



PLEASURE NAVIGATION RADIO-CONTROLLED




89th General Assembly

Fujairah

Council vote on 21st October 2016

Rule proposals for Pleasure Navigation / Radio Controlled discipline

| Page n° | Proposal n° | Rule n° | Subject | Entered by | Commission Advice requested to: | TEXT MODIFICATIONS by the relevant Commission / Committee | Council vote +/-/abs | Adopted /Not adopted |
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|---|---|---|----------------------------|
|  Proposal n° | <h1 style="color: red;">1</h1> | COMMISSION & COMMITTEE | PLEASURE NAVIGATION |
| Discipline Rule article n° Article subject 2016 Rulebook page | Pleasure Navigation 300.11 Safety Equipment 97 | | |

Current text

300.11 - SAFETY EQUIPMENT

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

- The efficient safety equipment required by the Country whose flag is flown by the craft;
- Any safety equipment prescribed by these rules or the competition rules;
- During race and practice each person aboard a boat must wear a life jacket duly homologated and coloured orange;
- If required by the competition rules, any person aboard any boat taking part in competitions must wear an adequate helmet of orange colour during the competition and during the practice runs and also after stopping on the course (e.g. in case of technical failure).If not otherwise specified, such helmet shall be of the type prescribed by the National Authority who have issued the driver's licence of the wearer. The efficiency of the helmet is the sole responsibility of the wearer.

Proposed text

300.11 - SAFETY EQUIPMENT

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


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No image recording device, however small, may be attached to helmets.

Justification

For safety reasons.

In accordance with 205.07 Circuit Rules

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|  UIM UNION INTERNATIONALE MOTONAUTIQUE | 2 | COMMISSION & COMMITTEE | COMINSAFE |
| Proposal n° | | | |
| Discipline | PLEASURE NAVIGATION | | |
| Rule article n° | 300.11 | | |
| Article subject | Safety Equipment | | |
| 2016 Rulebook page | 97 | | |

Current text

300.11 - SAFETY EQUIPMENT

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

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- Any safety equipment prescribed by these rules or the competition rules;
- During race and practice each person aboard a boat must wear a life jacket duly homologated and coloured orange;
- If required by the competition rules, any person aboard any boat taking part in competitions must wear an adequate helmet of orange colour during the competition and during the practice runs and also after stopping on the course (e.g. in case of technical failure).
If not otherwise specified, such helmet shall be of the type prescribed by the National Authority who have issued the driver's licence of the wearer.
The efficiency of the helmet is the sole responsibility of the wearer.

Proposed text

300.11 - SAFETY EQUIPMENT

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

- The efficient safety equipment required by the Country whose flag is flown by the craft;
- Any safety equipment prescribed by these rules or the competition rules;
- During race and practice each person aboard a boat must wear a life jacket ~~duly homologated and coloured orange;~~ **which satisfies the "UIM Life Jacket Basic Manufacturing Specifications" dated January 1, 2017 located on the UIM website. Drivers who are using lifejackets made prior to January 1, 2017 may continue to use their lifejacket until January 1, 2018 and continue to use the lifejacket if it satisfies the manufacturing specification defined herein.**
- If required by the competition rules, any person aboard any boat taking part in competitions must wear an adequate helmet of orange colour during the competition and during the practice runs and also after stopping on the course (e.g. in case of technical failure). ~~If not otherwise specified, such helmet shall be of the type prescribed by the National Authority who have issued the driver's licence of the wearer.
The efficiency of the helmet is the sole responsibility of the wearer.~~ **The helmet must comply with the SNELL or FIA helmet standards in accordance with the list available on the UIM Website. Restrained drivers must wear a head and neck support/restraint device that satisfies SFI 38.1.**


Justification

The life jacket requirements require increased clarity. Uniform manufacturing requirements for the lifejackets need to be updated and errors corrected. Having the manufacturing requirements located on the website will more easily enable changes and updates, if required. Attached are the manufacturing requirements.

The implementation criteria permits the use of lifejackets which meet the manufacturing standards to continue, the use for another year of present jackets of unknown compliance, and requires newly manufactured jackets to meet the standards.

