning the turn buoys :

- turn buoy touched :

No penalty

To move or destroy the buoy of turn first once: **5 laps of penalty**

To move or destroy the buoy of turn second once: **10 laps of penalty**

For a corner buoy destructed, its cost will be invoiced to the team responsible for the destruction, for a maximum cost of 250 €.

Article 11 - Trials

Any pilots driving for the first time on the 24 hours circuit will have to accomplish a minimum of 2 laps during the trials.

Safety and towing boats will be operational during the free practices on the circuit, **without stopping the inland navigation.**

The commercial barges will be announced when passing by.

The racing dress is mandatory during the trials, according to UIM regulations.

During the trials, pilots must drive directly to the circuit.

According with the River Police instructions, speed limit is **50 km/h** when approaching running commercial barges.

Back to the pit, as soon as overlapping the upstream buoy, the speed must be reduced, without any whirlpool interfering with boats laying at the quay.

Any infringement referred by a commissioner and stucked on the official board (Article 9) may occur a **5 laps penalty** deducted during the first hour of race.

Article 12 - Boats pit area

Access to the pit is possible only for registered crews in order with entry fees

Access to the pit is forbidden to kids till 16 years old and to pets, even kept on leash

Covered stands will be installed by the organisers.

Each boat may dispose of a spotted and covered area, 3 meters wide and 6 meters deep.

Each boat has to respect this own area, plus an extra area for lorries, 3 meters wide X 16 meters deep (no more).

Any infringement to this rule might occur a 150 € + **5 laps penalty**, and even disqualification if relapse.

The structures style bungalow are authorized, in the respect of surface available, obligatorily on only one level on the ground, the stages with terraces are prohibited. L be fuel and lubricant oil collecting trays (provides by the organization) as well as carpets absorbents (not provides by the Organization) are obligatory and will have to be permanently places from there under the engines and the evacuations of the shoes of the boats (in the event of presence of fuel in the boat), non the respect of these provisions will involve a penalty of 5 turns to each infringement noted by the police chiefs. The organizer places at your disposal of the vats of storage of this oil waste.

Twenty four to twenty eight pass for pit access are delivered for each boat, with the repartition as below:

- 3 or 4 pilots pass
- **3 or 4 reserved for the conjoint (e) of the pilots.**
- 1 team manager pass
- 6 refuelling crew pass
- 6 mechanics crew pass
- 5 sponsors pass

. To let pass will be provides in priority to the Teams which have transmitted complete files to Annick Desmares before April 10, 2010.

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A special pit regulation will be delivered to each crew enlisted, as soon as the enrolment is made and the fees paid.

The 22 team mates, wearing badges, will be under the responsibility of their team.

All the teams will have to send to the organiser, before the 31 of March 2010, the first name, last name and identity photo of the 15 crew members who will have to acceded on the pit area during the race (sponsors are not concerned)
<the pass will be delivered after the scrutineering, only for boats in agreement with technicas rules (scutineering sheet needed)

Each mechanical or assistant must produce a licence plus insurance certificate available for 2009 or for the event (consult FFM), according with their functions.

Article 13 - Boats

Mandatory for each boat:

- Buoyancy , enough to be unsinkable
- Navigation lights, according to the regulations homologated by the merchant navy department:
 - . in front of the boat : red light on port, green light on starboard (5 watts mini) by the pilot
 - . at the rear, on highest point : 2 white lights (15 watts mini), plus 2 battery powered white lights
 - . a chemical light (cyalume), fixed on the highest point of the boat will be supplied by the organiser

White fires (diodes with piles) will be posed on the ends of shoes to the back for a better visibility in the event of fog.

. 2 spotlights separate, in front of the boat (36 watts mini)

Spotlights and navigation lights must be operated by the same switch

- a torch light fastened within reach of hand
- on each side of the boat, the race number (→ Art.5)
- this number will be painted under the tunnel, black number on a white surface
- the rest of the tunnel, under the safety cell must be painted in orange
- luminescent stripes must be disposed on the boat, on front and rear, to delimit its mould
- Red and white reflecting sticks, on the motor cowl.

