




PLEASURE NAVIGATION



91st UIM General Assembly
Jounieh, Beirut
Council vote - 19th October 2018

Rules proposals for **Pleasure Navigation discipline - Table of Content**

Page n°	Proposal n°	Rule n°	Subject	Entered by	Commission Advice
3	1	502.03.03	General rules - Crew	Pleas. Nav	
4	2	502.03.04	Motorization	Pleas. Nav	
5	3	502.03.05	Verification of Weight (1)	Pleas. Nav	
7	4	502.03.05	Verification of Weight (2)	Spain	Pleas.Nav
8	5	610.10	World Record Routes	Pleas. Nav	

 Proposal n°	1	COMMISSION & COMMITTEE	PLEASURE NAVIGATION COMMISSION
Discipline Rule article n° Article subject	Pleasure Navigation 502.03.03 Group B - General - Crews		
2018 Rulebook page	149		

Current text

502.03 – GROUP “B”
(...)

502.03.03 - GENERAL

Pleasure craft with engine capacities not less than 1000 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.

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

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.

Proposed text

502.03 – GROUP “B”
(...)

502.03.03 - GENERAL

Pleasure craft with engine capacities not less than 1000 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.

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

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.

All weights are without crew.

Justification

To have identical rules for weights in all categories under endurance group B. Weights for class promotion and for class boat production are without crew already, only for super boat sport category is with weight of crew ready for racing (503.03.05). Rules should be the same standard for all categories!

Rule change by UIM Council on 19th October 2018
Beirut, Lebanon
Implementation date: 1st January 2019

 Proposal n°	<h1 style="color: red;">2</h1>	COMMISSION & COMMITTEE	PLEASURE NAVIGATION COMMISSION
Discipline Rule article n° Article subject 2018 Rulebook page	Pleasure Navigation 502.03.04 Group B - Motorization 151		

Current text

502.03 – GROUP “B”
(...)

502.03.04 - MOTORIZATION

For all engines, all drivers must have the “workshop manual” of the owner of the engine.

Motorization provided with any kind of supercharging (excluded direct injection) is not allowed in Super Boat Sport category. Motorization outboard stock provided with supercharging is allowed in Class boat production and class promotion.

(...)

Proposed text

502.03 – GROUP “B”
(...)

502.03.04 - MOTORIZATION

For all engines, all drivers must have the “workshop manual” of the owner of the engine.


~~Motorization provided with any kind of supercharging (excluded direct injection) is not allowed in Super Boat Sport category.~~ Motorization outboard stock provided with supercharging is allowed in Class boat production and class promotion. ***in all Class B classes.***

(...)

Justification

To clarify the rules, in concordance with page 154, where is written: “The motorizations with any kind of supercharging* are allowed in boats with standard outboard engines”, referred to S2 and S1 classes.

Rule change by UIM Council on 19th October 2018
Beirut, Lebanon
Implementation date: 1st January 2019

 Proposal n°	<h1 style="color: red;">3</h1>	COMMISSION & COMMITTEE	PLEASURE NAVIGATION COMMISSION
Discipline Rule article n° Article subject 2018 Rulebook page	Pleasure Navigation 502.03.05 Group B – Verif. Weight (1) 155		

Current text

502.03 – GROUP “B”

(...)

502.03.05 CATEGORIES AND CLASSES

(...)

Verification Weight

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

At the crossing point, on the axis indicating the kg. It can be read the relevant weight rounding off for excess. The minimal weight is to be calculated at the end of the race, and it is referred to:

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

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

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

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

Proposed text

502.03 – GROUP “B”

(...)

502.03.05 CATEGORIES AND CLASSES

(...)

Verification Weight

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

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

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

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

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


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

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

Justification

To have identical rules for weights in all categories under endurance group B. Weights for class promotion and for class boat production are without crew already, only for super boat sport category is with weight of crew ready for racing (503.03.05). Rules should be the same standard for all categories!

