	<b>1</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Proposal n°</b>			
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	Offshore 101 Event sanction		
2012 Rulebook page	106		

### Current text

### Proposed text


**Add:** An event that concerns several countries, the N.A. where the event starts, or finish, shall be the main sanctioning body and responsible to UIM. All N.A. which waters are concerned must also recognize the event.

### Justification

New events may take place in several countries and this will cover the UIM and N.A. positions.

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

 <b>UIM</b> UNION INTERNATIONALE MOTONAUTIQUE	<b>2</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Proposal n°</b>			
<b>Discipline</b>	Offshore		
<b>Rule article n°</b>	200.01 - Generalities		
<b>Article subject</b>			
2012 Rulebook page	115		

### Current text

#### 200.01 – GENERALITIES

The following bodies have the right to organise any power boating event: National Authorities and their Affiliated Clubs, Corresponding Members of the UIM, UIM contracted promoters (with the agreement of the National Authority).

All events have to be sanctioned by the National Authority.

Affiliation to the National Authority implies acceptance of the National Rules and those of the UIM. ....

### Proposed text

#### 200.01 – GENERALITIES

The following bodies have the right to organise any power boating event: National Authorities and their Affiliated Clubs, Corresponding Members of the UIM, UIM contracted promoters (with the agreement of the National Authority).

All events have to be sanctioned by the National Authority. **For events taking place in more than one country, each country's NA must approve the event.**


Affiliation to the National Authority implies acceptance of the National Rules and those of the UIM. ....

### Justification

This rule change is required to make sure that every race organized under the UIM umbrella has the collaboration of every nation involved in the implementation of any race taking place in their waters.

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

	<b>3</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Proposal n°</b>			
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	Offshore 201.01 Organising bodies		
2012 Rulebook page	117		

### Current text

#### 201.01 - ORGANISING BODIES

All races are under the control of an Organising Body approved by and affiliated to the National Authority of the country in which the race is run.

The Organising Body nominates:.....

### Proposed text

#### 201.01 - ORGANISING BODIES

All races are under the control of an Organising Body approved by and affiliated to the National Authority of the country in which the race is run. **In the event of a multi-national race, the Organising Body (unless run by a promoter) must be an affiliated club in one of the countries in which the races are run.**


The Organising Body nominates: .....

### Justification

*In a multi-leg race format the demand on the Officials may necessitate the establishment of designated groups. All of this fall in under the organisers responsibilities and need not be detailed in any rules or regulations from the governing body further than what is currently in the UIM Offshore rulebook.*

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

 <b>Proposal n°</b>	<b>4</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	Offshore 201.08 UIM Commissioner		
2012 Rulebook page	122		

### Current text

#### 201.08 – UIM COMMISSIONER

The presence of a Commissioner of the UIM is necessary at any International titled meeting, except in case of force majeure. The Commissioner is appointed by the UIM Cominoff.

The function of the Commissioner must be taken very seriously.

The UIM Commissioner: .....

### Proposed text

#### 201.08 – UIM COMMISSIONER

The presence of a Commissioner of the UIM is necessary at any International titled meeting, except in case of force majeure. The Commissioner is appointed by the UIM Cominoff. **In the case of an Ultra Marathon Event this will have to be granted a World or Continental Title before a UIM Commissioner is required.**

The function of the Commissioner must be taken very seriously.

The UIM Commissioner:.....


### Justification

*An Ultra Marathon Event does not today hold any Championship Title by the UIM, and should thus not require a UIM Commissioner to be present.*

*In an event like Ultra Marathon Racing, which stretches over days and maybe weeks, the appointment of a UIM Commissioner that follows all through the event will constitute a challenge. There will be few to elect from who are able to set aside the time, not to speak of taking time off of work. There is normally no compensation for lost income for UIM Commissioners.*

#### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

	<b>5</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Proposal n°</b>			
<b>Discipline</b>	Offshore		
<b>Rule article n°</b>	202.01 – Advance Programme		
<b>Article subject</b>			
2012 Rulebook page	124		

### Current text

202.01 - ADVANCE PROGRAMME

45 days before any International race, the organising committee must forward .....

### Proposed text

202.01 - ADVANCE PROGRAMME


45 days before any International race, **or 90 days before any International Marathon Offshore race**, the organising committee must forward .....

### Justification

The Marathon Racing enforces a demand for longer period of preparations, and dully this will give the teams ample time from the final settings is defined until first race day.

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

 UIM UNION INTERNATIONALE MOTONAUTIQUE	<b>6</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Proposal n°</b>			
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	Offshore 305.07 Start, white flare		
2012 Rulebook page	141		

### Current text

A single white smoking or rocket flare will be fired 2 minutes before the beginning of the starting run-up for the first class start.

### Proposed text


A single white smoking or rocket flare will be fired 2 minutes before the beginning of the starting run-up for the first class start. **Alternatively a loud and clear horn signal may be used when applicable.**

### Justification

It has been noticed that flairs are most often being thrown into the water. That is not the best for our environment. In some smaller areas a loud fog horn or similar could do the same job that the start procedure will commence. This has been used in some events with good result. This is just an option that in some event can improve the attention from the pilots.

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

	<b>7</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Proposal n°</b>			
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	Offshore 320 Finishing a race, 70 %		
2012 Rulebook page	151		

### Current text

To be designated as a “finisher”, a minimum of a minimum of 70 % of the laps completed by the winning boat must be completed, rounded up or down to the nearest full lap.

### Proposed text


To be designated as a “finisher”, a minimum of a minimum of 70 % of the laps, **or the overall distance**, completed by the winning boat must be completed, rounded up or down to the nearest full lap.

### Justification

Some event do run different laps and this clarifies that it is the distance covered that is what counts.

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

 <b>Proposal n°</b>	<b>8</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	Offshore 402.01 International jury		
2012 Rulebook page	157/8		

### Current text

#### 402.01 – THE INTERNATIONAL JURY

The Jury hears any protest raised by a driver.

##### 1. Composition

The Jury must be composed of at least three members, the Chairman included. The Organisers of the event appoint the Chairman. Each competing country, including the hosting country, may appoint one member delegate who can represent only one country. These appointments must be made in writing, authorised and signed by a National Authority Official and delivered to the event Secretary.

If there are not enough N.A. appointed members to form a Jury of three persons, the Organisers must appoint additional members, but only enough to reach three persons.

The Jury composition will be announced at the first drivers meeting. The Jury must be present at the first drivers meeting.

Race Officials can not be Jury members.

The UIM Commissioner appointed to the event is a full member of the Jury.

In an event comprising races of several classes there may be a different Jury for each class.

##### 2. Authority and Duties

The Jury sits as long as the event lasts, and hears all protests relating to that event.

The jury must decide as soon as possible on all protests presented to it during the event.

### Proposed text

#### 402.01 – THE INTERNATIONAL JURY

The Jury hears any protest raised by a driver.

##### 1. Composition

The Jury must be composed of at least three members, the Chairman included. The Organisers of the event appoint the Chairman. Each competing country, including the hosting country, may appoint one member delegate who can represent only one country. These appointments must be made in writing, authorised and signed by a National Authority Official and delivered to the event Secretary.

If there are not enough N.A. appointed members to form a Jury of three persons, the Organisers must appoint additional members, but only enough to reach three persons.



The Jury composition will be announced at the first drivers meeting. The Jury must be present at the first drivers meeting.

Race Officials can not be Jury members.

The UIM Commissioner appointed to the event is a full member of the Jury.

In an event comprising races of several classes there may be a different Jury for each class.

## **2. Authority and Duties**

The Jury sits as long as the event lasts, and hears all protests relating to that event.

The jury must decide as soon as possible on all protests presented to it during the event.

**In the case of a multi-leg Marathon offshore event over several days, the Jury must be elected and presented according to the above regulations, and they must be present to overlook the start.**

**During the following stages the Jury must be available to perform a hearing, if a protest, by means of a telephone/Skype meeting or a videoconference if they are not present.**

**At the finish of the race the Jury must be present and await the protest time after the posting of the results, so the results can be verified as official, before the Jury is dismissed.**

### **Justification**


*In an event like Ultra Marathon Racing, the composition of a Jury that sits all through the event constitutes a challenge, as no Race Officials can be a Jury member. The Jury needs only to be called if a protest is delivered.*

*Normally the organisers do not need to carry any expenses for the jury members. In the case of Ultra Marathon Racing it will take considerable traveling and boarding to have the jury members present at each leg.*

*With today's modern technology at hand, this will not be necessary. The Jury will be able to perform their duty by the means of documentation electronically transferred to each member, and through hearing all implicated parties by means of telephone or video technology. The same goes for any video documentations or pictures. All of this must be made available for the Jury by the organisers.*

### **G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece**

<b>In Favour</b>	<b>Against</b>	<b>Abstention</b>	<b>Applicat. date</b>
			<b>2013</b>

 <b>Proposal n°</b>	<b>9</b>	<b>Commission</b>	<b>Cominsafe</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2012 Rulebook page	<b>Offshore</b> <b>508.10</b> <b>Hatches</b>  <b>201</b>	<b>Supported by</b>	

### Current text

It is recommended the hatches are constructed to the same standard as the main restraint Area.

### Proposed text

It is ~~recommended~~ **mandatory** that the hatches are constructed to the same standard as the main restraint Area.

### Justification


To assure that the cockpit area hatches have comparable strength as the restraint area..

### Commission advice

Cominoff - Council

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu-Greece

In Favour	Against	Abstention	Applicat. date
			2013

	<b>10</b>	National Authority	Sweden
Proposal n°			
Discipline	Circuit	Supported by	
Rule article n°	508.30		
Article subject	Class 3 craft without restraints		
2012 Rulebook page	207		

### Current text

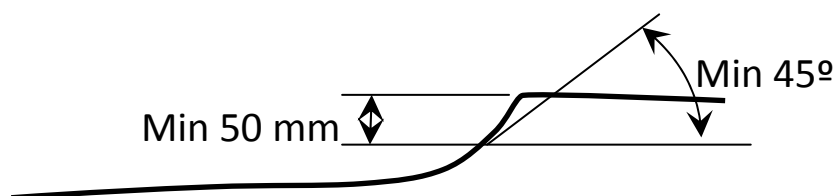
For Class 3B, only the overdeck water deflectors are mandatory.

### Proposed text

**For Class 3A and 3B**, only the overdeck water deflectors are mandatory.

Add following picture to clarify the current rule text.

Water deflector, overdeck § 508.30



### Justification


We have approximately the same speed level in class 3A and 3B.

### Commission advice

Cominoff

### G.A. voting results - October 21<sup>st</sup>. 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

 <b>Proposal n°</b>	<b>11</b>	<b>National Authority</b>	<b>Sweden</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b> 2012 Rulebook page	<b>Offshore</b> <b>703.7.1</b> <b>Cranage</b> 232	<b>Supported by</b>	

### Current text

Boats must be fitted with a minimum of three lifting eyes, either through deck or topside hull cleat type, suitably engineered to withstand lifting the boat fully equipped and fuelled with an adequate safety margin.

Each boat shall be equipped with a detachable strop assembly providing a single lifting point.

### Proposed text

Boats must be fitted with a minimum of three lifting eyes, either through deck or topside hull cleat type, suitably engineered to withstand lifting the boat fully equipped and fuelled with an adequate safety margin.

Each boat shall be equipped with a detachable strop assembly providing a single lifting point.

**The strop assembly must be certified to carry total boat weight.**

**Add attached picture on a recommended strop assembly configuration.**

### Justification

According to the legal requirements of Health and Safety in many counties.

### Commission advice

Cominoff

### G.A. voting results - October 21<sup>st</sup>. 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013


## Rule Offshore §703.7.1 Cranage

Recommended strop assembly configuration.



Notify specially the recommendation to have a Steel Forged Rings and lifting hooks with safety latch



 <b>Proposal n°</b>	<b>12</b>	<b>National Authority</b>	<b>Sweden</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b> 2012 Rulebook page	<b>Offshore</b> <b>715.06</b> <b>Safety Equipments</b> 241	<b>Supported by</b>	

### Current text

Two (2) fire extinguishers to be immediately accessible to the crew, and must be minimum of 2kg each, or of equivalent capacity.

For Class 3A, 3B and 3C, there is only a requirement for one fire extinguisher of 2kg, or of equivalent capacity.

### Proposed text

Two (2) fire extinguishers to be immediately accessible to the crew, and must be minimum of 2kg each, or of equivalent capacity.

For Class 3A, 3B and 3C, there is only a requirement for one fire extinguisher of 2kg, or of equivalent capacity.

**The extinguishers must fulfill the classification ABC (eq. US: classification AB).**

### Justification

In the rule text today we don't have any requirements on fire extinguisher for flammable liquids/gases and electrical equipment.

Actual comparison of fire classes:


American	European	Australian/Asian	Fuel/Heat source
Class A	Class A	Class A	Ordinary combustibles
Class B	Class B	Class B	Flammable liquids
	Class C	Class C	Flammable gases
Class C	UNCLASSIFIED	Class E	Electrical equipment
Class D	Class D	Class D	Combustible metals
Class K	Class F	Class F	Cooking oil or fat

### Commission advice

Cominoff

### G.A. voting results - October 21<sup>st</sup>. 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

	<b>13</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Proposal n°</b>			
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	Offshore 735.18 + 35 Modifications permitted		
2012 Rulebook page	253 / 255		

### Current text

Transom brackets may be reinforced.

### Proposed text

add: This is only by adding material.

### Justification

It has happened that team has cut of parts of the bracket and justify that by saying that they have “reinforced” the bracket. That is not at all the intention with the rule and this is the Cominoff understanding of the rule. To make it more clear.

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

 <b>Proposal n°</b>	<b>14</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	Offshore 800.6 Commissioner & Open Forum		
2012 Rulebook page	258		

### Current text

A UIM Commissioner is to be appointed by Cominoff to every international Championship event.

### Proposed text

Add: The UIM Commissioner shall at World Championship races have a "UIM Open Forum" to exchange views between race teams, organizers and UIM and to improve communication.

Time for the Forum shall be included in the official Time Schedule by the organizer.


### Justification

Improve exchanging views and communication to get more offshore racing.

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013



	<b>15</b>	<b>National Authority</b>	<b>Sweden</b>
<b>Proposal n°</b>			
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	<b>Offshore</b> <b>952.1</b> <b>MODIFICATIONS</b> <b>ALLOWED</b>	<b>Supported by</b>	
2012 Rulebook page	274		

### Current text

The Volvo 5.7 GXI engine may not be modified in anyway, including the ECU. The Volvo Penta DPX outdrive must have a 1:1,59 gear ratio in it. No modification is allowed to the out driver including the exterior of the drive. The height of the out drive may not be altered from manufactured.

Only the following modifications are allowed

### Proposed text

The Volvo 5.7 GXI engine may not be modified in anyway, including the ECU. **It is allowed to change non performance gaining parts such as bolts, nuts and washers.** The Volvo Penta DPX outdrive must have a 1:1,59 gear ratio in it. No modification is allowed to the out driver including the exterior of the drive. The height of the out drive may not be altered from manufactured.

Only the following modifications are allowed

### Justification


To make it easier to maintain, rebuild and renovate the GXI engines. There is no performance gain in using parts that are easy to find and are similar to the OEM spare parts.

### Commission advice

Cominoff

### G.A. voting results - October 21<sup>st</sup>. 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

 <b>Proposal n°</b>	<b>16</b>	<b>National Authority</b>	<b>Sweden</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b> 2012 Rulebook page	<b>Offshore</b> <b>952.8</b> <b>MODIFICATIONS</b> <b>ALLOWED</b> 275	<b>Supported by</b>	

### Current text

The replacement of nuts, or the addition of lock nuts, drilling and wiring, split pinning or keying is allowed, provided the screws and pins are the original one.