For safety reason, boats could not be painted in black or dark color on more than 50% of the total boat area (sponsom, cell and back cowl). In case of using these dark colors, boats can have on to the paint, an efficient luminescent system on the black or dark area, which guaranteed a perfect visibility of these dark areas on boat during the night.

Article 14 - Individual protection

Every boat must be unsinkable

According to UIM rule 503.01, the attached buoyancy must insure that the whole boat can float

According to UIM rule 509.02, about safety cockpit, the buoyancy must mandatory ensure that the head of the pilot is kept out of the water, as soon as the boat recovers a stable position. Even unconscious, the pilot may be evacuated in normal conditions.

Each boat must be equipped with a towing rope, strongly fastened on 1 or 2 point at the front.

This rope, **12 mm diameter mini and a 1800 kg breaking point**, must be 3 meters long mini and the length of the boat maxi, **fitted with a buckle and a float on its end**. (5 laps penalty in case of no respect of these points)

(prohibition to launch the boat without respecting this obligation, and put except so tentative race of fraud)

Loss of a pickle fork : the team must advise the pilot to immediately drive back to the pit.

His race number will be posted by the commissioners, according to the regular process (→ art. 23)

This posting means that the pilot must imperatively come back to the pit; all the laps carried out on infringement will be deducted after 3 passing through, on simple commissioners report.

If a boat loses its pickle-forks and if the pilot misses to come back to the pit to be repaired, and if he does not obey to the commissioners signals, that boat must be disqualified.

Warning : - no boat is allowed to navigate with a mechanic or assistant on board
→ **5 laps penalty mini**, according with the commissioners report

About the pilot, he mandatory must wear a consistent life jacket (UIM rule 205.06), a consistent helmet (UIM rule 205.07 and FFM), his complete race equipment during trials, towing and race.

During the race, each drivers or crew members of a team could be subjected has anti-alcohol controls at any moment. In case of refusal or positive control, he will be excluded of the race immediately.

The anti-doping control will be done under control of the doctor designed by the ministry , which will decide the race where controls will be done. The positive controls will be submitted to the anti-doping committee within the prescribed times, to inflict the disciplinary sanctions envisaged in this case.

Article 15 - Repairs conditions

The broken down boats and whatever is the place will not be able to refuse the towing and will have to be towed only by tow boats especially envisaged by the Organization and alone abilities to do it. **Attention** this year the towing will be carried out in **the opposite direction with the race** (opposite of the clock hands) **this to profit from the effect of current, and to decrease the impact of vague be tug boats** and according to the device set up by the organization of safety water 24 hour old. The port of the waistcoat and the helmet is obligatory, throughout all towing, the pilot will have to remain sitted in his cockpit.

In the event of breakdown, after having passed the bridge Crow with dimensions descent of the circuit and before the buoy located downstream, the boat will be towed directly towards the park with boats without making the turn of the circuit, but will be penalized, of 20 turns for classes 2 and 3, of 12 turns for class 1.

All mechanical intervention out of the pit or on water is forbidden and must be done with the presence of Technical commissioners (UIM 902.35)

Any infringement to these rules may occur 1 to 5 laps penalty, and even the disqualification, after jury's decision based on commissioners' written report.

Article 16 - Craning

Boats launching and removal will be carried out by cranes.

The hook safety will be made by internal lock.

**No craning will be authorised with pilot, mechanical or assistant on board
Infringement = disqualification**

The race number must mandatory appears on the pole of the trailer with digits of 18 cm mini.

After boat launching, the trailers must be put of the crane area and brought back to the team area, according to the imposed traffic direction and the craning commissioners instructions.

For unauthorised persons, the access to the crane area is strictly forbidden.

A team member will be appointed to synchronise craning operation for his boat. The names of authorised team members for craning area (3 mechanics + pilots per boat) must be reported with enrolment or during scutineering.

