




PLEASURE NAVIGATION



90th UIM General Assembly
Budva, Montenegro
Council vote - 20th October 2017

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 Proposal n°	1	COMMISSION & COMMITTEE	PLEASURE NAVIGATION COMMISSION
Discipline Rule article n° Article subject 2017 Rulebook page	PLEASURE NAVIGATION 202.01 Advance Programme 83		

Current text

202 – ADVANCE PROGRAMME

202.01 – FORWARDING DATE

[...]

The above advance-programme must be written in the language of the organising Country and in English and must contain the following information:

Proposed text

202 – ADVANCE PROGRAMME

202.01 – FORWARDING DATE


[...]

The above advance-programme must be written in the language of the organising Country and in English and must contain the following information **written in the same order point by point:**

Justification

Some organizers write the programs without following this order which makes it difficult to verify if the regulation is fulfilled. It is a difficult for the pilots and a difficult for the Secretariat of the UIM.

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	2	COMMISSION & COMMITTEE	PLEASURE NAVIGATION COMMISSION
Discipline Rule article n° Article subject 2017 Rulebook page	Pleasure Navigation 300.11 Life jackets 92		

Current text

300.11 SAFETY EQUIPMENT

Every competing boat shall have on board during the whole duration of the event (including practice) all the following:

- The efficient safety equipment required by the Country whose flag is flown by the craft;
- Any safety equipment prescribed by these rules or the competition rules;
- During race and practice each person aboard a boat must wear a life jacket which satisfies the “UIM Life Jacket Basic Manufacturing Specifications” dated January 1, 2017 located on the UIM website. Drivers who are using lifejackets made prior to January 1, 2017 may continue to use their lifejacket until January 1, 2018 and continue to use the lifejacket if it satisfies the manufacturing specification defined herein.

Proposed text

300.11 SAFETY EQUIPMENT

Every competing boat shall have on board during the whole duration of the event (including practice) all the following:


- The efficient safety equipment required by the Country whose flag is flown by the craft;
- Any safety equipment prescribed by these rules or the competition rules;
- During race and practice each person aboard a boat must wear a life jacket which satisfies the “UIM Life Jacket Basic Manufacturing Specifications” dated January 1, 2017 located on the UIM website.

~~Drivers who are using lifejackets made prior to January 1, 2017 may continue to use their lifejacket until January 1, 2018 and continue to use the lifejacket if it satisfies the manufacturing specification defined herein.~~

Justification

Obviously, has no sense after January 1, 2018

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	3	COMMISSION & COMMITTEE	COMINSAFE
Discipline Rule article n° Article subject 2017 Rulebook page	Pleasure Navigation 300.11 Safety Equipment 92		

Current text

300.11 – SAFETY EQUIPMENT

[...]

- If required by the competition rules, any person aboard any boat taking part in competitions must wear an helmet of orange colour during the competition and during the practice runs and also after stopping on the course(e.g. in case of technical failure). The helmet must comply with the SNELL or FIA helmet standards in accordance with the list available on the UIM Website. Restrained drivers must wear a head and neck support/restraint device that satisfies SFI 38.1 or FIA 8858.
No image recording device, however small, may be attached to helmets.

Proposed text

300.11 – SAFETY EQUIPMENT


[...]

- If required by the competition rules, any person aboard any boat taking part in competitions must wear a helmet of orange colour during the competition and during the practice runs and also after stopping on the course(e.g. in case of technical failure). The helmet must comply with the SNELL or FIA helmet standards in accordance with the list available on the UIM Website. ~~Restrained drivers must wear a head and neck support/restraint device that satisfies SFI 38.1 or FIA 8858.~~
No image recording device, however small, may be attached to helmets.
- ***Restrained drivers must wear a head and neck support/restraint device that satisfies SFI 38.1 or FIA 8858.***

Justification

Reordering sentences for clarification.

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	4	COMMISSION & COMMITTEE	COMINSAFE
Discipline Rule article n° Article subject 2017 Rulebook page	Pleasure Navigation T.3.b Crash Helmets 119		

Current text

TECHNICAL REGULATIONS

GENERAL RULES APPLICABLE TO BOTH CLASSES

[...]

T.3 CREW

[...]

T.3.b Crash helmets -

All crash helmets must conform to a minimum BS6658B or a similar standard to include UNECE22-05 and SNELL M2000 M2005. No open faced crash helmets are permitted to be worn in open cockpit boats. If a full face crash helmet is worn in a full canopy boat, the air supply system must be permanently fitted inside the helmet. The upper 70% of crash helmets shall be ORANGE except for the area covered by the boat number as detailed below. It is recommended that for craft capable of speeds over 80mph the helmet complies with BS6658A or SNELL SA2000 or SA2005. When a crash helmet is produced for scrutineering the wearer must prove compliance with the above standards. This may be by means of product literature.

[...]

Proposed text

TECHNICAL REGULATIONS

GENERAL RULES APPLICABLE TO BOTH CLASSES

[...]

T.3 CREW

[...]