Rule change by UIM Council on 19th October 2018
Beirut, Lebanon
Implementation date: 1st January 2019

 Proposal n°	<h1 style="color: red;">4</h1>	NATIONAL AUTHORITY	SPAIN
Discipline Rule article n° Article subject 2018 Rulebook page	Endurance Class B 502.03.05 Group B – Verif. Weight (2) 155		

Current text

502.03 – GROUP “B”

(...)

502.03.05 – CATEGORIES AND CLASSES

(...)

Verification Weight

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

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

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

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

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

During the weight verification procedure, the boat does not have to contain liquids different from the residual fuel and solid parts that are not equipments on board or declared ballast.

The weight of the pilot will be the weight of his body together with the weight of his racing clothes. In case the minimal foreseen weight is not reached, it will be applied disqualification.

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

Proposed text

502.03 – GROUP “B”

(...)

502.03.05 – CATEGORIES AND CLASSES

(...)

Verification Weight for all classes

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

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

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

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

For the S2 and S1 classes, the allowed minimal weight for every boat is shown on the relevant chart, crossing the axis of the length of the boat (cm.), as indicated in the documents of the boats (Lh), and the adopted compensation curve.

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

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


Justification

To clarify the rules

Commission Advice

PLEASURE NAVIGATION COMMISSION

**Rule change by UIM Council on 19th October 2018
Beirut, Lebanon
Implementation date: 1st January 2019**

 Proposal n°	<h1 style="color: red;">5</h1>	COMMISSION & COMMITTEE	PLEASURE NAVIGATION COMMISSION
Discipline Rule article n° Article subject 2018 Rulebook page	Pleasure Navigation 616.10 Record routes 179 - 185		

Current text

None (New record routes)

Proposed text

KEY WEST TO CUBA

Point A - KEY WEST: N24°33.529' / W081 °48.886'
 Degrees Lat Long 24.5588167°, -081.8147667°
 Degrees Minutes 24°33.52900', -081 °48.88600'
 Degrees Minutes Seconds 24°33'31.7400", -081°48'53.1600"

Point B - CUBA: N23°08.902' / W082°21.542'
 Degrees Lat Long 23.1483667°, -082.3590333°
 Degrees Minutes 23°08.90200', -082°21.54200'
 Degrees Minutes Seconds 23°08'54.1200", -082°21'32.5200"

ROUND MALTA

Point A - LAT 35° 55.168'N / LONG 14° 30.346'E
Point B - LAT 35° 55.107'N / LONG 14° 30.271'E

WHITEHAVEN, ENGLAND TO ISLE OF MAN AND RETURN

Start – Whitehaven Harbour (54° 33'N, 003° 35'W), Entrance

Point A - West Pier [Green] Lighthouse (WGS84 54° 33.1671'N 003° 35.9205'W)
Point B - North Pier [Red] Lighthouse (WGS84 54° 33.1641'N 003° 35.7441'W)

Clock-wise direction

- East Cardinal – at King William Banks (54° 27.000'N, 004° 45.900'W) / Starboard
- "Bahama" Cardinal (54° 20.000'N, 004° 08.500'W) / Starboard
- Chicken Rock Lighthouse (54°02.271'N, 4°50.315'W) / Starboard
- West Cardinal – at Ballacash Bank (54° 26.500'N, 004° 16.700'W) / Starboard
- East Cardinal – at King William Banks (54° 27.000'N, 004° 45.900'W) / Starboard

ROUND ISLE OF MAN

Point A - St. Patrick's Isle / Peel Castle (54° 13'N, 004° 42'W)
Point B - St. Patrick's Isle / Peel Castle (54° 13'N, 004° 42'W)

Clock-wise direction (Point A to Point B)

- West Cardinal – at Whitestone Bank (54° 4.000'N, 004° 31.670'W) / Port
- Chicken Rock Lighthouse (54°02.271'N, 4°50.315'W) / Starboard

HATTERAS NORTH CAROLINA TO NEW-YORK HARBOUR

Point A - Hatteras Lighthouse starting Due East within 1/2 mile off shore
35° 15' North 75° 30.5' West

Point B - The traditional New York starting point is Ambrose Light Tower, used for the Blue Riband challenge but no longer there.