Only one boat per pontoon will be authorized to accost.

Limited to the maximum duration of accosting to the ponton.

Each infringement of this rule will occur 5 laps penalty.

In the event of problems engraves, the PC crane can stop the setting with the water of the boats , Whatever the moment of the race .

Under the instructions of general commissioner :

- Launching will stop 10 minutes before start and will set again 10 minutes after the start.

- Launching will stop 5 minutes before arrival, cranes will be operationnal again after the arrival only to catch boats off the water. Launching boats on water after the arrival will be prohibited.

Each boat must be equipped with its own slings with mandatory certified strength (5 tons mini). **permanently affixed on board**, without being an embarrassment with the correct operation and the release of the air bag. Non respect of this rule will have a **setting except so tentative race of fraud.**

The boats having suffered mechanical or different damage could be given to water only after agreement of the police chiefs technical S FFM.

Article 17- Refuelling

If necessary, fuel and lubricants controls should be done at any time in the derricks or in the tanks boats.

Refuelling will be done along the specific pontoon only, for refuelling only, engine stopped, during all the race period (night and day).

Pilots are not allowed to be in the boat while refuelling is being done and will risk a 5 lap penalty.

No intervention aboard the boat along the refuelling pontoon. Any infringement will occur **the exclusion of the race.**

To respect the clean environment no spilling or petrol throwing away will be tolerated on the Sein river and each time will lead to a 5 lap penalty.

Refuelling process will be exposed during the driver's meeting.

Cans used to carry the fuel to the refuelling pontoon must be antistatic, anti sparks and affix the race number of the boat.

Those cans, stored on the refuelling pontoons must be empty.

The metallic derrick used for boat refuelling must not exceed 2 times the boat consumption for 1 hour.

The refuelling derrick must be erected on a stable structure, strongly fastened to the pontoon with metallic cables and clamps. **Straps is forbidden.**

The refuelling derrick system must be built according to the sketch (→ see attached draw)

It will be mandatory equipped with a 1/4th turn faucet, soldered or screwed at the derrick outlet, without use of a flexible attachment between the derrick and the faucet.

Gauge systems placed outside the derricks are prohibited, except those provided with a stop valve on the low part.

Fuel hose will be in one piece and its exit should be equipped with a 1/4th turn safety faucet or with an approved nozzle.

Using a system to increase the height of the refuelling derrick is forbidden.

Using a communication system, radio, mobile phone, photographic system or any electrical system is forbidden on the refuelling pontoon and in the fuel storage area. Each infringement will occur the exclusion from the event.

Team mates must wear rubber-soled shoes, Kway, wind sheaters or any other such like clothers are not allowed.

The person charged to put the fuel in the boat will have to be obligatorily equipped with a hood and gloves fireproof.

At the time of the supply the possibility is offered to be able used a lamp to the anti-explosion standards (to ask the references to P.Chandelier)

Carry fuel out of the fuel storage area is strictly forbidden. However, if the boat tank has to be emptied after a race accident, 20 liters can be dropped out of the fuel storage area to the pit area, with the autorization of the fuel storage area commissioner or the general race commisionner .

No fuel storage in the team lorry or in the pit area

Fuel which come from emptied tank, and which can be used by boats, will be carried out in a special recuperation tank. Its place will be explain during the briefing

Infringement concerning these fuel points will occur 8 laps penalty, and a out of race penalty in case of relapse.

Fuel supply will begin the 01 May April 2010 after the accord of security, before the trials on the morning.

Teams will have to pay for fuel.

Fuel will be unleaded 98 gas.

Waste fuel should be stored in appropriate special tanks, based in a location explained during the driver's meeting.

Fuel supply will end at 3.00 p.m. the 02 of may 2010

Article 18 - Crews and team mates

Pilots must have on their race suits, life jacket and helmet their name and race number. Controls will be done between the pilot signature and the pilot exchange during refuelling.

Every team mate must wear perceptibly the race number of the boat to which they insure attendance.