Ensure that the helmet meets improved impact energy reduction capability by requiring the latest helmet standards in order to lower the risk of injury to the driver.

Head and neck restraints meeting SFI 38.1 have shown to lower the risk of injury in a crash. Cockpit simulator demonstrations have shown that the egress from the cockpit has not been impaired.

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|  Proposal n° | <h1 style="color: red;">3</h1> | COMMISSION & COMMITTEE | PLEASURE NAVIGATION |
| Discipline Rule article n° Article subject 2016 Rulebook page | Pleasure Navigation 502.02 Group A 156 | | |

Current text

502.02 - GROUP "A"

[...]

CATEGORIES AND CLASSES

[...]

Prototypes category

It includes all cruising vessels regularly homologated for such a purpose as a prototype with all the general characteristics provided for Sport category except for what is specified below:

The certified speed of the craft shall be of 50 knots minimum.

Craft can be fitted with a maximum of three engines.

Class P 1

- length (LOA) from 7.51 m. to 8 m.
- maximum capacity of the engine(s) : Outboard 11,000 cc. / Inboard 18,000cc.

[...]

Proposed text

502.02 - GROUP "A"

[...]

CATEGORIES AND CLASSES

[...]

Prototypes category

It includes all cruising vessels regularly homologated for such a purpose as a prototype with all the general characteristics provided for Sport category except for what is specified below:

The certified speed of the craft shall be of 50 knots minimum.

Craft can be fitted with a maximum of three engines.


Class P 1

- length (LOA) from 7.51 m. to **8,99 m.**
- maximum capacity of the engine(s) : Outboard 11,000 cc. / Inboard 18,000cc.

[...]

Justification

To allow the participation of boats from 8,00 to 8,99 meters.

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|  Proposal n° | <h1 style="color: red;">4</h1> | COMMISSION & COMMITTEE | PLEASURE NAVIGATION |
| Discipline Rule article n° Article subject 2016 Rulebook page | Endurance Class B 502.03.03 General Page 157 | | |

Current text

502.03.03 – GENERAL

Pleasure craft with engine capacities not less than 1.000 cc. may participate in competitions of Endurance Group B.

If reported in the craft's certification, the powering can be made of two identical and independent engines.

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

All boats must carry sufficient buoyancy in order to float the hull in the correct way and assist rescue crews in the event of a capsize.

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

Proposed text

502.03.03 – GENERAL

Pleasure craft with engine capacities not less than 1.000 cc. may participate in competitions of Endurance Group B.

If reported in the craft's certification, the powering can be made of two identical and independent engines.

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


All boats must carry sufficient buoyancy in order to float the hull in the correct way and assist rescue crews in the event of a capsize.

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

The occupied seats must have head restraints.

Justification

For safety reasons. Prevent head go back in case of accident.

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|  Proposal n° | <h1 style="color: red;">5</h1> | COMMISSION & COMMITTEE | PLEASURE NAVIGATION |
| Discipline Rule article n° Article subject 2016 Rulebook page | Pleasure Navigation 502.03.05 CATEGORIES AND CLASSES 161 | | |

Current text

502.03.05 - CATEGORIES AND CLASSES

[...]

C. SUPER BOAT SPORT CATEGORY

[...]

In the Super Boat Sport category, it is allowed the participation of boats certified/homologated as a unique specimen. The motorizations with any kind of supercharging* are not allowed.

(* supercharging: it is meant as a turbo-compressor or a volumetric compressor, it is not meant as a supercharging any fuel direct injection system that the engine manufacturer of the motor unit adopts in its first mounting).

[...]

Proposed text

502.03.05 - CATEGORIES AND CLASSES

[...]

C. SUPER BOAT SPORT CATEGORY

[...]

In the Super Boat Sport category, it is allowed the participation of boats certified/homologated as a unique specimen.

~~The motorizations with any kind of supercharging* are not allowed.~~


The motorizations with any kind of supercharging* are not allowed in boats with in-outboard and inboard engines. The motorizations with any kind of supercharging* are allowed in boats with standard outboard engines.

