

# **ADVANCE PROGRAMME WORLD CIRCUIT CHAMPIONSHIP NECKO ENDURANCE**



**30.06-02.07.2023  
AUGUSTÓW, POLAND**



**Polish Motorboat  
and Water Ski Association**



**Ministerstwo  
Sportu i Turystyki**

Dofinansowano ze środków budżetu państwa

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## 1. Series and classes

Accepted classes for World Endurance Championship:

S2 - catamaran meeting the technical and safety rules of F2

S3 - catamaran meeting the technical and safety rules of F4

For all the categories the boats have to be in accordance with the UIM 2023 circuit rules.

## 2. Dates and location

**Dates** 30.06-02.07.2023

**Venue** Augustów, Poland, Necko Lake

**Schedule** According to Time Schedule in the end of Advance Programme

## 3. Rules

The races are held under the current UIM rules and homologations.

The organizer and race directorate retain the right to announce additional rules and regulations specifically for the races mentioned in this program. These rules and regulations must be in conformity with the rules and regulations of the UIM and are obligatory as any other rules and regulations of these races. Drivers must be informed about these additional rules and regulations by the race commissioner during the first official drivers briefings. The modifications must be communicated, by written means, to the officials and participants, at least 1 hour before the first start.

## 4. Organizer

National Authority: **Polish Motorboat and Water Ski Association**

[www.polishpowerboating.com](http://www.polishpowerboating.com)  
[motorowodniacy@motorowodniacy.org](mailto:motorowodniacy@motorowodniacy.org)

Main Organizer: **Augustowski Klub Sportowy Sparta**

[www.sparta.augustow.pl](http://www.sparta.augustow.pl)

Project Manager: Zdzisław Sadowski

[aks.sparta@gmail.com](mailto:aks.sparta@gmail.com)

Project Coordinator: Agnieszka Grajewska

phone: +4860364705

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Race official email: **[neckoendurance@gmail.com](mailto:neckoendurance@gmail.com)**

phone: +48694553559

email: [a-grajewska@wp.pl](mailto:a-grajewska@wp.pl)

## 5. Entries

**Entries to be sent not later than 31.05.2023** (using entry form from the end of this document) by:

- email: [neckoendurance@gmail.com](mailto:neckoendurance@gmail.com)
- post on the address of the organizer:

**Augustowski Klub Sportowy SPARTA**  
**ul. mjr H. Sucharskiego 15**  
**16-300 Augustów**  
**POLAND**

**The registration fee is definite so: 1500 € per one boat**

Payable in two instalments. Firstly, to the organizer's account in the amount of 750 € and then in cash, after arrival in the race office.

The deadline for paying a first instalment is fixed:

**7 June 2023**

**Organizer's bank account data:**

Account: PL 62 1090 2789 0000 0001 4957 7518  
Name: AUGUSTOWSKI KLUB SPORTOWY SPARTA W AUGUSTOWIE  
Bank name: SANTANDER BANK POLSKA S.A.  
SWIFT (BIC Code): WBKPPLPP

Late entries may be accepted providing all paperwork is in order and that their inclusion will not cause the crossing of limit of homologated quantity of boat on the circuit.

**If fewer than 10 teams are registered by 7 of June 2023, the event will be cancelled.**

In case the race will not take place the entry fee will be fully returned to the team.

All registrations will be confirmed by the organizer. If a competitor does not receive such confirmation, they are responsible to contact the organizer to verify their registration.

Organizer will make letter of invitation for visa supply for participants if necessary.

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

Parents/Guardian name, signature and contact information on entry form is mandatory for all participants that are under 18 years age.

## 6. Minimum age of competitors

For all classes minimum age of drivers is 16 years.

## 7. Documents for registration and scrutineering

### 7.1. Registration and document control

**Documents control will start from 14.00 p.m., Thursday, 29<sup>th</sup> June 2023.**

Drivers or team manager will have to show to the Race Secretary, the following documents:

- current driver's licence for the class of boat that he wishes to race (for each driver);
- current immersion test valid (for each driver);
- National Association permission to race (visa);
- insurance documents,
- written permission from parents or legal representatives for drivers under the age 18 years;
- signed acknowledgement of the anti-doping rules (can be signed at registration).

Jury members must present a signed N/A authorization form at the race office upon arrival (UIM rule 402.01).

### 7.2. Insurance

All drivers must be properly insured (UIM rule 205.9 and 15 of AP) and the policies are to be presented during documents control.

**Third-party insurance** must be bought on site by drivers who does not carry such a type of insurance. To have this possibility the following data: name, surname, address, email, phone number and the scan of a passport need to be send on Organizer's email **before 27<sup>th</sup> of June**. After this date it will be impossible to buy an insurance on site.

### 7.3. Team manager

All teams must have the team manager who cannot be a driver. In a case where there is more than one boat in a team then the manager can represent all entries in that team. All penalties and other race documentation at the race site will be forwarded to the team manager. The team manager must be present at all meetings and during scrutineering procedure.

### 7.4. Scrutineering

During the scrutineering all elements required by the UIM rules will be checked and drivers must produce their engines homologation sheets.

Practice will be allowed only after a successful technical inspection of the boat on the course that will be laid out for the races. Practice will be allowed only during the official practice sessions as listed in the final time schedule of the event. The race course area will be closed for practice during any other time and any boat on the course during this time will be subject to disqualification from the event.