### Proposed text

The replacement of nuts, or the addition of lock nuts, drilling and wiring, split pinning or keying is allowed, screws and pins **do not need to be the original one. No performance gain.**

### Justification


Since there is no performance to gain by switching bolts and nuts we would like the brand and make of the bolts/nuts to be free, to make it easier to maintain the equipment.

### Commission advice

Cominoff

### G.A. voting results - October 21<sup>st</sup>. 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

 <b>Proposal n°</b>	<b>17</b>	<b>National Authority</b>	<b>Sweden</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2012 Rulebook page	<b>Offshore</b> <b>952.x</b> <b>MODIFICATIONS</b> <b>ALLOWED</b>  276	<b>Supported by</b>	

### Current text

None.

### Proposed text

**It is allowed to fit an oil cooler of any kind, necessary adapter and oil filter re-locator.  
No performance gain.**

### Justification

This year we have really seen the V-24's suffer, a lot of total breakdowns. It has come to our conclusion that overheated oil causes internal parts to fail, such as: Valves getting stuck due to poor lubrication, rockers and valve springs turn blue due to overheating, you can trace the overheating problem through the whole engine, even bearings can turn blue.


After talking to technician's at Volvo Penta they recommended an oil cooler solution, and they were really surprised that the engine came from VP without any oil cooler.

### Commission advice

Cominoff

### G.A. voting results - October 21<sup>st</sup>. 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

 <b>Proposal n°</b>	<b>18</b>	<b>National Authority</b>	<b>Sweden</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b> 2012 Rulebook page	<b>Offshore</b> <b>958</b> <b>ENGINE SEALS</b> 279	<b>Supported by</b>	

### Current text

The engines are factory sealed. A broken or missing seal is considered as a violation of the rules and is to be penalized according to rule 502.01.04.

### Proposed text

**To be deleted.**

### Justification

No purposed text, this rule should be removed.


This rule served its purpose 10 years ago when the V-24 series and boats where brand new. Today 10 years later we need to have the opportunity to repair these old engines. Without removal of this rule there will be really difficult to bring the class back to its glory days.

### Commission advice

Cominoff

### G.A. voting results - October 21<sup>st</sup>. 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

 <b>Proposal n°</b>	<b>19</b>	<b>National Authority</b>	<b>Belgium</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	<b>Offshore book rules 1200</b>	<b>Supported by</b>	<b>France</b> <b>Germany</b>
2012 Rulebook page	From page 304 till 323		

### Current text

This rules are under Offshore as Marathon rules.

### Proposed text

This rules has to be brought under Pleasure Navigation rules 616.05 page 323 as it are Marathon / Endurance rules.

### Justification


All races like this are formulated on pages 326 till 333, all this races are under Pleasure Navigation. In the Statutes & By-Laws the jobdescriptions of this Commissions are formulated from page 53 till 56.

### Commission advice

Cominoff

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece.

In Favour	Against	Abstention	Applicat. date
			2013

 <b>Proposal n°</b>	<b>20</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2012 Rulebook page	<b>Offshore</b> <b>New Rule</b> <b>Ultra marathon- safety requirements</b>	<b>Supported by</b>	

### Current text

None

### Proposed text

#### New Rule

#### Safety requirements for organisers of Ultra Marathon Races


- a) The organisers must establish a central race control location from which a dedicated team can monitor the progress of boats via the boat tracker system.
- b) The organizer must also present risk assessment and an environmental risk assessment to the National Authority at least 90 days prior to the start of the race
- c) The organisers must clearly define the financial implications applicable in the different countries should a boat have to be rescued or team members have to be transported ashore by rescue services.

### Justification

To enable teams to accurately evaluate the financial implications of competing in Ultra Marathon Races.

#### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

	<b>21</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Proposal n°</b>			
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b> 2012 Rulebook page	<b>Offshore</b> New Rule	<b>Supported by</b>	

### Current text

None

### Proposed text


**Ultra Marathon Races:** Ultra Marathon Races are defined as races that are of more than 500 nautical miles in length or transit through the waters of more than one UIM National Authority.

### Justification

To define the term Ultra Marathon races.

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

	<b>22</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Proposal n°</b>			
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b> 2012 Rulebook page	<b>Offshore</b> First Aid Certificate	<b>Supported by</b>	

### Current text

None

### Proposed text

**A minimum of one crew member must be trained in basic First Aid techniques.**


### Justification

To provide some medical assistance in the event of an emergency

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013



 <b>Proposal n°</b>	<b>23</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	Offshore 1200.1.5		
2012 Rulebook page	304		

### Current text

1200.1.5

The Competitors who have not held a Marathon Licence must submit a detailed CV of their racing and boating experience to their National Authority. This CV must demonstrate practical experience and theoretical knowledge to a minimum “RYA” qualification or military equivalent of: RYA Day Skipper – or RYA Coastal Skipper – or RYA Yachtmaster – or RYA Advanced Powerboat (not RYA Powerboat Level 2 on its own). National equivalent qualifications approved by the applicants National Authority will also be accepted.

For ultra long distance marathon races in excess of 500 miles the minimum qualification is RYA Advanced Powerboat or RYA Coastal Skipper or local National equivalent qualifications approved by the licence holders National Authority.

Foreign competitors wishing to apply for a Marathon Licence must submit a detailed CV in accordance with the above and provide qualifications as listed above or recognized equivalent qualifications from their own National Authority.

Previously experienced competitors who do not hold formal qualifications will be assessed by their own National Authority in order to determine if the competitor is competent and eligible to apply for a marathon licence.

### Proposed text

1200.1.5 (New text)

**The issuing of International Offshore licenses, except the UIM Super Licences, is the task of the National Authority of the competitor. The National Authority of the licence holder must verify that the competitors have the necessary experience and skill to take part in Offshore Marathon events.**

### Justification

*In an international Federation like the UIM there are no foreigners!*


*Internationally there exists a UN resolution #40 as a minimum standard for International Certificate for Operators of Pleasure Craft (ICC). This resolution has been adopted in the following countries: Austria, Bella Russ, Bulgaria, Croatia, Czechoslovakia, Finland, Germany, Ireland, Lithuania, Luxemburg, Netherland, Romania, Slovakia, Switzerland and Great Britain.*

*For further information <http://www.unece.org/trans/main/sc3/sc3.html>*

*This could work as an international minimum requirement and we could build from there, as the RYA qualifications, although they might be good, have no or little value outside of UK.*

**G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece**

In Favour	Against	Abstention	Applicat. date
			2013

	<b>24</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Proposal n°</b>			
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	<b>Offshore</b> <b>1200.1.6</b> <b>Marathon - Sea Survival</b> <b>Certificate</b>	<b>Supported by</b>	
2012 Rulebook page	<b>305</b>		

### Current text

A current Sea Survival certificate must be held by the nominated driver and co driver.

### Proposed text


A current Sea Survival certificate must be held **by all crew members**

### Justification

All Marathon crew members must be trained in sea survival techniques .

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

 <b>Proposal n°</b>	<b>25</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b> 2012 Rulebook page	<b>Offshore</b> <b>1200.3.3</b> <b>Marathon - Monohull Boats</b> <b>307</b>	<b>Supported by</b>	

### Current text

“coupled with two stabilizing sponsors”

### Proposed text


coupled with two stabilizing **sponsons**

### Justification

To correct a spelling mistake

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

	<b>26</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Proposal n°</b>			
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	<b>Offshore</b> <b>1200.3.16</b> <b>Ultra marathon - Anchor</b>	<b>Supported by</b>	
2012 Rulebook page	311		

### Current text

Anchor/s with adequate anchor lines must be carried at all times and shall be of a weight and type adequate to hold the boat and shall be properly stowed in an accessible place.

### Proposed text


Anchor/s with adequate anchor lines must be carried at all times and shall be of a weight and type adequate to hold the boat and shall be properly stowed in an accessible place. **For Ultra Marathon races all boats must carry a sea anchor (drogue) suitable for the size and weight of the vessel.**

### Justification

For Ultra Marathon Races it is likely that a boat may have to anchor a considerable distance offshore in very deep water, a sea anchor or drogue should be used for this purpose.

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. Date
			2013

 Union Internationale Motonautique	<b>27</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Proposal n°</b>			
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	<b>Offshore</b> <b>1200.3.17</b> <b>Marathon - Compass</b>	<b>Supported by</b>	
2012 Rulebook page	311		

### Current text

2. Charts/ back – up navigation system- All boats must carry at all times a comprehensive set of paper charts of suitable scales and detail to enable safe navigation over the entire course. Or portable electronic chart plotters with additional emergency batteries.

### Proposed text


2. Charts/back-up navigation system – All boats must carry at all times a comprehensive set of paper charts **which must be in date and corrected to current notice to mariner publications. These charts must be of suitable scales and detail to enable safe navigation over the entire course OR an electronic chart plotter containing chart data of suitable scales and detail to enable safe navigation over the entire course must be fitted. In addition to the on board fixed chart plotter a portable chart plotter containing chart data of suitable scales and detail must be carried to enable safe navigation over the entire course. This additional unit must be provided with additional emergency batteries to ensure a minimum of 8 hour operation.**

### Justification

To clarify the requirements of the rule for boats running with no paper charts and to ensure that if a boat is fitted with an on board electronic chart plotter an additional back up unit is carried in case of emergencies.

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

	<b>28</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Proposal n°</b>			
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	<b>Offshore</b> <b>1200.5.1</b> <b>Marathon - Emergencies</b>	<b>Supported by</b>	
2012 Rulebook page	315		

### Current text

“ Every team must therefore have emergency plans in place for immediate action until the appropriate rescue teams arrive”

### Proposed text


Every team must therefore have emergency plans **which must include a risk assessment setting out how they would deal with an on board emergency situation until such time as rescue teams arrive.**

### Justification

Marathon crews must take primary responsibility for their own safety particularly as outside assistance may take a considerable time to arrive. .

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

 <b>Proposal n°</b>	<b>29</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2012 Rulebook page	<b>Offshore</b> <b>1200.5.6</b> <b>Ultra marathon - Tracker</b> <b>System</b>  316	<b>Supported by</b>	

### Current text

Some long distance Marathon Races may require tracker systems, this decision will be made by the organisers prior to the event and details provided in the Advance Race Instructions.

### Proposed text

Some long distance Marathon Races may require tracker systems, this decision will be made by the organisers prior to the event and details provided in the Advance Race Instructions. **For all Ultra Marathon Races a tracker system is mandatory.**


### Justification

For Ultra Marathon Races of more than 500nm it is essential for the organisers to be able to track the position of all race boats at all times.

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013



	<b>30</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Proposal n°</b>			
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2012 Rulebook page	<b>Offshore</b> <b>1200.6.6</b> <b>Marathon - Safety</b> <b>Equipment</b>  318	<b>Supported by</b>	

### Current text

1200.3.10 Lifting Straps

### Proposed text


1200.3.10 Lifting **strops (for boat fitted with lifting points)**

### Justification

To correct a spelling mistake and to clarify the meaning of the rule.

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

 <b>Proposal n°</b>	<b>31</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2012 Rulebook page	<b>Offshore</b> <b>1200.6.6</b> <b>Ultra marathon - Safety</b> <b>Equipment</b>  318	<b>Supported by</b>	

### Current text

None

### Proposed text

#### New Rule


**Satellite Telephone. For all Ultra Marathon Races an operational satellite telephone must be carried on board at all times.**

### Justification

To provide additional source of communication especially when boats are a long way offshore.

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

 <b>Proposal n°</b>	<b>32</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2012 Rulebook page	<b>Offshore</b> <b>1200.6.6</b> <b>Marathon - Safety Equipment</b>  <b>318</b>	<b>Supported by</b>	

### Current text

None

### Proposed text

#### New Rule


**Emergency Grab Bag:** An Emergency Grab must be carried on board at all times to include, fresh water, day and night flares, Thermal Protective Aids, First Aid Kit. Recommended to include portable VHF Radio, passports, money and credit cards.

### Justification

To provide additional source of communication especially when boats are a long way offshore.

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

	<b>33</b>	<b>Commission</b>	<b>Cominoff</b>
<b>Proposal n°</b>			
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	<b>Offshore</b> <b>New Rule</b> <b>Ultra marathon – Alternative starting procedure</b>	<b>Supported by</b>	
2012 Rulebook page	321		

### Current text

None

### Proposed text


**Alternative Starting Procedure: For Ultra Marathon Races standing or near standing starts will be permitted instead of the procedure defined in Rule 305. Full details of this procedure will be included in race instructions and described at drivers briefing.**

### Justification

It may not be possible at certain venues to comply with the standard procedure as described in Rule 305

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

	<b>34</b>	<b>National Authority</b>	<b>United Kingdom</b>
<b>Proposal n°</b>			
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2012 Rulebook page	<b>Offshore</b> <b>1300</b> <b>Stock rules – Starting</b> <b>procedure c) from Muster</b> <b>area</b>  <b>341</b>	<b>Supported by</b>	

### Current text

None

### Proposed text

#### New Rule

**xvii Standing Starts:** Standing or jetty starts may be used, full details will be provided in Race Instructions and confirmed at Drivers briefing.

### Justification


To enable standing or jetty starts to be used at different venues.

### Commission advice

Cominoff

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

	<b>35</b>	<b>National Authority</b>	<b>Turkey</b>
<b>Proposal n°</b>			
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	<b>Offshore</b> <b>1000 - U.I.M. CLASS 3 - 225</b> <b>OFFSHORE RULES</b>	<b>Supported by</b>	
2012 Rulebook page	281 - 290		

### Current text

#### **1000.1.01 - SPIRIT OF THE CLASS**

The ultimate aim of this Class, is to create a very competitive racing formula by the use of similarly powered, strickly standard engines, mounted on the same weight but different design boats. With the use of a single outboard engine and the minimum weight of 1100 kg, which allows simpler, cheaper construction materials to be used, the cost of racing is kept to the minimum. The selection of propellers, the design differences of the boats, along with the abilities of the drivers will be the determining factors on winning. The boats will have all the necessary safety features available today.

#### **1000.4.01 – DRESS CODE**

Every team member must wear a team uniform / short / shirt during the race week-end. No open shoes allowed, penalty 100 Euros.

#### **1000.5.01 - COURSE**

The course will not be less than 2.5 Nm and can be repeated.  
A long lap will also be foreseen 1 Nm longer than the regular course.

#### **1000.5.03 - DURATION OF THE RACE**

The races should have a maximum time limit of one hour and should be run minimum 20, and maximum 40 laps.

#### **1000.6.02 – START POSITION BEFORE RACING**

Every race boat must take it's relevant position on the start pontoon before the race in order to leave on the correct position for start line.

#### **1000.6.03 SAFETY DISTANCE**

Rule 305.09 will apply

The minimum safety distance between competitors, following the start boat, is 10 metres until the raising of the green flag.

#### **1000.7.02**

A total of two hours will be given to the teams with every lapy being timed. A team is free to make all necessary adjustments / set-ups and can do as many laps they want. Best time will be considered as Pole Position time.

#### **1000.8.02.9**

All race boats must come off the plane on the first two slow down (yellow) buoys and must be on idle speed after passing the approach (red) buoy, when approaching the pontoon.

#### **1000.12.01 - ENGINES**

All boats must comply with 508 rules in full. All boats must have DFI engines. All engines shall be strictly production engines such as the standard marine production engines sold by manufacturers to leisure boating (or touring) customers. Maximum tolerated variation will be 10 % on the engine outputs.