T.3.b Crash helmets -

~~All crash helmets must conform to a minimum BS6658B or a similar standard to include UNECE22-05 and SNELL M2000 M2005.~~ **All crash helmets must conform to the SNELL or FIA standards listed on the UIM website.**


No open faced crash helmets are permitted to be worn in open cockpit boats. If a full face crash helmet is worn in a full canopy boat, the air supply system must be permanently fitted inside the helmet. The upper 70% of crash helmets shall be ORANGE except for the area covered by the boat number as detailed below. ~~It is recommended that for craft capable of speeds over 80mph the helmet complies with BS6658A or SNELL SA2000 or SA2005.~~ When a crash helmet is produced for scrutineering the wearer must prove compliance with the above standards. This may be by means of product literature.

[...]

Justification

The helmet standards listed in the current rule are outdated and no longer are supported by the certification agencies. The permissible standard listings for helmets are provided on the UIM website.

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	<h1>5</h1>	COMMISSION & COMMITTEE	COMINSAFE
Discipline Rule article n° Article subject 2017 Rulebook page	Pleasure Navigation T.7.j Cockpit Evacuation/Immersion Testing 123		

Current text

TECHNICAL REGULATIONS

GENERAL RULES APPLICABLE TO BOTH CLASSES

[...]

T.7 CATEGORY EVO

[...]

T.7.j Cockpit Evacuation/Immersion Testing

All pilots of Evo boats must have a valid certificate an immersion test with a restraint system. A copy of the Immersion Certificate showing the expiry date must be delivered to the Championship Promoter by a testing organisation recognised by a National Authority or by the Promoter.

All riding Crew members using restraints must sign the indemnity form prior to competing in their first test session, practice, Pole position or race.

Proposed text

TECHNICAL REGULATIONS

GENERAL RULES APPLICABLE TO BOTH CLASSES

[...]

T.7 CATEGORY EVO

[...]

T.7.j Cockpit Evacuation/Immersion Testing

~~All pilots of Evo boats must have a valid certificate an immersion test with a restraint system. A copy of the Immersion Certificate showing the expiry date must be delivered to the Championship Promoter by a testing organisation recognised by a National Authority or by the Promoter.~~

Before racing in a craft with restraint systems, all pilots must have passed in the last fourteen months, an immersion training in a restraint system to ensure that they can exit a reinforced cockpit crew compartment successfully.

Prior to taking the Immersion training, all crews must have a valid scuba certificate or have received suitable training. This alternative training should be approved by the National Authority.

It is mandatory to wear a Frontal Head Restraint (FHR) device during the Cockpit Evacuation / Immersion Training. Self-removal of an FHR forms part of the Immersion test training.

An Immersion Certificate to certify the passed training, showing the expiry date, must be delivered by Experts recognised by a National Authority.

~~All riding crew members using restraints must sign the **National** indemnity form prior to competing in their first test session, practice, Pole position or race. any race or practice.~~

A model for the certificate and instructions of how to perform immersion training are available at the UIM Secretariat.

Justification


It is also important for there to a common standard across Offshore & Pleasure Navigation Disciplines for restrained drivers.

It is important that FHR's should be made mandatory in Immersion Training so that those wearing them know how to extract themselves. Self-removal of an FHR should form part of the Immersion test training.

Rule change by UIM Council on 20th October 2017

Budva, Montenegro

Implementation date: 1st January 2018

 Proposal n°	<div>6</div>	COMMISSION & COMMITTEE	COMINSAFE
Discipline Rule article n° Article subject	Pleasure Navigation T.7.p Air Supply		
2017 Rulebook page	124		

Current text

TECHNICAL REGULATIONS

GENERAL RULES APPLICABLE TO BOTH CLASSES

[...]

T.7 CATEGORY EVO

[...]

T.7.p Air Supply

Each crew member must be equipped with their own separate breathing apparatus and air reservoir (no octopus systems allowed), with a capacity sufficient to provide for normal breathing for a period of not less than 30 minutes.

It is also recommended a personal air bottle (in addition to the requirements above) with a breathing regulator for each crew member and enough air for at least 10 minutes be carried and be immediately accessible to each crew member.

Proposed text

TECHNICAL REGULATIONS

GENERAL RULES APPLICABLE TO BOTH CLASSES

[...]

T.7 CATEGORY EVO

[...]

T.7.p Air Supply

Each crew member must be equipped with their own separate breathing apparatus and air reservoir (no octopus systems allowed), with a capacity sufficient to provide for normal breathing for a period of not less than 30 minutes. ***All crew members must also have a valid recognised diving qualification.***

Each air supply bottle, regardless of size, shall be designed for the delivery of breathing air. The tank shall be stamped to verify inspection and certification of the tank to meet air delivery standards. The air tank shall be securely mounted to the boat.

The air supply bottle must be securely fastened to the boat and switched on during all on-water activity.

Each air supply bottle must have a pressure gauge fitted that should be at least 5cm in diameter to allow easy reading during pre-race scrutineering and by crew members on-board.

Each air supply bottle must show 'full' in order to pass pre-race scrutineering.

The air supply hose from the tank to the driver mask or mouthpiece hose connection shall be 3 M to 4.5 M long or of sufficient length to allow the driver to move clear of the farthest side or front of the hull measured from the center of the steering wheel.

The air regulators / mouthpiece for each crew member must be easily accessible for each individual on-board. Air regulators / mouthpiece must operate in any position i.e. upside down. Alternatively, a driver's mask may be used and must cover the driver's nose and mouth and be designed to be watertight. The mask must be attached in such a way as to prevent its being dislodged or removed inadvertently. An ambient air valve is required. A quick release pressure sealing coupler shall be used to connect the air supply hose from the tank (first stage regulator) to the driver mask hose (second stage regulator); the driver mask hose length shall be 25 cm (min) to 91 cm (max) to the connection; The mask shall be worn by the driver anytime the boat is under racing or testing conditions.

