90th UIM General Assembly
Budva, Montenegro
Council vote - 21st October 2017

2018 Rules proposals for Offshore discipline adopted by Council

Page n°	Proposal n°	Rule n°	Subject	Entered by	Commission Advice	TEXT MODIFICATION by the relevant Commission & Committee	Results	
							ADOPTED	NOT ADOPTED
3	**1**	(120.02) +**120.03**	(Registration) ***Validity of licences***	Norway	Withdrawn	Licences are valid from the 1st January until the 31st December. ***UIM may, upon application, approve that NA's within defined zones can allow competitors with national licences to enter in specified national events.*** ***NA's shall, for each individual driver, give a written start permit to accompany the registration to each individual for such an event.***		
5	**2**	201.08	UIM Commissioner	Comintech	Supported by Cominoff		ADOPTED	
11	**3**	205	Safety boat	Cominsafe	Supported with text modification by Cominoff (new	see amended proposal 3	ADOPTED	
14	**4**	205.09	Insurance	Sweden	Not supported by Cominoff	see additional 27 proposal from Cominoff		
16	**5**	205.09	Insurance	Norway	Not supported by Cominoff			
18	**6**	206.04	UIM Stickers	Cominoff	Supported by Cominoff		ADOPTED	
19	**7**	330	Sprint Power Slalom	Cominsafe	Not supported by Cominoff			
20	**8**	501	Measurement certificate	Safety Cockpit	Supported with text modification by Cominoff & Safety Cockpit	When completed the Measurement Certificate, along with the appendices, ***it all*** shall be forwarded to the UIM in a digital format for inclusion in the digital logbook when it becomes available. ***The UIM must forward all documents to the Chairman of the Safety Cockpit Committee for approval*** .	ADOPTED	
21	**9**	508.01	Immersion Training	Cominsafe	Supported by Cominoff		ADOPTED	
22	**10**	508.16	Hatches & Air Supply	Cominsafe	Supported with text modification by Cominoff	see amended proposal 10	ADOPTED	
24	**11**	508.21	Restraint System	Cominsafe	Supported with text modification by Cominoff & Safety Cockpit	The Restraint System must consist of a minimum of a 6 point/***6*** strap harness and should utilise belts with a minimum width of 50 mm ~~***rated at 4100 kg (9,000lb)***~~ and grommeted to prevent chafing or cutting of the belt.	ADOPTED	
25	**12**	508.25	Racing vest	Cominoff	Supported by Cominoff		ADOPTED	
26	**13**	508.29	Class 3 Criteria	Cominsafe	Supported with text modification by Cominoff & Safety Cockpit	~~Each National Authority shall decide if its National racing shall be permitted to use Restraint Systems in Class 3 boats below Class 3C.~~ ~~***In Class 3 boats, all the 508 rules apply.***~~	ADOPTED	
27	**14**	713	Helmets	Safety Cockpit	Witdrawn			
28	**15**	713.01	Frontal Head Restraints	Cominsafe	Supported by Cominoff & Safety Cockpit		ADOPTED	
29	**16**	715.09	Sea Chart	Cominoff	Supported with text modification by Cominoff	**715.09** Up-to-date charts, on paper or in electronical form, covering the whole course of the race. ***If used in electronic form, it must have a back-up.***	ADOPTED	