The number's digits will be 10 cm high mini and 8 cm wide mini

It is mandatory for the team manager to have a mobile phone and to communicate to the organiser his name and his own mobile phone number, to contact him the faster in case of problem on his boat.

The team manager can't be a pilot.

Each Team Manager is responsible for his team, to which he must transmit and insure the respect all matters of security as well as rules and penalties contained on this hand book.

The team managers (or substitute) and pilots are the only interlocutors with the organisers and "24 hours 2010" officials.

Article 19 - Priority between boats

Every boat wishing to come back to his pit or for refuelling will overtake the upstream buoy, leaving it on starboard.

Pilot must get out the way and take care of not disturb the race and the other boats. He must keep the left side of the circuit

As soon as overpassing the downstream buoy in pit or refuelling area direction, he must imperatively reduce the speed. The same speed procedure is required on the other way : pits or fuel area to the circuit = low speed till the downstream buoy, which is the circuit enter point.

Infringement of 5 laps penalty in case of high speed excess in non authorized area

Speed controls may be down from the downstream buoy.

Any boat coming ashore gets priority on a boat that is leaving

Any boat coming ashore gives priority to the other boats racing on the circuit.

Safety and towing boats have absolute priority on racing boats.

When the safety boats are wearing a yellow flag or flash an orange signal, all racing boats must stay imperatively stray at a minimum of 10 meters and must reduce speed when approaching them.

During the night, in case of breakdown on the circuit, the pilot must keep all the lights on, even during towing, and till his return to the pit.

All infringement about these rules will occur a **5 laps penalty**, after written report from commissioners or race committee decision.

Article 20 - Signalling

The complete lightening system of the boat must be permanently maintained fully operating, day and night.

Lights must be switched on April 30th at 8.00 p.m. till May 1st at 8.00 am
In case of fog during day time, lights must be kept on.

For the night, pilots must attach to their fore arm a safety chemical light (cyalume) furnished by the organiser, on April 30th at 8.00 p.m. till May 1st at 8.00 am

In case of lights failure on boat, the crew must signalise it to the pilot who is obliged to come back immediately to his pit.

Race number of this boat will be posted by the commissioners according to the regular process. This billsticking means immediate return to pit.

After 3 laps under commissioners warnings, laps accomplished in infraction will not be counted (UIM 902.22).

Boats without lights can be disqualified if the pilot does not obey to the commissioner signals and does not return to pit to repair.

Article 21 - Noise reduction

During all the event; due to the fact that the circuit is located in the town center, it is mandatory to attenuate the exhaust sound level, according with UIM rule 504.

All class 3 will have to be provided with silencers (added or série), as well as the SST 12 0 in clas 2; the engines 70 C are exempted

Article 22 - Pilots exchange

Mandatory, an exchange of pilot must be done within 2 hours maxi., and exclusively when the boat is ashore at the refuelling pontoon.

All the laps done in exceed of this time will not be taken in account
Rest time between each relay of a pilot is 1 hour mini.

Rule : pilots are not allowed to stay in the boat while the fuel is refilled.

Each pilot exchange must be executed under commissioner control.

Leaving and returning pilots must sign the official register.

If you break one of these 2 rules a5 lap penalty.

If a driver would have to crane his boat for any reasons, he will have to go immediatly at the PC to sign the official register. In the same way, a driver who will restart the race again from the pit after a stop, will have to sign the register before pursuing his relay.

Article 23 - Signals

RED fixed	general stop of the race
RED flashing	neutralisation of the race, behind a pace boat wearing a flashing red light, with interdiction of overrun. Boats must keep their position, the ones behind the others
GREEN	boats ready and race restarted
YELLOW	Danger on the circuit, to slow down and prohibition to double under the yellow flags
BLACK with race number	the pilot to whom the black flag is shown must immediately return to pit
ORANGE	race marks
CHEQUERED flag	finish

A fixed red fire, downstream or the circuit, means general stop of the race
Any flashing orange light means danger, reduce speed.