A female coupler fitting shall be attached to the air supply hose from the tank; the male coupler fitting shall be attached to the mouthpiece or driver's mask hose. A tee block with two male coupler fittings, attached to the driver mask or mouthpiece hose, is allowed. Parker part number SH1-62 / SH1-63 (or other manufacturer interchange) is the accepted design sealed coupler assembly; stainless steel material is highly recommended, brass is an acceptable alternative.

Each crew member in full race attire & race position must physically demonstrate to the scrutineer that they are able to locate and use their Air Supply Equipment.


Competitors & crew members are responsible at all times for maintaining their equipment and ensuring that it complies with the rules.

It is also recommended a personal air bottle (in addition to the requirements above) with a breathing regulator for each crew member and enough air for at least 10 minutes be carried and be immediately accessible to each crew member.

Justification

- 1) A valid diving qualification needs to be a mandatory requirement and part of the requirements for passing an immersion test. There is no point in competitors having an air supply if they do not know how to use it.
- 2) The air supply hose needs to be long enough to supply air to the crew member as they either (a) extracting themselves from a cockpit (b) Being extracted from a cockpit by rescue.
- 3) Quick release connector valves should be mandatory to ensure a competitor can disconnect or be disconnected from their Air Supply.
- 4) The quick release connector valve should have an extra valve fitted so that Rescue crews have the option of connecting an extra air supply if needed.
- 5) Pressure gauges should be mandatory so that scrutineers and competitors can visually check that air supply bottles are full.
- 6) Air supply bottles should have to show 'full' at pre-race scrutineering.
- 7) Competitors should have to demonstrate that they can use & locate their air supply equipment whilst in full race attire & in position. This to ensure that they have suitable equipment that can be used.
- 8) There should be a minimum standard for Air Supply required for both Pleasure Navigation and Offshore. This may reduce possible confusion between competitors and officials since many of the competitors and officials participate in both categories.

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	7	COMMISSION & COMMITTEE	COMINSAFE
Discipline Rule article n° Article subject	Pleasure Navigation T.7.r Restraint Systems		
2017 Rulebook page	125		

Current text

TECHNICAL REGULATIONS

GENERAL RULES APPLICABLE TO BOTH CLASSES

[...]

T.7 CATEGORY EVO

[...]

T.7.r Restraint Systems -

"The pilot restraint system must consist of a 5 or 6 strap harness and should utilise a minimum 50 mm lap belt, a minimum 75 mm strap over the shoulder harness rated at 4,100kg (9,000 lb.) and have grommets to prevent chafing or cutting of the belt. Harness straps must be attached directly to the cockpit structure. Those straps close behind the driver's head and neck must be 100 mm to 150 mm apart at the point of attachment. The shoulder harness should be installed at 90 degrees to the spine at the shoulder line to minimise compression injuries under high "G" loading. All straps must be free to run through intermediate loops or clamps/buckles. All anchor point bolts must be fitted with stainless steel backing plates that are a minimum of 3mm thick, have a 10cm minimum width and have an area of at least 100cm².

[...]

Proposed text

TECHNICAL REGULATIONS

GENERAL RULES APPLICABLE TO BOTH CLASSES

[...]

T.7 CATEGORY EVO

[...]

T.7.r Restraint Systems -


The pilot restraint system must consist of a ~~5 or 6 strap harness~~ **minimum 6 point/ strap harness** and should utilise a minimum 50 mm lap belt, ~~a minimum 75 mm strap over the shoulder harness rated at 4,100kg (9,000 lb.)~~ **, width rated at 4,100kg (9,000 lb.)** and have grommets to prevent chafing or cutting of the belt. Harness straps must be attached directly to the cockpit structure. Those straps close behind the driver's head and neck must be 100 mm to 150 mm apart at the point of attachment. The shoulder harness should be installed at 90 degrees to the spine at the shoulder line to minimise compression injuries under high "G" loading. All straps must be free to run through intermediate loops or clamps/buckles. All anchor point bolts must be fitted with stainless steel backing plates that are a minimum of 3mm thick, have a 10cm minimum width and have an area of at least 100cm².

[...]

Justification

The 6 and 7 point harnesses have shown increased effectiveness versus the 5 point belt system in restraining the pelvis and reducing chest compression significantly. The pelvis is restrained more effectively by a 50 mm width belt

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	8	COMMISSION & COMMITTEE	PLEASURE NAVIGATION COMMISSION
Discipline Rule article n° Article subject 2017 Rulebook page	Endurance Group B 502.03.03 Life jackets 152		

Current text

502 – ENDURANCE COMPETITIONS

[...]

502.03 – GROUP “B”

[...]

502.03.03 – GENERAL

Pleasure craft with engine capacities not less than 2000 cc. may participate in competitions of Endurance Group B. If reported in the craft’s certification, the powering can be made of two identical and independent engines

The life jacket must have flotation in the front of the trunk and the back of the neck to keep his mouth and nose above water. Life jackets for sailing with enclosed cockpit are not acceptable. The self-inflating life jackets must exhibit the certificate of having passed the security review.

[...]