30	**17**	737	Experimental Class 3D - Mono	Cominoff	Supported with text modification by Cominoff	737. EXPERIMENTAL CLASS ~~3D MONO~~ ***V2*** ***737.1 - SPIRIT OF THE RULES*** The aim is..... In ~~***3D MONO***~~ ***V2*** all boats are strictly..... ***737.2 - MEASUREMENT CERTIFICATE*** ~~***3 D Mono***~~ ***V2*** boats are to have a measurement certificate according to rule 501. In order to obtain the measurement certificate for a ~~***3D mono***~~ V2 boat it must be built by ~~***the***~~ a UIM ~~***certified boat***~~ ***approved*** builder. The complete boat, hull, ... ***737.3 - GENERAL*** The general UIM offshore racing rules are to be applied. ***The boats must comply with the rules of Offshore class 3D.*** ***737.4*** The hull in ~~***3D MONO***~~ ***V2*** must be: Length 8,47 m (+/- 5 cm) Beam 1,92 m (+/- 2 cm)Weight min 1400 kg + crew ~~***737.5 Cockpit to be built in accordance with 508.***~~ ~~***737.6***~~ ***737.5*** Only eligible engine is Mercury 300XS ***(homologation 518)*** .	**ADOPTED**	
31	**18**	1000.12.02.5	Hans Device	Safety Cockpit	Supported by Cominoff		**ADOPTED**	
32	**19**	1200.3	Race boats	Cominoff	Supported with text modification by Cominoff	1200.3.5 - PARTIAL CANOPY BOATS .... Partially canopied boats may have restraint systems fitted which, if fitted, must comply with the following Offshore Rules: 508.01 (Crew Immersion Test), 508.16 (Air Supply), 508.18 (stop buttons for engine cut-off), 508.20 (Rear of Head Protection) and 508.21 (Specification of ~~***5 or 6 strap***~~ Harness). Additionally	**ADOPTED**	
60	**21**	Class 1 & V1	Section G.24 Helmets	Cominsafe	Supported with text modification by Cominoff	A Frontal Head Restraint (FHR) shall be worn by the driver and all crew. The FHR must satisfy SFI 38.1 or FIA ~~***8860***~~ ***8858*** . The helmet attachments shall utilize	**ADOPTED**	
61	**22**	Class 1 & V1	Section G.24 FHR	Cominsafe	Supported with text modification by Cominoff	Any person aboard any boat partaking in races, Pole Positions and Practice must always wear a helmet that satisfies the SNELL or FIA standards defined on the UIM website and be of predominantly orange colour. Helmets must be worn during all races, Pole Positions and Practice. Helmets may only be removed when effeting repairs. The wearer is entirely responsible for the choice of their helmet and it must satisfy the SNELL or FIA criteria ~~***stated above***~~ ***defined on the UIM website*** . Helmets may be removed when returning to pits at less than planning speed.	**ADOPTED**	
62	**23**	Class 1 & V1	Section I - 44.01 - Reinforced cockpit	Cominsafe	Supported with text modification by Cominoff & Safety Cockpit	see amended proposal 23	**ADOPTED**	
64	**24**	Class 1 & V1	Section I - 44.06 - 23.Flood tubes	Safety Cockpit	Supported by Cominoff		**ADOPTED**	
65	**25**	Class 1 & V1	Section I - 44.06 - 8.Responsability	Cominsafe	Supported by Cominoff & Safety Cockpit		**ADOPTED**	
66	**26**	XCAT	Part 4 - 12.19 Canopy Rules	Safety Cockpit	Supported by Cominoff		**ADOPTED**	
NEW	**27**	202.01	Advance programme	Cominoff	New proposal added by Cominoff and Supported by Cominoff	45 days before any international race, the organising committee must forward ~~***at least one***~~ ***the*** advance programme ~~***on the official form***~~ to the UIM. ~~***Secretary, the UIM Cominoff Sceretary and the National Authorities***~~ .***The advance notice must include a copy of the insurance policy (with English translation). Upon request, the organising committee shall provide copies of the policy (with English translation) prior to the event to all competitors interested in purchasing the cover for the event*** .Should any organiser fail to meet this requirement, the	**ADOPTED**	

