German Naviga Section M Rule Proposals 2026

1. Energy: Reduce the limits as follows (each item to be voted on separately)

1.A)

Mini Eco	20 Wh
Mini Eco Team	3x 20 Wh
Mini Mono	20 Wh
Mini Hydro	20 Wh
Mini FSRE	40 Wh

1.B)

Eco	55 Wh
Eco Team	3x 55 Wh
Mono 1	55 Wh
Hydro 1	55 Wh
FSRE	165 Wh

1.C)

Mono 2	110 Wh
Hydro 2	110 Wh

Reasoning: the high amount of available energy has made boats too fast and therefore dangerous, especially in Mono 2 and Hydro 2. We suggest this moderate reduction of energy limits so current boats can still be used. Battery weights remain the same – meaning the batteries are less stressed and have a longer lifetime. Each item to be voted separately, so at least Mono2 and Hydro 2 can be reduced in Energy for safety reasons.

2. Connector system free of choice or MP-Jet 3,5mm

2.A) Any connector system allowed in all classes (as already permitted in Mini): Each competitor may use their own connector system between battery, limiter and ESC. For measurement purposes, adapters to the currently required connector system must be provided.
Reasoning: The currently prescribed connectors are heavy, take up a lot of space, and usually become loose/unreliable after repeated plugging cycles. In addition, different suppliers have varying dimensions, meaning the connectors are not always compatible although they are marketed as 5,5 or 6,0mm. Similar to batteries, motors, props, etc., we would like to allow free connector choice and make the competitor self-responsible to assure correct connection of battery, limiter and ESC.

2.B): if 2.A) is rejected, we propose: 3.5 mm MP Jet connectors on the battery side instead of the currently required 5.5 mm connectors. *Reasoning: These connectors fit very securely even after more than 100 plug/unplug cycles, have lower weight and volume, and a very low internal resistance. Successfully used in racing for over 20 years. The longer durability compensates for an allegedly higher purchase price. See: https://mpjet.com/shop/gb/928-mp-jet-connectors*

3. Race start (applies to all Mono and Hydro classes; each a separate proposal)

3.A) Individual start in driving direction: The boats start individually one after another, following the call of the respective starting number, in driving direction (= to the left), with an interval of 1 second. The left boat starts first, the right boat last. Runtime must be measured accordingly with a one-second offset for each competitor. *Reasoning: This system has been in use for 20 years and prevents crashes at the start. It is less stressful and safer for boats as well as drivers, judges and rescue boat crews.*

3.B) If proposal 3.A) is rejected, we propose: return to the 10-second starting time instead of 6 seconds. If proposal 3.A) is accepted, this proposal [3.B)] becomes obsolete.*Reasoning: Especially Hydro races have shown that with 6 seconds, there are just as many crashes.*

3.C) If proposal 3.A) is rejected, we propose: no yellow card for braking / reducing speed during the start procedure, i.e. within the 6 or 10 seconds. If proposal 3.A) is accepted, this proposal [3.C)] becomes obsolete. *Reasoning: It is very difficult for the judge to simultaneously observe 6 boats and reliably determine whether there was actually a reduction in speed.*

4. Hull length

4.A) Completely abolish the maximum hull length in all Mini classes. *Reasoning: The available energy naturally regulates the size, just as in the other classes. This would help make the small boats more manageable in stronger wind and waves through the potentially increased size.*

4.B) If proposal 4.A) is rejected, we propose: In Mini Mono and Mini Hydro, limit the total length to 53 cm including all attachments (i.e. strut, propeller, number plate, rudder maximum 8 cm). An exception applies to a rudder folded upwards during the race – this does not count. Hull length itself remains limited to 45 cm. *Reasoning: clarification and prevention of work-arounds that make the boat artificially longer with very long shafts.*

5. Ban unnecessarily protruding tubes on Hydro boats: maximum 4 cm beyond the outer sides of the sponsons. This applies only before the start / at the beginning of the race (a protruding tube after e.g. a crash is irrelevant). *Reasoning: There have been cases where the sponson tube extended approximately 10 cm beyond the outside of the sponson (not because of an accident during the race). Besides acting as an aerodynamic brake, this unnecessary extension serves no purpose other than making overtaking more difficult or even provoking crashes or damage to other boats.*

6. In the Hydro classes, the hull and the sponsons of the outriggers should <u>each</u> be painted at least one-third in a bright, highly visible color. *Reasoning: Oftentimes the middle hull is painted appropriately, but for example black carbon sponsons are not painted at all.*

7. Check-in and Check-out Procedure:

7.A) Measure the length and total weight of the boat including the battery before the race. *Reasoning: length and weight could possibly not be correctly determined after the race due to crashes or water in the boat.*

7.B) Measure battery weight after the race. *Reasoning: this saves time and stress during check-in because competitors no longer need to install the batteries into the boats in the checkin area.*

7.C) In finals for the top three finishers, otherwise on a random basis or in case of suspicion: after the race, boats must be opened under supervision to inspect the limiters, including all limiter connections and programming.
Reasoning: The idea is to clarify the possibility and necessity of checking limiters especially in finals in order to prevent fraud.

8. Questions (no proposals)

Please clarify based on the existing rules: During which exact period do the 2 minutes apply? Is it allowed to check in with a B-boat? Is it allowed to check in with 2 boats and then decide on one boat during transponder check? If something was overlooked during registration, for example the battery voltage was not recorded – who is responsible?

Germany, 13th May 2026

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