All boats must be scrutineered before entering the water. It is mandatory for all drivers to be present and the team manager. All drivers must be able to prove that they fit within the craft as per UIM rules. All refueling station (derrick) and fuel depot must be scrutineered before all boats entering the water. In the case of using a little fuel tank as specified in the UIM rule 902.7, it has to be also scrutineered. The OOD and UIM commissioner will rule upon any such cases that infringe UIM rules on cockpits. Each driver must have his own helmet and life support vest and this must be produced at scrutineering. All boats must be presented to scrutineers with pickle forks dismantled and boats must have a spare pair that must be presented to the scrutineers. It is mandatory that each boat is equipped with a radio and has a designated radioman.

**Technical scrutineering will take place:**

**Friday, June 30<sup>th</sup> 2023, 08.00 – 13.00**

**Saturday, July 1<sup>st</sup> 2023, 17.00 – 18.30**

**Sunday, July 2<sup>nd</sup> 2023, 08.00 – 09.00**

Each boat not shown at the technical scrutineering or not in agreement with the rules till the 30 of June 2023 at 13.00, 1 of July at 18.30 and 2 of July at 09.00 cannot participate in the race. The registration fee will be definitely kept by the organizer.

It is possible that during technical scrutineering UIM Technical Commissioner will be participating to oversee and assist the technical inspections. The UIM Technical Commissioner will be chosen by UIM from the Technical Commissioner's List (nominated by National Authorities).

## **7.5. Requirements according to UIM 902 rules**

### **7.5.1. Machinery**

Only homologated single engines can be used. The engine block must remain the same as started. All other parts may be changed. All engine blocks will be marked one hour prior to the commencement of the race. More than one engine can be used in practice.

For the S2 and S3 classes, at a minimum, a standard ECU Box will be allocated to the last race's winner, second, and third place finishers and the best performer last year before the free practice and must be used during the Race.

Reed valve reeds for the S2 UIM Class are free. The use of aftermarket reeds for the S2 UIM Class is allowed.

**The noise suppressor is mandatory (UIM rule 505.01).**

### **7.5.2. Hull**

The hull as started is the only hull to be used. More than one hull can be used in practice providing it passes all scrutineering. Running repairs can be carried out to hulls at their own pit area. All major repairs must be inspected by the scrutineers before re-entry to the race.

Any loss of a pickle fork requires the team advising the driver to immediately return to the pit. His race number and class board will be shown by the race control. This posting means that the driver must imperatively come back to the pit; all the laps carried out on infringement will be deducted after the third pass through the start–finish line. If the driver misses to come back to the pit for repair, and if he does not obey to the Race Officials signals, that boat may be disqualified by the OOD.

### **7.5.3. Buoyancy**

All boats must carry sufficient buoyancy to keep their boat afloat.

### **7.5.4 Slings**

Each boat must carry its slings at all times if launch is by crane, whilst on the water and must comply with the

safety rules and regulations of rule 205.12 of the UIM. Drivers or mechanics must not ride in boats whilst the boat is being craned.

During the race a penalty of 3 laps will be assessed for each lap that a boat is racing without the required lifting slings.

#### **7.5.5. Fixing eye**

A reinforced cockpit boat must be fitted at the bow with two mooring eyes, one at the top and one at the bottom, eye not less than 25 mm and not further than 250 mm from the front.

The fixing shall be strong enough to tow a boat partially submerged. A tow rope must be fixed. It must not be longer than the length of the hull.

#### **7.5.6. Race numbers**

The numbers must be black on a white surface (details UIM rule 206.2).

Number one is reserved for the winner of the UIM World Championship.

In the event that two numbers are identical, then the team who enter first can keep their race number. The Scrutineer will issue a further number to the team and it is the team's responsibility to replace the number. Race numbers must be on the race trailer with digits of 18 cm minimum. An organised will, if possible, notify any team of a clash of numbers prior to scrutineering.

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

Every boat must have start number fixed to flat part of its deck, or cowlings in the front part for better identification by drone video.

#### **7.5.7. National flags**

All boats will carry the national flag of all competing drivers.

#### **7.5.8. UIM pennants**

It is mandatory for all boats to carry the UIM logo to both side of the boat.

#### **7.6. Post inspection**

The first three boats in each class will render themselves to the "park closed" for inspection immediately after the end of the race. Any boat failing to do so will be D/Q from that race. The only persons allowed in "park closed" are OOD, race technical inspectors, the UIM Commissioner, the drivers, the team manager and two mechanics. No other personnel is allowed.

### **8. Racing course**

UIM Water Registration: POL29/01.19  
([https://www.uim.sport/Documents/WaterPlan/Venue214/1781-POL\\_Augustow\\_290119\\_exp2023.pdf](https://www.uim.sport/Documents/WaterPlan/Venue214/1781-POL_Augustow_290119_exp2023.pdf))

Maximum number of boats on the race course: 25 per class

The event is raced on the Necko Lake. 2 circuits will be set up:

- internal – for boats S2,
- external – for boats S3.

Racing course – see map in the end of this document.

### **9. Racing format and start**

The race will be for a time period of 6 hours continuous racing for all classes. There will be two races. There must be a minimum of 2 drivers per boat and maximum is 4.



### 9.1. Start

The start will be a flying start behind a pace boat. The signal to start will be given by dropping the green flag.

### 9.2. Late entries

Due to the nature of endurance race late entry is allowed. The driver should be aware that his boat need to reach the specific number of laps collected by the winner. Any late entry should follow the path established for trainings.

### 9.3. Finish

The finish of the race will be after the lead boat has completed the time duration. This will be denoted by a chequered flag flown from control and the final positions will be at the time the other boats complete the required time period.

