


## 98<sup>th</sup> UIM General Assembly

Council vote – Friday 10<sup>th</sup> October 2025

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2	205.07	Third Party Insurance Fee	COMINOFF		
3	303.01	Marks of the course – Fee for destroyed buoys ( <u>see also proposal 4</u> )	COMINOFF		
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 <b>Proposal n°</b>	<b>1</b>	<b>COMMISSION</b>	<b>COMINOFF</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore 110.7.4 UIM Commissioners  20	<b>Author of the Rule change proposal</b>	Name/Surname: Per Christian Skoglund  Contact email: <a href="mailto:Per.christian@pcsdata.no">Per.christian@pcsdata.no</a>

### Current text

#### 7. Accommodation and reimbursement of travel expenses

**The national authority of the event must remind the local organizers at their obligations:**

**1.** to accommodate the UIM Commissioner in a good hotel for the whole duration of the event and as long as is required for the accomplishment of his/her mission at the expense of the organisers.

**2.** to bear the travel expenses from town of residence to the place where the event takes place. If the UIM Commissioner has bought self his/her ticket, the costs should immediately be reimbursed in cash during the event days. A cost of 0,50 Euros can be calculated per km for traveling by car to the airport. A return ticket, economy class, is also borne by the organizers. Also parking costs at the airport must be reimbursed. 2025 Offshore Rules Published on 20/12/24  
20

**3.** to provide daily meals to the UIM Commissioner or give him a per diem (a fix amount per event day) for food and drinks. If the organisers do not offer daily meals and local transportation to the Commissioner, they must be paid actual costs or minimum of 60 euro per day.

**4.** to provide local transportation for the whole duration of the event, if necessary.

The UIM must ensure that the travel expenses are paid. Air, rail and/or road travel expenses are to be granted at economy rates. The expenses stated above must be refunded to the Commissioner by the local event organizer, or if not, by the UIM within 30 days of receipt of vouchers.

Reimbursement shall be done by the organisers directly to the Commissioner prior to departure. If the organisers fail to do so, the Commissioner shall invoice the UIM. The UIM then sends the organisers' National Authority an equivalent invoice, adding a 10% surcharge. The invoice must be settled to the UIM within 30 days

### Proposed text

#### 7. Accommodation and reimbursement of travel expenses

**The national authority of the event must remind the local organizers at their obligations:**

**1.** to accommodate the UIM Commissioner in a good hotel for the whole duration of the event and as long as is required for the accomplishment of his/her mission at the expense of the organisers.

**2.** to bear the travel expenses from town of residence to the place where the event takes place. If the UIM Commissioner has bought self his/her ticket, the costs should immediately be reimbursed in cash during the event days. A cost of 0,50 Euros can be calculated per km for traveling by car to the airport. A return ticket, economy class, is also borne by the organizers. Also parking costs at the airport must be reimbursed. 2025 Offshore Rules Published on 20/12/24  
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**3.** to provide daily meals to the UIM Commissioner or give him a per diem (a fix amount per event day) for food and drinks. If the organisers do not offer daily meals and local transportation to the Commissioner, they must be paid actual costs or minimum of 60 euro per day.

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Reimbursement shall be done by the organisers directly to the Commissioner prior to departure. If the organisers fail to do so, the Commissioner shall invoice the UIM. The UIM then sends the organisers' National Authority an equivalent invoice, adding a 10% surcharge. The invoice must be settled to the UIM within 30 days.

***UIM Commissioners will receive reimbursement of €400 per event, regardless of the number of disciplines involved.***


### Justification

To make it more equal to Promotor classes that are being reimbursed with 750 euros.

### Commission advice

UIM Executive Committee (will examine the rule change proposal)

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

 <b>Proposal n°</b>	<h1 style="color: red; margin: 0;">2</h1>	<b>COMMISSION</b>	<b>COMINOFF</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore 205.07 Third Party Insurance Fee  33	<b>Author of the Rule change proposal</b>	Name/Surname: Per Christian Skoglund  Contact email: <a href="mailto:Per.christian@pcsdata.no">Per.christian@pcsdata.no</a>