(* supercharging: it is meant as a turbo-compressor or a volumetric compressor, it is not meant as a supercharging any fuel direct injection system that the engine manufacturer of the motor unit adopts in its first mounting).

[...]

Justification

To allow the participation of standard Mercury Verado engines.

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|---|---|-------------------------------|----------------------------|
|  Proposal n° | <h1 style="color: red;">6</h1> | NATIONAL AUTHORITY | |
| Discipline Rule article n° Article subject 2016 Rulebook page | Pleasure Navigation 616.10 Record Courses Page 185 | IRELAND | <i>No Support Required</i> |

Current text

616.10 – RECORD COURSES

No Current Text

Proposed text

616.10 – RECORD COURSES

Round Ireland and Rockall (616.04 - second paragraph applies)

The distance around Ireland to be used for calculating the speed, as determined by the Royal Yachting Association (RYA) & Irish Sailing Association (ISA) from the Admiralty is 1182.4 statute miles (1027.5 nautical miles), (1902.9 kilometers).

The course must enclose all off-lying islands off the Irish coast to include Rockall.

The position of the start and finish line to be determined by the applicant who will be responsible for making the proper application to the National Authority from whose jurisdiction the attempt is started from.

Justification

A number of Teams have enquired about such a record with one Team intending to attempt the record once the course is ratified by the UIM and included in the UIM Rule Book. Their justification for requesting this course is that they see this Long Distance course as a true test for both the craft and its crew given its distance and its location in the North Atlantic.

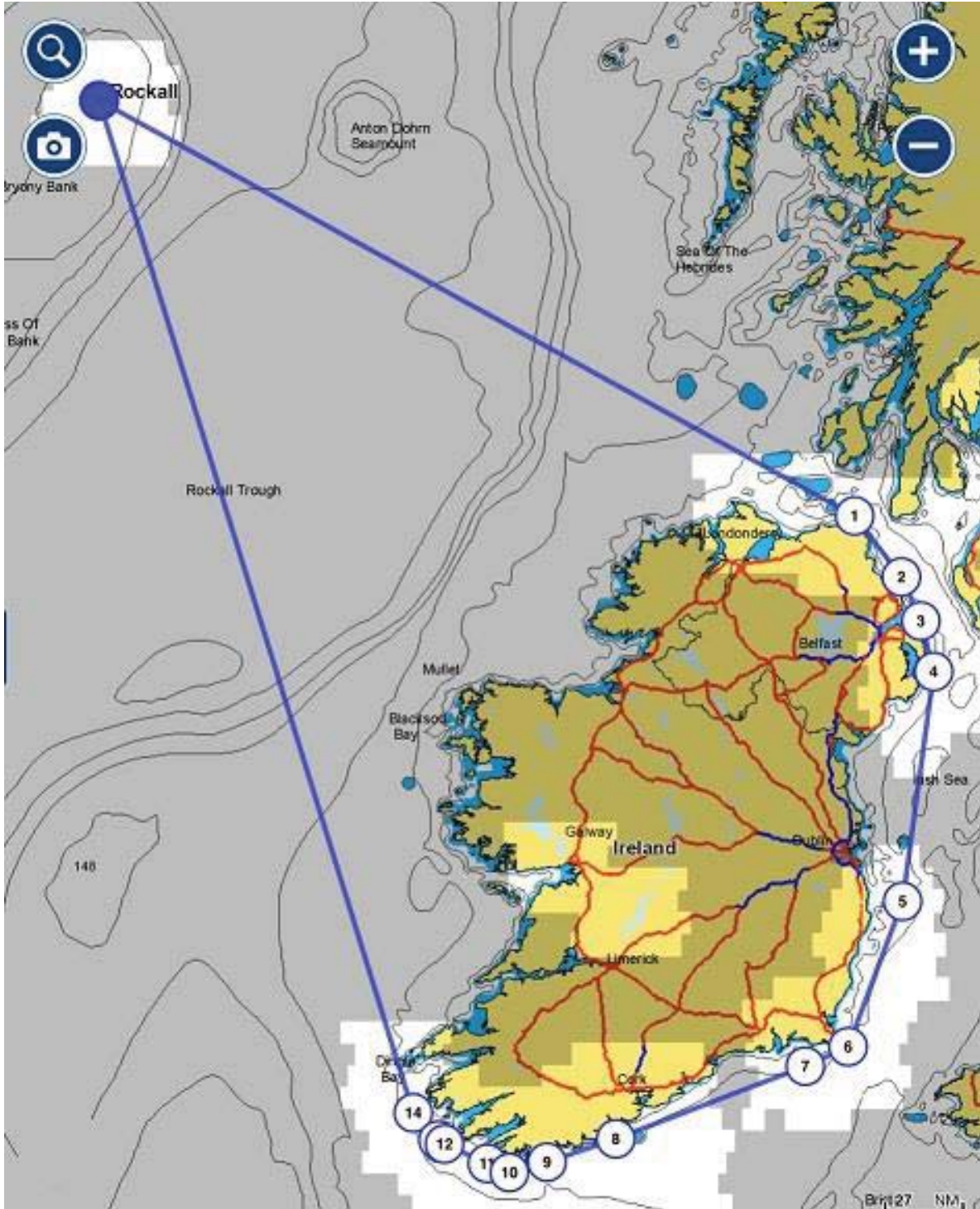
SEE APPENDIX ON THE NEXT PAGE – “Round Ireland – Rockall Map”