NEW	**28**	508.03.01	Canopy Repairs	Safety Cockpit	Safety Cockpit	**508.03.01 - REPAIRS: 1. Any damage on the Cockpit must be repaired by a UIM registered Cockpit manufacturer only; who must send to the UIM and NA pictures of the sequential steps of repairs and a signed letter certifying the repair has been correctly done. 2. For any other damage on structural areas of the boat, the repair must be certified in writing as the best state of the art from the company/person in charge of repairing the boat and delivering pictures of the sequential steps of repair to the UIM and NA. 3. Copy of the above documentation (1.-2.) must be shown to the UIM Technical Commissioner at first race after repair. The acceptance is based only on Manufacturer/Company declaration. 4. These documents will be inserted into the boat's measurement certificate in the digital log book where available, otherwise attached to the paper measurement certificate.**	**ADOPTED**	
34	**20+**	1300	Rules for UIM Stock	Cominoff	Supported with text modification by Cominoff	**proposal 20-6** ~~***(b) Entry by a team into any race event or championship is at the sole discretion of the series organiser who reserves the right to refuse entry.***~~ ~~***(c)***~~ **(b)** Teams are responsible ..... ~~***(d)***~~ ***(c)*** The series organiser ..... ~~***(e)***~~ ***(d)*** No individual ..... ~~***(f)***~~ ***(e)*** Race entries..... **proposal 20-7** (d) The minimum stroke shall be 50mm. The two digits shall be separated by no less than **80**mm and the white border shall be at least 50mm from the digits. **Proposal 20-12** (a) Replacement seats should be a full pro racing bucket seat (from suppliers such as Sparco or Recaro) ***and should conform to UIM rule 703.9.5.*** **Proposal 20-14** 1 309.3 ENGINES (c) No engine cowling modifications are permitted. other than those approved by Stock technical scrutineers. Cowlings must be in place throughout the entire period of a race. **Proposal 20-15** (f) It will be the competitors' responsibility to produce their log book at each event during scrutineering. Failure to do so will result in disqualification. **Proposal 20-18** **(b)** The ODMS Manual will specify the location of the battery and any deviation from this location will require prior approval from the scrutineer **and be noted in the logbook.** **Proposal 20-33** **From the muster area:** (e) When the starter is satisfied that all boats are in a satisfactory line and moving at a satisfactory speed, the green flag will be raised and the yellow flag will be dropped .The raising of the green flag indicates the start of the race. **Proposal 20-36** (g) If a boat in consequence of its neglect of any of these rules compels another to foul, it will be penalised ***in line with the UIM 406 rules.*** **Proposal 20-38** ~~***(b) If a boat hits a turn mark, a Yellow Card penalty and/or a 30 second penalty may be applied.***~~ ~~***(c)***~~ ***(b)*** If a boat destroys ..... ~~***(d)***~~ ***(c)*** A comptetitor may not ..... ~~***(e)***~~ ***(d)*** The missed mark penalty is 1 minute per missed mark. will be an amount of time added to the team's overall time for the race, equivalent to the average lap time of all competing boats.	**ADOPTED**	

Proposal n°	3	COMMISSION & COMMITTEE	COMINSAFE
Discipline **Rule article n°** **Article subject** 2017 Rulebook page	Offshore 205 205.08 – Safety boat / 205.09 Patrol /205.10 First Aid Station 92		

Current text

205.08 - SAFETY BOATS

Safety Boats in sufficient number must be standing by during official practise and for the duration of all races.
Each boat must carry :
* a minimum of two persons who can enter the water and carry out rescue procedure
* necessary signal flags
* a large capacity fire extinguisher suitable for fuel fires
* ropes suitable for towing and a boat hook.
All safety boats must have radio communication with race headquarters.
A first aid station with qualified medical attendants and an ambulance must be stationed at a central on-shore location where injured drivers can be easily transferred from a safety boat to shore. It is recommended to have a medical doctor present, preferably qualified in handling trauma type accidents.
It must be clear before the race, who has the medical responsibility during the race.

205.09 PATROL / TOW BOATS
(Currently None)

205.10 FIRST AID STATION
(Currently none as featured under safety boat rule)

Proposed text

~~**205.08 - SAFETY BOATS**~~
~~Safety Boats in sufficient number must be standing by during official practise and for the duration of all races.~~
~~Each boat must carry :~~
~~* a minimum of two persons who can enter the water and carry out rescue procedure~~
~~* necessary signal flags~~
~~* a large capacity fire extinguisher suitable for fuel fires~~
~~* ropes suitable for towing and a boat hook.~~
~~All safety boats must have radio communication with race headquarters.~~
~~A first aid station with qualified medical attendants and an ambulance must be stationed at a central on-shore location where injured drivers can be easily transferred from a safety boat to shore. It is recommended to have a medical doctor present, preferably qualified in handling trauma type accidents.~~
~~It must be clear before the race, who has the medical responsibility during the race.~~

~~***205.08 SAFETY BOATS***~~

~~***a) A sufficient number of safety boats must be on station and in position during all official on-water activity at an event.***~~