### Current text

#### 205.07 - INSURANCE

All drivers must be properly insured, either by themselves, with the policy to be produced before the start, or by any other insurance agency as required by the National Authority, the fee being paid by the driver. The following insurance requirements are to be included in the Advance Programme: \* Terms and conditions of an insurance for personal and material damage to third parties, and to other competitors if available. \* The minimum limit of insurance cover required. \* The type of risks to be covered by the insurance. \* Insurances from other National Authorities are acceptable and must be written in the English language as well as in the language of the country where the boat is registered. \* The competitors must have a racing third party insurance. The maximum amount of cover must not be inferior to that required by the laws of the countries where the races will be held. \* If a team wish to use their own insurance, a copy of their policy must be sent to the relevant National Authorities at least 28 days before the race, so that the National Authority can consider whether the cover is acceptable. If the cover is acceptable, the local insurance will not be required to be taken out. \* The amount of insurance fees to be paid at the race site if appropriate. \* All insurances must cover the whole period of the practise testing and races from beginning to end of the event. \* UIM should supply a third part insurance for those NA's that can't find a solution in their own country.

### Proposed text

#### 205.07 – INSURANCE


All drivers must be properly insured, either by themselves, with the policy to be produced before the start, or by any other insurance agency as required by the National Authority, the fee being paid by the driver. The following insurance requirements are to be included in the Advance Programme:

- \* Terms and conditions of an insurance for personal and material damage to third parties, and to other competitors if available.
- \* The minimum limit of insurance cover required.
- \* The type of risks to be covered by the insurance.
- \* Insurances from other National Authorities are acceptable and must be written in the English language as well as in the language of the country where the boat is registered.
- \* The competitors must have a racing third party insurance. The maximum amount of cover must not be inferior to that required by the laws of the countries where the races will be held.
- \* If a team wish to use their own insurance, a copy of their policy must be sent to the relevant National Authorities at least 28 days before the race, so that the National Authority can consider whether the cover is acceptable. If the cover is acceptable, the local insurance will not be required to be taken out.
- \* The amount of insurance fees to be paid at the race site if appropriate.
- \* All insurances must cover the whole period of the practice testing and races from beginning to end of the event.
- \* UIM should supply a third part insurance for those NA's that can't find a solution in their own country.
- \* ***The maximum cost for the third part insurance is 150 Euros per team or equivalent in host's currency.***

### Justification

Third-party insurance is crucial for both drivers and event organizers. It's important that the fee charged by organizers for third-party insurance, when sold to teams without coverage through their National Authority (NA) license, is consistent across all events. Currently, the offshore rulebook does not specify a fee for this insurance. We propose setting a maximum fee of 150€ per team to ensure fairness and consistency.

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

 <b>Proposal n°</b>	<h1 style="color: red; font-size: 2em;">3</h1>	<b>COMMISSION</b>	<b>COMINOFF</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore 303.01 Marks of the course – fee for destroyed buoys 39	<b>Author of the Rule change proposal</b>	Name/Surname: Per Christian Skoglund  Contact email: <a href="mailto:Per.christian@pcsdata.no">Per.christian@pcsdata.no</a>

### Current text

#### 303.01 - DEFINITIONS

The Marks of the Course are any objects ( boat, buoys...) that are specifically designated as such in the racing instructions. The objects that are not designated specifically as such are to be considered as obstacles. An Official is posted near the turning marks. He/she must observe the turning of the marks and report to the Race Committee. Should any mark be removed from its proper position either by accident or otherwise, the Race Committee shall, if possible, have it replaced. In the event of a missing buoy/ turn mark, the driver must pass through the geographic

Position referred to in the Racing Instructions.

If, in a race, retaking of a missed buoy/turn mark is not allowed, the following will apply:

Each individual buoy/turn mark missed will result in one penalty lap or a time penalty. If a turn consists of several buoys and all are missed, the penalty is disqualification. If retaking of a missed buoy/turn mark is not allowed, and the kind of penalty applied, this must be described in the Advance Programme/Racing Instructions. If the buoy is demolished, the team will be fined Euro 200 for each destroyed buoy. The distance between the starting line and the first turning buoy must be at least one nautical mile.