The list of the 2004 elligible manufacturers and their engines are as follows:

Mercury	Optimax	225 HP
Mercury	Pro XS	225 HP
Mercury	Verado 4 stroke	225 HP
<b>Evinrude</b>	<b>DFI</b>	<b>225 HP</b>
<b>Evinrude</b>	<b>DFI H.O.</b>	<b>225 HP</b>
Evinrude	E-Tec	225 HP
Evinrude	E-Tec H.O.	225 HP
Yamaha	HPDI	225 HP
Yamaha	HPDI V-Max	225 HP
Suzuki	D.F. 4 stroke	225 HP
Honda	B.F. 4 stroke	225 HP

#### **1000.12.02.1 – POLYCARBONATE AREAS**

The polycarbonate areas are to be built using 8 mm thickness, or more.

#### **1000.12.02.6 – AIR MASK SYSTEM**

It is mandatory for both pilots to use an Air Mask system, that covers both nose and mouth and attached to a carried on air supply system during all practice, pole position and race. It is mandatory to have another spare air unit, installed with a quick release system, in the cockpit.

#### **1000.13.04 - MINIMUM / MAXIMUM LENGTH AND MINIMUM WEIGHT**

Min length	Max Length	Minimum Weight
7.0 metre	8.5 metre	1100kg

### **Proposed text**

#### **1000.1.01 - SPIRIT OF THE CLASS**

The ultimate aim of this Class is to create a very competitive racing formula by the use of similarly powered, strictly standard engines, mounted on the same weight but different design boats. With the use of a single outboard engine and the minimum weight of 1.350 kg including pilots, which allows simpler, cheaper construction materials to be used, the cost of racing is kept to the minimum. The selection of propellers, the design differences of the boats, along with the abilities of the drivers will be the determining factors on winning. The boats will have all the necessary safety features available today.

#### **1000.4.01 – DRESS CODE**

Every team member must wear a team uniform / short / shirt during the race week-end. No open shoes allowed, penalty 100 Euros. The organization Committee will announce a Dress Code Regulation for each year at the start of the championship.

#### **1000.5.01 - COURSE**

The course will not be less than 2.0 Nm and can be repeated.

If a long lap will be foreseen, it can be 0.5 Nm longer than the regular course.

#### **1000.5.02 MISSING A BOUY**

The repletion of a missed buoy is not permitted. The team will be penalized by a Stop & Go penalty.

#### **1000.5.04 - DURATION OF THE RACE**

The races should have a maximum time limit of one hour and should be run minimum 20, and maximum 40 laps. The number of laps will be announced on the Saturday & Sunday Pilots Briefing; therefore 70% rule will be announced accordingly.

#### **1000.6.02 – START POSITION BEFORE RACING**

Every race boat must take its' relevant position on the start pontoon before the race in order to leave on the correct position for start line. The start boat will lead race boats to the muster area at which point it will raise a yellow flag, and then plane slowly to allow race boats to get on plane safety before accelerating towards down the start chute.

#### **1000.6.03 SAFETY DISTANCE**

The minimum safety distance between competitors, following the start boat, is 10 metres until the raising of the green flag. All boats have to maintain a distance not less then 10 meters and not more than 15 meters between them. A Stop & Go Penalty or a fine may be applied to a boat that damages the position of the other boats. All boats will maintain their start line until the first turn buoy.

#### **1000.7.02**

It is strictly forbidden to go out of the race course to gain speed before passing in front of the timing line. All Grand Prix boats must maintain the racing line.

The pole position will be divided into two sessions. First session will be open to all boats and will last 40 min. Following the first session, there will be a break for 5 minutes.

During the first session of the pole position every team will have the right to do maximum 10 full timed laps. It is forbidden to do more than 10 laps, if more than 10 laps done a penalty will be decided by the OOD either in the form of deduction of points or monetary penalty.

The second session will be as follows: The first 3 finishers will have 2 full timed laps alone on the race course starting from the 3<sup>rd</sup> position to the first.

It is strictly forbidden to refuel before the fueling hours as shown in the program.

Best time will be considered as Pole Position time.

#### 1000.8.02.9

**All race boats must come off the plane when approaching the pontoon. If a boat passes the pit stop pontoon, it will have to join the race circuit and come back for pit stop once again.**

#### 1000.12.01 - ENGINES

All boats must comply with 508 rules in full. All boats must have DFI engines. All engines shall be strictly production engines such as the standard marine production engines sold by manufacturers to leisure boating (or touring) customers. Maximum tolerated variation will be 10 % on the engine outputs.

The list of the **2013 eligible** manufacturers and their engines are as follows:

Mercury	DFI V6 Optimax	225 HP
Mercury	V6 Pro XS	225 HP
Mercury	Verado 4 stroke	225 HP
Evinrude	E-Tec	225 HP
Evinrude	E-Tec H.O.	225 HP
Yamaha	HPDI	225 HP
Yamaha	HPDI V-Max	225 HP
<b>Yamaha</b>	<b>VF225 SHO 4 stroke</b>	<b>225 HP</b>
Yamaha	V6 Offshore 4 stroke	225 HP
Suzuki	D.F. 4 stroke	225 HP
Honda	B.F. 4 stroke	225 HP

#### 1000.12.02.1 – POLYCARBONATE AREAS

The polycarbonate areas are to be built using **10 mm thickness**, or more.

#### 1000.12.02.6 – AIR MASK SYSTEM

It is **strongly recommended** for both pilots to use an Air Mask system, that covers both nose and mouth and attached to a carried on air supply system during all practice, pole position and race. It is mandatory to have another spare air unit, installed with a quick release system, in the cockpit.

#### 1000.12.02.7 – WATERTIGHT CANOPY

**All canopies must have a water deflecting lip built around the hatch to avoid unwanted opening during an accident. Hatches should have a strong locking mechanism that can be operated only from inside. Hatch hinges must have easy removable pins for rescue teams to open the hatch from outside. Handle must be installed watertight. A rubber seal must be installed to make the hatch as watertight as possible. Cockpit ventilation holes should be placed lower than the deck surface. No holes are to be made higher than the deck surface for passing electric cables or harnesses.**

#### 1000.12.02.8 – AIR BAG

**An Air Bag, similar to F1 series, is being designed at the moment and will be mandatory once successfully tested.**

#### 1000.13.05 – MINIMUM WEIGHT

**The total weight of the Grand Prix race boat is the total weight of the boat with both the driver and the throttleman, wearing their complete racing apparel and safety gears, at all times during the Event. The total weight of the boat after the pole position and after the race together with both pilots must not be less than 1.350 kgs at all times during the Event.**


### Commission advice

Cominoff

#### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu-Greece

In Favour	Against	Abstention	Applicat. date
			2013



 <b>Proposal n°</b>	<b>36</b>	<b>Committee</b>	<b>OPC</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2012 Rulebook page	Offshore Class 1 - 14.03 Protest and appeals  376-387-390-395		

### Current text

## PART 3 EVENT RULES

### SECTION D

11. RACE MANAGEMENT AND UIM OFFICIALS

11.01. RACE DIRECTOR

11.02. SAFETY COORDINATOR

11.03. ASSISTANT RACE DIRECTOR \ UIM COMMISSIONER

11.04. CHIEF TECHNICAL COMMISSIONER

11.05. RACE ADMINISTRATOR

11.06. OFFICIAL RACE TIMING

11.07. O.P.C. TASK FORCE REPRESENTATIVE

14.03 PROTEST and APPEALS (Refer to Article 400 of the UIM Rule Book white pages and any amendments as described in the Race Instruction)

### Proposed text

**PART 3 EVENT RULES** (page 376)

### SECTION D

11. RACE MANAGEMENT AND UIM OFFICIALS

11.01. RACE DIRECTOR

11.02. SAFETY COORDINATOR

11.03. ASSISTANT RACE DIRECTOR \ UIM COMMISSIONER

11.04. CHIEF TECHNICAL COMMISSIONER

11.05. RACE ADMINISTRATOR

11.06. OFFICIAL RACE TIMING

11.07. O.P.C. TASK FORCE REPRESENTATIVE

### 11.08 PROTEST JUDGE

14.03 PROTESTS and APPEALS (Refer to Article 400 of the UIM Rule Book white pages and any amendments as described in the Race Instruction **and to SECTION D 11.08**) (page 395)

Refer to **SECTION D 11.08** and Article 400.

## **SECTION D**

### **11.08 PROTEST JUDGE**

**The rules 402.01- THE INTERNATIONAL JURY point 1 is not adopted for the UIM C1 World Championship. In Class 1, one qualified Protest Judge will be nominated by the OPC for each event and will adjudicate all protests and will be named in the advance program.**

11.03. ASSISTANT UIM COMMISSIONER (page 390)

~~The Assistant UIM Commissioner will be appointed as a chairman of the Protest jury.~~ The Assistant UIM Commissioner will assist the role of UIM Commissioner where necessary in his/her absence. The assistant acts with the director in the delivery and coordination of race rules and the local services.

The Assistant is also a course race official with regard to race rules, and may be acting as Director within race control or as start or course judge

### **Justification**

To make the position more effective with complete impartiality and independence of any teams, nations and race officials.

Past experience tells us that the hearing of protest with jury members nominated from NA are participating wealthy Team employees and/or consultants only (NA normally cannot send independent persons due to travel and accommodation expenses), leaving small Teams with no representative.


The best and embarrassing example is already underlined by the Qatar 2012 event Race Director in his report on the Jury when only two members were appointed, one from the QMSF and one from the UK NA (the Spirit of Qatar Consultant on Sport Matter), and the Jury had to hear three protest where "Spirit of Qatar" was involved.

The qualified single Protest Judge will be selected on a race-by-race basis from a Panel of three UIM competent and well trained members.

**Proposal to be ratified by the Council on 20<sup>th</sup> October 2012**

**Applicat. date**

**2013**

 <b>Proposal n°</b>	<b>37</b>	<b>Committee</b>	<b>OPC</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2012 Rulebook page	Offshore Class 1 - Section A 05  382		

### Current text

#### 05. CREW/BOAT COMBINATION

The points and penalties for UIM Class1 World Championship will be awarded to the 1st Driver/Boat number combination designated as the first driver on the entry form and who shall be aboard throughout the races.

The first driver is the person responsible for the boat. The second member of the crew may replace the first driver in case of physical problem of a temporary nature, or once in a whole season for any other problem. In these cases, all points obtained from the boat will be assigned to the 1st Driver/Boat number originally entered in the Championship.

If the first driver changes boat and / or team, he may transfer his accumulated points in the championship only if he moves into the new boat and also uses his original boat number (once accepted). See also rule 44.05

### Proposed text

#### 05. CREW/BOAT COMBINATION

The points and penalties for UIM Class1 World Championship will be awarded to the 1st Driver/Boat number combination designated as the first driver on the entry form and who shall be aboard throughout the races.

The first driver is the person responsible for the boat. The second member of the crew may replace the first driver in case of physical problem of a temporary nature, or once in a whole season for any other problem. In these cases, all points obtained from the boat will be assigned to the 1st Driver/Boat number originally entered in the Championship.

If the first driver changes boat and / or team, he may transfer his accumulated points in the championship only if he moves into the new boat and also uses his

original boat number (once accepted). See also rule 44.05.

**In the event that drivers will be penalised for Doping and after all appeals foreseen by rules, they will not have any right to prize monies/trophies/titles on Word, Continental and National Championship and he/she will have to return any prize monies/trophies/titles received from UIM and/or Promoter during the race season in question.**


<b>Justification</b>
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All Sport applies the same rules.

<b>Proposal to be ratified by the Council on 20<sup>th</sup> October 2012</b>
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Applicat. date
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2013
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 <b>Proposal n°</b>	<b>38</b>	<b>Committee</b>	<b>OPC</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2012 Rulebook page	Offshore Class 1 - 36 01  419		

### Current text

## 36. POST RACE TECHNICAL INSPECTIONS

36.01 All boats are subject to a post-race technical inspection conducted by a Technical Inspector. A list of approved inspectors shall be issued annually by the UIM O.P.C.

### Proposed text

## 36. POST RACE TECHNICAL INSPECTIONS

36.01 All boats are subject to a **post-race** technical inspection conducted by a Technical **Commissioner**. **The 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> placed boats will have all hatches fully sealed after the removal of the data logger memory card and will then be cleared by TC after Torque Sensor recorded data review.**

A list of approved inspectors shall be issued annually by the UIM O.P.C.


### Justification

New implementation to avoid any equipment manipulation from teams

**Proposal to be ratified by the Council on 20<sup>th</sup> October 2012**

**Applicat. date**

**2013**

 <b>Proposal n°</b>	<b>39</b>	<b>Committee</b>	<b>OPC</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2012 Rulebook page	Offshore Class 1 - Section I 44.01. B 6.  428		

### Current text

#### SECTION I 44.01

#### B - OTHER REQUIREMENTS

1. Intercoms - Locking boat intercom plugs connecting helmets to racing craft are expressly prohibited. Plugs must disconnect easily, placing no additional stress on competitors' necks. Inflexible metal or plastic intercom microphone booms are strongly discouraged.

2. Radios - A licensed ship-to-shore radiotelephone must be permanently installed in an unexposed location with a minimum power output of twenty-five watts with international marine VHF channels available and any channel designated by the Race Committee as being essential for race communications.

3. Bilge Pumps - Two (2) bilge pumps, at least one of which it is recommended shall be hand-operated. Electric bilge pumps are to be automatic and wired so as to maintain operation independent of the battery cut-off switches.

4. It is mandatory that two approved fully charged powder fire extinguishers, each a minimum of 2kg, with metal pull rings and an indication gauge showing amount of charge secured in a position readily accessible to the crew. All crew containment areas of inboard engine canopied boats must be fitted with a carbon-monoxide alarm.

5. Cleats - All cleats and other deck hardware must be recessed or protected.

6. Non-Skid - It is recommended that non-skid material be installed on the deck surface surrounding the cockpit to the satisfaction of the Chief Safety Inspector.

(Clear non-skid is available).

### Proposed text

#### SECTION I 44.01

#### B - OTHER REQUIREMENTS

1. Intercoms - Locking boat intercom plugs connecting helmets to racing craft are expressly prohibited. Plugs must disconnect easily, placing no additional stress on competitors' necks. Inflexible metal or plastic intercom microphone booms are strongly discouraged.

2. Radios - A licensed ship-to-shore radiotelephone must be permanently installed in an unexposed location with a minimum power output of twenty-five watts with international marine VHF channels available and any channel designated by the Race Committee as being essential for race communications.

3. Bilge Pumps - Two (2) bilge pumps, at least one of which it is recommended shall be hand-operated. Electric bilge pumps are to be automatic and wired so as to maintain operation independent of the battery cut-off switches.

4. It is mandatory that two approved fully charged powder fire extinguishers, each a minimum of 2kg, with metal pull rings and an indication gauge showing amount of charge secured in a position readily accessible to the crew. All crew containment areas of inboard engine canopied boats must be fitted with a carbon-monoxide alarm.

5. Cleats - All cleats and other deck hardware must be recessed or protected.

6. Non-Skid - It is recommended that non-skid material be installed on the deck surface surrounding the cockpit to the satisfaction of the Chief Safety Inspector.


~~(Clear non-skid is available).~~ **When the boat is sitting on its trailer, it is mandatory for mechanics, who are either walking on the deck or working in the cockpit and in the engine areas, to have three sides of protection to prevent either a mechanic or crew member from falling. The OPC Task force will issue the minimum technical requirement and issue drawings, as agreed with teams.**

### Justification

It is important to try to prevent and protect technicians and crew from any possible injury that may result from a potentially dangerous fall from a height of approx. 2,5 meters when the boat is sitting on its trailer.