### 9.4. Cranes

Boats will be lifted in and out of the water by crane (there will be minimum one crane per 15 boats). All boats must have slings and hooks certified (with certification proof attached) to lift minimum the double of the minimum boat weight.

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

Launching of boats will stop 10 minutes before the start and will be set up again 10 minutes after it.

Launching will stop 5 minutes before finish of the race; cranes will be operational again after the arrival only to pick-up boats from the water. Launching of boats to the water after the arrival will be prohibited.

After boat launching, the trailers must be taken off the crane area and brought back to the team area, according to the imposed traffic direction.

### 9.5. Trainings

**Official training for all classes will be held on 30<sup>th</sup> of June 2023 at 14:00 – 17:00 and on 2<sup>nd</sup> of July 2023 at 09.00-10.00**

All drivers will have to complete a minimum of 3 laps during the trials. Safety and towing boats will operate during the free practices on the circuit. The racing uniform is mandatory during the trials, according to UIM regulations. During trials, boats must keep the circuit race course anti-clockwise. On return to pits, just after passing the output buoy, they must significantly reduce their speed. Any infringement referred by race officials may cause up to 5 laps penalty deducted during the first hour of race and posted on the official information board.

### 9.6. Pace boat and flags procedures

Pace boat will be launched ready for use throughout the duration of the event and should there be a need to use it all drivers are required to reduce their speed (approx. 4000RPM). Then the pace boat will lead the leading boat with yellow flag on until the course is clear to race. All boats must remain in the order that they were before showing the yellow flag with no overtaking permitted (except that S2 can double S3). When the race is due to be restarted the yellow flag will be dropped and the green flag raised. When the pace boat marshal is satisfied with order to restart he will drop the green flag. This is the only signal to recommence racing. When the race is to be stopped the red flag will be shown.

After announcing the yellow flag situation without organizers pace boat set on the course all drivers should reduce their speed and stay at max. 4000 RPM continuing on the circuit and following the preceding boat. No side-by-side situation is allowed nor is any attempt to quickly reach the boat in front. This means whenever on the circuit all positions should be maintained until the end of the yellow flag situation.

The yellow flag will be used by the race control and the rescue boats to indicate a hazard when displayed stationary.

During this procedure the refuelling is allowed and the cranes are open. Return to race circuit must be done at idling speed and in the last position of the convoy.

Laps completed are counted during a yellow flag procedure.

## Flags:

<b>Red:</b>	race terminated return to the holding area and await instructions
<b>Yellow:</b>	danger zone, reduced speed – engine speed (4000 RPM) or 70 km/h and no overtaking
<b>Yellow:</b>	pace boat on circuit – no overtaking and reduced speed
<b>Green:</b>	start or free circuit – restart of the race
<b>Black (with number):</b>	return to the pits for the boat whose number is presented (no further laps counting after 3 laps). The presentation of the black flag results in the obligation to go immediately to the crane area, for a possible update for compliance, under the control of the Technical Commissioner.
<b>Checkered white/black:</b>	arrival

### 9.7. Priority of boats

Rescue and pace boats have priority at any time. Entering the pit land refuelling pontoon must be done at reduced speed and no overtaking is allowed unless a boat has become stationary. All boats entering the pits or refuelling area have priority over those departing.

Every boat wishing to come back to his pit or for refuelling must pass the direction buoy by leaving it on her starboard. Drivers must get out the race course and not disturb the way of other boats in race. They must keep the left side of the circuit. Just after passing the output buoy, they must significantly reduce their speed.

All racing boats must reduce their speed when approaching the safety boats weaving yellow flags or with warning lights on.

### 9.8. Drivers exchange

Teams may practice with more than the required number of drivers providing their documents and licenses are checked as correct. Team managers must notify the control, 1 hour prior to the race as to their final choice of drivers names and no alteration of the list will be accepted for whatever reason. Failure to do so, will lead to disqualification of the team. Any driver must not run continuously more than 2 hours. Any laps over the period will not be included. Rest time between each change of a driver is 1 hour minimum.

It is mandatory to exchange the drivers within 2 hours maximum and only when the boat is at the refuelling pontoon.

Each drivers' exchange must be performed under the Race Official Control. Both of the drivers must sign the list. According to the official's report, a penalty of 2 laps will be applied for any lack of signature.

If a driver would have to crane his boat for any reason, he will have to immediately sign the official list. Similarly, a driver who is to restart the race from the pit area after a stop must sign the list before his leave.

If, during the race, a boat is immobile due to a technical problem, a repair or an accident, the drivers must sign the time management sheet of start and finish of the relay so as not to exceed the maximum allowed driving time while the boat is immobilized, and do the same for the resumption of the relay.

### 9.9. Boats broken down on course

Any boat that breaks down on the course cannot refuse a tow and must be towed in the direction of the course (unless ODD decides differently, if the water level allows it in full safety).

Boats out of order in any place cannot refuse to be towed by towing boats, appointed by organizers.

Towing will be made with direction of the race course, and under driver's own responsibility.

The driver must mandatory wear his life jacket and helmet during towing.

### 9.10. Conditions for repairs

Replacement of the cylinder block is forbidden.

All repairs with tools are permitted in the pit area and must be done under supervision of a Technical Officer only. Repairs outside the pit or on the water are forbidden. At or near the crane area, it is allowed to remove the boat and/or the engine cowling to make a visual inspection or manual, minor adjustment without the use of tools.

Any infringement to these rules may cause 5 laps penalty, and can lead even to the disqualification, after the OOD decision based on written report of the Technical Officer.