### Proposed text

#### 303.01 - DEFINITIONS

The Marks of the Course are any objects (boat, buoys...) that are specifically designated as such in the racing instructions. The objects that are not designated specifically as such are to be considered as obstacles. An Official is posted near the turning marks. He/she must observe the turning of the marks and report to the Race Committee. Should any mark be removed from its proper position either by accident or otherwise, the Race Committee shall, if possible, have it replaced. In the event of a missing buoy/ turn mark, the driver must pass through the geographic

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### Justification

In recent years, the cost of equipment has increased significantly. The current fee of 200€ for a buoy damaged by a driver during an event is no longer sufficient, as the buoy alone now costs more than 200€. When you factor in the cost of the rope and anchor, the expense is even higher. Offshore racecourses are lengthy, and there is little reason for drivers to navigate so close to the buoys that they risk breaking them. By doubling the fee, organizers can avoid financial losses and encourage drivers to maintain a safer distance from the buoys. This adjustment should lead to fewer damaged buoys, saving both time and money for organizers.

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

 <b>Proposal n°</b>	<h1 style="color: red; margin: 0;">4</h1>	<b>NATIONAL AUTHORITY</b>	<b>Name/Surname:</b> <b>Ottar Eide</b>  <b>Contact email:</b> <a href="mailto:ottar.eide@nmfsport.no">ottar.eide@nmfsport.no</a>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore 303.01 Marks of the course, destroyed buoy  38	<b>NORWAY</b>	No Support Required

## Current text

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The Marks of the Course are any objects ( boat, buoys...) that are specifically designated as such in the racing instructions. The objects that are not designated specifically as such are to be considered as obstacles. An Official is posted near the turning marks. He/she must observe the turning of the marks and report to the Race Committee. Should any mark be removed from its proper position either by accident or otherwise, the Race Committee shall, if possible, have it replaced. In the event of a missing buoy/ turn mark, the driver must pass through the geographic

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## Proposed text

### 303.01 – DEFINITIONS

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## Justification

In recent years, the cost of equipment has increased significantly. The current fee of 200€ for a buoy damaged by a driver during an event is no longer sufficient, as the buoy alone now costs more than 200€. When you factor in the cost of the rope and anchor, the expense is even higher. Offshore racecourses are lengthy, and there is little reason for drivers to navigate so close to the buoys that they risk breaking them. By doubling the fee, organizers can avoid


financial losses and encourage drivers to maintain a safer distance from the buoys. This adjustment should lead to fewer damaged buoys, saving both time and money for organizers.

### Commission advice

COMINOFF

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



 <b>Proposal n°</b>	<b>5</b>	<b>NATIONAL AUTHORITY</b>	<b>Name/Surname:</b> <b>Gilles GUIGNARD</b>  <b>Contact email:</b> <a href="mailto:contact@ffmotonautique.com">contact@ffmotonautique.com</a>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore 319.01 The Finish  44	<b>FRANCE</b>	No Support Required

### Current text

#### 319.01 - THE FINISH

The finish of a race is signalled to the driver of the winning boat by waving by giving the relevant sign/signs. Where two or more classes are running together, a different flag may be used for each class. The description of the flag used for signalling the finish of each class must be clearly specified in the Racing Instructions.

When the leading boat completes the course and crosses the finishing line, the chequered flag will be waved. It designates the “winner” of the race and the start of the finish procedure of the race. It is the completion of the course that determine the finish of the race.

Any boat crossing the finishing line after the “winning boat” will be classified considering its time and the number of laps completed, provided that it has covered the minimum number of laps announced at the race briefing.

The race may be curtailed or stopped at the finish line at any time by waving the chequered flag. This designates the end of the race. To be designated a “finisher”, a minimum of 70% of the laps or stipulated race length completed by the winning boat must be completed. For multi lap races the 70% must be rounded up or down to the nearest full lap unless otherwise stated in the Racing Instructions.

The boat must cross the finish line after the “winning boat” to be designated a “finisher”.

### Proposed text

#### 319.01 - THE FINISH

The finish of a race is signalled to the driver of the winning boat by waving by giving the relevant sign/signs. Where two or more classes are running together, a different flag may be used for each class. The description of the flag used for signalling the finish of each class must be clearly specified in the Racing Instructions.

When the leading boat completes the course and crosses the finishing line, the chequered flag will be waved. It designates the “winner” of the race and the start of the finish procedure of the race. It is the completion of the course that determine the finish of the race.

***To be classified in the race result and score the corresponding points, the boat must cross the finish line under its own power.***

Any boat crossing the finishing line after the “winning boat” will be classified considering its time and the number of laps completed, provided that it has covered the minimum number of laps announced at the race briefing.