### G.A. voting results - October 21<sup>st</sup> 2012 / Corfu – Greece

In Favour	Against	Abstention	Applicat. date
			2013

	<b>40</b>	<b>Commission</b>	<b>Cominsafe</b>
<b>Proposal n°</b>			
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	<b>Offshore</b> <b>Class 1 - 44.06, 1</b> <b>Canopy Rules and Crew</b>	<b>Supported by</b>	
2012 Rulebook page	<b>430</b>		

### Current text

The Reinforced Cockpit Area must be designed and constructed to a specification capable of withstanding the forces of water a impact when running at the highest design speed of the boat.

### Proposed text

Add the following sentence after the sentence above;

**A logbook for the boat is to be maintained and available to officials.**

### Justification

To provide a record of modifications, changes, damage, and configuration of the boat.

### Commission advice


OPC

**Proposal to be ratified by the Council on 20<sup>th</sup> October 2012**

**Applicat. date**

**2013**



 <b>Proposal n°</b>	<b>41</b>	<b>Committee</b>	<b>OPC</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2012 Rulebook page	<b>Offshore</b> <b>Class 1 - Section J</b> <b>45.18</b>  <b>439</b>		

### Current text

#### 18. SINGLE MAP ECUs REQUIRED

Only ECUs with a single map “built in” are allowed, carryovers of old ECU’s are accepted only if modified and certified by their original manufacturer. Protocol for updating and checking software will be issued by the OPC.

ECU's are subject to random testing at the discretion of the Chief Technical Commissioner to confirm conformity to the rules.

### Proposed text

#### 18.01 SINGLE MAP ECUs REQUIRED

Only ECUs with a single map “built in” are allowed, carryovers of old ECU’s are accepted only if modified and certified by their original manufacturer. Protocol for updating and checking software ~~will be issued by the OPC.~~ **on APPENDIX 6 09.**

ECU's are subject to random testing at the discretion of the Chief Technical Commissioner to confirm conformity to the rules.

#### **New test:**

#### **APPENDIX 6**

#### **TECHNICAL CLARIFICATIONS**

#### **09. “Protocol for updating and checking ECU software”**

Per: Rule SECTION J.45.18. Single Map ECU’s required

**Preamble: Definition of map:** An engine map is the implementation software, for all variables and settings that regulate the engines’ operation.


1. Any supplier of an ECU that, from its original production, has continuously only had one map capability, must produce an homologated version of their ECU software that cannot be modified to have or use more than one map.
2. ECUs originally built with software capability for more than one map must supply the following:
  - a. The ECU supplier must provide UIM with a program that runs on a Windows PC that allows race officials to plug into an ECU and verify that it contains the homologated software. To validate the ECU, the program must work by reading the memory out of the ECU, and confirm that the software embedded in the ECU is the homologated one, and be able to read the actual map.
  - b. At least 30 days before first C1 race, the engine manufacturer registered on the UIM homologation file must send an original written declaration, on company letterhead, certifying that the ECU's conform to the rules and specifying the names of their customers in the UIM Class 1 World Championship by courier to the UIM headquarters.
  - c. Each ECU supplier must also provide the UIM, via the engine manufacturer, the ECU's technical information specifying the function related to each connector pin.
  - d. One month before participating in the first C-1 Championship race each C-1 team must supply to the UIM the following:
    - i. Scrutineering software to validate their ECU's, including:
      1. CD copy of engine map used at the first race of the championship (there will be no obligation to keep the same map during the entire championship series).
      2. Capability to read and copy the installed map.
    - ii. Information on "communication methods" (Ethernet or CAN or RS232 serial).
    - iii. Communication cable to check an ECU in their boat.
    - iv. A declaration that their two engines' ECUs **do not communicate** with each other for any kind of strategy.
    - v. A simple loom to allow C-1 to check an ECU out of the boat.
  - e. Teams must issue a written declaration, to be delivered at race registration, that the ECUs installed are the ones the supplier certifies, the declaration will stay valid until the team changes its ECU supplier.
3. Teams must contact their engine manufacturer to insure UIM will receive the information on above point 1, 2 and 2.b. at least 30 days before the first C-1 race.
4. ECU retrofitting with a different supplier is allowed but must follow the above procedure.
5. If any ECU is found during a race weekend breaking the rules and the above protocol, the competitor will be penalized as follows:
  - a. Disqualification of the team/drivers from the involved race results.
  - b. A reduction of 50% of the team/driver's accumulated overall championship points.
6. The above protocol does not replace, but integrates into the existing rules about ECU's.

## **Justification**

Protocol issued from OPC Task Force: relies numbers 22 on January 23<sup>rd</sup> 2012

**Proposal to be ratified by the Council on 20<sup>th</sup> October 2012**

<b>Applicat. date</b>
<b>2013</b>

 <b>Proposal n°</b>	<b>42</b>	<b>Committee</b>	<b>OPC</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2012 Rulebook page	Offshore Class 1 - Section J 50  445		

### Current text

#### SECTION J

##### 50.01 MAXIMUM PERMITTED NOISE LEVELS

- The maximum permitted noise levels from any individual competing boat in a UIM Class 1 race is 100 Decibels +5%.
- Testing may be instigated by the Technical commissioner for noise readings during the race weekend or upon request at any time.
- Readings are taken at 50 metres distance, at max RPM+/- 2% with no other race boat in the vicinity.
- Readings are only accepted as official when taken with the official UIM calibrated sound meter.

### Proposed text

#### SECTION J

##### 50.01 MAXIMUM PERMITTED NOISE LEVELS

- The maximum permitted noise levels from any individual competing boat in a UIM Class 1 race is 100 Decibels +5%.
- Testing may be instigated by the Technical commissioner for noise readings during the race weekend or upon request at any time.
- Readings are taken at 50 **meters** distance, at max RPM+/- 2% with no other race boat in the vicinity.


- Readings are only accepted as official when taken with the official UIM calibrated sound meter.
- **Race Venues that do not require a limit on engine noise levels, must first obtain approval from their National Authority. Upon receiving written notice from their National Authority, the OPC Task Force will give its final approval and which will be written into the Advance Notice of the stated event. Only in such a case are teams free (not mandatory) to use the noise free equipment without altering the engine performance as per rules.**

### Justification

Many venues prefer more noise to improve the spectacle, and many teams are in favor.

**Proposal to be ratified by the Council on 20<sup>th</sup> October 2012**

Applicat. date
2013

 <b>Proposal n°</b>	<b>43</b>	<b>Committee</b>	<b>OPC</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2012 Rulebook page	Offshore Class 1 - Appendix 2 01.02 Pole position procedure  <b>457</b>		

### Current text

#### 01.02. POLE POSITION PROCEDURE

Ten minutes prior to start of pole position, a white flag will be shown at the wet pit area.

As soon as the green flag is displayed and the course is open, race control will call in championship order, each boat to be given permission to enter the course. After this first call any race boat is entitled to request permission from Race Control on the designated VHF channel to leave the Race wet pit pontoon and enter the race course.

There is no maximum number of race boats on the course.

Each boat is entitled to run a minimum of 1 timed lap; there are not laps limits.

Completion of 1 timed lap only will qualify for Pole Position. To qualify for any Pole Position prize funding (at the discretion of the class 1 promoter) race boats must have completed a minimum of 2 timed laps.

Race boats are also entitled to use the crane for a maximum of 10 minutes during the pole position round, when available and/or possible and under the direction of the Chief Technical Commissioner.

Any boat entering or leaving the race course must request explicit permission from Race Control via radio on the designated VHF channel and follow the In & Out procedure as given in the Race Instructions and/or Bulletin and/or Pilots' Briefing.

The course will be closed at the Race Instruction specified time min 45 minutes to 90 minutes maximum, the chequered flag will be raised and all boats on the course must exit the course following the In & Out procedure.

As a consequence of the strict time limitation, all race boats must commence a timed lap before the allotted minutes have passed so as to be entitled to finish this timed lap. Each boat must then proceed to the wet pit area, respecting the In & Out procedure.

The final Pole Position results will determine the starting order for all participating boats in the Grand Prix Race 1.

It is at the discretion of the Race Director to establish whether, when entering the race course, the departure point will be the Wet Pit, or whether it is necessary to designate a Pole Position Milling Area. This will be indicated in the Race Instructions and/or Bulletins and/or Pilots' Briefing. In there is a Pole position Milling Area, the race boat must declare its' intended destination (pole position race course or pole position milling area).

After the start time of the Pole Position, priority use of the cranes is at the sole discretion of the UIM Technical Director.

No refueling will be allowed during the Pole Position.

Under no circumstance during the Pole Position may any boat run outside of the Pole Position course area. Failure to comply will result in a fine of Euro 1,200 and/or disqualification.

Lap timing commences after the first passing of the timing gate.

After Pole Position all boats must be available for scrutineering at discretion of the UIM Chief Technical Commissioner.

The 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> boats of the Pole Position round must proceed directly to the Race wet pit pontoon and any Podium area after the finish of Pole Position for the Prize Giving Awards, if requested in the race instructions or by the LOC.

The result of the Pole Position will be determined by the fastest timed lap.

Boats compete in the Pole Position for the Pole Position Trophy. Pole Position trophies will be awarded to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> placed boats for the overall Pole Position Trophy.

No part of the Pole Position is subject to protest.

Boats disqualified from the race for technical reasons will automatically be disqualified from the event, including the Pole Position Series.

In addition to the penalties determined by the Rules, the following penalties will be applied:

a) In the case of non-participation in the Pole Position Round for certified technical reasons, the position in the Start will be in last place (e.g. 10<sup>th</sup> of 10 boats);

b) In the case of missing or destroying a buoy, the time from the relevant lap will not be counted towards qualification; but does count as one of the allowed number of race laps.

In the event of bad weather or curtailment

In the event that the Pole Position has run for a minimum of 50% of the published duration the results will stand, any boats that have not chosen to run in that time will be classified after the qualifying boats in their World Championship order.

If 50% of the published time session is not completed, the session will be cancelled. In this case the Race 1 start order will follow the Championship order. In case of new Teams Entry, their race start position will be placed after all the boats in championship order and in the Race number numerical order.

### **Proposed text**

#### **01.02. POLE POSITION PROCEDURE**

Ten minutes prior to start of pole position, a white flag will be shown at the wet pit area.

As soon as the green flag is displayed and the course is open, race control will call in championship order, each boat to be given permission to enter the course. After this first call any race boat is entitled to request permission from Race Control on the designated VHF channel to leave the Race wet pit pontoon and enter the race course.

There is no maximum number of race boats on the course.

Each boat is entitled to run a minimum of 1 timed lap; there are not laps limits.

Completion of 1 timed lap only will qualify for Pole Position. To qualify for any Pole Position prize funding (at the discretion of the class 1 promoter) race boats must have completed a minimum of 2 timed laps.

Race boats are also entitled to use the crane for a maximum of 10 minutes during the pole position round, when available and/or possible and under the direction of the Chief Technical Commissioner.

Any boat entering or leaving the race course must request explicit permission from Race Control via radio on the designated VHF channel and follow the In & Out procedure as given in the Race Instructions and/or Bulletin and/or Pilots' Briefing.

The course will be closed at the Race Instruction specified time min 45 minutes to 90 minutes maximum, the chequered flag will be raised and all boats on the course must exit the course following the In & Out procedure.



As a consequence of the strict time limitation, all race boats must commence a timed lap before the allotted minutes have passed so as to be entitled to finish this timed lap. Each boat must then proceed to the wet pit area, respecting the In & Out procedure.

The final Pole Position results will determine the starting order for all participating boats in the Grand Prix Race 1.

It is at the discretion of the Race Director to establish whether, when entering the race course, the departure point will be the Wet Pit, or whether it is necessary to designate a Pole Position Milling Area. This will be indicated in the Race Instructions and/or Bulletins and/or Pilots' Briefing. In there is a Pole position Milling Area, the race boat must declare its' intended destination (pole position race course or pole position milling area).

After the start time of the Pole Position, priority use of the cranes is at the sole discretion of the UIM ~~Technical Director~~ **Chief Technical Commissioner**.  
~~No refueling will be allowed during the Pole Position,~~ **no adding or removing of weight will be allowed during the Pole Position. Displacement of solid ballast weights is only allowed under supervision by the Technical Commissioner.**

Under no circumstance during the Pole Position may any boat run outside of the Pole Position course area. Failure to comply will result in a fine of Euro 1,200 and/or disqualification.

Lap timing commences after the first passing of the timing gate.

**The Pole Position format on the same day of the first race of the weekend will be held as part of the final practice session, unless otherwise stated in the race instruction or posted in a race bulletin due to unforeseen local conditions or weather.**

**No more than 50 KG can be added to a boat between Pole Position and Race 1**

After Pole Position all boats must be available for scrutineering at discretion of the UIM Chief Technical Commissioner.

The 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> boats of the Pole Position round must proceed directly to the Race wet pit pontoon and any Podium area after the finish of Pole Position for the Prize Giving Awards, if requested in the race instructions or by the LOC.

The result of the Pole Position will be determined by the fastest timed lap.

Boats compete in the Pole Position for the Pole Position Trophy. Pole Position trophies will be awarded to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> placed boats for the overall Pole Position Trophy.

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- a) In the case of non-participation in the Pole Position Round for certified technical reasons, the position in the Start will be in last place (e.g. 10th of 10 boats);
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If 50% of the published time session is not completed, the session will be cancelled. In this case the Race 1 start order will follow the Championship order. In case of new Teams Entry, their race start position will be placed after all the boats in championship order and in the Race number numerical order.

### **Justification**


Clarification on ballast weight.

Add the two day P.P. same day format missed on WPPA/UIM rules endower

**Proposal to be ratified by the Council on 20<sup>th</sup> October 2012**

**Applicat. date**

**2013**

 UIM UNION INTERNATIONALE MOTONAUTIQUE	<b>44</b>	<b>Committee</b>	<b>OPC</b>
<b>Proposal n°</b>			
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	<b>Offshore</b> <b>Class 1 - Appendix 2</b> <b>05 Finishing procedure</b>		
2012 Rulebook page	<b>464</b>		

### Current text

#### 05. FINISHING PROCEDURE

05.01. No Patrol Boat or Jury Boat shall be released from his station until the official in charge at Race Control has given clearance to that specific boat.

05.02. Once all the race boats have passed the Finish/Timing line, they must proceed to a safe area outside the race course as defined in the Race Instructions, where the Pace Boat will collect them.

05.03. Once all the boats have been collected by the Pace Boat, they must follow the procedure to return to the wet pits, following the In & Out Procedure given in the Race Instructions and/or Bulletins and/or Drivers' Briefing.

05.04. The Winner, 2nd- and 3rd-placed boats will be led to the Wet Pits or other designated area as announced in the Race Instructions by the Start/Pace Boat.

### Proposed text

#### 05. FINISHING PROCEDURE

05.01. No Patrol Boat or Jury Boat shall be released from his station until the official in charge at Race Control has given clearance to that specific boat.

05.02. Once all the race boats have passed the Finish/Timing line, they must proceed to a safe area outside the race course as defined in the Race Instructions, where the Pace Boat will collect them.

05.03. Once all the boats have been collected by the Pace Boat, they must follow the procedure to return to the wet pits, following the In & Out Procedure given in the Race Instructions and/or Bulletins and/or Drivers' Briefing.

05.04. The Winner, 2nd- and 3rd-placed boats will be led to the Wet Pits or other designated area as announced in the Race Instructions by the Start/Pace Boat.


**05.05 If the first three boats are not docking in the dry pit after the complete boat seal by the Technical Commissioner, they will be towed to the dry pit and under the crane by the organization.**

### **Justification**

After the sealing of the boats it will not be possible to run them with their engines.