~~***b) There should be a minimum of one Doctor or Paramedic who is experienced in handling trauma (PHTLS Pre-Hospital Trauma Life Support concept or equal) present on at least one of the safety boats. The doctor***~~

~~*or Paramedic cannot be counted as a Diver or any other member of required boat crew. Alternatively where appropriate a Doctor or Paramedic can be stationed in a different position to allow them to be transported to a casualty via other means of transport i.e. Air Ambulance.*~~

c) ~~*Each safety boat must have the following crew on-board as a minimum: 1 X Boat Driver & 2 X Divers who are equipped to enter the water immediately when required to begin a recovery procedure of a casualty or boat. At least one member of crew on-board should have basic First Aid training and be capable of providing basic life support assistance to a casualty.*~~

d) ~~*Radio contact between safety boats & Officials is mandatory.*~~

e) ~~*At least 2 of the Safety boats situated on a course shall have either a Crane or 2 X Lifting Bags that are capable of supporting a boat to assist in keeping a cockpit above the surface with a competitor inside. Lifting bags are also highly recommended for use to assist in the recovery of a stricken boat.*~~

f) ~~*All safety boat crews should be familiar with the safety equipment used by competitors and know how to remove equipment from an injured casualty. Particular attention needs to be paid to the ability to remove Frontal Head Restraints (FHR) before attempting to remove a casualty from a cockpit, along with knowledge of Restraint Harness Removal, Helmet Removal and how canopy releases systems or extraction points operate.*~~

g) ~~*Each safety boat must be capable of taking on-board a casualty on a stretcher with minimal movement / disturbance to the casualty. The crew will recover all casualties onto the safety boat using a rigid stretcher.*~~

h) ~~*Each Safety boat must be sufficiently powered to reach incidents as soon as possible and should be well-maintained and fueled.*~~

~~*All safety boats should carry the following equipment:*~~

1) ~~*A stretcher that is capable of being immersed in the water to recover a casualty.*~~
2) ~~*A Minimum of basic First Aid Equipment that must include: large sterile dressings, a Neck Collar and a Resuscitation Mask.*~~
3) ~~*Equipment for cutting belts / straps*~~
4) ~~*It is highly recommended that an extra breathing air bottle of sufficient capacity is carried on-board to provide air support to the Dive Crew or a Casualty who may need it. Quick connect valves should be used.*~~
5) ~~*2 X Lifting Bags that are capable to assist in keeping a cockpit above the surface of the water.*~~
6) ~~*A fire extinguisher with a minimum capacity of 2ltrs must be carried.*~~
7) ~~*A Minimum of 2 x Towing Ropes with Carabiner hooks must be carried on-board.*~~
8) ~~*A full set of racing flags should be carried as described in the rules.*~~
9) ~~*A minimum of 2 radios to maintain contact with shore / Race Officials.*~~

~~*205.09 PATROL BOATS*~~

a) ~~*There must a suitable amount of Patrol Boats situated around a course to assist in keeping the racing area free from spectators and other traffic as well as providing support to safety boats and the race Officials.*~~

b) ~~*Each Patrol boat must be crewed by a minimum on 2 people.*~~

c) ~~*Each patrol Boat must be sufficiently powered to reach incidents as soon as possible and be well maintained and fueled.*~~

d) ~~*All Patrol boats should be prepared to tow/recover boats to shore.*~~

~~*e) All safety boats should carry the following equipment:*~~

~~*1) Equipment for cutting ropes etc.*~~
~~*2) A fire extinguisher with a minimum capacity of 2ltrs must be carried.*~~
~~*3) A Minimum of 2 x Towing Ropes with Carabiner hooks must be carried on-board.*~~
~~*4) A full set of racing flags should be carried as described in the rules.*~~
~~*5) 1 X radio to maintain contact with shore / Race Officials.*~~

~~*205.10 FIRST AID STATION*~~

~~*A First Aid Station with qualified medical attendants and a suitably equipped Ambulance must be stationed in an appropriate position at an on-shore location. The location must suitable for casualties to be easily transferred from the safety boat to the care of medical professionals.*~~

~~*A mobile resuscitation unit must be available as well as all other necessary equipment to provide treatment and deal with serious trauma.*~~

~~*At least one fully qualified Doctor or Paramedic must be positioned at the First Aid Station and be prepared to receive casualties. The Doctor or Paramedic in attendance should have training or experience in Advanced Life Support / (PHTLS Pre-Hospital Trauma Life Support concept or equal)*~~

~~*It is highly recommended that the First Aid Station is equipped to receive multiple casualties.*~~

New text

205.08 - SAFETY BOATS

Safety Boats in sufficient number must be available during official practice and for the duration of all races.