Any Yellow flashing light on the course means: danger, to slow down, prohibition to double

Any infringement of these rules will occur the disqualification of the boat

Article 24 - Start

The start is given at a high speed behind the starter boat of the RYC

According to a process exposed during the driver's meeting, start will be given at 4.00 p.m. on May 01 2010.

Article 25 - Finish

The finish will be judge after a minimum race delay of 24 hours after the start, when the best classified boat, **on the water**, crosses the finish line.

This boat will be declared as the winner of the 24 Hours of Rouen 2010.

Just after the arrival, the first, second and third of each category will have to pass immediatly a technical scutineering in a place mentioned by the organizer, without passing by their pit areas.

Drivers mentioned by the medical staff for antidoping control, will have to go immediatly after the arrival at the special medical tent area for andidoping controls.

Article 26 - Classification

Official classification of WORLD ENDURANCE CHAMPIONSHIP

1 st : 20 points	6 th : 10 pts	11 th : 5 pts
2 nd : 17 pts	7 th : 9 pts	12 th : 4 pts
3 rd : 15 pts	8 th : 8 pts	13 th : 3 pts
4 th : 13 pts	9 th : 7 pts	14 th : 2 pts
5 th : 11 pts	10 th : 6 pts	15 th and after : 1 pts

Official classification of the "24 heures 2010" will be done by categories, according to the dispositions of the UIM (art 902.15) regulations, and those of this present rules about podium.

Will be classified all boats having completed 40% of the distance covered by the first classified boat in each category, **with obligation to cross the finish line on his own power.**

To encourage teams to improve their petrol consumption a list will be calculated at the end of the race for each category

Teams must provide fuel tank details before and after the race

Any boat declared given up or disqualified will not be authorised to return on the water and will not be classified.

Boats not on water at the arrival time/chequered flag, but having completed 90% of the distance covered by the winner will be classified, but after the boats on water which have passed the chequered flag.

An experimental boat shall not be classified in the "scratch" (overall) standings but will be classified in his own category (X).

Article 27 - Protests

No protest, including those about navigation lights, can be lodged if made beyond the regular delay (one hour after the posting results or decision disputed on the notice board - article 9)

All protests must be lodged on the FFM official forms, in french and english language. The forms are available at the race secretary and will be transmitted to the OOD . who will transmit to the President of the Jury

A deposit of 1000 € is mandatory.

Is the protest fact of race extra deposit of 150 € is necessary.

Is the protest concerns the control of an engine, an extra deposit of 380 € is necessary.

Article 28 - Penalties

All penalties will be applied and deducted by the OOD immediately after the examination of written reports from commissioners by the jury.

All decision will be posted on the official note board (→ article 9)

Article 29 - Publicity

Any sponsors advertisements on boats or trucks should respect the rules in place, notably those concerning restrictions about tobacco and alcohol publicity.

Any boat setting up a publicity concerning political or religious convictions, or interfering with morality, will not be authorised to take the start before hiding completely and definitely those marks.

Article 30 - Rewards and Prizes

Rewards will be given to winners of each category engaged, excepted experimental one. Rewards ceremony will start at the podium at 4.30 PM, with drivers on race clean suits. In case of absence or delay, rewards will be suppress for all the team.

A prize will be given to first, second and third of the accepted categories (except experimental class), as soon as a minimum of five (5) boats per category has been checked on starting line.

Rouen Yacht Club will give prize money for each category (except experimental class), as soon as a minimum of five (5) boats was checked at the start, otherwise, the prize money will not be paid up.

These premiums are versed at the end of the year.

Article 31 - Insurance

Civil responsibility, regarding to the law, the organisers has subscribe an insurance for the consequences of their own civil responsibility. L'Equité contract n°867-231

Article 32 - Image rights

Except special agreement of the organizer, the catches of sight intended for a diffusion in commercial, associative or collective matter are not authorized during the event.