**Proposal to be ratified by the Council on 20<sup>th</sup> October 2012**

<b>Applicat. date</b>
<b>2013</b>

 <b>Proposal n°</b>	<b>45</b>	<b>Committee</b>	<b>OPC</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2012 Rulebook page	<b>Offshore</b> <b>Class 1 - Appendix 6</b> <b>01.2</b>  <b>478</b>		

## Current text

### APPENDIX 6

#### TECHNICAL CLARIFICATIONS

#### 01. Torque Sensor Race Week end Protocol

The Torque Sensor (**TS**) systems are owned by "Class 1 Promotion mfze", and are leased to the teams participating in the UIM C1 World Championship, on a per Race weekend basis. They will remain under the jurisdiction of the UIM Technical Scrutineer. In principle one TS will be installed per boat. However, during the racing season and at their discretion, the Technical Inspector may require individual boats to run with a sensor on the second engine (see Point 6). The operating protocol for the sensors' use during the race weekend is as follows:

- The system components to be install on racing boat are as follows:
  - ABB Torque sensor, to be installed in the drive shaft line between the engine/s and the transom/s
  - ABB electronic interface unit/s for one or two ABB torque sensors
  - Race Technology Data Logger system and junction box for the two ABB torque sensors
  - Connecting Cables: Torque sensor-ABB interface box-Junction box-Data logger for one or two ABB torque sensors
- During the TS distribution procedure time, defined on Advance Program the team representative charged with the responsibility for the "instant lottery," will select the registered system sets, as detailed above in Point's 1.a.-1.b.-1.c., and will receive direction on which side it is to be installed. The cabling detailed in Point 1.d, will remain installed on each boat during the entire race season. However, the cabling will be subject to frequent inspection by the Technical Scrutineer for connectivity, condition and/or damage.
- After the last race of each weekend the complete torque sensor and logger system as detailed in Point 1 a. through c., must be return to the Technical Scrutineer. All logistics related to the system will be announced in the Race Instruction documents.
- Team Responsibility: All system components listed in Point 1, are the Team's sole responsibility. The Team must pay for any damage occurring during the Race weekend (or for Point 1.d. during season), even if said damage is discover after removal from the boat.
- Please note that it is at the sole discretion of the Technical Scrutineer to require a Team - at any time during a race weekend - to install a second ABB torque sensor supplied by

C1P.

6. Teams are requested to install one torque sensor during race weekend. The team cannot install a second torque sensor device of any kind on the second engine during any part of the race weekend.

7. The use of any connecting cable or wiring loom as specified on 1.d. above is prohibited at any time other than the race weekend.

We would like to remind Teams that the application of the torque sensor, as requested by the UIM rules, is to measure and log **engine output power**. The power losses from any additional device/s such as a geared drop box, hydraulic oil or water pump/s, electrical generator/s, etc., that are not part of the engine's original support system, and which are installed between engine and torque sensor, will be added to the power measured by the torque sensor during the race to give a **total engine power output** that must, at all times during a race event, remain below the mandated power limit. The Race Technology Data Logger, independent of the engines' control system, will also record engine RPM, boost pressure and the depression (pressure drop) inside the air box as was done in previous years. Additional measurements may be required by the UIM/OPC, during a season, to be announced in due time.

UIM/OPC will determine, and issue a list, of the exact power loss for each additional device. The power losses listed at this time are conservative, and do not account for all the losses in the systems, therefore, a series of dyno tests will be performed to add the missing values and a new list will be issued upon completion. No appeals regarding the UIM/OPC's power determinations will be accepted.

Preliminary Power Loss List

- 1) Engine mounted drop box with three internal gears +25 hp
- 2) Engine mounted drop box with two internal gears +17 hp

### Proposed text

## APPENDIX 6

### TECHNICAL CLARIFICATIONS

#### 01. Torque Sensor Race Week end Protocol

The Torque Sensor (**TS**) systems are owned by "Class 1 Promotion mfze", and are leased to

the teams participating in the UIM C1 World Championship, on a per Race weekend basis. They

will remain under the jurisdiction of the UIM Technical Scrutineer. In principle one TS will be

installed per boat. However, during the racing season and at their discretion, the Technical

Inspector may require individual boats to run with a sensor on the second engine (see Point 6).

The operating protocol for the sensors' use during the race weekend is as follows:

1. The system components to be install on racing boat are as follows:

- a. ABB Torque sensor, to be installed in the drive shaft line between the engine/s and the transom/s
- b. ABB electronic interface unit/s for one or two ABB torque sensors
- c. Race Technology Data Logger system and junction box for the two ABB torque sensors
- d. Connecting Cables: Torque sensor-ABB interface box-Junction box-Data logger for one or two ABB torque sensors

2. During the TS distribution procedure time, defined on Advance Program the team representative ~~charged with the responsibility for the "instant lottery," will select~~ **will pick up** the

~~registered~~ **same** system sets used in the **previous races**, as detailed above in Point's 1.a.-1.b.-1.c., and will receive direction on which side it is to be installed. The cabling detailed in Point 1.d, will remain installed on each boat during the entire race season. However, the cabling will be subject to frequent inspection by the Technical Scrutineer for connectivity, condition and/or damage.

3. After the last race of each weekend the complete torque sensor and logger system as detailed in Point 1 a. through c., must be return to the Technical Scrutineer. All logistics related to the system will be announced in the Race Instruction documents.

4. Team Responsibility: All system components listed in Point 1, are the Team's sole responsibility. The Team must pay for any damage occurring during the Race weekend (or for Point 1.d. during season), even if said damage is discover after removal from the boat.

5. Please note that it is at the sole discretion of the Technical Scrutineer to require a Team  
- at any time during a race weekend - to install a second ABB torque sensor supplied by C1P.

6. Teams are requested to install one torque sensor during race weekend. The team cannot install a second torque sensor device of any kind on the second engine during any part of the race weekend.

7. The use of any connecting cable or wiring loom as specified on 1.d. above is prohibited  
at any time other than the race weekend.

We would like to remind Teams that the application of the torque sensor, as requested by the  
UIM rules, is to measure and log **engine output power**. The power losses from any additional

device/s such as a geared drop box, hydraulic oil or water pump/s, electrical generator/s, etc., that are not part of the engine's original support system, and which are installed between engine and torque sensor, will be added to the power measured by the torque sensor during the race to give a **total engine power output** that must, at all times during a race event, remain below the mandated power limit. The Race Technology Data Logger, independent of the engines' control system, will also record engine RPM, boost pressure and the depression (pressure drop) inside the air box as was done in previous years. Additional measurements may be required by the UIM/OPC, during a season, to be announced in due time. UIM/OPC will determine, and issue a list, of the exact power loss for each additional device. The power losses listed at this time are conservative, and do not account for all the losses in the systems, therefore, a series of dyno tests will be performed to add the missing values and a new list will be issued upon completion. No appeals regarding the UIM/OPC's power determinations will be accepted.

#### Preliminary Power Loss List

- 1) Engine mounted drop box with three internal gears +25 hp
- 2) Engine mounted drop box with two internal gears +17 hp


### Justification

Change unanimously suggested after one Torque Sensor had a mechanical failure, most probably for wrong boat installation on previous races. The new proposal keeps the same Torque Sensor code on same boat, and therefore it will be much easier to identify the cause of failure and damage if it should happen again.

### Proposal to be ratified by the Council on 20<sup>th</sup> October 2012

Applicat. date
2013



 <b>Proposal n°</b>	<b>46</b>	<b>Committee</b>	<b>OPC</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2012 Rulebook page	<b>Offshore</b> <b>Class 1 - Appendix 6</b> <b>05</b>  <b>489</b>		

## Current text

### APPENDIX 6

#### 05. Protocol to implement rules

SECTION I - BOAT RULES 44-HULL DIMENSION, MINIMUM WEIGHTS AND EQUIPMENT pt.1

SECTION J - TECHNICAL RULES REQUIREMENTS 53. CREW CONTROL AND SYSTEMS –

Technical restrictions for all boats.

To define “Commercially Available”

The following are considered to be commercially available:

Any equipment for Marine applications such as:

☐ Engines package, drop box, drive line, trim equipment, rudder system (not rudder design), steering system, propeller, instrumentation, any accessory like bolt, nuts, backup plate and fitting, escape access, sea strainer, water pickup, potentiometer, relays, pumps (fuel, hydraulic, and water), high pressure line, fuel line.

These rules are to be followed before C1 boats/teams may use new or modified Machinery, Components or Systems (M/C/S). The following protocol is to help in order to avoid any misunderstandings that can result in a waste of time and investment by the teams and unnecessary clarifications/rulings at a race site by UIM officials.

**1. Protocol how to proceed:** Teams before starting to manufacture any M/C/S are to send To UIM/OPC a letter requiring “approval in principle” to install the specific M/C/S (one request per item) including the following documentation:

- a. A schematic drawing showing clearly the concept, operation and design of the device and the goal of its intended use.
- b. Specifications of all material which will be used in construction.

- i. Standard material
    - ii. Exotic material
  - c. Expected time frame for implementation.
  - d. Expected sale price “quantity related” to third parties.
  - e. Expected delivery time from order placement for third party sales.
  - f. Price for similar/equivalent M/C/S available on market.
2. After OPC investigation of the M/C/S, the OPC will take one of the following actions:
- a. If it is “in principle approved” the UIM/OPC will make its decision official to all teams.
  - b. If it is partially rejected, the OPC will require further data and evaluate that submission.
  - c. If it is rejected – no further action.
3. After OPC’s “in principle approval” the team may:
- a. Complete the activity to make the M/C/S prototype.
  - b. Do all non-race-site testing until satisfied that the item is ready for implementation in racing.
4. Following successful prototype testing, the team must homologate the new M/C/S with the UIM/OPC three (3) months prior to the first intended use at a race venue. The following documents will be required for homologation:
- a. Drawings and details of components.
  - b. Final price for other teams.
  - c. Delivery time to other teams.
  - d. Inspection venue for the UIM Technical Official, at the team’s expense, for final inspection.
5. The Homologation procedure must be completed positively before the M/C/S may be used at any race.

## Proposed text

### APPENDIX 6

#### 05. Protocol to implement rules, **And Boat Main Equipment Data Base for Technical Inspection**

##### **PREAMBLE:**

SECTION I - BOAT RULES 44-HULL DIMENSION, MINIMUM WEIGHTS AND EQUIPMENT pt.1

SECTION J - TECHNICAL RULES REQUIREMENTS 53. CREW CONTROL AND SYSTEMS –

Technical restrictions for all boats.

To define “Commercially Available”

The following are considered to be commercially available:

Any equipment for Marine applications such as:

□ Engines package, drop box, drive line, trim equipment, rudder system (not rudder design), steering system, propeller, instrumentation, any accessory like bolt, nuts, backup plate and fitting, escape access, sea strainer, water pickup, potentiometer, relays, pumps (fuel, hydraulic, and water), high pressure line, fuel line.

These rules are to be followed before C1 boats/teams may use new or modified Machinery, Components or Systems (M/C/S). The following protocol is to help in order to avoid any misunderstandings that can result in a waste of time and investment by the teams and unnecessary clarifications/rulings at a race site by UIM officials.

**01.01 Protocol how to proceed for rules implementation:** Teams before starting to manufacture any M/C/S are to send To UIM/OPC a letter requiring “approval in principle” to install the specific M/C/S (one request per item) including the following documentation:

- a. A schematic drawing showing clearly the concept, operation and design of the device and the goal of its intended use.
- b. Specifications of all material which will be used in construction.
  - ii. Standard material
  - ii. Exotic material
- c. Expected time frame for implementation.
- d. Expected sale price “quantity related” to third parties.
- e. Expected delivery time from order placement for third party sales.
- f. Price for similar/equivalent M/C/S available on market.

**01.02.** After OPC investigation of the M/C/S, the OPC will take one of the following actions:

- a. If it is “in principle approved” the UIM/OPC will make its decision official to all teams.
- b. If it is partially rejected, the OPC will require further data and evaluate that submission.

c. If it is rejected – no further action.

**01.03.** After OPC's "in principle approval" the team may:

- b. Complete the activity to make the M/C/S prototype.
- b. Do all non-race-site testing until satisfied that the item is ready for implementation in racing.

**01.04.** Following successful prototype testing, the team must homologate the new M/C/S with the UIM/OPC three (3) months prior to the first intended use at a race venue. The following documents will be required for homologation:

- d. Drawings and details of components.
- e. Final price for other teams.
- f. Delivery time to other teams.
- d. Inspection venue for the UIM Technical Official, at the team's expense, for final inspection.

**01.05.** The Homologation procedure must be completed positively before the M/C/S may be used at any race.

## **02.01 Boat Main Equipment Data Base (new)**

The C1 Technical rules stress that the installed equipment is to be available commercially and there are also technical restrictions/controls to be inspected for checking the compliance to the rule synthetize on above PREAMBLE.

Moreover, as per rule SECTION J 53. CREW CONTROL AND SYSTEM, UIM must guarantee to the series that the competitor understands and follows the rules. These are the main reasons to create a data base for each racing boat, compiled by the teams, to be ready and update at the start of the race season. The files will be strictly confidential and only UIM Technical Commissioners will have access. For the attachments, the following list will guide the team in compilation of the electronic file to be sent to the UIM Headquarters:

## **02.02 Lists the equipment involved in the data base. (new)**

C1 Racing Boat Main Equipment Data Base Requirements						
Reference Number	EQUIPMENT	RULE REFERENCE	DOCUMENTATION REQUIRED			
			Drawing or Comm. Reference	Picture or Drawing	Description: how system operates	
1	Engine	SECTION J 45.	As per homologation procedure			
2	Crash Box		YES	YES	NO	
3	Drop		YES	YES	YES	
4	Cardan shaft		YES	YES	NO	
5	Rudder/Skeg		YES	YES	NO	
6	Steering System		YES	YES	YES	
7	Trim pumps and piston		YES	YES	YES	
8	Surface Drive/Stern Drive		YES	YES	YES	
9	Ballast System	SECTION I 44 point 10	YES	YES	YES	
10	Cockpit Hardware		YES*	YES**	YES	
11	Telemetry Hardware		YES	YES	YES	
13	Potentiometers		YES	NO	YES	
14	Fuel System		YES	YES	YES	
YES*	All switches, displays, hardware commands must be identified, and their function described					
YES**	A panoramic picture is required that includes all YES* marked items.					

### 02.03 Boat Main Equipment data base Instruction for compilation (new)

- Each of the equipment listed on 02.02 are shown on 02.04 with at least one empty box on the left where a picture is to be inserted, and a box on the right where all the required information is to be compiled.
- Some of the empty boxes on the left do not require a picture but instead, the functional scheme, sketch, and/or drawing as per the written instruction in the box. The space available may not be sufficient, if so, please create a separate file with equipment name to be attached on 02.04 file.
- If the right space for information, especially for custom equipment, is not sufficient, again create a separate file with equipment name.
- At the end of the file note some pages available for future UIM requests and/or for your modifications to update the data base of your boat. Please, for modifications do not forget to follow the procedure in Appendix 6.05.01.01 if required.
- The Cockpit sector is quite large. It is extremely important that all controls you have on board your racing boat BE PICTURED AND PROPERLY DESCRIBED, and updated for any change, before you show the boat at the next race. Please, if you need more space you can copy the template and add to the file. For the cockpit we require information related to the safety of the escape hatch access and of the canopy structure.

- Once you have completed the file on 02.04.with all attachments send all via e-mail to UIM Headquarters only requiring reply of delivery.

#### **02.04. Race Boat file. (new)**

File to be completed by the teams, inserting pictures saved in Word where required, and inserting in a separate file the drawings and functional schemes, plus more space for the team to update the file during the life of the boat, as per instruction on 02.03.