The race may be curtailed or stopped at the finish line at any time by waving the chequered flag. This designates the end of the race. To be designated a “finisher”, a minimum of 70% of the laps or stipulated race length completed by the winning boat must be completed. For multi lap races the 70% must be rounded up or down to the nearest full lap unless otherwise stated in the Racing Instructions.

***The boat(s) responsible for a red flag and/or the stopping of the race is disqualified and does not score points for the Heat.***


### Justification

Equality for all driver and spirit endurance race.

### Commission advice

COMINOFF

**Rule change to be voted by UIM Council in 10<sup>th</sup> October 2025**  
**Implementation date: 1<sup>st</sup> January 2026**

 <b>Proposal n°</b>	<h1 style="color: red; margin: 0;">6</h1>	<b>COMMISSION</b>	<b>COMINOFF</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore 319.02 Stopping the race  45	<b>Author of the Rule change proposal</b>	Name/Surname: Per Christian Skoglund  Contact email: <a href="mailto:Per.christian@pcsdta.no">Per.christian@pcsdta.no</a>

### Current text

#### **319.02 - STOPPING THE RACE**

In case of force majeure or accident, the Race Committee may stop the whole race, waving a red flag. This signal will be given from the turn mark control boats. Additionally, this signal may be given by other official safety boats.

If the race has been run more than 30 nautical miles, or 20 nautical miles for Offshore 3J, or that the drivers have been racing for at least 1 hour, the race will be approved as a Championship race. The “stopped race” decision must be ratified by the Race Committee immediately after the race.

A red flag raised indicates the race has been stopped.

A stopped race is a race which has been interrupted by the Race Committee after the start.

The Race Committee classes the boats according to the position each boat had on the last registered check point.

### Proposed text

#### **319.02 - STOPPING THE RACE**

In case of force majeure or accident, the Race Committee may stop the whole race, waving a red flag. This signal will be given from the turn mark control boats. Additionally, this signal may be given by other official safety boats.

If the race has been run more than 30 nautical miles, or 20 nautical miles for Offshore 3J, or that the drivers have been racing for at least 1 hour, the race will be approved as a Championship race. The “stopped race” decision must be ratified by the Race Committee immediately after the race.

A red flag raised indicates the race has been stopped.

A stopped race is a race which has been interrupted by the Race Committee after the start.

The Race Committee classes the boats according to the position each boat had on the last registered check point.

***Drivers whose actions for which they are responsible result in a stoppage shall not be scored or restarted. If a driver is involved in a multi-boat incident resulting in a stoppage, but is adjudged to have not been the cause of the incident, and is capable of rejoining the race in a non-compromised form, he or she may restart the race pursuant to the following.***

***If it is a multilap race of more than 5 laps, and the race is stopped before the 70% rule is reached, the race may be restarted after decision of the Race Committee.***

***If the race is decided not to be restarted, and the race has been between 40% but less than 70 % of the actual programmed race length: half points will be awarded.***

***This must be specified in the Drivers briefing and/or Race instructions and/or in a Race bulletin.***

***When the race is restarted all race boats must take their correct position behind the start boat in the milling area. The start boat will follow the regular race course as announced in the Race Instructions and/or Drivers’ Briefing and/or Bulletin. The race boats continue to follow the start boat in the same order as they were when the race was stopped.***


***The restart of the race will be indicated by a green flag from the start boat.***

***Overtaking is permitted after the restart ONLY when the boats have passed the Finish /Timing line.***

### Justification

This is the rule Cominoff asked Harald Halvorsen, Rich Luhrs and Per Christian Skoglund to amend.  
Clarifying how to get points in a championship where there has been a red flag situation.

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

 <b>Proposal n°</b>	<b>7</b>	<b>NATIONAL AUTHORITY</b>	<b>Name/Surname:</b> <b>Ottar Eide</b>  <b>Contact email:</b> <a href="mailto:ottar.eide@nmfsport.no">ottar.eide@nmfsport.no</a>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2026 Rulebook page	Offshore 319.02 STOPPING THE RACE  45	<b>NORWAY</b>	No Support Required

### Current text

#### 319.02 - STOPPING THE RACE

In case of force majeure or accident, the Race Committee may stop the whole race, waving a red flag. This signal will be given from the turn mark control boats. Additionally, this signal may be given by other official safety boats. If the race has been run more than 30 nautical miles, or 20 nautical miles for Offshore 3J, or that the drivers have been racing for at least 1 hour, the race will be approved as a Championship race. The “stopped race” decision must be ratified by the Race Committee immediately after the race. A red flag raised indicates the race has been stopped. A stopped race is a race which has been interrupted by the Race Committee after the start. The Race Committee classes the boats according to the position each boat had on the last registered check point.

