98th UIM General Assembly

Council vote – Friday 10th October 2025

Rules proposals for Offshore Class 1 - Table of Content

Proposal n°	Offshore / Offshore Class 1 Rule n°	Subject	Entered by	Committee Advice	SUPPORT – Color chart 1) Supported 2) Not Supported 3) Supported with text modification (~~deleted text~~ new text in green) 4) Withdrawn
1	Offshore 508.06	Window Thickness	COMINSAFE	Class 1 Committee, COMINTECH, Safety Cockpit Committee	
2	Class 1 22.4	Head and Neck restraint (FHR)	COMINSAFE	**UIM Executive Committee**, Class 1 Committee	

Proposal n°	1	COMMISSION	COMINSAFE
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Offshore Class 1 Offshore 508.06 Window Thickness 75	**Author of the Rule change proposal**	**Name/Surname:** **Bob Wartinger** **Contact email:** Hydro242@gmail.com

Current text

508.06

Polycarbonate areas are strongly recommended to be as small as possible while still maintaining that the driver and co-driver have clear, safe and undisturbed visibility ahead at sea level whilst racing. For Class 1 it is the responsibility of the Manufacturer to declare the adequacy of window thicknesses; in any case, the adopted minimum thickness of the windows must not be less than 19 mm. For design and construction, a water impact load on the windscreen matching a design speed of 130 knots shall be met or exceeded with the highest importance given to protecting the crew in the event of a severe accident.

The combined visibility of driver and co-driver must be through a horizontal arc of 225 degrees (112.5 degrees either side of the centre line of the boat).

These polycarbonate panels are to be recessed into the composite structure and may be bonded using a suitable bonding agent, and/or “bobbins”. It is highly recommended that there is also a through bolted outer flange for the fitting of the polycarbonate panels.

Proposed text

508.06

Polycarbonate areas are strongly recommended to be as small as possible while still maintaining that the driver and co-driver have clear, safe and undisturbed visibility ahead at sea level whilst racing. For Class 1 it is the responsibility of the Manufacturer to declare the adequacy of window thicknesses; in any case, the adopted minimum thickness of the windows must not be less than 19 mm ***for curved and 32 mm for flat windows***. For design and construction, a water impact load on the windscreen matching a design speed of 130 knots shall be met or exceeded with the highest importance given to protecting the crew in the event of a severe accident.

The combined visibility of driver and co-driver must be through a horizontal arc of 225 degrees (112.5 degrees either side of the centre line of the boat).

These polycarbonate panels are to be recessed into the composite structure and may be bonded using a suitable bonding agent, and/or “bobbins”. It is highly recommended that there is also a through bolted outer flange for the fitting of the polycarbonate panels.

Justification

Polycarbonate window analysis has been accomplished during 2023 and 2024 which justifies a difference in thickness between curved and flat window panels.

Commission Advice

Class 1 Committee, COMINTECH, Safety Cockpit Committee

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	2	COMMISSION	COMINSAFE
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Offshore Class 1 22.4 Head and Neck Restraint 27	**Author of the Rule change proposal**	**Name/Surname:** **Bob Wartinger** **Contact email:** Hydro242@gmail.com

Current text

22.4 - Head and Neck Restraint

All restrained competitors or members of crew in canopied /partially canopied boats must always wear a head & neck restraint system.

It is the sole responsibility of the wearer to ensure that the Head and Neck restraint device that they are using is suitable for the application that they are engaged in.

A Head and Neck Restraint device must be worn during Cockpit Evacuation /Immersion Training.

Proposed text

22.4 - Head and Neck Restraint

All restrained competitors or members of crew in canopied /partially canopied boats must always wear ***a low-profile*** head & neck restraint system ***which satisfies SFI 38.1 or FIA 8858-2010.***

It is the sole responsibility of the wearer to ensure that the Head and Neck restraint device that they are using is suitable for the application that they are engaged in.

A Head and Neck Restraint device must be worn during Cockpit Evacuation /Immersion Training.

Justification

Head and neck restraint devices that meet the SFI and FIA standards provide the greatest risk protection for the driver when compared to other devices claiming to be head and neck restraints. The UIM has the responsibility to specify the equipment requirements to lower injury risk. The drivers have the responsibility to choose the type of low-profile device meeting the standards and ensure that they can egress the cockpit. The driver also has the responsibility to fit the device properly to enable the required vision capability and comfort

Commission Advice

UIM Executive Committee (will examine the rule change proposal), Class 1 Committee

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026