The Technical Inspector at each race venue will define how many boats he intends to check according to these criteria:

- Two thirds boats selected of the first three boats in overall C1 Championship points.
- One-third of boats from the remaining fleet.

Any discrepancy from the original data base file found during the boat inspection will open an investigation file to determine if a penalty is to be assessed.



# **CLASS 1 OFFSHORE**

## **Boat Main Equipment Data Base**

**Before the start of the 2012 C1 race  
season**

**Team:**

**Racing Number:**

**Boat “Measurement Certificate” copy to be attached  
here**

Picture

**Crash Box**

Manufacturer : .....

Part Number: .....

Picture

**Cardan shaft**

Manufacturer : .....

Part Number: .....



Picture

### **Commercial Drop Box**

Manufacturer : .....

Part Number: .....

### **Custom Drop Box**

Designed by:.....

Picture

### **Rudder/Skeg**

Manufacturer : .....

Part Number: .....

### **General Information**

- Alloy specification
- Working Hours through 2011 (to be updated annually)

Picture

### Steering System

Manufacturer : .....

Part Number: .....

### Additional Information

- Hydraulic only.....
- Hydraulic plus electric.....

Picture

### Trim pumps and pistons

Manufacturer : .....

Part Number: .....

Picture

### Surface Drive/Stern Drive

Manufacturer : .....

Part Number: .....

### Custom Package Information

Dimension drawing of tanks or other  
system, functionality scheme of transfer  
weight

### Ballast System

Manufacturer : .....

Part Number: .....

**Documentation as per C1 rules: 44 point  
10:**

44 point10. It is mandatory that fully  
dimensioned drawings of all liquid  
containers and/or tanks are given by each

Picture of at least two installations, if any

### Potentiometer

List all potentiometers installed with their use described

1. Manufacturer : .....
  - a. Part Number.....
  - b. Description/use.....  
.....
2. Manufacturer : .....
  - a. Part Number.....
  - b. Description/use.....  
.....
3. Manufacturer : .....

Picture of at least two installations, if any

### Potentiometer

List all potentiometers installed with their use described

5. Manufacturer : .....
  - a. Part Number.....
  - b. Description/use.....  
.....
6. Manufacturer : .....
  - a. Part Number.....
  - b. Description/use .....  
.....
7. Manufacturer : .....
  - a. Part Number.....
  - b. Description/use .....  
.....

## Cockpit View No. 1

Picture

## Cockpit View No. 2

Picture

### Cockpit View No. 3

Picture

### Cockpit View No. 4

Picture



Picture

**Cockpit**

Manufacturer : .....

Part Number: .....

Picture

**Cockpit**

Manufacturer : .....

Part Number: .....

Picture

**Cockpit**

Manufacturer : .....

Part Number: .....

Picture

**Cockpit**

Manufacturer : .....

Part Number: .....

Picture

**Cockpit**

Manufacturer : .....

Part Number: .....

Picture

**Cockpit**

Manufacturer : .....

Part Number: .....

Picture

**Cockpit**

Manufacturer : .....

Part Number: .....

Picture

**Cockpit**

Manufacturer : .....

Part Number: .....

Picture

**Cockpit**

Manufacturer : .....

Part Number: .....

Picture

**Cockpit**

Manufacturer : .....

Part Number: .....

Picture

### Cockpit

Manufacturer : .....

Part Number: .....

Picture

### Canopy water deflector

Pictures

### **Cockpit Safety Device**

External Hatch Locking Handle Mechanism

describe its design and use:

Picture

### **Cockpit Safety Device**

Internal Hatch Locking Handle

Picture

**Divers Grab Handle**

Picture

**Canopy Hinge Attachment**

Describe the attachment method

Number of bolts per hinge

Canopy reinforcement structure  
supporting the bolt fixture



laminate schedule

### **Canopy (Lid) Structure**

Supply the laminate schedule

Picture

### **Bottom Escape Access**

#### **External Tunnel Side**

External Hatch Locking Handle Mechanism

describe its design and use:

Picture of data logger

### Telemetry

Manufacturer: .....

Part Number: .....

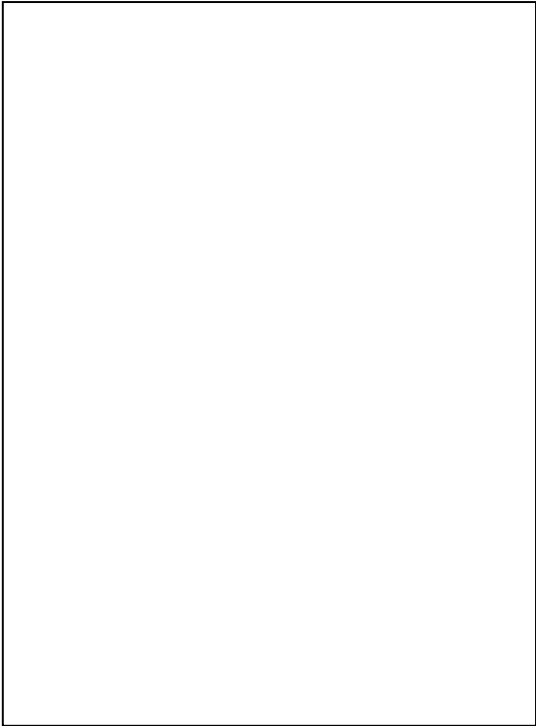
**Please certify below that there is no transmission hardware/software capability onboard the boat, to transmit real-time data anywhere.**

Functional scheme

### Fuel System

**The following information is required:**

- 1. Fuel tank**
  - a. Number
  - b. Capacity per tank
  - c. Location (simple sketch)
- 2. Fuel pump**
  - a. Number
  - b. Supplier
  - c. Part Number
- 3. Fuel hoses and pressure regulators**



**Device name:.....**

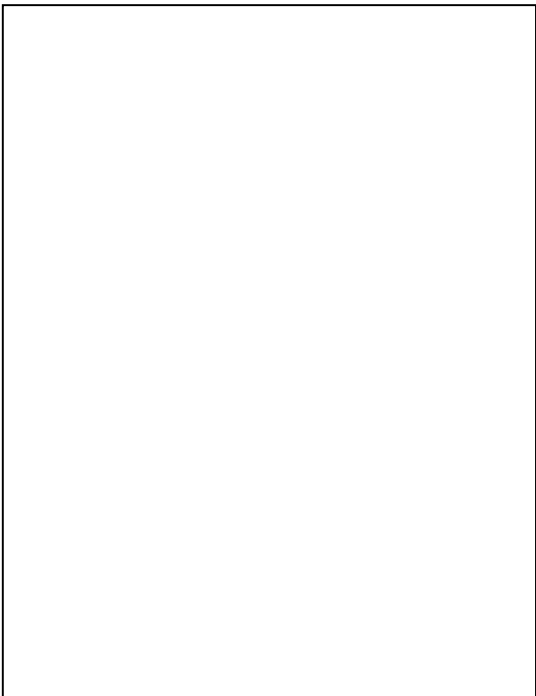
**Update Information:**

**Date.....**

Manufacturer : .....

Part Number: .....

Change description.....



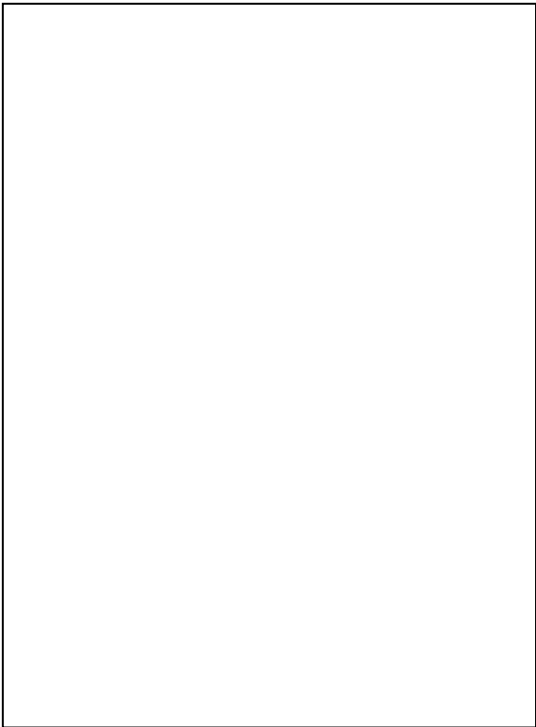
**Device name:.....**

**Update Information:**

**Date.....**

Manufacturer : .....

Part Number: .....



**Device name:.....**

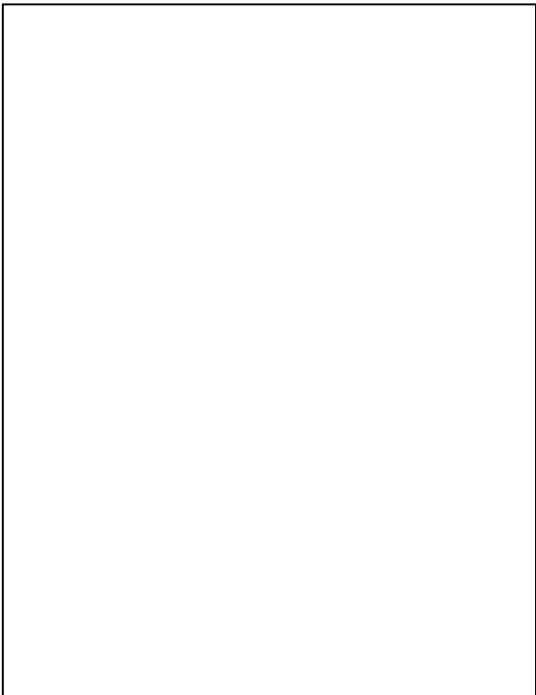
**Update Information:**

**Date.....**

Manufacturer : .....

Part Number: .....

Change description.....



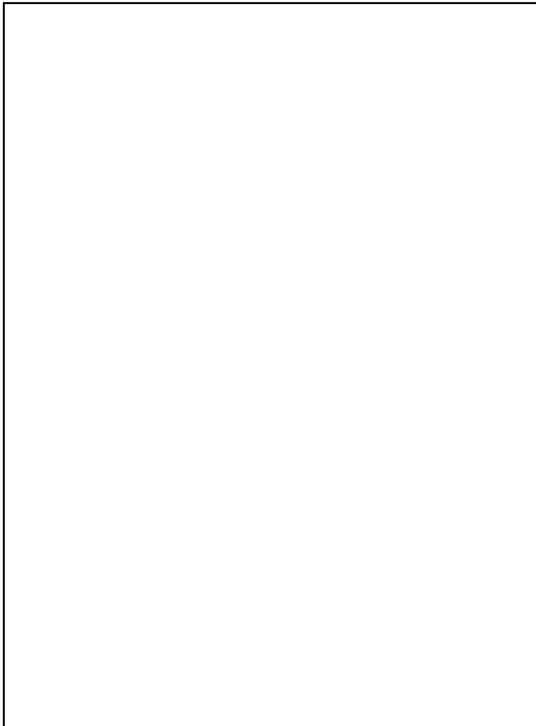
**Device name:.....**

**Update Information:**

**Date.....**

Manufacturer : .....

Part Number: .....



**Device name:.....**

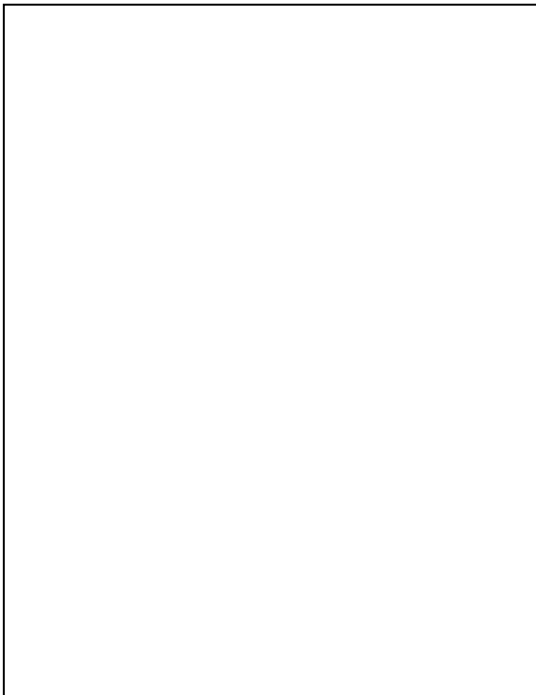
**Update Information:**

**Date.....**

Manufacturer : .....

Part Number: .....

Change description.....



**Device name:.....**

**Update Information:**

**Date.....**

Manufacturer : .....


Part Number: .....

### **Justification**

The only way to inspect the “change” of equipment is to have “Boat Data Base technical information”. Collection of the file already started during 2012 race Season with OPC/Task force relies No. 23

**Proposal to be ratified by the Council on 20<sup>th</sup> October 2012**

<b>Applicat. date</b>
<b>2013</b>

 <b>Proposal n°</b>	<b>47</b>	<b>Committee</b>	<b>OPC</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2012 Rulebook page	Offshore Class 1 - Appendix 6 <b>NEW ARTICLE 08</b>  <b>492</b>		

### Current text

DO NOT EXIST

### Proposed text

#### 08. BOAT LIFT EQUIPMENT

Teams shall ensure that their Boat has fixed lifting points. Teams must supply their own certified and valid (i.e. within the time period covered by the certificate) straps and shackles. Each Team must ensure that all of the lifting straps are of appropriate length and connected to a certified central ring or shackle to facilitate connection to the weighing device. It will be the responsibility of Team members to connect lifting straps to their Boat and the central shackle or ring to the crane to facilitate lifting in or out of the water. Any damage caused by failure of straps or central ring, or due to incorrect attachment to the crane, shall be the responsibility of the Team.


### Justification

Introduction of strap and shackles certification period.

**Proposal to be ratified by the Council on 20<sup>th</sup> October 2012**

**Applicat. date**

**2013**

 <b>Proposal n°</b>	<b>48</b>	<b>Committee</b>	<b>OPC</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2012 Rulebook page	<b>Offshore</b> <b>Class 1 - Part 3 Event rules</b> <b>Section B and D</b>		

<b>Current text</b>
---------------------

## PART 3 EVENT RULES

### 06. RACE COMMITTEE MEMBERS AND ROLES (Page 375)

- 06.01. LOCAL RACE OFFICER
- 06.02. LOCAL SAFETY OFFICER
- 06.03. JURY BOAT COORDINATOR AND COURSE OFFICIALS
- 06.04. PIT OFFICER
- 06.05. EVENT SECRETARY

### PART 3 SECTION B

#### 06.01. LOCAL RACE OFFICER (page 383)

The Local Race Officer forms the principle link with the local organisational race management, safety, Jury boats, air safety etc.

The Local Race Officer must direct the organisation of the races on behalf of the Local Organising Committee.

Good knowledge of the UIM Rules, especially those relating to Class 1.

Fluent written and spoken English are obligatory. He is responsible for the implementation of local services and must maintain communication with Jury boat coordinator and local safety officer.

### SECTION D (PAGE 376)

### 11. RACE MANAGEMENT AND UIM OFFICIALS

- 11.01. RACE DIRECTOR
- 11.02. SAFETY COORDINATOR
- 11.03. ASSISTANT RACE DIRECTOR \ UIM COMMISSIONER
- 11.04. CHIEF TECHNICAL COMMISSIONER
- 11.05. RACE ADMINISTRATOR
- 11.06. OFFICIAL RACE TIMING
- 11.07. O.P.C. TASK FORCE REPRESENTATIVE



## 11. RACE MANAGEMENT AND UIM OFFICIALS

The following officials will be present at all Events to assist in the management and conduct of the Event:

- Race Director (RD)
- Commissioner / Assistant UIM
- Safety Coordinator
- Chief Technical Commissioner
- Race Administrator
- O.P.C. Task Force Representative

Each of the above may have an assistant, to be appointed from the pool of UIM-approved personnel.