Each team and driver authorized the organisers of the race and their partners (sponsors, medias...) to use photos or films on witch they can appear, taken during the race, in all supports including promotionals and/or advertising for the longest time foreseen by the law.

Additive Charter Eco-Citizen

1) To produce the less possible refuse

2) To sort our refuse (to throw less and better throw)

A) To inform me about all the put means à provision for to disencumber of our refuse of the least detrimental way for the environment of the site

B) To sort glass worn and to carry it to the container nearest envisaged à this effect

C) To sort the newspapers, reviews, papers, bottles out of plastic and other materials and to also throw them in special containers.

3) Not to disencumber of our refuse cumbersome or toxic in nature, it be-à-statement does not import or on the site

4) To give the example to the Members of my team in their indicating best the manner to manage their refuse.

5) To respect règlement with regard to the carpets absorbents and the vat of recovery of oils.**(recall art:12 of règlement)**

6) To make less noise as far as possible.

7) By preserving the aspect (clean of our stand) Dustbins not visible etc.

8) With never to pour in **the Seine** least the residue (Oil, fuel, water etc) including with the pontoon of supply.

9) At the end of the demonstrations, to leave our site in the state or let us have we it found

We recall you that sanctions will be applied for not the respect of this charter, of the police chiefs will be envisaged à this effect.

Herewith the summary one of these sanctions.

3) 300 € of fine.

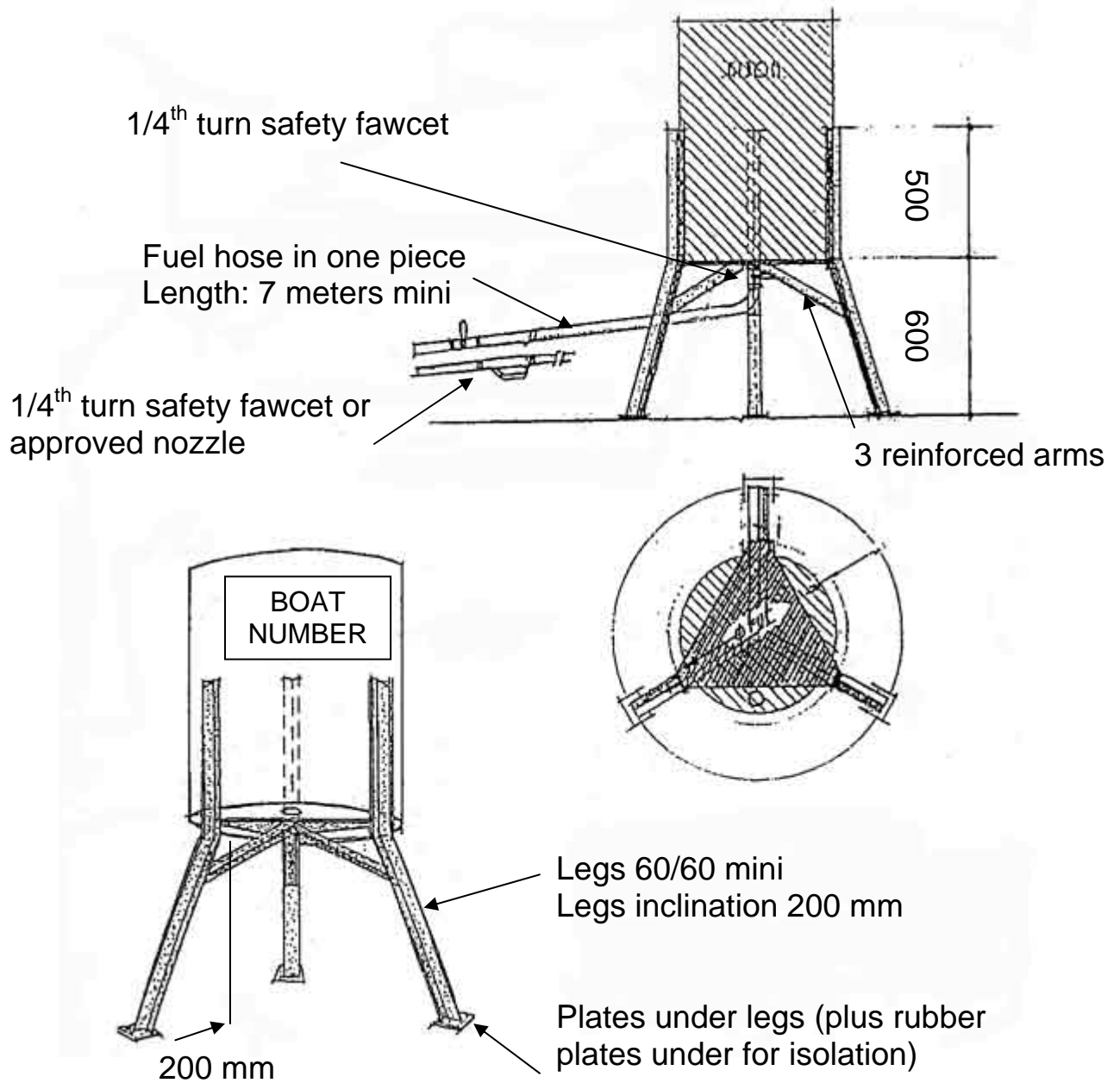
5) 300 € of fine and 5 turns of pénalités in the whole of the boats of the écurie.