Proposed text

502 – ENDURANCE COMPETITIONS

[...]

502.03 – GROUP “B”

[...]

502.03.03 – GENERAL

Pleasure craft with engine capacities not less than 2000 cc. may participate in competitions of Endurance Group B. If reported in the craft’s certification, the powering can be made of two identical and independent engines

~~The life jacket must have flotation in the front of the trunk and the back of the neck to keep his mouth and nose above water. Life jackets for sailing with enclosed cockpit are not acceptable. The self-inflating life jackets must exhibit the certificate of having passed the security review.~~

During race and practice each person aboard a boat must wear a life jacket which satisfies the “UIM Life Jacket Basic Manufacturing Specifications” dated January 1, 2017 located on the UIM website.

(Drivers who are using lifejackets made prior to January 1, 2017 may continue to use their lifejacket until January 1, 2018 and continue to use the lifejacket if it satisfies the manufacturing specification defined herein.)


[...]

Justification

For safety reasons

To agree with rule 300.11

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	9	COMMISSION & COMMITTEE	PLEASURE NAVIGATION COMMISSION
Discipline Rule article n° Article subject 2017 Rulebook page	Endurance Group B 502.03.03 Cockpits – Helm stations 153		

Current text

502.03 – GROUP “B”

502.03.03 - GENERAL

[...]

All crew members in cockpit boats must be restrained using a six-point harness and are also subject to a mandatory annual immersion test. A separate air supply for each crew member is also mandatory in cockpit boats. The occupied seats must have head restraints.

Proposed text

502.03 – GROUP “B”

502.03.03 – GENERAL

[...]

All crew members in cockpit boats must be restrained using a six-point harness and are also subject to a mandatory annual immersion test. A separate air supply for each crew member is also mandatory in cockpit boats. The occupied seats must have head restraints.

In the wheelhouse any structure that exceeds the height of the shoulders of the rider in race position is prohibited except if it is considered a cockpit and it is homologated by the UIM.


Justification

For safety reasons

Some boats have a semi covered helm station. That is extremely dangerous because in case of accident the drivers can be caught inside these canopies, without the security that can be offer a homologated cockpit.

See also Art. 703.9.7 of Offshore rulebook.

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	<h1>10</h1>	COMMISSION & COMMITTEE	PLEASURE NAVIGATION COMMISSION
Discipline Rule article n° Article subject 2017 Rulebook page	Endurance Class B 502.03.04 Motorization 153		

Current text

502.03 – GROUP “B”

[...]

502.03.04 – MOTORIZATION

[...]

The boats not fitted with exhaust gas gathered within the propeller diameter should have the level of sound emission according to the Law 2003/44/CE of the European parliament of 16/06/03. Older engines can only be updated with current parts if these do not produce increased power or displacement.

Proposed text

502.03 – GROUP “B”

[...]

502.03.04 – MOTORIZATION

[...]

The boats not fitted with exhaust gas gathered within the propeller diameter should have the level of sound emission according to the Law 2003/44/CE of the European parliament of 16/06/03. Older engines can only be updated with current parts if these do not produce increased power or displacement.


***The deck must be able to bear the weight of a standing man (100 kg) at any point.
 Engine compartments must be covered with a rigid and secure material over the entire surface. This material must be capable of supporting the weight of a person standing 100 kilos at any point. The air intakes must be designed to prevent the accidental introduction of the foot or the hand of a person.***

Justification

For safety reasons

(A race boat can't have an engine compartment uncovered. More, a pleasure navigation boat can't have an engine compartment uncovered)

**Rule change by UIM Council on 20th October 2017
 Budva, Montenegro
 Implementation date: 1st January 2018**

 Proposal n°	<h1>11</h1>	COMMISSION & COMMITTEE	PLEASURE NAVIGATION COMMISSION
Discipline Rule article n° Article subject 2017 Rulebook page	Endurance Group B 502.03.04 Kill Switch 153		

Current text

502.03 – GROUP “B”

[...]

502.03.04 – MOTORIZATION

[...]

The boats not fitted with exhaust gas gathered within the propeller diameter should have the level of sound emission according to the Law 2003/44/CE of the European parliament of 16/06/03. Older engines can only be updated with current parts if these do not produce increased power or displacement.

Proposed text

502.03 – GROUP “B”

[...]

502.03.04 – MOTORIZATION

[...]

The boats not fitted with exhaust gas gathered within the propeller diameter should have the level of sound emission according to the Law 2003/44/CE of the European parliament of 16/06/03. Older engines can only be updated with current parts if these do not produce increased power or displacement.


All crew members must be attached via lanyard to a kill switch which stops engines if any crew member is being ejected from their normal race position.

Justification

For safety and security reasons

Now, the only reference to this important device is in p. 120, category T3.

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	<h1>12</h1>	COMMISSION & COMMITTEE	PLEASURE NAVIGATION COMMISSION
Discipline Rule article n° Article subject 2017 Rulebook page	Endurance Group B 502.03.04 Responsibility & Kill Switch 153		

Current text

502.03 – GROUP “B”

[...]

502.03.04 – MOTORIZATION

[...]

The boats not fitted with exhaust gas gathered within the propeller diameter should have the level of sound emission according to the Law 2003/44/CE of the European parliament of 16/06/03. Older engines can only be updated with current parts if these do not produce increased power or displacement.

Proposed text

502.03 – GROUP “B”

[...]