It is recommended that each boat carries:

**** a minimum of two persons who can enter the water and can carry out rescue procedure.***

At least one member of crew on-board should have basic First Aid training and be capable of providing basic life support assistance to a casualty

**** a stretcher that is capable of being immersed in the water to recover a casualty.***

**** a minimum of basic First Aid Equipment that must include: large sterile dressings, a Neck Collar and a Resuscitation Mask.***

**** Equipment for cutting belts / straps***

**** It is highly recommended that an extra breathing air bottle of sufficient capacity is carried on-board to provide air support to the Dive Crew or a Casualty who may need it.***

**** necessary signal flags***

**** a large capacity fire extinguisher suitable for fuel fires***

**** ropes suitable for towing and a boat hook.***

Radio contact between safety boats & Officials is mandatory.

All safety boat crews should be familiar with the safety equipment used by competitors. Particular attention needs to be paid to the ability to remove Frontal Head Restraints (FHR), along with knowledge of Restraint Harness Removal, Helmet Removal and how canopy releases systems or extraction points operate.

Each safety boat should be capable of taking on-board a casualty on a stretcher with minimal movement / disturbance to the casualty.

Each safety boat should be sufficiently powered to reach incidents as soon as possible and be well maintained and fueled.

205.09 PATROL BOATS

a) There must be a suitable amount of Patrol Boats situated around a course to assist in keeping the racing area free from spectators and other traffic, as well as providing support to safety boats and the race Officials.

b) Each Patrol boat should be crewed by a minimum on 2 people.

c) Each patrol Boat should be sufficiently powered to reach incidents as soon as possible and be well maintained and fueled.

d) All Patrol boats should be prepared to tow/recover boats to shore.

e) It is recommended that all patrol boats carry the following equipment:

1) Equipment for cutting ropes etc.
2) A fire extinguisher with a minimum capacity of 2ltrs.
3) Towing Ropes with Carabiner hooks.
4) A full set of racing flags.
5) A radio to maintain contact with shore / Race Officials.

205.10 FIRST AID STATION (highly recommended but not mandatory for Marathon Racing)

A first aid station with qualified medical attendants and an ambulance must be stationed at a central on-shore location where injured drivers can be easily transferred from a safety boat to shore.

There should be a minimum of one Doctor or Paramedic who is experienced in handling trauma .

It must be clear before the race who has the medical responsibility during the race.

A mobile resuscitation unit is highly recommended, as well as all other necessary equipment to provide treatment and to deal with serious trauma.

It is highly recommended that the First Aid Station is equipped to receive multiple casualties.

Justification

Safety provisions for competitors need to be significantly improved and guidance needs to be given to Event Organisers and safety crews on what needs to be provided.

There should be no significant differences between Offshore & Circuit requirements when it comes to basic standards and we have a duty of care to ensure that we are giving the best guidance possible.

Safety crews will be able to provide effective cover for both Offshore & Circuit Disciplines if the requirements are the same / similar ensuring that everyone gets the same level of cover.

Officials will be able to operate more effectively across different disciplines if the basic standards are the same.

Rules need to be clearer and easier to follow.

There needs to be education and emphasis placed on competitors' safety equipment and those providing rescue services should understand the situations and equipment that they are being presented with.

Cranes are not always possible to provide but lifting bags are an essential and life-saving piece of equipment. These need to be mandatory.

Patrol boats need to be clear on roles and equipment required across both disciplines.

First Aid Station requirements need to be standardized across both disciplines.