### Proposed text

#### 319.02 - STOPPING THE RACE

In case of force majeure or accident, the Race Committee may stop the whole race, waving a red flag. This signal will be given from the turn mark control boats. Additionally, this signal may be given by other official safety boats. If the race has been run more than 30 nautical miles, or 20 nautical miles for Offshore 3J, or that the drivers have been racing for at least 1 hour, the race will be approved as a Championship race. The “stopped race” decision must be ratified by the Race Committee immediately after the race. A red flag raised indicates the race has been stopped. A stopped race is a race which has been interrupted by the Race Committee after the start. The Race Committee classes the boats according to the position each boat had on the last registered check point.

*If, a race is red flagged and stopped and the “winning boat” has not completed 70% of the race, the race can be restarted by the OOD decision. Drivers whose actions result in a stoppage shall not be scored or allowed to participate in the restart. In order to avoid delay of the restart, the sactioned driver may submit a verbal protest and be permitted to restart. A normal written protest must be submitted after the end of the heat or race. If no written protest is submitted after the end of heat or race (1 hour rule), the pilot who gave the verbal protest will be disqualified from the whole event.*


### Justification

The purpose of the rule is to ensure fair competition and to allow the organizer to carry out their program to the greatest extent possible

### Commission advice

COMINOFF

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

 <b>Proposal n°</b>	<b>8</b>	<b>NATIONAL AUTHORITY</b>	Name/Surname: <b>Ottar Eide</b>  Contact email: <a href="mailto:ottar.eide@nmfsport.no">ottar.eide@nmfsport.no</a>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2026 Rulebook page	Offshore  Stopped Race, Points allocation	<b>NORWAY</b>	No Support Required

### Current text

No rule describing the situation

### Proposed text

*In the event of a Stopped or Curtailed Race that doesn't restart, if the 'winning boat' has completed at the last check point (finish line):*

- *A minimum of 70 % of the actual programmed minutes of race length: full points will be awarded.*
- *Between 40% but less than 70 % of the actual programmed minutes of race length: half points will be awarded.*
- *Less than 40 %: no points will be rewarded.*

### Justification

The purpose of the rule is to ensure fair competition and to allow the organizer to carry out their program to the greatest extent possible

### Commission advice

COMINOFF

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

 <b>Proposal n°</b>	<b>9</b>	<b>NATIONAL AUTHORITY</b>	<b>Author of the rule change proposal</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	Offshore 321 Podium Ceremony	<b>SWEDEN</b>	<b>Name/Surname:</b> Pernilla Ingvarsson (supported by Norway NA, Per Christian Skoglund) <b>Contact email:</b> <a href="mailto:Pillan29@gmail.com">Pillan29@gmail.com</a>
2025 Rulebook page	46		

### Current text

#### 321 – PODIUM CEREMONY

Offshore: Attendance at the prize-giving / podium ceremony is mandatory for each driver/co-driver of the first three classified boats in each category. Failure to do so without permission from the OOD/UIM Commissioner may lead to disqualification / withdrawal of Prizes Competitors must wear their race suits or smart casual team wear and decent footwear whilst on the podium.

At the final round of a UIM Championship, The UIM will provide gold, silver and bronze medals for the first three classified boats with the highest overall championship points in each category. The local organizer will present prizes for the first three finishers in each class for the event (Round).

### Proposed text

#### 321 – PODIUM CEREMONY

Offshore: Attendance at the prize-giving / podium ceremony is mandatory for each driver/co-driver of the first three classified boats in each category. Failure to do so without permission from the OOD/UIM Commissioner may lead to disqualification / withdrawal of Prizes Competitors must wear their race suits or smart casual team wear and decent footwear whilst on the podium.

At the final round of a UIM Championship, The UIM will provide gold, silver and bronze medals for the first three classified boats with the highest overall championship points in each category. The local organizer will present prizes for the first three finishers in each class for the event (Round). **In the entry-level class Offshore 3J, all participants should get a prize.**


### Justification

It's important for the new drivers to feel appreciated and to experience standing in front of an audience. The cost for some extra prizes are small.

