

May 12, 2026

Polish proposals for changes to the NAVIGA Section M Rules 2026

1.

We propose that batteries be weighed before racing during technical inspection, and then marked with a seal/sticker that must remain visible on the battery installed in the model without removing it.

Battery weighing today is fundamentally different from the old “weight battery” regulations — the battery must meet a minimum weight, not a maximum one. Therefore, there is no risk of increasing the battery weight after a race, for example due to water entering the model.

Removing batteries before every heat often creates difficult situations, including dangerous ones such as short circuits, which could be avoided with this solution.

At the request of the judge, an additional battery weighing may be carried out after a race, and it shall be mandatory for the top 3 competitors in the final.

2.

We request that, in the event of a model failure on the water, only the hull be considered the model carrying the license number and racing number, similarly to the rules concerning the placement of model registration (license number), which cannot be placed on a float or hatch cover.

This concerns hydro classes in particular.

The purpose is to establish that the model consists of one part, not three or more. If floats or other parts separate from the hull during a race, under the current rules another competitor may not touch any part of the damaged model, even if it is broken into three or more pieces and these pieces are located in different areas of the course.

This creates many situations in which other competitors are disadvantaged because they are forced to avoid multiple parts of a damaged model, and this may lead to unfair disqualification of a competitor.

3.

We propose removing limits on the number of battery cells in all classes.

We believe that the use of limiters and a specified energy limit is already a sufficient factor distinguishing the different classes.

Specifying the number of cells is a relic from the times when energy was limited by battery weight.

The only limitation should be a maximum voltage of 43V.

4.

We propose removing from the regulations the possibility of using NiMH and LiFePO batteries.

For several years nobody has been using these battery types, so this rule has become obsolete.

5.

We propose that, in parallel with the points system, results in F3 classes also be shown in seconds.

For each penalty point, 5 seconds are added to the result.

Example:

If a competitor completes the course in 20 seconds with no penalty points, the result would be: 146.000 points / 20s

If a competitor completes the course in 20 seconds and receives 2 penalty points, the result would be: 144.000 points / 30s

The purpose of introducing parallel time scoring is to make F3 results easier to understand, as the current scoring system is unclear to many competitors and reduces interest in this excellent class.

6.

We propose changing the buoy regulations for Eco classes.

Currently, the buoys for Eco classes are regulated together with the buoys for F1 and F3 classes (the regulations require them to protrude 10 cm to 20 cm above the water surface).

A buoy protruding only 10 cm in an Eco race does not fulfill its purpose. In addition, such a small buoy can easily be damaged, which may lead to a race being repeated.

We propose separating the Eco buoy regulations from the F1 and F3 regulations, and changing the protrusion height of Eco buoys to 20 cm to 30 cm above the water surface.

7.

We propose introducing the possibility of measuring times in F1 and F3 classes using a dedicated timing device connected to the results presentation system, instead of using the current three-stopwatch timing system, provided that it is not an AMB/MyLaps device.

Such a device would require approval from the NAVIGA Section M Committee, led by the Section M Leader.

Section M Poland