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

Proposal n°	10	COMMISSION & COMMITTEE	COMINSAFE
Discipline **Rule article n°** **Article subject** 2017 Rulebook page	Offshore 508.16 Crew Safety – Hatches / Air Supply 136		

Current text

508.16

It is mandatory that one single air supply (not oxygen) and a bottle will be provided for each riding crew member. The air supply must be securely fixed adjacent to, or on each one of them. It is recommended that sufficient air be provided in each individual bottle for ten minutes. Air bottles must have a pressure gauge fitted for visual checking at pre-race scrutineering. This gauge should be filled with liquid and be at least 5 cm in diameter for easy reading. Air supply bottles shall be "Turned On" before starting a race or taking part in practice and/or testing.

Proposed text

~~**508.16**~~

~~It is mandatory that one single air supply (not oxygen) and a bottle will be provided for each riding crew member. The air supply must be securely fixed adjacent to, or on each one of them. It is recommended that sufficient air be provided in each individual bottle for ten minutes. Air bottles must have a pressure gauge fitted for visual checking at pre-race scrutineering. This gauge should be filled with liquid and be at least 5 cm in diameter for easy reading.~~

~~Air supply bottles shall be "Turned On" before starting a race or taking part in practice and/or testing.~~

~~508.02 Air Supply~~

~~It is mandatory in all classes where the competitor or crew are restrained to have a suitable air supply system available to them and each member on-board. All crew members must also have a valid recognised diving qualification.~~

~~There should be one individual air supply (not oxygen) bottle & air regulator /mouthpiece for each crew member on board.~~

~~Each air supply bottle should have a minimum capacity of 2ltrs.~~

~~Spare Air devices or air supply bottles that are less that 2ltrs in capacity cannot be used.~~

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

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

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

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

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

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

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

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

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

NEW TEXT

508.16

It is mandatory that one single air supply (not oxygen) and a air supply bottle will be provided for each riding crew member in all classes where the crew are restrained.

It is mandatory that sufficient air will be provided in each individual bottle for ten minutes breathing.(min 500 ltr of air).

Air bottles must have a pressure gauge fitted for visual checking at pre-race scrutineering. This gauge should be filled with liquid and be at least 5 cm in diameter for easy reading. Each air supply bottle must show 'full' in order to pass pre-race scrutineering. Air supply bottles shall be "Turned On" before starting a race or taking part in practice and/or testing.

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

The air supply bottle must be securely fastened to the boat .

The air supply hose from the tank to the driver mask/ mouthpiece hose connection for V hulls shall be ~~3 M to 4.5 M long or~~ of sufficient length to allow the driver to move clear of the farthest side or front of the hull measured from the center of the steering wheel. The air supply hose from the tank to the driver mask/ mouthpiece hose connection for catamaran hulls shall be ~~3 M to 4.5 M long or~~ of sufficient length to allow the driver to move clear of the tunnel escape hatch measured from the center of the steering wheel.

The air regulators / mouthpiece for each crew member must be easily accessible for each individual on- board.

Alternatively a driver's mask may be used. The mask must cover the driver's nose and mouth and be designed to be watertight. The mask must be attached in such a way as to prevent its being dislodged or removed inadvertently.

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

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

It is strongly recommended that all crew members have a valid recognised diving qualification.

Justification

1) 508.02 is a more suitable area for this rule to be moved to in the Offshore rules and it should have a header title.
2) A valid diving qualification needs to be a mandatory requirement and part of the requirements for passing an immersion test. There is no point in competitors having an air supply if they do not know how to use it.
3) There needs to be a minimum size bottle specified to ensure that there is a reasonable amount of air available to any crew member on-board.
4) Spare air or any air supply tank under 2ltrs is not sufficient to sustain breathing. If a driver is trapped these smaller bottles cannot sustain a competitor that is potentially injured / panicking and therefore breathing rapidly. (Note: 2 L bottle size air capacity/exertion breathing time will be confirmed during GA meetings)
5) The air supply hose needs to be long enough to supply air to the crew member as they either (a) extracting themselves from a cockpit (b) Being extracted from a cockpit by rescue.
6) Quick release connector valves should be mandatory to ensure a competitor can disconnect or be disconnected from their Air Supply.
7) The quick release connector valve should have an extra valve fitted so that Rescue crews have the option of connecting an extra air supply if needed.
8) Pressure gauges should be mandatory so that scrutineers and competitors can visually check that air supply bottles are full.
9) Air supply bottles should have to show 'full' at pre-race scrutineering.
10) Competitors should have to demonstrate that they can use & locate their air supply equipment whilst in full race attire & in position. This to ensure that they have suitable equipment that can be used.
11) There should be a minimum standard for Air Supply required for both Offshore & Circuit and neither should be of a higher standard than the other. It is confusing for competitors and officials to understand what is required and having a common standard will help in improving educations and levels of safety. We have many competitors and officials that cross-over between disciplines.