8) 300 € of fine and 5 turns of pénalités in the whole of the boats of the écurie.

ROUEN YACHT CLUB

24 HOURS OF ROUEN 2010

DERRICK / REFUELLING SYSTEM MANDATORY (→ article 7)





THE 24 HOURS 2010



ENTRY FORM

I undersign _____ entry my boat for the 47th edition of the 24 Hours of Rouen 2010.

Category _____ Crew nationality _____

I declare conforming my team and boat with the Rouen Yacht Club, UIM and FFM rules.

I declare not to engage a procedure with courts jurisdiction for any problems concerning a race problem or accident.

The Race Organizer Comitee has the full power to solve any problems .

I declare to be in regulation with the fluvial navigation, UIM and FFM rules.

I declare accepting all the risks indeed for my participation in powerboat racing.

I declare giving all the informations concerning the race rules to my team mates, mechanics or assistants who will be present during the event.

I declare on my honor that all the following details are exacts
TEAM MANAGER SIGNATURE

NAME OT THE TEAM _____

BOAT OWNER

Name : _____ First name : _____

Adress : _____

Home phone : _____ Mobil phone : _____

Club : _____ Licence n°: _____

Hull : _____ Year of construction : _____

Measurement certificate delivered by : _____ n°: _____

Engine : _____ Model : _____

Cylinders : _____ Cylinder capacity : _____

Bore : _____ Stroke : _____

Obligatory for communication : Name : _____

Mobil phone : _____ E-mail : _____

Pilot 1

Name : _____ First Name : _____
Nationality : _____ Phone number : _____
Address : _____
Town : _____ Zip code : _____ Country : _____
Date of birth : _____ Licence number : _____
Club : _____

Pilot 2

Name : _____ First Name : _____
Nationality : _____ Phone number : _____
Address : _____
Town : _____ Zip code : _____ Country : _____
Date of birth : _____ Licence number : _____
Club : _____

Pilot 3

Name : _____ First Name : _____
Nationality : _____ Phone number : _____
Address : _____
Town : _____ Zip code : _____ Country : _____
Date of birth : _____ Licence number : _____
Club : _____

Pilot 4

Name : _____ First Name : _____
Nationality : _____ Phone number : _____
Address : _____
Town : _____ Zip code : _____ Country : _____
Date of birth : _____ Licence number : _____
Club : _____

I joint the entry fee :

Class 1 2500 € with the organiser advertising

Others categories 2800 € with the organiser advertising

Without organizer advertising, the amount of entry is doubled

I join the guarantee cheque of 2000 € in case of financial penalty against my team