### Proposed text

## PART 3 EVENT RULES

### 06. RACE COMMITTEE MEMBERS AND ROLES (Page 375)

- 06.01. ~~LOCAL RACE OFFICER~~ **THE OFFICER OF THE DAY (O.O.D.)**
- 06.02. LOCAL SAFETY OFFICER
- 06.03. JURY BOAT COORDINATOR AND COURSE OFFICIALS
- 06.04. PIT OFFICER
- 06.05. EVENT SECRETARY

## PART 3 SECTION B (new test)

### 06.02 THE OFFICER OF THE DAY (O.O.D)

**The Officer of the Day must supervise the organisation of the races on behalf of the Organising Club. He must maintain order on the course, ascertain that all services work properly, ensure that all correspond to the rules and observe the Racing Rules according to the Programme, gather written reports of the Officers and Timekeepers and any other documents that will enable the results to be compiled. He verifies any decision to stop or curtail a race in agreement with UIM Commissioner.**

**For the C1 Championship events, the O.O.D must be an OPC approved person. To qualify, he/she must meet the following minimum standards:**

Have had previous experience in controlling at least 3 important races.

Fluent written and spoken English and good knowledge of the UIM Rules, those relating to Class 1 are obligatory.

Be nominated by his/her National Authority for “UIM International Officer of the Day” approval.

A list of approved persons is held by the UIM Secretariat and reviewed each year by OPC.

Nominations for International O.O.D approval shall be sent to the UIM by the nominee’s National Authority, accompanied by details of his/her qualifications and previous experience.

National Authorities must keep a list of their approved persons up to date and notify the UIM accordingly of any changes.

National Authorities are strongly encouraged to arrange for their Officers to attend training sessions.

## SECTION D (PAGE 376)

### 11. RACE MANAGEMENT AND UIM OFFICIALS

11.01.	<del>RACE DIRECTOR</del> <b>UIM COMMISSIONER</b>
11.02.	<b>SAFETY COORDINATOR</b>
11.03.	<del>ASSISTANT RACE DIRECTOR/UIM COMM.</del> <b>ASSISTANT UIM COMMISSIONER</b>
11.04.	<b>CHIEF TECHNICAL COMMISSIONER</b>
11.05.	<b>RACE ADMINISTRATOR</b>
11.06.	<b>OFFICIAL RACE TIMING</b>
11.07.	<b>O.P.C. TASK FORCE REPRESENTATIVE</b>

## PART 3 SECTION D

### 11. RACE MANAGEMENT AND UIM OFFICIALS

The following officials will be present at all Events to assist in the management and conduct of the Event:

- ~~Race Director (RD)~~ **UIM Commissioner**
- ~~Commissioner/Assistant Race Director~~ **Assistant UIM Commissioner**
- **Safety Coordinator**
- **Chief Technical Commissioner**
- **Race Administrator**
- **O.P.C. Task Force Representative**

The race management and UIM official require to change the follow written word as follow:

- Race Director (RD) to be replaced with **UIM Commissioner**
- Commisioner/Assistant Race Director to be replaced with **Assistant UIM Commissioner**

Plus the follow article with O.O.D. involvement with UIM Commissioner as follow:

#### 11.01. UIM COMMISSIONER (UIM Comm.) (page 388)

The overall on water management of the race is the responsibility of **O.D.D. who is the ultimate decision maker on the overall conduct of the event assisted by the** UIM Comm. who liaises with the (his assistant ~~UIM COMM.~~ - and the Safety Coordinator).

The UIM Comm. keeps an overview of the race, ~~and is the ultimate decision maker on the overall conduct of the event.~~ this includes judging that the weather conditions are suitable for racing. It is therefore important that the UIM Comm. is a very experienced Official and that he is recognized as such. The UIM Comm. also supervises the onshore aspects of race management.

The UIM shall appoint a UIM Commissioner who shall serve at the discretion of the UIM. The UIM Comm. shall be responsible for the supervision of the race and the correct application of the UIM rules. He/She shall perform such other duties as are requested from time to time by the UIM. The UIM Commissioner must be included in the race/event approval process and receive all course and race instruction details for approval.

Presence at Events - Each UIM-sanctioned racing event must have a UIM Commissioner present. Should an officially designated UIM Commissioner be unable to attend any sanctioned racing event, the UIM may appoint an alternate to serve at that racing event.

#### **Duties and Responsibilities**

Driver's Briefings - The UIM Commissioner shall run all drivers' briefings. He/She shall see that all questions relative to the racing rules are properly answered and that the conduct of the race itself is in accordance with all the racing rules.

#### **ENFORCEMENT OF RULES**

**Purpose** - The UIM Commissioner shall see that all UIM racing and technical rules are enforced throughout the event. All possible rules infractions shall be reported only to the UIM Commissioner by the appropriate UIM official in writing. It shall be the sole responsibility of the UIM Commissioner to communicate with any team

member or other party who has been charged with the violation of any rule, as well as the proposed action that the UIM shall take as a result.

**Multiple Roles** - Unless there is prior agreement and approval by the UIM, the UIM Commissioner shall not serve in any other official capacity such as Timer, Chief Technical Commissioner, etc., nor shall he act as a member of any committee charged with the actual management of the racing event or any other racing organisation that directly competes with the UIM while also serving as the UIM Commissioner.

**Interpretation of Rules** - He/She, along with the Assistant UIM Commissioner shall be responsible for overseeing all sporting matters or penalties of a Championship / Race nature outside the remit of the race jury. The UIM Commissioner will additionally chair and coordinate event meetings **with the O.O.D** between race officials, promoter and local authority's representatives for the event. Should any questions regarding the interpretation of racing rules arise, the UIM Commissioner shall rule on these matters after consultation with all contestants, witnesses and other UIM and local officials involved. In the event that the Race Committee or another UIM Official makes an erroneous decision or interpretation, the UIM Commissioner is authorised to overrule that decision.

**Training** - Members desiring to become a UIM official must complete a training programme by the UIM.

**Other** - The UIM Commissioner of a sanctioned event also must ensure that:

- All proper officials shall be present and function correctly during the event to the relevant UIM standard.
- The approved course is provided (courses must be pre-approved by the UIM before the sanctioned testing or racing begins).
- At Race sites, the UIM safety and rescue requirements are met.
- **He prepares all bulletins and results, and official race documentation to be signed by** ~~when he also fulfils the role of the~~ **THE OFFICER OF THE DAY (O.O.D)** ~~and official race documentation are signed by him, and that he is on hand at all times for this purpose.~~

**Post Race Reports** – The UIM Commissioner must file a report in writing to the UIM detailing all of the events, the conduct of the races, any accidents or other incidents such as disciplinary actions, technical Disqualifications, weather conditions at race and test times, course infractions, and penalties assessed interviews with competitors or witnesses to infractions, etc. The UIM Commissioner shall report ALL accidents, even when no injuries are involved, to the UIM. This does not stop local authorities from reporting those accidents, as required by any local authority law or otherwise to be reported. Race Officials will assist local authorities in completing their reports where necessary.

## 35. FINISHING PROCEDURE (page 414)

#### 35.01. STOPPING THE RACE

Emergency Race Stoppage Procedures/Restarts (Force Majeure).

The procedure is included in APPENDIX 2-04.

~~Only~~ The UIM Commissioner **in agreement with O.O.D** shall have the authority to stop an event.

Red Flag race stopped procedure (see Pace Boat Procedure Appendix 2-04).

The severity of the incident and race stop decision is taken only by the UIM Commissioner with information from his race officials.

If the race is stopped after completion of 70% of the race laps, then the boats will be classified based upon their position when crossing the previous lap timing line. In this case, a restart will not be implemented.

#### 35.02. CURTAILING THE RACE

In the case of Force Majeure or accident, the UIM Commissioner **in agreement with O.O.D** may curtail (shorten) the race by the waving the Finishing (Chequered) Flag. Boats will be classified on completion of their current lap, based on their position at the Finishing line.


### Justification

The actual rule on the matter is inherited from when the WPPA ran the Championship following the joint agreement made in 2008. We therefore go with the standard UIM concept on the matter.

**Proposal to be ratified by the Council on 20<sup>th</sup> October 2012**

Applicat. date

2013

	<b>49</b>	<b>Commission</b>	<b>COUNCIL</b>
<b>Proposal n°</b>			
<b>Discipline</b>	Offshore		
<b>Rule article n°</b>	Class 1		
<b>Article subject</b>	Class 1 superlicence procedure / Medical		
2012 Rulebook page	398 - 400		

### Current text

See rulebook

### Proposed text

Proposed text in the attached document.

### Justification

Safety measures

### Commission advice

Cominsafe

**Proposal to be ratified by the Council on 20<sup>th</sup> October 2012**

**Applicat. date**

**2013**



## 2013 APPLICATION PROCEDURE FOR A CLASS 1 SUPERLICENCE

### Extract from the Class 1 Rules

19. - In order to participate in Class 1, every crew member of the boat must hold a UIM Class 1 Superlicence.

All UIM licences are valid from the date of issue to 31st December of the same year.

In the event of any accident either within the sport or beyond its jurisdiction that prevents an individual from racing on medical grounds, a new post injury medical certificate must be submitted prior to re issue of the individual's licence.

Additionally in the case of a race incident resulting in medical care the competitor must be signed fit to return to racing by the race/event doctor. If this is not obtained, a signed declaration from a Doctor of fitness to return must be submitted to the UIM.

The event insurance must be complied with.

#### 19.01 - ISSUE OF SUPERLICENCE

A UIM Class 1 Superlicence can be obtained **either** following a request by the pilot's National Authority to the UIM.

The application for a UIM Class 1 Superlicence must be lodged with the UIM four weeks prior to the first event in which the pilot wants to participate is held. **The superlicence fee will be doubled for applications received beyond the 4 weeks deadline.**

**NO Application will be taken in consideration within one week from the following event.**

The price of the UIM Class **1 Superlicence fees are fixed by the UIM Council and paid to the UIM Secretariat**

**Medical expertise fee for drivers over 50 years in the season : 150 euro**

All required documents must be completed and the following additional documentation, or proof of such, must be provided to the UIM Secretariat:

- The sports career of the pilot, including the results obtained in the previous two seasons of offshore racing.
- Evidence of having raced during the previous 2 years in Class 1 or Class 3 Closed Canopies, or equivalent as pilot or throttleman in at least 7 races. (Other classes may be taken into consideration as agreed by the UIM).
- Current immersion certificate.
- A medical certificate providing all the data required by the UIM Official medical form.
- Two photographs (passport size).
- **The fees fixed by and paid to the UIM ~~(1000 Euro superlicence fee + 150 Euro medical expertise fee for any driver with a BMI over 30 kg/m<sup>2</sup> / or any driver who passed his 50<sup>th</sup> birthday before the date of applying the superlicence)~~**
- The UIM Class 1 Superlicence is valid from the date of issue to 31<sup>st</sup> December of the same year.

The UIM may issue the UIM Class 1 Superlicence on the basis of the information supplied by the pilot's National Authority. The UIM may withdraw a UIM Class 1 Superlicence on the recommendation of the relevant pilot's National Authority and the agreement of the Class 1 Promoter.

Any pilot who has passed their 50th birthday before the date of application for a UIM Class 1 Superlicence will be obliged to submit a medical report from their own doctor, and also a report of an examination by a doctor nominated by the UIM.

The minimum age for a pilot to qualify to hold a UIM Class 1 Superlicence and to compete in a Class 1 race is 18 years unless otherwise agreed by the UIM.

The application and nomination by the pilot's National Authority will be deemed to be the National Authority's consent to represent their country for the duration of the UIM Class 1 Superlicence. Should the NA not wish a UIM Class 1 Superlicence holder to represent his country at any time, the NA must inform the UIM in writing.

The UIM may authorize a provisional Licence for the second Driver who may not have the above - mentioned sports career to participate in the competitions provided that:

- The First Driver is well – experienced, has attended the last two Class 1 Championships and takes the responsibility of the Second Driver's behavior in the race, the first driver must also sign the UIM letter of agreement regarding responsibility ;
- He should have an Offshore Licence issued by his relevant National Authority.
- The application should be authorized by his N.A.

**An anthropometric check of data reported in the Superlicence application may be carried on at any event during the relevant season by a UIM appointed Medical and/**



**or Anti Doping delegate. In case the pilot's data would not be anymore within the mandatory parameters, the Superlicence will be immediately withdrawn.**

## **TEST DRIVER LICENCE**

A UIM 'Test Driver' licence will be issued by the UIM to use during event 'official practice times'. To qualify for this licence, the following conditions must be complied with:

- Current immersion test certificate.
- A medical certificate providing all the data required by the UIM Official Medical Form.
- Two photographs (passport size).
- The fees fixed by and paid to the UIM.
- The application must be authorised by his NA.

The fee for a test drivers licence is Euro 250, if upgraded in the same year to a full super licence Euro 750 fee is applied.

## **COCKPIT EVACUATION / IMMERSION TESTING**

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

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

An Immersion Certificate to certify the passed test, 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 any race or practice.

UIM Cockpit Evacuation training and testing is available at the Class 1 races.

Regardless of any current immersion training certificates held by competitors the UIM training and testing is mandatory.

Immersion testing is to include training for all crews in both self extraction and full partner rescue training utilizing on board air systems. All crew members must be capable of full use of on board air systems to the satisfaction of the appointed UIM testing facility.

The UIM will also request mandatory random testing throughout each racing season for all crews, where possible this will be integrated with the local event rescue crew training.

## MEDICAL EVALUATION SHEET

### 2013 Class 1 and XCAT SUPERLICENCE

Location of test \_\_\_\_\_ Date \_\_\_\_\_

Name \_\_\_\_\_ Surname \_\_\_\_\_

Born in \_\_\_\_\_ Date \_\_\_\_\_

Status \_\_\_\_\_ Profession \_\_\_\_\_

Date of first involvement in the sport \_\_\_\_\_

Other sports practised \_\_\_\_\_

#### PRESENT STATE OF HEALTH AND FORMER DISEASES

Disease (former or current) \_\_\_\_\_

\_\_\_\_\_

With special mention of \_\_\_\_\_

☐ Cardiopathy    ☐ Coronary    ☐ Diabetes Type 1 / 2 (circle the type)

☐ Epilepsy    ☐ High Blood Pressure

Operations undergone previously \_\_\_\_\_

Dates of these operations \_\_\_\_\_

Accidents (when, where, under which circumstances) \_\_\_\_\_

\_\_\_\_\_

Alcohol \_\_\_\_\_g/day \_\_\_\_\_ Tobacco \_\_\_\_\_pack year \_\_\_\_\_

Allergies \_\_\_\_\_

Medicines usually/frequently taken \_\_\_\_\_

\_\_\_\_\_

**Please keep in mind the AntiDoping rules and the WADA – UIM list of banned substances and Therapeutic Use Exemption rules**

## GENERAL OBJECTIVE EXAMINATION 2013 Class 1 - XCAT SUPERLICENCE

Height: \_\_\_\_\_m\_\_\_\_\_ Weight: \_\_\_\_\_kg\_\_\_\_\_

Body Mass Index (Weight (kg)/Height<sup>2</sup>(m): BMI): \_\_\_\_\_

**No superlicence will be issued to a driver with a BMI over 30 kg/m<sup>2</sup>**

**These anthropometric data can be checked during competitions by the UIM Medical and/or AntiDoping Delegate who has the right to withdraw Superlicence from non compliant pilots**

Age \_\_\_\_\_ Sex \_\_\_\_\_

Congenital or acquired deformities \_\_\_\_\_

Respiratory system \_\_\_\_\_

Spirometry (**mandatory**)\_\_ Please attach printed results and graphs \_\_\_\_\_

FVC (measured/predicted) \_\_\_\_\_

FEV<sub>1</sub> (measured/predicted) \_\_\_\_\_

Cardiovascular system: is there any evidence of abnormality of the heart or cardiovascular system? ☐ Yes ☐ No

If "Yes", give details below.