### 9.11. Interrupted race

A race that has to be curtailed for one reason or another and it is impossible for the race to recommence then points will be awarded as follows:

- up to 25% of race time 25% of points
- 50% of race time 50% of points
- 75% of race time 75% of points
- over 90% full points.

The responsible boat of final stopping of race does not score points.

If a race is interrupted and can be recommenced within a reasonable period of time then the recommencement procedure will be as the start of the race less completed time. The time period remaining will be the total race time less 15 minutes and less completed time. The distance covered by each part of the race will be added together for the final result. The distance covered at the lap prior to the stoppage will be the laps taken into account. If the race has to be brought under a reduced speed behind the pace boat then no overtaking is allowed. The restart of the race will be shown from the pace boat.

### 9.12. Classification

To be classified and gain points team must have completed at least 40% of the class winner's laps number and take the chequered flag. Those boats not running the race ends but completed at least 90% of the class winners distance will be scored after all boats taking the chequered flag. From the dropping of the chequered flag, all present boats on water will have 10 minutes to cross the finish line.

Official classification of the World Endurance Championship will be performed in separate categories.

**Points will be awarded to the driver in each class as follows:**

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

Any boat which team declared to give up or being disqualified will not be authorized to return to the water and will not be classified.

A driver who participates in all rounds of the World Endurance Championship will be credited with 5 bonus points at the end of the championship.

### 9.13. Penalties

Any sanction against a driving (yellow cards and disqualification, rule 406.05) will be reported to the UIM. If a driver is disqualified from the event, the team can continue the race providing they have the minimum number of drivers.

All decisions will be posted on the official information board.

All penalties will be applied and deducted by the OOD immediately after the examination of written Race Official's reports.

**Penalties UIM rule 902.38:**

Fuel infringement	4 laps
Race infringements	3 laps
Craning infringements	4 laps
Failure to attend scrutineering or drivers briefing	5 laps
Flag infringement	3 laps
Priority of boats	5 laps

**Penalty UIM rule 902.11:**

Racing without the required lifting slings	3 laps
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**Penalties concerning the turn buoys UIM rule 902.38:**

For hitting a turn buoy or other buoys of the race course	no penalty
For missing a turn buoy or other buoys of the race course	1 lap penalty
For dislodging or destroying the first turn buoy or other buoys of the race course	3 lap penalty
For dislodging or destroying the second turn buoy or other buoys of the race course	5 lap penalty
For each wrongly taken buoy (as in UIM rule 902.19)	1 lap penalty

The penalty for dislodging or damaging a buoy is max. 200 € (depending on the damage of the buoy). The penalty shall be paid immediately at the race office by team manager. Remaining buoys and anchors belong to the organizer.

**10. Safety regulations**

- Protecting helmet as per UIM rule 205.07
- Racing vest as per UIM rule 205.06
- Clothing protection as per UIM rule 205.11

Driver must mandatory wear a consistent life jacket, a consistent helmet and complete race equipment during trials, towing and race.

**11. Fuel and refueling**

Fuel will be supplied by the organizer. Teams will have to pay for fuel. The cost of Pb 95 will be around 1,70 euro.

**Payment only in cash (euro or Polish zloty).**

Fuel supply will be at 10 a.m. 30<sup>th</sup> June (Friday)

Fuel supply will be at 8 p.m. 30<sup>th</sup> June (Friday)

Fuel supply will be at 5 p.m. 1<sup>st</sup> June (Saturday)

**Teams must deliver to the organizer appropriate number of anti-static, anti-sparkling containers marked with the boat number.** Organiser will provide a transport to the dedicated fuel station. The refuelling can be observed by the UIM Commissioner. In the pit area there will be a marked place for the fuel storage.

Places for teams on the refuelling pontoons will be drawn before the drivers meeting.

If necessary, fuel control can be done at any time of the event.

Refuelling can be made on the refuelling pontoon only, engine stopped, during all the race period.

When refuelling, the driver will be out of the cockpit, the person in charge of the refuelling must wear a lifejacket. 2 people maximum are allowed to navigate on the boat (out of the cockpit) during the phase of filling the tank (5 laps penalty if offence).

Stationary fuel tank used for refuelling must be fully operational and action of releasing/closing fuel filler must be checked during scrutineering procedure. No exchange of internal boats tank is allowed at refuelling station.

No repairs and technical intervention aboard the boat can be made while the boat is on the refuelling pontoon. Refuelling process will be explained during the driver's meeting.

All personnel entering the fuel depot must not carry the following:

- cameras, mobile phones, electrical items, metal objects,
- any device that can be ignited i.e., lighters.

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. All personnel must have rubber soled shoes.

The person delivering the fuel to the boat's tank must be obligatorily equipped with fireproof hood, gloves, safety glasses.

No smoking is allowed in the refuelling area.

For a refuelling It is mandatory to use a fuel tank (as shown at the end of 902 section UIM rulebook) or as alternative a little fuel tank equipped with action of releasing/closing fuel filler and a tube with 30 cm maximum length. It must be checked during scrutineering procedure, with maximum 25 litres stored.

No race fuel can be stored at the boat pit position. All boats must be refuelled at the fuelling depot. Each pit area may have a maximum of 25 litres little fuel tank equipped with action of releasing/closing fuel filler and a tube with 30 cm maximum length. It must be checked during scrutineering procedure. It is stored in a shock proof container and carries the race number of the boat. The sole purpose of this is for generators etc. and must not be used for the race boats except in the case where repairs to a boat necessitate the fuel tank being drained. In this case a max of 25 litres may be placed into the fuel tank of the boat to fire up the engine in the pits and to drive the boat to the refuelling station. The maximum amount of fuel that a boat can carry is 150 litres for Catamarans.