Established for the Bermuda Challenge by Boating Magazine, we would use Buoy C1 marking channel to Liberty Landing Marina 40° 42.4' North and 74° 0.2' West

NEW YORK HARBOUR TO BERMUDA

Point A - The traditional New York starting point is Ambrose Light Tower, used for the Blue Riband challenge but no longer there.

Established for the Bermuda Challenge by Boating Magazine, we would use Buoy C1 marking channel to Liberty Landing Marina 40° 42.4' North and 74° 0.2' West

Point B - Gates Fort on Town cut Channel

32° 20.3' North

64° 40' West.

BERMUDA TO HATTERAS NORTH CAROLINA

Point A - Gates Fort on Town cut Channel

32° 20.3' North

64° 40' West.

Point B - Hatteras Lighthouse starting Due East within 1/2 mile off shore

35° 15' North 75° 30.5' West

DUN LAOGHAIRE (DUBLIN IRELAND) TO DOUGLAS (ISLE OF MAN)

Point A - Dun Laoghaire Harbour

Start Line – a line directly North of East Pier Lighthouse 53° 18.145'N, 006° 07.6198'W

Point B - Marine Drive Toll gate – Douglas Head

Finish Line – A line directly West of Marine Drive Toll Gate 54° 08.443'N, 004° 28.242'W

Distance 77.7 NM

CARIATI TO CARIATI

Point A – 39° 24.045'N – 017° 10.030'E

Middle buoy - 39° 29.005'N – 017° 01.915'E

Point B - 39° 30.265'N – 016° 57.015'E

Total distance: 12 NM

CROTONE TO CROTONE

Point A – 39°4.617' N / 17°8.444' E

Buoy 1: 39°3.517'N – 17°8.396'E

Buoy 2: 39°2.477'N / 17°8.396'E

Buoy 3: 39°1.773'N – 17°12.013'E

Buoy 4: 39°2.276'N – 17°12.658'E

Buoy 5: 39°8.942'N – 17°106224'E

Buoy 6: 39°8.694'N – 17°9.694'E

Point B – 39°4.617' N / 17°8.444' E

Total distance: 19,500 NM / 36,114 Km

NAPOLI TO CAPRI

Point A

Buoy 1: 40°49'32.451" N, 14°15'08.834" E

Buoy 2: 40°49'31.750" N, 14°15'10.758" E

Point B

Buoy 1: 40°49'32.451" N, 14°15'08.834" E

Buoy 2: 40°49'31.750" N, 14°15'10.758" E

Total distance: 15,868 NM / 29,388 Km

THE GULF OF PORT OF SPAIN, TRINIDAD TO STORE BAY, TOBAGO

Point A - Cap Sig North (WP6 10° 40.643'N 061° 35.272'W)

Point B - Pigeon Point North (WP25 11° 10.181'N 060° 51.012'W).

Justification

UIM Rule 616.10 - Paragraph 3 states

“If a new route is requested then an application from a National Authority to the UIM is required. This application can be submitted to the UIM at any time during the year however all applications must be made no later than 90 days prior to the intended record attempt. Provided that the new route does not conflict with a very similar existing route it will be approved. The application should detail any restrictions and the mileage.”

All these routes have been already approved for the past 2 years by the Cominoff and Pleasure Navigation Commissions' Presidents. Some of them have been already used but for good order sake and “book keeping” they now need to be listed in the Pleasure Navigation Rulebook.

**Rule change by UIM Council on 19th October 2018
Beirut, Lebanon
Implementation date: 1st January 2019**