502.03.04 – MOTORIZATION

[...]

The boats not fitted with exhaust gas gathered within the propeller diameter should have the level of sound emission according to the Law 2003/44/CE of the European parliament of 16/06/03. Older engines can only be updated with current parts if these do not produce increased power or displacement.


When the pilot is responsible to accelerate the boat, with the hand or with the foot, the throttle command should have automatic return to 0.

All crew members must be attached via lanyard to a kill switch which stops engines if any crew member is being ejected from their normal race position.

Justification

For security reasons. Drivers must have both hands on the steering wheel.

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	<h1>13</h1>	COMMISSION & COMMITTEE	PLEASURE NAVIGATION COMMISSION
Discipline Rule article n° Article subject 2017 Rulebook page	Endurance Class B 502.03.05 Length of boats 153		

Current text

502.03 – GROUP “B”

[...]

502.03.05 – CATEGORIES AND CLASSES

All pleasure boats with LOA from 5.00 m. to 8.99 m. fully conforming to the Boat Certification issued by an appropriate Technical Body, stating the dimensions of the craft and the installed engine capacities, may belong to this category according to the following:

[...]

Proposed text

502.03 – GROUP “B”

[...]

502.03.05 – CATEGORIES AND CLASSES

All pleasure boats with LOA from 5.00 m. to ~~8.99 m.~~ **8.00 m.** fully conforming to the Boat Certification issued by an appropriate Technical Body, stating the dimensions of the craft and the installed engine capacities, may belong to this category according to the following:

[...]

Justification

Last World Championship (Como, Italy) they are is 23 boats. Only 2 with more than 8 meters

The superiority of the absolute winner is scandalous. (Declared 8.90 m)

One meter more is a great advantage. More power, more speed, less safety. More space in pits, more difficult for transport, more budget.


The other boats remain obsoletes. Some drivers say that they don't will participate in the future.

I believe we must return to the past rule book to maintain the class.

In alternative we can maintain 8.99 meters for S1 only for 2018 in order not to cause damage to boats of more than 8 meters already built.

In consequence, modifications of others articles must be necessary.

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	<h1>14</h1>	COMMISSION & COMMITTEE	PLEASURE NAVIGATION COMMISSION
Discipline Rule article n° Article subject 2017 Rulebook page	Endurance Class B 502.03.05 - C Verification weight 157		

Current text

502.03 – GROUP “B”

[...]

502.03.05 – CATEGORIES AND CLASSES

[...]

C. SUPERBOAT SPORT CATEGORY

[...]

VERIFICATION WEIGHT

For the Super Boat Sport classes, the allowed minimal weight for every boat is shown on the relevant chart, crossing the axis of the length of the boat (cm.), as indicated in the documents of the boats (Lh), and the adopted compensation curve.

At the crossing point, on the axis indicating the kg. It can be read the relevant weight rounding off for excess.

The minimal weight is to be calculated at the end of the race, and it is referred to:

- Boat unit.
- Equipments on board.
- Residual fuel.
- Crew ready for racing.
- Possible declared ballast.

The ballast can be only of solid type, must be strictly fixed to the structure of the boat; fixing with ropes, elastic or other material easy to be removed is not admitted. The existence and the weight of the ballast must be declared and indicated on the TECHNICAL CARD by the Technical officer. At the end of any race, all the boats and drivers must remain available for possible procedures of weight verification and relevant inspections.

During the weight verification procedure, the boat does not have to contain liquids different from the residual fuel and solid parts that are not equipments on board or declared ballast. The weight of the pilot will be the weight of his body together with the weight of his racing clothes. In case the minimal foreseen weight is not reached, it will be applied disqualification.

Boats with a length of less than six meters must have a minimum weight equal to boats of six meters in length.

Proposed text

502.03 – GROUP “B”

[...]

502.03.05 – CATEGORIES AND CLASSES

[...]

C. SUPERBOAT SPORT CATEGORY

[...]

VERIFICATION WEIGHT

The minimal weight is to be calculated at the end of the race, and it is referred to:

- Boat unit.
- Equipments on board.
- Residual fuel.
- Crew ready for racing.
- Possible declared ballast.

The ballast can be only of solid type, must be strictly fixed to the structure of the boat; fixing with ropes, elastic or other material easy to be removed is not admitted. The existence and the weight of the ballast must be declared and indicated on the TECHNICAL CARD by the Technical officer. At the end of any race, all the boats and drivers, must remain available for possible procedures of weight verification and relevant inspections.

During the weight verification procedure, the boat does not have to contain liquids different from the residual fuel and solid parts that are not equipments on board or declared ballast. The weight of the pilot will be the weight of his body together with the weight of his racing clothes. In case the minimal foreseen weight is not reached, it will be applied disqualification.

For the Super Boat Sport classes, the allowed minimal weight for every boat is shown on the relevant chart, crossing the axis of the length of the boat (cm.), as indicated in the documents of the boats (Lh), and the adopted compensation curve.

At the crossing point, on the axis indicating the kg. It can be read the relevant weight rounding off for excess.


Boats with a length of less than six meters must have a minimum weight equal to boats of six meters in length.

In order to prevent boats loading water during the race the boats will be weighed before the race. Officials will check a reasonable weight loss after the race.

Justification

A change in the order of paragraphs must be necessary to clarify the rule. A new text is important to clarify the rules and prevent inappropriate behavior.

**Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018**

 Proposal n°	<h1>15</h1>	COMMISSION & COMMITTEE	COMINSAFE
Discipline Rule article n° Article subject 2017 Rulebook page	Pleasure Navigation 616.06 Safety Rules 179		

Current text

616 – UIM RULES FOR LONG DISTANCE OFFSHORE MOTORBOAT WORLD SPEED RECORDS

[...]

616.06 - SAFETY RULES

It is not within the province of these rules to set safety standards. However, all vessels making record attempts must comply with the appropriate safety standards enforced by International Maritime Law and by their Country of origin or registration, and of any race or trophy in which they may be competing, and by the country in which home waters they are sailing.

Evidence of compliance must be provided to the relevant National Authority prior to departure.

Proposed text

616 – UIM RULES FOR LONG DISTANCE OFFSHORE MOTORBOAT WORLD SPEED RECORDS

[...]

616.06 - SAFETY RULES

It is not within the province of these rules to set safety standards. However, all vessels making record attempts must comply with the appropriate safety standards enforced by International Maritime Law and by their Country of origin or registration, and of any race or trophy in which they may be competing, and by the country in which home waters they are sailing.


In addition, the relevant rules regarding personal flotation devices, helmets, restrained driver and crew (FHR, air systems, restraint belts, seats, etc.) have to be complied with.

Evidence of compliance must be provided to the relevant National Authority prior to departure.

Justification

Clarification of requirements for restrained driver and crew in cockpits.

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	<h1>16</h1>	NATIONAL AUTHORITY	IRELAND
Discipline Rule article n° Article subject 2017 Rulebook page	Pleasure Navigation 616.10 Record Courses 180		<i>No Support Required</i>

Current text

616.10 Record Courses

[...]

Proposed text

616.10 Record Courses

[...]

North Atlantic Crossing (Killybegs, Ireland to St. John's, Canada.)

Start/Finish Line at Killybegs is a line due east (true) from Killybegs Town Pier (54.633159, 08.443823W)

Start/Finish Line at St Johns is a line between North Head (47.566415N, 52.677708W) and Fort Amherst Lighthouse.


Justification

An Irish Racing Team who presently hold the Round Ireland and Rockall record would like to attempt this new North Atlantic crossing. No such record presently exists.

Commission advice

Pleasure Navigation Commission

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	17	COMMISSION & COMMITTEE	PLEASURE NAVIGATION (Radio-Controlled)
Discipline Rule article n° Article subject 2017 Rulebook page	Pleasure Navigation Radio-Controlled - 108.02 Number of entries 205		

Current text

WORLD AND CONTINENTAL CHAMPIONSHIPS

[...]

108.02

A championship of any class can only be organized if the boats in that class

A championship for any class can only be confirmed when a minimum of three competitor entries is met.

Proposed text

WORLD AND CONTINENTAL CHAMPIONSHIPS

[...]

108.02


~~A championship of any class can only be organized if the boats in that class~~

A championship for any class can only be confirmed when a minimum of three competitor entries is met.

Justification

Meaning less

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	<h1>18</h1>	COMMISSION & COMMITTEE	PLEASURE NAVIGATION (Radio-Controlled)
Discipline Rule article n° Article subject 2017 Rulebook page	Pleasure Navigation Radio-Controlled - 108.09 Medals 206		

Current text

108 - WORLD AND CONTINENTAL CHAMPIONSHIPS

[...]

108.09

The Champion receives a gold medal given by the organising club.

Other prizes may be awarded.

A driver who has entered for a World or Continental Championship cannot be compelled to enter other races programmed during the meeting.

Proposed text

108 - WORLD AND CONTINENTAL CHAMPIONSHIPS

[...]

108.09

~~The Champion receives a gold medal given by the organising club.~~ ***The top three drivers of each class receives UIM gold, silver and bronze medals.***

Other prizes may be awarded.

A driver who has entered for a World or Continental Championship cannot be compelled to enter other races programmed during the meeting


Justification

To align it with other disciplines

Commission Advice

Pleasure Navigation (Radio-Controlled)

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	<h1>19</h1>	COMMISSION & COMMITTEE	PLEASURE NAVIGATION (Radio-Controlled)
Discipline Rule article n° Article subject 2017 Rulebook page	Pleasure Navigation Radio-Controlled – 110.13 Dead heats 209		

Current text

110.13 - DEAD-HEATS

In case of dead-heats by the number of laps, the first boat completing the course within the shortest time will be classified first.

In case of a dead-heat, the results of the other eliminating heats will be taken into account to determinate admissibility to the final. Should there still be a dead-heat, the names would then be drawn by lots.

During the final, should there be several boats stopped with the same number of laps and should they fail to complete the lap in progress after the end-of-race signal, they will be classified in the order of their last pass in front of the time-keepers.

Proposed text

110.13 - DEAD-HEATS

In case of dead-heats by the number of laps, the first boat completing the course within the shortest time will be classified first.


In case of a dead-heat, the results of the other ~~eliminating~~ **qualifying** heats will be taken into account to determinate admissibility to the final. Should there still be a dead-heat, the names would then be drawn by lots.

During the final, should there be several boats stopped with the same number of laps and should they fail to complete the lap in progress after the end-of-race signal, they will be classified in the order of their last pass in front of the time-keepers.