## 12. Transport facilities and concessions

No compensations for travel costs or for starting in the race will be paid.

## 13. Prizes

The three top teams of each class will be awarded with trophies.

## 14. Other mandatory regulations

### 14.1. Arrival to the pit area

**The boats and team lorries must be to the closed pit area before the definitive closing on Thursday, 29<sup>th</sup> June 2023 at 20:00.**

### 14.2. Teams in the pit area

Pit stands for boats will be prepared by the organizer. Each boat may dispose of appointed spot and put under a roof area 3 meters wide and 6 meters deep. Access to the pit stands is possible for authorized persons only. Wristbands will be delivered for following team members:

- team manager;
- up to 4 drivers;
- radioman;
- 2 fuelling team members;
- 2 mechanics;
- other companions.

Every disrespectful behaviour from a team manager, a driver or another crew member against the organizing members, the Race Committee or Commissioners will be penalized by giving to the offender a blue card (UIM rule 406.05).

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 included in this Advance Programme.

The team managers and drivers are the only interlocutors with the officials of the race.

All team members are obliged to take care about environment.

**The organizer will provide for 6 members of the team a lunch from Friday to Sunday. It will be possible to buy an additional alimentation for 50€ per person.**

### 14.3. Briefing

**The briefing will be held on 30<sup>th</sup> of June 2023 at 13.00 and 1<sup>st</sup> of July at 18.30 in the briefing place.**

It is mandatory for all drivers, team managers and radiomen to be present at the meeting, they will have to sign the attendance list in time of roll call. Not presence will be fined 5 laps penalty. Alcohol test can be carried out. If necessary an extra meeting might be organized. Under exceptional circumstances an individual briefing can be organized for the driver.

**Mobile phones must be off during the briefing.**

### 14.4. Official information board and results

The board will be set out at the race office and on the pontoon near the race control.

It is mandatory for the team managers and drivers to read information posted on the board.

During the race period, boats classification will be posted every hour. Exceptions are first two hours and last hour when results will be posted every half hour.

Results of the race can be followed directly on the website [neckoendurance.pl](http://neckoendurance.pl).

### 14.5. Drug testing and anti-doping control

Competitors shall not be under the influence of alcohol while competing and training.

All drivers and team's members could be subjected to drug and alcohol controls at any time during the race. Any refusal will be deemed as a failure and the driver disqualified. When any test prove positive, the driver will be disqualified and reported to the UIM. In case of positive test by other team member, he must immediately leave a race area.

Drivers mentioned by the medical staff for antidoping control, will have to go immediately after the arrival to the designed medical room for such a control. In case of refusal the driver will be excluded from the race immediately. Any positive result will be submitted to the antidoping committee within the prescribed limit, to inflict the disciplinary sanctions envisaged in this case.

### 14.6. Advertisement of the organiser

Advertising of the organizer of the event is provided by the club and is of dimension 8 cm height x 40 cm width. Organizing advertising will be positioned at the end touching the race number, either above or below.

### 14.7. Protests

The Team Manager on behalf of his driver can make a protest.

No collective protests will be accepted.

The protest must be written in English on the UIM official form with full details and the number of UIM rule broken.

The fee for a protest is fixed:

- 150€,
- against an engine 380€.

If possible, the protest will be judged within one hour of the protest being accepted and the decision will be given to the Team Manager and driver if possible.

If a protest is upheld and laps have been deducted at the next posting of positions the laps will be re-introduced.

If a protest comes within the last hour of racing then the protest will be heard as soon as possible and the final result will be not be posted until the protest has been judged.

Protest on the final results must be made within half of one hour.

The protest forms will be available at the race office.

All protests according to rule 902.38 (Penalties) and "driver against another driver" must be handed to the Race Secretariat within one hour after drivers changing.

## 15. Insurance regulations

All drivers are responsible for their own personal accident insurance. Insurance cover can be provided by Consulbrokers, partner of the UIM, for drivers and organisers: <https://insurance.uim.sport/>

If you have your own insurance then a copy of your policy, written in clear English, must be produced at registration. You can purchase local third-party insurance at a cost of 50 €.

Scope of insurance:

- a) basic scope of insurance around 90 000 euro
  - medical treatment costs
  - assistance basic scope
- b) extended scope of insurance
  - additional assistance services: extended package and sports package
  - insurance against continuation of medical treatment after trip
  - accident insurance: death and health damage around 90 000 euro
  - third party liability in private life: basic scope and damage caused to the leased property around 65 000 euro
- c) peril coverage group
  - chronic disease
  - highly risk sports
  - competitive sports

## 16. Race Officials

Officer of the Day (OOD)	Jerzy Wojewoda
DOOD	TBA
UIM Commissioner	Angelo Poma
UIM Technical Comm.	TBA
Jury Chairman	TBA
Medical Officer	TBA
Race Secretary	Agnieszka Grajewska
Official Timekeeper	TBA
Technical Officer	TBA
Rescue Team	TBA

## 17. Organizer additional regulations

### 17.1. Publicity

Any sponsors advertisements on boats or trucks should respect rules of law in Poland.