### Commission advice

COMINOFF

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

 <b>Proposal n°</b>	<h1 style="color: red; margin: 0;">10</h1>	<b>NATIONAL AUTHORITY</b>	<b>Name/Surname:</b> Gilles GUIGNARD  <b>Contact email:</b> <a href="mailto:contact@ffmotonautique.com">contact@ffmotonautique.com</a>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore 713 Helmets  98	<b>FRANCE</b>	No Support Required

## Current text

### 713 – HELMETS

Any person aboard any boat taking part in races must wear a helmet which complies with the standards in accordance with the list available on the UIM Website.

At least the upper 50 % (area) must be of a single bright or fluorescent red/yellow/orange or green colour. No image recording device, however small, may be attached to helmets.

The wearer is entirely responsible for the efficiency, including the fitting, of his/her helmet. All organisers should repeat this rule in any relevant issued documents, written or verbal. If a helmet is damaged in an incident, it cannot be used again and must be replaced.

## Proposed text

### 713 – HELMETS

Any person aboard any boat taking part in races must wear a helmet which complies with the standards in accordance with the list available on the UIM Website.

***Helmets must be replaced every 5 (five) years from manufacture date, or after an accident and if for any reason the helmet fails to pass the technical scrutineering.***

At least the upper 50 % (area) must be of a single bright or fluorescent red/yellow/orange or green colour. No image recording device, however small, may be attached to helmets.

The wearer is entirely responsible for the efficiency, including the fitting, of his/her helmet. All organisers should repeat this rule in any relevant issued documents, written or verbal. If a helmet is damaged in an incident, it cannot be used again and must be replaced.

***As a reminder, it is prohibited to modify or pierce a helmet.***


## Justification

Safety modifications for all drivers. The helmets are exposed to UV and sea water

## Commission advice

COMINOFF, COMINSAFE

**Rule change to be voted by UIM Council in 10<sup>th</sup> October 2025**  
**Implementation date: 1<sup>st</sup> January 2026**

 <b>Proposal n°</b>	<h1>11</h1>	<b>COMMISSION</b>	<b>COMINSAFE</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	Offshore 713.01 Head and Neck Restraint	<b>Author of the Rule change proposal</b>	<b>Name/Surname:</b> Bob Wartinger  <b>Contact email:</b> <a href="mailto:Hydro242@gmail.com">Hydro242@gmail.com</a>
2025 Rulebook page	99		

## Current text

### 713.01 - 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

### 713.01 - 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), COMINOFF

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

 <b>Proposal n°</b>	<div>12</div>	<b>NATIONAL AUTHORITY</b>	Name/Surname: <b>Gilles GUIGNARD</b>  Contact email: <a href="mailto:contact@ffmotonautique.com">contact@ffmotonautique.com</a>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore 714 PROTECTIVE CLOTHING – Dorsal Back Protection  99	<b>FRANCE</b>	No Support Required

### Current text

#### 714 - PROTECTIVE CLOTHING

All crew members whilst racing in open boats must wear suitable protective clothing that covers the torso and all limbs to the wrists and ankles. Protective clothing used must be durable enough to provide bodily protection and it is recommended to be cut proof.

Restrained drivers and co-drivers must wear a racing suit covering all limbs which is fire retardant at all times when afloat. Similar rated fire-retardant gloves and racing boots must be worn. Fire retardant underwear is recommended.

### Proposed text

#### 714 - PROTECTIVE CLOTHING

All crew members whilst racing in open boats must wear suitable protective clothing that covers the torso and all limbs to the wrists and ankles. Protective clothing used must be durable enough to provide bodily protection and it is recommended to be cut proof.

Restrained drivers and co-drivers must wear a racing suit covering all limbs which is fire retardant at all times when afloat. Similar rated fire-retardant gloves and racing boots must be worn. Fire retardant underwear is recommended.

***For all open cockpits, each driver must wear a dorsal back protection and abdominal protection equipment, a protection for motorcross driver or aquabike driver.***

### Justification


Safety for all drivers and same UIM rules for all open cockpit.