Justification

Wrong wording

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	<h1>20</h1>	COMMISSION & COMMITTEE	PLEASURE NAVIGATION (Radio-Controlled)
Discipline Rule article n° Article subject 2017 Rulebook page	Pleasure Navigation Radio-Controlled - 112.06 Duration of the heat and of the final 212		

Current text

112.06 - DURATION OF HEATS AND OF THE FINAL

Qualifying heats, semi-finals and finals: 8 (eight) minutes ALL Classes

Proposed text


112.06 - DURATION OF HEATS AND OF THE FINAL

Qualifying heats, semi-finals and finals: 8 (eight) minutes ALL **OFFSHORE** Classes **except OF1**
Qualifying heats, semi-finals and finals: 6 (six) minutes for OF1 class

Justification

To better suit the boat requirement

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	<h1>21</h1>	COMMISSION & COMMITTEE	PLEASURE NAVIGATION (Radio-Controlled)
Discipline Rule article n° Article subject 2017 Rulebook page	Pleasure Navigation Radio-Controlled - 112.07 Starting race signal 212		

Current text

112.07 - STARTING RACE SIGNAL

The beginning of each heats is indicated by the clock

Proposed text

112.07 - STARTING RACE SIGNAL


The beginning of each heats is indicated by the clock.

Only for OF1 class jetty start with red lights.

Justification

To better suit the boat requirement

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	<h1>22</h1>	COMMISSION & COMMITTEE	PLEASURE NAVIGATION (Radio-Controlled)
Discipline Rule article n° Article subject 2017 Rulebook page	Pleasure Navigation Radio-Controlled - 308.05.04 OF-1 STARTING PROCEDURE Page 228		

Current text

308.05 - STARTING PROCEDURE

[...]

305.05.04 - OF-1 STARTING PROCEDURE

When the “Red Lights assembly” is available this start procedure should be preferred;

- Pit - time of 2 (two) minutes with Count-down; where the competitors may Start the engine and the boat may be put on the water but not released.
- Turn-on sequence of 5 (five) RED Lights is started.
- The RACE START when, after a random delay of up to 5 seconds the 5 RED LITGTS are turned –off simultaneously; only at this moment the boats on the water can be released (NOT LAUNCHED).

Proposed text

308.05 - STARTING PROCEDURE

[...]

305.05.04 - OF-1 STARTING PROCEDURE


When the “Red Lights assembly” is available this start procedure should be preferred;

- Pit - time of 2 (two) minutes with Count-down; where the competitors may Start the engine and the boat may be put on the water but not released.
- **15 seconds to red lights sequence is announced.**
- **all the boats must be put on the water and kept in position by the pit mechanics.**
- Turn-on sequence of 5 (five) RED Lights is started.
- The RACE START when, after a random delay of up to 5 seconds the 5 RED LITGTS are turned –off simultaneously; only at this moment the boats on the water can be released (NOT LAUNCHED).
- **boats must live the starting pits straight toward buoy n.1 for the first right turn.**

Justification

Improving the starting procedure to make it safer. Already tested during the Italian championship

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	<h1>23</h1>	COMMISSION & COMMITTEE	PLEASURE NAVIGATION (Radio-Controlled)
Discipline Rule article n° Article subject 2017 Rulebook page	Pleasure Navigation Radio-Controlled - 502.08 Semi-scale catamaran hull 236		

Current text

502.08 – SEMI-SCALE CATAMARAN HULL

The shape of the hull must be a catamaran circuit type.

The hull must have on the cockpit at least one graphic showing the windscreen of the cockpit; for hulls without open canopies there must be a driver wearing orange helmet.

Proposed text

502.08 – SEMI-SCALE CATAMARAN HULL


The shape of the hull must be a catamaran circuit type.

The hull must have on the cockpit at least one graphic showing the windscreen of the cockpit; for hulls ~~without~~ **with** open canopies there must be a driver wearing orange helmet.

Justification

Misleading

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	<h1>24</h1>	COMMISSION & COMMITTEE	PLEASURE NAVIGATION (Radio-Controlled)
Discipline Rule article n° Article subject 2017 Rulebook page	Pleasure Navigation Radio-Controlled – 801 New – Solar Cell 246		

Current text

NONE

Proposed text


801 - SOLAR CELL

Technical specifications will be settled as soon as the experimental test will be completed.

Justification

To promote new ecological propulsion systems also in radiocontrolled. All types of hulls can be used in the various meetings

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	<h1 style="color: red; margin: 0;">25</h1>	COMMISSION & COMMITTEE	PLEASURE NAVIGATION (Radio-Controlled)
Discipline Rule article n° Article subject 2017 Rulebook page	Pleasure Navigation Radio-Controlled – 810.01 New – Marathon race		

Current text

NONE

Proposed text

810 – MARATHON RACE

810.01 – INDIVIDUAL RACE

810.01.01 – CLASS ALLOWED

Rif. Art. 501.01

810.01.02 – FORMAT RACE

A - DURATION RACE : 2 HOUR

dead boats are retrieved and may restart.

B – PIT-STOP

Any driver during the race can stop to make changes to the boat and refuel.

C - CLASSIFICATION


The classification is established on the basis of the number of laps completed by each boat, from the starting signal up to the end-of-race signal, penalties deducted if any.

For the rest, reference is made to Art. 110 to follow.