\_\_\_\_\_  
\_\_\_\_\_

Blood Pressure at rest \_\_\_\_\_

Heart Frequency at rest \_\_\_\_\_

Electrocardiogram at rest \_\_\_\_\_

Stress ECG and blood pressure profile (**mandatory, please refer to "Additional Items" page**)

Please attach printed results and graphs and final report in English  
language \_\_\_\_\_

\_\_\_\_\_

**Ophthalmologic check-up (mandatory every other year)**

Have you undergone this ophthalmologic check-up last year?

If **yes**, please specify when: . . / . . / . . . .

If **not**, ask your ophthalmologist to fill the hereafter items

Faculty of vision (uncorrected) R \_\_\_\_\_ L \_\_\_\_\_

(with correction) R \_\_\_\_\_ L \_\_\_\_\_

Vision with both eyes open (wearing corrective lenses if necessary) \_\_\_\_\_

Field of Vision \_\_\_\_\_

Vision of Colours: is the applicant's colour vision normal? ☐ Yes ☐ No

If "No", give details below.

Signature and practice stamp of the ophthalmologist

Hearing Testing \_\_\_\_\_

Urine: Albumine \_\_\_\_\_ Sugar \_\_\_\_\_

Is the Urine analysis normal? ☐ Yes ☐ No If "No", give details below.

Nervous system \_\_\_\_\_

Others \_\_\_\_\_

- Does the applicant have any physical abnormality or restriction of movements in the arms or legs? ☐ Yes ☐ No

If "Yes", give details below.

- Is there any evidence of a physical or mental condition (past or present) which could, in your opinion, prevent the applicant from holding a competition licence for motor sport?

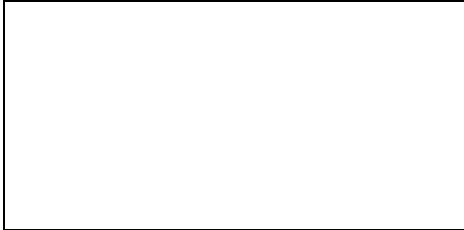
☐ Yes ☐ No

If "Yes", give details below.

**To the Doctor and the Driver :**

Are you the applicant's usual doctor? ☐ Yes ☐ No

Your practice stamp (together with your name and qualifications):



Name in Capital Letters \_\_\_\_\_

Degree \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

Tel \_\_\_\_\_

Fax \_\_\_\_\_

Aptitude Assessment \_\_\_\_\_

Date \_\_\_\_\_

This is to certify that I have examined the applicant in line with this form.

**Signature of the Doctor** \_\_\_\_\_

**Signature of the Driver** \_\_\_\_\_



## **ADDITIONAL ITEMS FOR CLASS 1 – XCAT SUPERLICENCE (VERY IMPORTANT)**

Maximal stress ECG and blood pressure profile: electrocardiogram have to be performed:

\* on a **cycloergometer** starting at 60 or 70 watts and increasing by 30 or 35 watts every two minutes.

**The driver must be capable of reaching a minimum power level of 2.5 watts (males) – 2.2 watts (females) per kilogram of body weight.**

\* or on a treadmill, using a **Bruce protocol** (preliminary warm-up recommended)

**The driver must be capable to complete at least the entire stage 3 (i.e. 3 minutes at 5.5 km/h (3.4 mph) and 14% gradient).**

This stress ECG aims to confirm both cardiovascular health and that the driver reaches the minimal fitness level to compete in motonautic sports. Therefore, we strongly encourage drivers to undergo regular physical training and to perform a maximal stress ECG test.

A written report from the physician (English language) must be enclosed.

Exhaustive ophthalmological check-up, tested and certified (English language) by a professional ophthalmologist to be renewed every two years and after skull trauma.



**INFORMATION FOR BODY MASS INDEX (BMI) - STRESS ECG -  
PULMONARY AND VISION TESTS  
FOR 2013 CLASS 1 SUPERLICENCE**


**Drivers with a Body Mass Index (BMI) over 30 kg/m<sup>2</sup>  
will not be issued a Superlicence**

**Drivers over 50 years in the 2013 season**

Drivers over 50 years during 2013 season **must submit the detailed examinations results** required in the UIM medical form which will be submitted to a doctor appointed by U.I.M.

Detailed reports include following examinations / tests:

- **pulmonary function test** (simple spirometry). Test to be performed every year as part of the yearly medical examination in order to get a superlicence
- **Exhaustive ophtalmological check-up**, tested and certified (English language) by a Professional ophthalmologist. Test to be renewed every 2 years and after a skull trauma.
- **Stress ECG test & blood pressure profile**  
Test to be performed every year as part of the yearly medical examination in order to get a superlicence.  
**The Electrocardiogram has to be performed under maximal exercise condition on a cycloergometer or a treadmill, according to the UIM recommendations.**  
**Please refer to page n°7: additional items for Superlicence**  
A written report from the physician who administered the ECG must be provided in English language.

	<b>50</b>	<b>Commission</b>	<b>COUNCIL</b>
<b>Proposal n°</b>			
<b>Discipline</b>	Offshore		
<b>Rule article n°</b>	X-Cat		
<b>Article subject</b>	X-Cat superlicence procedure / medical		
2012 Rulebook page	521-523		

### Current text

See rulebook

### Proposed text

Proposed text in the attached document.

### Justification

Safety measures

### Commission advice

Cominsafe

**Proposal to be ratified by the Council on 20<sup>th</sup> October 2012**

**Applicat. date**

**2013**





## 2013 APPLICATION PROCEDURE FOR A UIM X-CAT SUPERLICENCE

### 19 UIM SUPERLICENCE

In order to participate in **UIM** X-CAT Series, every crew member of the boat must hold a UIM X-CAT Superlicence.

All UIM licences are valid from the date of issue to 31st December of the same year.

In the event of any accident either within the sport or beyond its jurisdiction that prevents an individual from racing on medical grounds, a new post injury medical certificate must be submitted prior to re issue of the individual's licence.

Additionally in the case of a race incident resulting in medical care the competitor must be signed fit to return to racing by the race/event doctor. If this is not obtained, a signed declaration from a Doctor of fitness to return must be submitted to the UIM.

The event insurance must be complied with.

#### 19.01 ISSUE OF LICENCE

A UIM X-CAT Superlicence can be obtained **either** following a request by the pilot's National Authority to the UIM.

The application for a UIM X-CAT Superlicence must be lodged with the UIM four (04) weeks prior to the first event in which the pilot wants to participate is held.

The application for a UIM X-CAT Superlicence must be lodged with the UIM four weeks prior to the first event in which the pilot wants to participate is held. **The superlicence fee will be doubled for applications received beyond the 4 weeks deadline.**

**NO Application will be taken in consideration within one week from the following event.**

**The price of the UIM X-CAT Superlicence fees are fixed by the UIM Council and paid to the UIM Secretariat**

**Medical expertise fee for drivers over 50 years in the season : 150 euro**

All required documents must be completed and the following additional documentation, or proof of such, must be provided to the UIM Secretariat:

- The sports career of the pilot, including the results obtained in the previous two seasons of offshore racing.
- Evidence of having raced during the previous 2 years in Extreme Cat (6 litre), or equivalent as pilot or throttleman in at least 7 races. (Other classes may be taken into consideration as agreed by the UIM).
- Current immersion certificate.
- A medical certificate providing all the data required by the UIM Official medical form as
- Two photographs (passport size).
- The fees fixed by and paid to the UIM

The UIM may issue the UIM X-CAT Superlicence on the basis of the information supplied by the pilot's National Authority. The UIM may withdraw a UIM X-CAT Superlicence on the recommendation of the relevant pilot's National Authority **and the agreement of the X-CAT Promoter.**

Any pilot who has passed their 50th birthday before the date of application for a UIM X-CAT Superlicence will be obliged to submit a medical report from their own doctor, and also a report of an examination by a doctor nominated by the UIM.

The minimum age for a pilot to qualify to hold a UIM X-CAT Superlicence and to compete in a X-CAT race is 18 years unless otherwise agreed by the UIM.

The application and nomination by the pilot's National Authority will be deemed to be the National Authority's consent to represent their country for the duration of the UIM

X-CAT Superlicence. Should the NA not wish a UIM X-CAT Superlicence holder to represent his country at any time, the NA must inform the UIM in writing.

The UIM may authorize a provisional Licence for the second Driver who may not have the above - mentioned sports career to participate in the competitions provided that:

- The First Driver is well - experienced , has attended the last two **C**-CAT Series and takes the responsibility of the Second Driver's behavior in the race, the first driver must also sign the UIM letter of agreement regarding responsibility and ;
- He should have an Offshore Licence issued by his relevant National Authority.
- The application should be authorized by his N.A.

An anthropometric check of data reported in the Superlicence application may be carried on at any event during the relevant season by a UIM appointed Medical and/ or Anti Doping delegate. In case the pilot'ss data would not be anymore within the mandatory parameters, the Superlicence will be immediately withdrawn.

## MEDICAL EVALUATION SHEET 2013 Class 1 and XCAT SUPERLICENCE

Location of test \_\_\_\_\_ Date \_\_\_\_\_

Name \_\_\_\_\_ Surname \_\_\_\_\_

Born in \_\_\_\_\_ Date \_\_\_\_\_

Status \_\_\_\_\_ Profession \_\_\_\_\_

Date of first involvement in the sport \_\_\_\_\_

Other sports practised \_\_\_\_\_

### PRESENT STATE OF HEALTH AND FORMER DISEASES

Disease (former or current) \_\_\_\_\_

\_\_\_\_\_

With special mention of \_\_\_\_\_

☐ Cardiopathy    ☐ Coronary    ☐ Diabetes Type 1 / 2 (circle the type)

☐ Epilepsy    ☐ High Blood Pressure

Operations undergone previously \_\_\_\_\_

Dates of these operations \_\_\_\_\_

Accidents (when, where, under which circumstances) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Alcohol \_\_\_\_\_ g/day \_\_\_\_\_ Tobacco \_\_\_\_\_ pack year \_\_\_\_\_

Allergies \_\_\_\_\_

Medicines usually/frequently taken \_\_\_\_\_

\_\_\_\_\_

**Please keep in mind the AntiDoping rules and the WADA – UIM list of banned substances and Therapeutic Use Exemption rules**

## GENERAL OBJECTIVE EXAMINATION 2013 Class 1 - XCAT SUPERLICENCE

Height: \_\_\_\_\_m\_\_\_\_\_ Weight: \_\_\_\_\_kg\_\_\_\_\_

Body Mass Index (Weight (kg)/Height<sup>2</sup>(m): BMI): \_\_\_\_\_

**No superlicence will be issued to a driver with a BMI over 30 kg/m<sup>2</sup>**

These anthropometric data can be checked during competitions by the UIM Medical and/or AntiDoping Delegate who has the right to withdraw Superlicence from non compliant pilots

Age \_\_\_\_\_ Sex \_\_\_\_\_

Congenital or acquired deformities \_\_\_\_\_

Respiratory system \_\_\_\_\_

Spirometry (**mandatory**)\_\_ Please attach printed results and graphs \_\_\_\_\_

FVC (measured/predicted) \_\_\_\_\_

FEV<sub>1</sub> (measured/predicted) \_\_\_\_\_

Cardiovascular system: is there any evidence of abnormality of the heart or cardiovascular system? ☐ Yes ☐ No

If "Yes", give details below.

\_\_\_\_\_  
\_\_\_\_\_

Blood Pressure at rest \_\_\_\_\_

Heart Frequency at rest \_\_\_\_\_

Electrocardiogram at rest \_\_\_\_\_

Stress ECG and blood pressure profile (**mandatory, please refer to "Additional Items" page**)

Please attach printed results and graphs and final report in English language \_\_\_\_\_

**Ophthalmologic check-up (mandatory every other year)**

Have you undergone this ophthalmologic check-up last year?

If **yes**, please specify when: . . / . . / . . . .

If **not**, ask your ophthalmologist to fill the hereafter items

Faculty of vision (uncorrected) R \_\_\_\_\_ L \_\_\_\_\_

(with correction) R \_\_\_\_\_ L \_\_\_\_\_

Vision with both eyes open (wearing corrective lenses if necessary) \_\_\_\_\_

Field of Vision \_\_\_\_\_

Vision of Colours: is the applicant's colour vision normal? ☐ Yes ☐ No

If "No", give details below.

Signature and practice stamp of the ophthalmologist

Hearing Testing \_\_\_\_\_

Urine: Albumine \_\_\_\_\_ Sugar \_\_\_\_\_

Is the Urine analysis normal? ☐ Yes ☐ No If "No", give details below.

Nervous system \_\_\_\_\_

Others \_\_\_\_\_

- Does the applicant have any physical abnormality or restriction of movements in the arms or legs? ☐ Yes ☐ No

If "Yes", give details below.

- Is there any evidence of a physical or mental condition (past or present) which could, in your opinion, prevent the applicant from holding a competition licence for motor sport?

☐ Yes ☐ No

If "Yes", give details below.

**To the Doctor and the Driver :**

Are you the applicant's usual doctor? ☐ Yes ☐ No

Your practice stamp (together with your name and qualifications):



Name in Capital Letters \_\_\_\_\_

Degree \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

Tel \_\_\_\_\_

Fax \_\_\_\_\_

Aptitude Assessment \_\_\_\_\_

Date \_\_\_\_\_

This is to certify that I have examined the applicant in line with this form.

**Signature of the Doctor** \_\_\_\_\_

**Signature of the Driver** \_\_\_\_\_



## ADDITIONAL ITEMS FOR CLASS 1 – XCAT SUPERLICENCE (VERY IMPORTANT)

Maximal stress ECG and blood pressure profile: electrocardiogram have to be performed:

\* on a **cycloergometer** starting at 60 or 70 watts and increasing by 30 or 35 watts every two minutes.

**The driver must be capable of reaching a minimum power level of 2.5 watts (males) – 2.2 watts (females) per kilogram of body weight.**

\* or on a treadmill, using a **Bruce protocol** (preliminary warm-up recommended)

**The driver must be capable to complete at least the entire stage 3 (i.e. 3 minutes at 5.5 km/h (3.4 mph) and 14% gradient).**

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A written report from the physician (English language) must be enclosed.

Exhaustive ophthalmological check-up, tested and certified (English language) by a professional ophthalmologist to be renewed every two years and after skull trauma.





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PULMONARY AND VISION TESTS  
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**Drivers over 50 years in the 2013 season**

Drivers over 50 years during 2013 season **must submit the detailed examinations results** required in the UIM medical form which will be submitted to a doctor appointed by U.I.M.

Detailed reports include following examinations / tests:

- **pulmonary function test** (simple spirometry). Test to be performed every year as part of the yearly medical examination in order to get a superlicence
- **Exhaustive ophtalmological check-up**, tested and certified (English language) by a Professional ophthalmologist. Test to be renewed every 2 years and after a skull trauma.
- **Stress ECG test & blood pressure profile**  
Test to be performed every year as part of the yearly medical examination in order to get a superlicence.

**The Electrocardiogram has to be performed under maximal exercise condition on a cycloergometer or a treadmill, according to the UIM recommendations. Please refer to page n°7: additional items for Superlicence**

A written report from the physician who administered the ECG must be provided in English language.