Date and place : _____

Team Manager signature :
With the mention "read and approved, agree with rules"

Send the complete entry form before March the 31 2010 to Rouen Yacht Club

ROUEN YACHT CLUB – 8 rue Edmond Flamand Ile Lacroix - 76000 Rouen - France -
Rouenvachtclub@wanadoo.fr

PIT AREA RULES 2010

- Covered stands will be installed by the Rouen Yacht Club for your boat
 - 3 meters wide, 6 meters deep and 2,50 meters high for the boat
 - behind your boat area, a 16 meters deep and 3 meters wide for your technical lorries or others

The organisers will provide containers for the oil as well as absorbant mats to which must be kept in place under the engine and the water traps, the non respect of these rules will lead to a 5 lap penalty for each broken rule. The organisers will provide containers for all petrol waste.
- For aesthetic reasons, all your boat, parts, team ... must be clean and representative.
- All your team (boat + lorries + parts +...) must be in pit area **the 29 of April 2010, before 7.00 pm**. After this deadline, all the pit area will be rounded and closed by the organiser technical support.

The organiser technical support will welcome your technical lorries, on the pit area **the 29 of April between 9.00 a.m. and 6.00 p.m.**
- The boats pit area will be definitely closed the 29 of April at 8.00 p.m. and will be opened again the 30 of April at 7.30 a.m.

No vehicles authorised to enter the pit area after the 29 of April at 6.00 p.m.
- A security patrol with dogs will secure the pit area :
 - the 29 April 8.00 p.m. till the 30 April 7.30 a.m.
 - the 30 April 9.00 p.m. till the 01 May 7.30 a.m.

During these periods of closed area, nobody is allowed to stay or enter the pit area.
- The pass for the boat pit area must be wearied all the time and easily recognisable. Otherwise, the person will be automatically expulsed from the pit area + a 300 € penalty for the team.
- No animals in pit area (otherwise , penalty of 300 € for the team concerned)
- Using any apparels producing flames or able to create a fire is totally forbidden in the pit area
- Electrogen group are forbidden in the pit area
- Smoking in the pit area is totally forbidden
The infringement will occur the exclusion from the event and the race.
- No fuel storage in the teams lorries or in the boats pit area
The infringement will occur the exclusion from the event and the race.

Teams will have to collect their wasted solids and liquids, and put them in special boxes. It is forbidden to put them behind your area or in the sand boxes in front of the tents. Carpets and bulky wasted could be removed by each team : in case of infringement, a cleaning royalty will be taken. Please take into consideration and respect the environment so that the 24 hr race can continue.

- Separate the different types of waste.
- The boats pit area will be totally opened for the spectators, the 01 of May all the day. One person of the team at least must be present imperatively during this day.
- **Access to the pit is forbidden to kids till 16 years old.** Any infringement to this rule might occur a 300 € penalty

No motorised engins will be allowed into the boat area, any transfers will be made by electric scooters only

Any infringement to this rule might occur a 300 € penalty.

- Only team crew wearing the special pass given by the organiser will be able to enter the craning area . Any infringement to this rule might occur a 5 laps penalty
- For each boat enlisted, 3 pass for the cars parking area will be allowed (2,5m X 10m and 2,5m X 5m) in the "Pilots cars parking" special area (for personal cars, camper or others). No tents authorised in this area.

This pit area rules 2010 have to be given to all your team members and these one have to know perfectly these specifics rules.

Each stand will have to be provided with its flame according to the graphic charter of the demonstration, on which the name of the TEAM will apparaitra

For specific information : A meeting photographs will be envisaged by the Organization, May 01, 2010 (the timing will be communicated during the briefing or will be reproduced on the welcome booklet), The boats will have to be aligned in front of the tents, the pilots will have to be present wearing their race suits. This meeting could be shifted according to the weather conditions

The technical scrutineering will be carried out on the event place. A planning of passage will be established and diffused as soon as possible to each crew by the F.F.M