Justification

Following a proposal by the Italian Powerboat Federation, we need to fix well established racing rules for this Italian “Classic” event (raced since ‘90 years) to become a “UIM Classic” event !!

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	<h1 style="color: red; margin: 0;">26</h1>	COMMISSION & COMMITTEE	PLEASURE NAVIGATION (Radio-Controlled)
Discipline Rule article n° Article subject 2017 Rulebook page	Pleasure Navigation Radio-Controlled – 810.02 New – Marathon race		

Current text

NONE

Proposed text

810 – MARATHON RACE

810.02 – 2 DRIVERS TEAM RELAY RACE

810.02.01 – CLASSES ALLOWED

Rif. Art. 501.01

810.02.02 – FORMAT RACE

A - DURATION RACE : 2 HOUR

dead boats are retrieved and may restart.

B - TEAM COMPOSITION : 2 DRIVER and 2 BOAT

For each team there may be only one boat in water at a time.

C – DRIVER AND BOAT CHANGE

The pilot and boat change can only take place if the competing boat stops for a failure or for regular arrival at the jetty start .

D - PIT-STOP

Any drivers during the race can stop to make changes to the boat and refuel.

E - CLASSIFICATION

The classification is established on the basis of the number of laps completed by the two boats of the team, from the starting signal up to the end-of-race signal, penalties deducted if any.

F - RED CARD


If the driver receives a red card, he and his boat can not continue the race; other team member can go on to complete the race.

For the rest, reference is made to Art. 110 to follow.

Justification

Following a proposal by the Italian Powerboat Federation, we need to fix well established racing rules for this Italian “Classic” event (raced since ‘90 years) to become a “UIM Classic” event !!

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	<h1>27</h1>	COMMISSION & COMMITTEE	PLEASURE NAVIGATION (Radio-Controlled)
Discipline Rule article n° Article subject 2017 Rulebook page	Pleasure Navigation Radio-Controlled – 810.03 New – Marathon race		

Current text

NONE

Proposed text

810 – MARATHON RACE

810.03 – 3 DRIVERS TEAM RELAY RACE

810.03.01 – CLASSES ALLOWED

Rif. Art. 501.01

810.03.02 – FORMAT RACE

A - DURATION RACE : 6 HOUR

dead boats are retrieved and may restart.

B - TEAM COMPOSITION : 3 DRIVER and 3 BOAT

For each team there may be only one boat in water at a time.

C – DRIVER AND BOAT CHANGE

The pilot and boat change can only take place if the competing boat stops for a failure or for regular arrival at the jetty start .

D - PIT-STOP

Any drivers during the race can stop to make changes to the boat and refuel.

E - CLASSIFICATION

The classification is established on the basis of the number of laps completed by the three boats of the team, from the starting signal up to the end-of-race signal, penalties deducted if any.

F - RED CARD


If the driver receives a red card, he and his boat can not continue the race; other team members can go on to complete the race.

For the rest, reference is made to Art. 110 to follow.

Justification

Following a proposal by the Italian Powerboat Federation, we need to fix well established racing rules for this Italian “Classic” event (raced since ‘90 years) to become a “UIM Classic” event !!

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018

 Proposal n°	28	COMMISSION & COMMITTEE	PLEASURE NAVIGATION (Radio-Controlled)
Discipline Rule article n° Article subject 2017 Rulebook page	Pleasure Navigation Radio-Controlled - 902 Racing Number Plate 246		

Current text

A. Endurance

Black digits on White background

Numbers Height : Minimum 75 mm Maximum 80 mm

Numbers Width : Minimum 30 mm Maximum 40 mm (except for N° 1).

B. Heat racing and electric boats

Black digits on White background

Numbers Height : Minimum 65mm Maximum 75 mm

Numbers Width : Minimum 20 mm Maximum 25 mm (except for N° 1).



Proposed text

A. Endurance *and Offshore*

Black digits number on White background 100x140 mm

Numbers Height: Minimum 75 mm Maximum 80 mm

Numbers Width: Minimum 30 mm (except for n° 1)

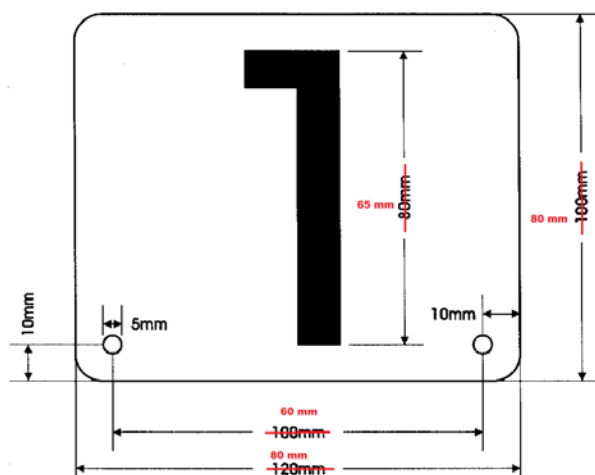


B. Heat racing , electric boat *and OF1 class*

Black digits number on White background 80x80 mm

Numbers Height: minimum 65 mm Maximum 75mm

Numbers Width: Minimum 20-25 mm Maximum 75mm (except for n° 1)



Justification

For hull dimensions

Rule change by UIM Council on 20th October 2017
Budva, Montenegro
Implementation date: 1st January 2018