



Offshore Bulletin

17.08.17

Following our previous communication reference the revised Offshore Rules following the Cominoff Mid-Term meeting, please be advised again of the following immediate dispensations given that will be included in the 2018 Published UIM Offshore Rules.

- 1) Re-instatement of 2016 UIM Rule 502.02

WINGS

A wing is defined as a device above the deck that has a downward plus or minus 60 degree lower surface, with an area in excess of 0.1 square metres (1.08 sq. ft).

The use of any wing, whether for lift, down force, or stabilisation is permitted, provided that it is fitted to good standards of workmanship. However, the following rules apply:

- 1. The width of the wing cannot be more than 1.5 times the width of the hull for single hull craft and more than the width of the boat for multi hulls.**
- 2. The wings must be strong enough to bear a man's weight (100 kg) at all points on it up to 1.2 m from the ends.**
- 3. The wing should be fixed to the hull at least at four points in groups of two, spaced no less than 1.8 m apart with steel bolts of a diameter of at least 14 mm (Fig.3.A). The use of shock absorbers, which work under compression only, is recommended (Fig.3.B). A section smaller than that of the bolts must not exist at any point in the support.**
- 4. A suitable transverse arrangement must be provided to make the fixing of the quadrilateral hyper static (Fig. 4 A.B.C.).**
- 5. Loss of a wing means disqualification from the race concerned and re-use of the wing is subject to technical documentary evidence that structural strengthening has been carried out.**
- 6. The driver is entitled to decide whether or not to use a wing in case of each individual race, but the existence of the wing must be noted on the certificate of weight and the fitting procedure must be checked by the weight**



measurer.

7. The wing must not be ahead of the crew or the centre of gravity of the boat.

8. No trimable aerodynamic surfaces are allowed on the wing.

9. Wings of other designs than described in this rule; Drawings must be sent to Cominoff for approval before they are allowed to be used.

10. Wings are not allowed in Class 3 or V Class

2) Re-instatement of 2016 UIM rule 1200.3.4,5, 6, 7

CANOPIED BOATS

All competitors and crew members who race in boats with restraints, canopies, and partial canopies must hold a current immersion test certificate.

Canopied boats must have a current Measurement Certificate and comply with full UIM 508 rules for canopies.

Additionally the following rules apply:

Boat builders/designers must confirm in writing that the boat is designed for such activities and to race in a given class. This confirmation is to be supported by detailed technical drawings as appropriate.

Crew must be able to demonstrate that they can safely exit the boat (maximum recommended exit time 30 seconds). This may be subject to scrutineer testing at events.

The nominated skipper of the vessel accepts ultimate responsibility for complying with all of the above requirements.

Carbon monoxide sensors and alarms must be fitted in all canopied boats.

1200.3.2 - PARTIAL CANOPY BOATS

All competitors and crew members who race in boats with restraints, canopies, and partial canopies must hold a current immersion test certificate.

Partial canopies may be permitted subject to the technical inspector's approval, this process must be commenced a minimum of 3 months before the event.

There must be an opening hatch with a minimum open space sufficiently large (minimum 55cm X 82.5cm) for each person in the boat to exit immediately. Alternatively, there must be an open space in the rear of the craft sufficiently large (minimum 1.3m X



1.3m) for all crew to exit the boat immediately. Access at this opening must not be restricted in any way whatsoever.

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 the following rules apply :

1. Boat builders/designers must confirm in writing that the boat is designed for such activities and to race in a given class. This confirmation to include key safety points below, with detailed technical drawings supplied as appropriate.
 2. Crew must be able to demonstrate that they can safely exit the boat (maximum recommended exit time 30 seconds) This may be subject to scrutineer testing at events.
 3. Seat belt mounts must be of appropriate strength and position, considering the boats maximum designed speed – see 508 rules.
 4. Structure of the partial canopy must be of similar strength to the hull/running surface of the boat.
 5. The screen must be of a suitable materials and have flanges adequate to offer the strength required to meet the anticipated loads and speed of the craft.
 6. All crew must have in date immersion test training and hold a current immersion test certificate.
 7. Doors or hatches must be so designed to allow them to be easily opened from inside and out and must be labelled to allow rescuer to immediately understand opening system and backup system – hinges must have removable pins.
 8. There must be an air system provided for each crew member – spare air systems are not acceptable.
 9. There must be a minimum clearance between seats or door aperture of 40cm if this is the primary exit route.
 10. The nominated skipper of the vessel accepts ultimate responsibility for complying with all of the above requirements.
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11. Carbon monoxide sensors and alarms must be fitted in all canopied boats.

1200.3.3 - SEAT BELTS / RESTRAINTS

No seat belts or restraints whatsoever are permitted in open boats, i.e. boats with no canopies or boats with no partial canopies.

1200.3.4 - REINFORCED WATER DEFLECTOR

ALL Craft with a top speed in excess of 50 knots which do not have a forward cabin structure must have a Reinforced Water Deflector over and under the deck, designed and constructed of materials with sufficient strength to provide adequate crew



protection. The forward fairing on deck must rise to a minimum height of the chin of the tallest crew member when in the normal driving position. The top 5cm of the water deflector must be at least 45 degrees from the horizontal with a minimum of 30cm width per person measured transversely in the horizontal plane. The Reinforced Water Deflector must be designed and constructed so as to present no hazard if the crew is thrown forward and must be so designed that it would not restrict the crew from being ejected in all cases. Open RIBs must have a solid fitted console to deflect water. In addition, all vessels must have a means of preventing the riding crew from sliding forward under the foredeck when in their normal racing position. A bulkhead or suitable kick-board in front of each of the riding crew must be fitted and be of sufficient strength to prevent the riding crew from forward movement in the event of rapid deceleration. The bulkhead/kick-board must be secured so that there is no more than 1 inch space between the crews' floor and the bulkhead.

[...]

3) Re-instatement of 2016 UIM rule 1200.3.16

ANCHOR

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. In addition for Ultra Marathon races all boats must carry a sea anchor (drogue) suitable the size and weight of the vessel.

4) Update of Current UIM Rule Wording

Racing Vests - the efficiency of the racing vest is a matter of the exclusive responsibility of the wearer. Every crew member whilst on board, must wear a racing vest during the practice runs and throughout the race. Racing vests must be coloured high visibility orange or yellow. The racing vest must have epaulets/handles to help extract crew from the boat. The racing vest must have crutch straps or a method of ensuring that the vest does not "ride up".

~~The inflatable life Jacket is prohibited.~~

Either positively buoyant or manually (not automatically) inflatable life vests are permitted. Life vest must have grab "lapels" to aid in case of emergency."