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

Proposal n°	23	COMMISSION & COMMITTEE	COMINSAFE
Discipline **Rule article n°** **Article subject** 2017 Rulebook page	Offshore Class 1 & V1 - Section I - 44 – A.2 Classes reinforced cockpit area and canopy mandatory 267		

Current text

44. A CLASS 1 HULL DIMENSION, MINIMUM WEIGHTS AND EQUIPMENT
[…]
44.01. MEASUREMENT CERTIFICATE
[…]
A - CLASSES REINFORCED COCKPIT AREA AND CANOPY MANDATORY REQUIREMENTS

1. One single air supply (not oxygen) and a bottle will be provided for each riding crew member. The air supply must be securely fixed adjacent to, or on, each one of them. It is recommended that sufficient air be provided in each individual bottle for ten minutes, the following diagram information is introduced to help teams execute a proper combination, liters capacity/bar pressure, in air bottle/tank.
2. Air bottles must have a pressure gauge fitted for visual checking at pre-race scrutineering. This gauge should be filled with liquid and be at least 5 cm in diameter for easy reading.

Proposed text

44. A CLASS 1 HULL DIMENSION, MINIMUM WEIGHTS AND EQUIPMENT
[…]
44.01. MEASUREMENT CERTIFICATE
[…]
A - CLASSES REINFORCED COCKPIT AREA AND CANOPY MANDATORY REQUIREMENTS

1. One single air supply (not oxygen) and a bottle will be provided for each riding crew member. The air supply must be securely fixed adjacent to, or on, each one of them. It is recommended that sufficient air be provided in each individual bottle for ten minutes, the following diagram information is introduced to help teams execute a proper combination, liters capacity/bar pressure, in air bottle/tank.

bottle liters capacity	charging pressure bar	autonomy in minutes	Values indicative. In the diagram is shown alongside the theoretical range calculated at a depth of 10m, and with a consumption of pressurized air environment 30litri/min. (consumption was increased by 50% to try to simulate the stress conditions of the pilot as the bottle is sure to be used after an accident.)
0.85	200	2.8	
0.85	100	1.4	
3	200	10.0	
3	100	5.0	
5	200	16.7	
5	100	8.3	
7	200	23.3	
7	100	11.7	

~~2. Air bottles must have a pressure gauge fitted for visual checking at pre-race scrutineering. This gauge should be filled with liquid and be at least 5 cm in diameter for easy reading.~~

2. All crew members must also have a valid recognised diving qualification.

There should be one individual air supply (not oxygen) bottle & air regulator /mouthpiece for each crew member on board.

Spare Air devices or air supply bottles that are less that 2ltrs in capacity cannot be used.

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

Air bottles must have a pressure gauge fitted for visual checking at pre-race scrutineering. This gauge should be filled with liquid and be at least 5 cm in diameter for easy reading.

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

The air supply hose from the tank to the driver mask/ mouthpiece hose connection for V hulls shall be ~~3 M to 4.5 M long or~~ of sufficient length to allow the driver to move clear of the farthest side or front of the hull measured from the center of the steering wheel. The air supply hose from the tank to the driver mask/ mouthpiece hose connection for catamaran hulls shall be ~~3 M to 4.5 M long or~~ of sufficient length to allow the driver to move clear of the tunnel escape hatch measured from the center of the steering wheel.

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

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

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

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

Justification

The term "adequate' is ambiguous. Minimum requirements for helmet capability need to be established. Delete "his", gender specific. The wearer is responsible for their choice of the helmet which does satisfy the standards criteria.