### Commission advice

COMINOFF, COMINSAFE

**Rule change to be voted by UIM Council in 10<sup>th</sup> October 2025**  
**Implementation date: 1<sup>st</sup> January 2026**



 <b>Proposal n°</b>	<b>13</b>	<b>COMMISSION</b>	<b>COMINOFF</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore Classes Offshore Class 2  101	<b>Author of the Rule change proposal</b>	Name/Surname: Jean-Marie Van Lancker  Contact email: <a href="mailto:jmvl@jmvanlancker.be">jmvl@jmvanlancker.be</a>

### Current text

#### **720 – CLASS 2 – HULLS AND CLASSES**

Offshore Class 2 racing shall permit the use of boats powered by inboard engines.

### Proposed text


#### **720 – CLASS 2 – HULLS AND CLASSES**

Offshore Class 2 racing shall permit the use of boats powered by inboard **or outboard** engines. ***Those are two different Classes for the WC with their own points.***

### Justification

Because we have an existing Class in our series under APBA who exist about 6 years with more than 5 boats who apply for the WC title.

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

 <b>Proposal n°</b>	<h1>14</h1>	<b>COMMISSION</b>	<b>COMINOFF</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b> 2025 Rulebook page	Offshore 721 Offshore Class 2 Length, Weight, Beam, Height 101	<b>Author of the Rule change proposal</b>	<b>Name/Surname:</b> Jean-Marie Van Lancker  <b>Contact email:</b> <a href="mailto:jmvl@jmvanlancker.be">jmvl@jmvanlancker.be</a>

### Current text

#### **721 – MINIMUM/MAXIMUM LENGTH AND WEIGHT**

The weight is ready to race dry, including all safety equipment except the crew and their helmets and life vests. For control after a race, residual fuel in tanks will be included in the minimum weight. Slings carried in the boat during the race will count as safety equipment. The boat must be empty of water.

Class	M (Stock)	M (Modified)
Hull type	V bottom	V bottom
Cubic Cap.	Up to 8400 cc	Up to 8400 cc
Max Power	525EFI	(600 hp)
Min Length	8.00 m	8.00 m
Max Length	10.00 m	10.00 m
Min weight (0-1 step)	2000 kg	2150 kg
Min weight (2+ steps)	2150 kg	2300 kg
Bouyancy		
Single skin	600 L	600 L
Sandwich	400 L	400 L

### Proposed text

#### **721 – MINIMUM/MAXIMUM LENGTH AND WEIGHT**

The weight is ready to race dry, including all safety equipment except the crew and their helmets and life vests. For control after a race, residual fuel in tanks will be included in the minimum weight. Slings carried in the boat during the race will count as safety equipment. The boat must be empty of water. **Liquid ballast tanks are forbidden, when the Technical Commissioners find one it is disqualification.**

Class	M (Stock)Inboard	<del>M (Modified)</del>	<b><i>M(Stock)Outboard</i></b>
Hull type	V bottom	<del>V bottom</del>	<b><i>Catamaran</i></b>
Cubic Cap.	Up to 8400 cc	<del>Up to 8400 cc</del>	<b><i>Mercury Racing 500</i></b>
Max Power	525EFI	<del>(600 hp)</del>	<b><i>500 hp</i></b>
Min Length	8.00 m	<del>8.00 m</del>	<b><i>10,67 m</i></b>
Max Length	10.00 m	<del>10.00 m</del>	<b><i>12,20 m</i></b>
Min weight (0-1 step)	2000 kg	<del>2150 kg</del>	<b><i>3068 kg</i></b>
Min weight (2+ steps)	2150 kg	<del>2300 kg</del>	<b><i>3068 kg</i></b>
Bouyancy			
Single skin	600 L	<del>600 L</del>	
Sandwich	400 L	<del>400 L</del>	
<b><i>Max Beam</i></b>			<b><i>3,05 m</i></b>
<b><i>Max Tunnel Widht</i></b>			<b><i>1,83 m</i></b>
<b><i>Min Height (see rule 722.1)</i></b>			<b><i>1,12 m</i></b>


### Justification

New International Class under UIM, coming from APBA and racing under the APBA. Exist since 6 years.

### Commission Advice

COMINTECH

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

 <b>Proposal n°</b>	<h1>15</h1>	<b>COMMISSION</b>	<b>COMINOFF</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore 721 Minimum/Maximum Lengths and weights – Ballast 101	<b>Author of the Rule change proposal</b>	Name/Surname: Kathy Van den Hende  Contact email: <a href="mailto:kathy@jmvanlancker.be">kathy@jmvanlancker.be</a>

### Current text

## **721 – MINIMUM/MAXIMUM LENGTH AND WEIGHT**

The weight is ready to race dry, including all safety equipment except the crew and their helmets and life vests. For control after a race, residual fuel in tanks will be included in the minimum weight. Slings carried in the boat during the race will count as safety equipment. The boat must be empty of water.