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

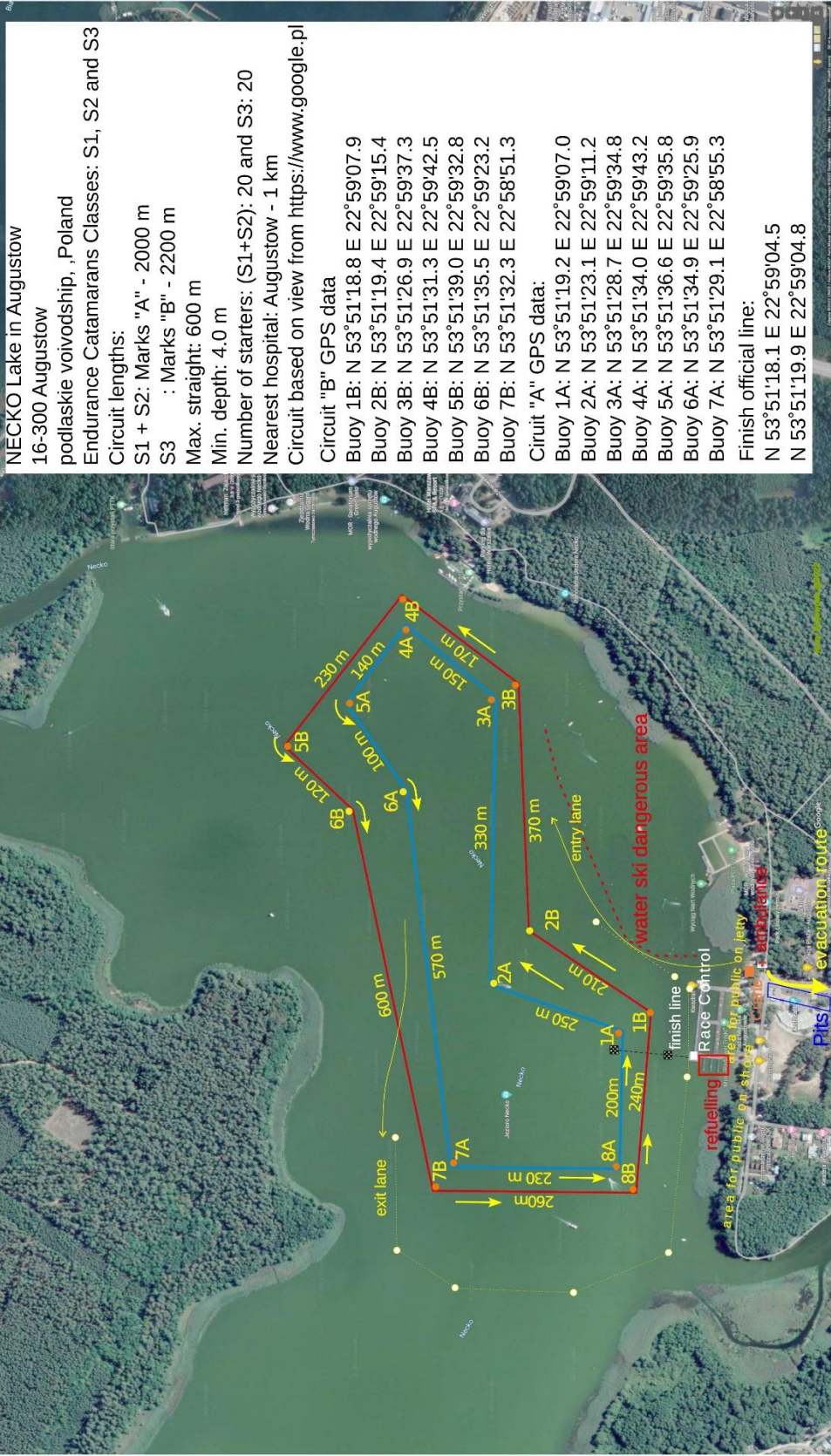
The organizer can request that any offences against advertising or any that conflicts with the sponsor or sponsors to cover such marks throughout the duration of the race.

### 17.2. Cancellation

In case of force majeure, natural disasters or for reasons beyond the will of the Organizer, it reserves the right to cancel the event.



Race Circuit at NECKO Lake in Augustow for Endurance Catamarans S1, S2, S3





## 19. Time Schedule

Thursday 29.06.2023

<b>14.00 – 20.00</b>	<b>Registration and documents control</b>
<b>20.00</b>	<b>Definitive closing of the pit area</b>

Friday 30.06.2023

<b>08.00 – 13.00</b>	<b>Technical control</b>
<b>13.00 – 13.45</b>	<b>Drivers meeting</b>
<b>14.00 – 17.00</b>	<b>Official training on the Necko Lake</b>
<b>18.00 – 19.00</b>	<b>Boats parade</b>
<b>19.00 – 20.00</b>	<b>The opening ceremony</b>

Saturday 01.07.2023

<b>09.00 – 15.00</b>	<b>First race on Necko Lake</b>
<b>16.00 – 17.00</b>	<b>Post race inspection</b>
<b>17.00 – 18.30</b>	<b>Technical control</b>
<b>18.30 – 19.00</b>	<b>Drivers meeting</b>
<b>19.00 – 20.00</b>	<b>Prize giving ceremony (amphitheatre)</b>

Sunday 02.07.2023

<b>08.00 – 09.00</b>	<b>Technical control</b>
<b>09.00 – 10.00</b>	<b>Official training on the Necko Lake</b>
<b>11.00 – 17.00</b>	<b>Second race on Necko Lake</b>
<b>17.00 – 18.00</b>	<b>Post race inspection</b>
<b>19.00 – 20.00</b>	<b>The closing ceremony</b>