Commission advice

PLEASURE NAVIGATION

APPENDIX

ROUND IRELAND – ROCKALL MAP



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|---|---|-------------------------------|----------------------------|
|  Proposal n° | 7 | NATIONAL AUTHORITY | |
| Discipline Rule article n° Article subject 2016 Rulebook page | Pleasure Navigation 616.10 Record Courses Page 185 | IRELAND | <i>No Support Required</i> |

Current text

616.10 – RECORD COURSES

No Current Text

Proposed text

616.10 – RECORD COURSES

*Cork Harbour around Fasnet Rock returning to Cork Harbour. (616.04 - second paragraph applies)
The distance to be used for calculating the speed, as determined by the ISA is 132.6 statute miles (115.2 nautical miles), (213.4 kilometers).
The Start/Finish line at Cork Harbour is between Weavers Point and Roches Point lighthouse.
Cork Harbour Master must be notified in advance of any attempt.
For the duration of the attempt communication shall be maintained with the Irish Coastguard.*

Justification

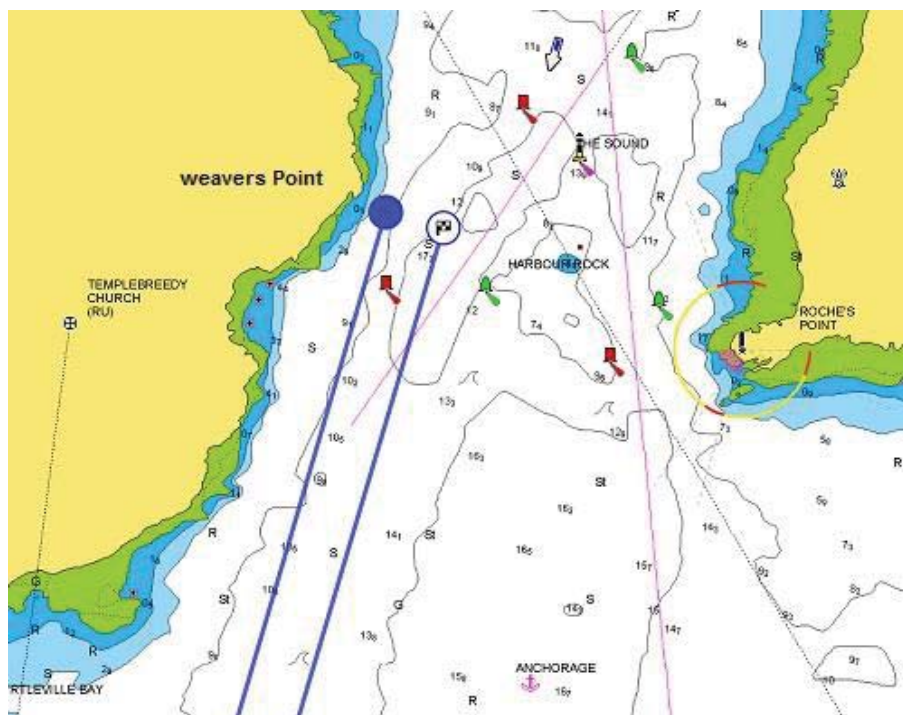
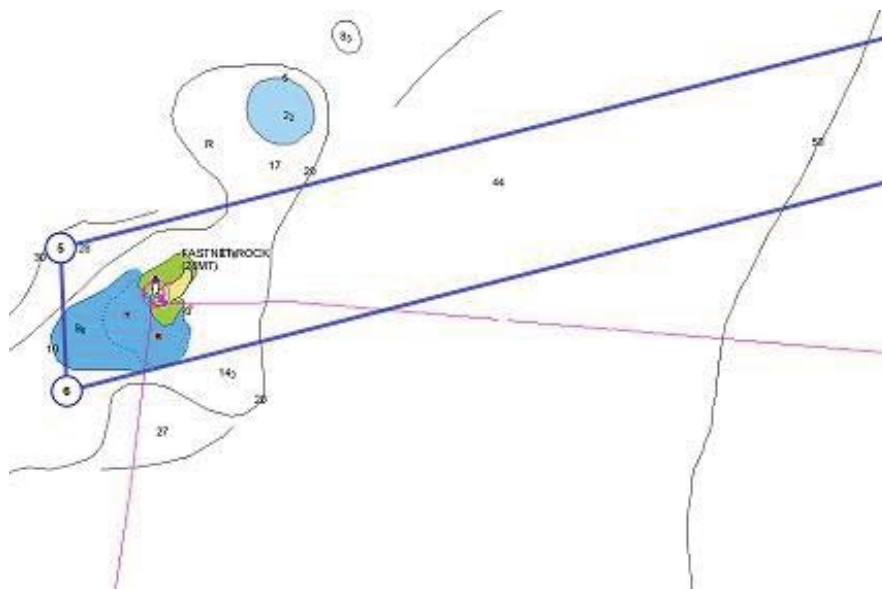
Fasnet Rock is well known within both the Powerboat and sailing community. The course from Cork Harbour (which was the inaugural venue for the Harmsworth Trophy) to such a famous Rock is not only steeped in history but because of its length and location can be seen as a challenge for those that wish to start competing in this discipline and/or in Offshore Marathon racing.


SEE APPENDIX ON THE NEXT PAGE

Commission advice

PLEASURE NAVIGATION

APPENDIX



| | | | |
|---|--|---|----------------------------|
|  Proposal n° | 8 | COMMISSION & COMMITTEE | PLEASURE NAVIGATION |
| Discipline Rule article n° Article subject 2016 Rulebook page | RADIO CONTROLLED 111.05 NUMBER OF COMPETITORS 213 | | |

Current text

111.05 – NUMBER OF COMPETITORS

The maximum number of competitors admissible for each heat is 8.

The minimum number is 3.

When the number of competitors in a class is 8 or lower than 8, the qualifying procedure does not take place.

Proposed text

111.05 – NUMBER OF COMPETITORS


The maximum number of competitors admissible in each heat is 8.

The minimum number is 3 (three).

~~When the number of competitors in a class is 8 or lower than 8, the qualifying procedure does not take place.~~

Justification

In order to avoid misunderstandings.