## 20. Entry forms





Polish Motorboat  
and Water Ski Association



Ministerstwo  
Sportu i Turystyki

Dofinansowano ze środków budżetu państwa

**ENTRY FORM**  
**WORLD ENDURANCE CHAMPIONSHIP**  
**NECKO ENDURANCE 2023**  
**Double 6 HOURS AUGUSTÓW**  
**30.06-02.07.2023**

I undersign \_\_\_\_\_ entry my boat for eighteenth edition of the  
**Necko Endurance 2023 Double 6 Hours of Augustów.**

**Category** \_\_\_\_\_ **Crew nationality** \_\_\_\_\_

I declare conforming my team and boat to the organizer's and UIM rules. I declare not to engage a procedure with courts jurisdiction for any problems concerning a race problem or accident. The Race Organizer Committee has the full power to solve any problems. I declare to be in regulation with UIM and Advance Programme rules. I declare accepting all the risks indeed for my participation in powerboat racing. I declare giving all the information 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 following details are exacts.***

\_\_\_\_\_  
TEAM MANAGER SIGNATURE

**NAME OF THE TEAM:** \_\_\_\_\_

**BOAT:**

**BOAT №:** \_\_\_\_\_

Hull \_\_\_\_\_ Year of construction \_\_\_\_\_

Hull identification number (HIN) \_\_\_\_\_

Measurement certificate delivered by \_\_\_\_\_ № \_\_\_\_\_

Engine \_\_\_\_\_ Model \_\_\_\_\_

Cylinders \_\_\_\_\_ Cylinder capacity \_\_\_\_\_

Bore \_\_\_\_\_ Stroke \_\_\_\_\_

**BOAT OWNER:**

Name \_\_\_\_\_ First name \_\_\_\_\_

Address \_\_\_\_\_

Home phone \_\_\_\_\_ Mobile phone \_\_\_\_\_

Club \_\_\_\_\_ Licence № \_\_\_\_\_

**TEAM MANAGER:**

Name: \_\_\_\_\_ First name: \_\_\_\_\_

Mobile phone: \_\_\_\_\_ e-mail: \_\_\_\_\_

**OBLIGATORY FOR COMMUNICATION:**

Name: \_\_\_\_\_ First name: \_\_\_\_\_

Mobile phone: \_\_\_\_\_ e-mail: \_\_\_\_\_

**DRIVER 1:**

Name \_\_\_\_\_ First name \_\_\_\_\_

Phone number \_\_\_\_\_ Mobile phone \_\_\_\_\_

Address \_\_\_\_\_

Town \_\_\_\_\_ Zip code \_\_\_\_\_ Country \_\_\_\_\_

E-mail \_\_\_\_\_

Date of birth \_\_\_\_\_ Nationality \_\_\_\_\_

Club \_\_\_\_\_ Licence № \_\_\_\_\_

**DRIVER 2:**

Name \_\_\_\_\_ First name \_\_\_\_\_  
Phone number \_\_\_\_\_ Mobile phone \_\_\_\_\_  
Address \_\_\_\_\_  
Town \_\_\_\_\_ Zip code \_\_\_\_\_ Country \_\_\_\_\_  
E-mail \_\_\_\_\_  
Date of birth \_\_\_\_\_ Nationality \_\_\_\_\_  
Club \_\_\_\_\_ Licence № \_\_\_\_\_

**DRIVER 3:**

Name \_\_\_\_\_ First name \_\_\_\_\_  
Phone number \_\_\_\_\_ Mobile phone \_\_\_\_\_  
Address \_\_\_\_\_  
Town \_\_\_\_\_ Zip code \_\_\_\_\_ Country \_\_\_\_\_  
E-mail \_\_\_\_\_  
Date of birth \_\_\_\_\_ Nationality \_\_\_\_\_  
Club \_\_\_\_\_ Licence № \_\_\_\_\_

**DRIVER 4:**

Name \_\_\_\_\_ First name \_\_\_\_\_  
Phone number \_\_\_\_\_ Mobile phone \_\_\_\_\_  
Address \_\_\_\_\_  
Town \_\_\_\_\_ Zip code \_\_\_\_\_ Country \_\_\_\_\_  
E-mail \_\_\_\_\_  
Date of birth \_\_\_\_\_ Nationality \_\_\_\_\_  
Club \_\_\_\_\_ Licence № \_\_\_\_\_

**Total number of people in the team:** \_\_\_\_\_

Registration fee for Classes S2 or S3: **1500 € paid in two instalments (second paid in cash after arrival of teams in the race office).**

**The precondition for participation in "Necko Endurance 2023" is transferring 750 € into the organizer's bank account:**

**Account:** PL 62 1090 2789 0000 0001 4957 7518  
**Name:** AUGUSTOWSKI KLUB SPORTOWY "SPARTA" W AUGUSTOWIE  
**Bank name:** SANTANDER BANK POLSKA S.A.  
**SWIFT (BIC Code):** WBKPPLPP

Date \_\_\_\_\_

Place \_\_\_\_\_

\_\_\_\_\_  
*Team Manager signature with the mention „read and approved, agree with rules”*

**Send the complete entry form before 31<sup>st</sup> of May 2023 to:**

**AKS SPARTA**  
**ul. mjr H. Sucharskiego 15**  
**16-300 Augustów**  
**POLAND**  
**neckoendurance@gmail.com**



Polish Motorboat  
and Water Ski Association



Ministerstwo  
Sportu i Turystyki

Dofinansowano ze środków budżetu państwa

**ENTRY FORM**  
**ENGAGEMENT AUX DEUX FOIS 6 HEURES**  
**MOTONAUTIQUES INTERNATIONALES D'AUGUSTÓW**  
**NECKO ENDURANCE 2023**  
**CHAMPIONNAT DU MONDE**  
**30.06-02.07.2023**

Je soussigné \_\_\_\_\_ engage mon bateau à la 18ème édition de Necko Endurance, Deux Fois 6 Heures Motonautiques Internationales d'Augustów 2023.