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|---|---|--|-----------------------------------|
|  <p>UIM UNION INTERNATIONALE MOTONAUTIQUE</p> <p>Proposal n°</p> | <h1 style="color: red;">9</h1> | <p>COMMISSION & COMMITTEE</p> | <p>PLEASURE NAVIGATION</p> |
| <p>Discipline Rule article n° Article subject</p> <p>2016 Rulebook page</p> | <p>RADIOCONTROLLED 112.01 COURSE</p> <p>215</p> | | |

Current text

112.01 - COURSE

- A) The course provided for a Heat Racing Series is reproduced herein 901.02 (fig.2)
- B) For OF-1 OSY not titled event, may be some alternative courses:
 - 1) Course reproduced herein art. 901.05 (fig.4A)
 - 2) Any four buoys course arrangement (arrival buoy included) with a minimum total length of 80 meters.
- C) Starting race procedures to be illustrated at the drivers briefing.


Proposed text

112.01 – COURSE

- A) The course provided for an Offshore Racing Series is reproduced herein 901.02 (fig.2)
- B) For OF-1 OSY not titled event, ~~may be some alternative courses,~~ **some alternative courses may also be used:**
 - 1) Course reproduced herein art. ~~901.05 (fig.4A)~~ **901.02 (fig.2) but with straight length of 60 meters.**
 - 2) Any four buoys course arrangement (arrival buoy included) with a minimum total length of ~~80~~ **180** meters.
- C) Starting race procedures to be illustrated at the drivers briefing.

Justification

Mainly to correct errors in writing.

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|  Proposal n° | <h1 style="color: red;">10</h1> | COMMISSION & COMMITTEE | PLEASURE NAVIGATION |
| Discipline Rule article n° Article subject 2016 Rulebook page | RADIOCONTROLLED 112.05 NUMBER OF COMPETITORS 215 | | |

Current text

112.05 – NUMBER OF COMPETITORS

The maximum number of competitors admissible for each heat is 8.

The minimum number is 3.

When the number of competitors in a class is 8 (eight) or lower than 8 (eight), the qualifying procedure does not take place, in facts the qualifying results are taken as FINAL RACE RESULT.

Proposed text

112.05 – NUMBER OF COMPETITORS


The maximum number of competitors admissible in each heat is 8.

The minimum number is 3.

~~When the number of competitors in a class is 8 (eight) or lower than 8 (eight), the qualifying procedure does not take place, in facts the qualifying results are taken as FINAL RACE RESULT~~

Justification

In order to avoid misunderstandings

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|  Proposal n° | <h1 style="color: red;">11</h1> | COMMISSION & COMMITTEE | PLEASURE NAVIGATION |
| Discipline Rule article n° Article subject 2016 Rulebook page | RADIO CONTROLLED 112.11 HEATS CLASSIFICATION – RACE CLASSIFICATION 216 | | |

Current text

112.11 HEATS CLASSIFICATION – RACE CLASSIFICATION

The final classification of the race is obtained by adding the number of the laps scored in the best 3 heats out of the 4 raced; the final timing of the race is obtained by adding the heats timing of the above heats.

Proposed text


112.11 HEATS CLASSIFICATION – RACE CLASSIFICATION

The final classification of the race is obtained by adding the number of the laps scored in the best \exists **“n-1”** heats out of the **“n”** raced; the final timing of the race is obtained by adding the heats timing of the above **mentioned** heats.

When the race format includes a “FINAL RACE” then art.112.12 and 112.13 apply.

Justification

In order to avoid misunderstandings

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|  Proposal n° | <h1 style="color: red;">12</h1> | COMMISSION & COMMITTEE | PLEASURE NAVIGATION |
| Discipline Rule article n° Article subject 2016 Rulebook page | RADIO CONTROLLED 112.12 QUALIFICATIONS 216 | | |

Current text

112.12 – QUALIFICATIONS

Should be less than 20 competitors qualified at the end of qualifying heats, the first 8 qualified have direct access to the final.

Should there be 20 competitors qualified or more, the first 6 (six) qualified will have direct access to the final.

Competitors qualified 7th to 14st have access to a semi-final, the first 2 (two) classified will go to the final in the same ranking order in position 7 and 8.

The semi-final results count only for access to the final, the competitors that do not entered the final will maintain their original qualifying ranking as far as the general classification is concerned.