**Classe** \_\_\_\_\_ **Nationalité de l'équipage** \_\_\_\_\_

Je m'engage à me conformer au règlement d'organisateur et de l'UIM.

Je déclare ne pas recourir à la juridiction des tribunaux pour toutes discussions résultant d'incident de course. Le Comité Organisateur de la course ayant plein pouvoir pour trancher tout différent. Je déclare être en règle avec les règles d'Avant Programme ainsi que la UIM. Je déclare accepter les risques inhérents à ma participation à un sport de compétition.

Je m'engage à donner connaissance du règlement de course à toute personne qui m'apporte assistance à quelque titre que ce soit.

***Je déclare sur l'honneur les renseignements ci-dessus exacts.***

\_\_\_\_\_  
SIGNATURE DU TEAM MANAGER

**NOM DU TEAM:** \_\_\_\_\_

**BATEAU:**

**N° DU BATEAU** \_\_\_\_\_

Coque \_\_\_\_\_ Année de Construction \_\_\_\_\_

Numéro de série de la coque (HIN) \_\_\_\_\_

Certificat de jauge remis par \_\_\_\_\_ N° \_\_\_\_\_

Marque moteur \_\_\_\_\_ Type \_\_\_\_\_

Puissance \_\_\_\_\_ Cylindrée \_\_\_\_\_

**PROPRIETAIRE DU BATEAU :**

Nom \_\_\_\_\_ Prénom \_\_\_\_\_

Adresse \_\_\_\_\_

**TEAM MANAGER:**

Nom \_\_\_\_\_ Prénom \_\_\_\_\_

Portable \_\_\_\_\_ Adresse e-mail \_\_\_\_\_

**COORDONNÉES DU RÉFÉRANT COMMUNIQUANT (OBLIGATOIRE):**

Nom \_\_\_\_\_ Prénom \_\_\_\_\_

Portable \_\_\_\_\_ Adresse e-mail \_\_\_\_\_

**PILOTE 1 :**

Nom \_\_\_\_\_ Prénom \_\_\_\_\_

Adresse \_\_\_\_\_

Code postal \_\_\_\_\_ Ville \_\_\_\_\_

Domicile \_\_\_\_\_ Portable \_\_\_\_\_

Adresse e-mail \_\_\_\_\_

Date de naissance \_\_\_\_\_ Nationalité \_\_\_\_\_  
Affilié au club \_\_\_\_\_ N° Licence \_\_\_\_\_

**PILOTE 2 :**

Nom \_\_\_\_\_ Prénom \_\_\_\_\_  
Adresse \_\_\_\_\_  
Code postal \_\_\_\_\_ Ville \_\_\_\_\_  
Domicile \_\_\_\_\_ Portable \_\_\_\_\_  
Adresse e-mail \_\_\_\_\_  
Date de naissance \_\_\_\_\_ Nationalité \_\_\_\_\_  
Affilié au club \_\_\_\_\_ N° Licence \_\_\_\_\_

**PILOTE 3 :**

Nom \_\_\_\_\_ Prénom \_\_\_\_\_  
Adresse \_\_\_\_\_  
Code postal \_\_\_\_\_ Ville \_\_\_\_\_  
Domicile \_\_\_\_\_ Portable \_\_\_\_\_  
Adresse e-mail \_\_\_\_\_  
Date de naissance \_\_\_\_\_ Nationalité \_\_\_\_\_  
Affilié au club \_\_\_\_\_ N° Licence \_\_\_\_\_

**PILOTE 4 :**

Nom \_\_\_\_\_ Prénom \_\_\_\_\_  
Adresse \_\_\_\_\_  
Code postal \_\_\_\_\_ Ville \_\_\_\_\_  
Domicile \_\_\_\_\_ Portable \_\_\_\_\_  
Adresse e-mail \_\_\_\_\_  
Date de naissance \_\_\_\_\_ Nationalité \_\_\_\_\_  
Affilié au club \_\_\_\_\_ N° Licence \_\_\_\_\_

**Le nombre total de personnes dans le team : \_\_\_\_\_**

**Le droit d'inscription pour les Classes S2 ou S3: 1500 € payé par versements (le deuxième est payé en espèces après arrivée des teams au secrétariat de course)**

**Pour participer à Necko Endurance il est nécessaire de transférer 750€ sur le compte bancaire de l'organisateur :**

**Account:** PL 62 1090 2789 0000 0001 4957 7518  
**Name:** AUGUSTOWSKI KLUB SPORTOWY "SPARTA" W AUGUSTOWIE  
**Bank name:** SANTANDER BANK POLSKA S.A.  
**SWIFT (BIC Code):**WBKPPLPP

Fait à : \_\_\_\_\_ le: \_\_\_\_\_

\_\_\_\_\_  
*Signature du team manager avec mention " lu et approuvé, bon pour accord"*

**A retourner complet impérativement avant le 31 mai 2023:**

**AKS SPARTA**  
**ul. mjr H. Sucharskiego 15**  
**16-300 Augustów**  
**POLOGNE**  
**tel/fax +(48) 87 643 41 58**  
**neckoendurance@gmail.com**