Proposed text

112.12 – QUALIFICATIONS

1) When in the Race program a FINAL race is scheduled, then the following applies:

Should be less than 20 competitors qualified at the end of qualifying heats, the first 8 qualified have direct access to the final.


Should there be 20 competitors qualified or more, the first 6 (six) qualified will have direct access to the final.

Competitors qualified 7th to 14st have access to a semi-final, the first 2 (two) classified will go to the final in the same ranking order in position 7 and 8.

The semi-final results count only for access to the final, the competitors that do not entered the final will maintain their original qualifying ranking as far as the general classification is concerned.

Justification

In order to be coherent with the proposed 112.11 modified text.

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|  Proposal n° | <h1 style="color: red;">13</h1> | COMMISSION & COMMITTEE | PLEASURE NAVIGATION |
| Discipline Rule article n° Article subject 2016 Rulebook page | RADIO CONTROLLED 308.05 STARTING PROCEDURE 231 | | |

Current text

308.05 – STARTING PROCEDURE

Each heat in Heat Racing is composed of three stages in the starting procedure.

Proposed text


308.05 – STARTING PROCEDURE

Each heat in Heat **Offshore** Racing is composed of ~~three stages in the starting procedure~~ **the following three stages.**

For OF-1 starting procedure see also 308.05.04.

Justification

The standard offshore start procedure has proved to be somehow critical for OF-1 boats.

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|  Proposal n° | <h1 style="color: red;">14</h1> | COMMISSION & COMMITTEE | PLEASURE NAVIGATION |
| Discipline Rule article n° Article subject 2016 Rulebook page | RADIOCONTROLLED 308.05.04 - NEW OF-1 STARTING PROCEDURE Page 231 | | |

Current text

None.

Proposed text


308.05.04 – OF-1 STARTING PROCEDURE

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

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

Justification

The standard offshore start procedure has proved to be somehow critical for OF-1 boats.

| | | | |
|--|--|---|----------------------------|
|  Proposal n° | <h1 style="color: red;">15</h1> | COMMISSION & COMMITTEE | PLEASURE NAVIGATION |
| Discipline Rule article n° Article subject 2016 Rulebook page | RADIO CONTROLLED 550 FUEL 242 | | |

Current text

550 – FUEL

Fuel has to be provided by the competitor who is the sole responsible for its composition.

According to Class/Category rules the basic components for fuel are lubricating oil and Methanol or Gasoline as appropriate.

The use of other substances aimed to increase engine performance is regulated by the Class/Category rules.

The race officials are entitled to make fuel tests at any time during the event.

Use of fuel not complying to Cass/Category rules led to disqualification from the involved race.

Proposed text

550 – FUEL

Fuel has to be provided by the competitor who is the sole responsible for its composition.

According to Class/Category rules the basic components for fuel are lubricating oil and Methanol or Gasoline as appropriate :

~~The use of other substances aimed to increase engine performance is regulated by the Class/Category rules.~~

~~The race officials are entitled to make fuel tests at any time during the event.~~

~~Use of fuel not complying to Cass/Category rules led to disqualification from the involved race.~~

- For GASOLINE fuels the use of substances aimed to increase engine performances is NOT ALLOWED.

- For METHANOL fuels the use of Methanol is allowed up to 30% p.p. max.

The race officials are entitled to make fuel tests at any time during the event.

According to UIM fuel testing procedures the test will be done by using an Automatic Digital Density Tester :

- The max allowed density reading for gasoline fuels is (.....)

- The max allowed density reading for Methanol fuels is (.....)

All readings are referred to a 20°C environmental test temperature.

Use of fuel not complying to Cass/Category rules led to disqualification from the involved race.

P.S. - The use of substances (e.g. Nitro-methane) aimed to increase engine performance is regulated by the Class/Category rules and must be in compliance to the "U.E. rule N. 98/2013 of 02 January 2013" in which is stated that the content of substances must not exceed 30% p.p. in all U.E. Countries starting from 02 march 2016.

Justification

New U.E. Rule N. 98/2013 is now mandatory.