Class	M (Stock)	M (Modified)
Hull type	V bottom	V bottom
Cubic Cap.	Up to 8400 cc	Up to 8400 cc
Max Power	525EFI	(600 hp)
Min Length	8.00 m	8.00 m
Max Length	10.00 m	10.00 m
Min weight (0-1 step)	2000 kg	2150 kg
Min weight (2+ steps)	2150 kg	2300 kg
Bouyancy		
Single skin	600 L	600 L
Sandwich	400 L	400 L

### Proposed text

## **721 – MINIMUM/MAXIMUM LENGTH AND WEIGHT**

The weight is ready to race dry, including all safety equipment except the crew and their helmets and life vests. For control after a race, residual fuel in tanks will be included in the minimum weight. Slings carried in the boat during the race will count as safety equipment. The boat ~~must be empty of water~~ **should not contain any liquid ballast apart from the (residual) fuel.**

Class	M (Stock)	M (Modified)
Hull type	V bottom	V bottom
Cubic Cap.	Up to 8400 cc	Up to 8400 cc
Max Power	525EFI	(600 hp)
Min Length	8.00 m	8.00 m
Max Length	10.00 m	10.00 m
Min weight (0-1 step)	2000 kg	2150 kg
Min weight (2+ steps)	2150 kg	2300 kg
Bouyancy		
Single skin	600 L	600 L
Sandwich	400 L	400 L


### Justification

During the 3D WC races 2025, at each race bulletins were made up to adjust temporarily the interpretation of rule 721/731 till change of rule.

### Commission Advice

COMINTECH

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

 <b>Proposal n°</b>	<h1>16</h1>	<b>COMMISSION</b>	<b>COMINOFF</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>	Offshore 722.1 Offshore Class 2 – Length, Weight, Beam, Height	<b>Author of the Rule change proposal</b>	<b>Name/Surname:</b> <b>Jean-Marie Van Lancker</b>  <b>Contact email:</b> <a href="mailto:jmvl@jmvanlancker.be">jmvl@jmvanlancker.be</a>
2025 Rulebook page	102		

## Current text

### 722.1

For monohulls, the outer surface of the hull excluding chine-rubbers and spray rails, must contain a cub with min dimensions 3.60 m x 1.20 m x 0.46 m

## Proposed text

### 722.1

For monohulls, the outer surface of the hull excluding chine-rubbers and spray rails, must contain a cub with min dimensions 3.60 m x 1.20 m x 0.46 m

*For Catamarans, the min lenght must be 10,67 m, the max lenght 12,20 m, the min weight 3068 kg, the max beam 3,05 m and the min height from the keel to the deck forward of the canopy (not included the canopy) 1,12 m.*


## Justification

Make it easy to understand the rules.

## Commission Advice

COMINTECH

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

 <b>Proposal n°</b>	<h1>17</h1>	<b>COMMISSION</b>	<b>COMINOFF</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore 722.2 Offshore Class 2 – Safety Cockpit  102	<b>Author of the Rule change proposal</b>	<b>Name/Surname:</b> Jean-Marie Van Lancker  <b>Contact email:</b> <a href="mailto:jmvl@jmvanlancker.be">jmvl@jmvanlancker.be</a>

## Current text

/

## Proposed text

### **722.2**

*The Catamaran builders shall deliver boats out of production mold, certified by the NA where they are building the boats, custom build boats will not be permitted to participate. Those boats must have a full Safety Cockpit as specified in the rules of the UIM and the builders has to be recognized by the UIM Cockpit Committee. All boats must use canopy safety systems that comply with the 2022 UIM / Lavin Cockpit guidelines. The cockpit must be certified for the 10000 Newton test.*


## Justification

Because we have an existing Class in our series under APBA who exist about 6 years with more than 5 boats who apply for the WC title.

## Justification

COMINTECH, COMINSAFE, Safety Cockpit Committee

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

 <b>Proposal n°</b>	<b>18</b>	<b>COMMISSION</b>	<b>COMINOFF</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore 724 Offshore Class 2 - Engine  102 and 103	<b>Author of the Rule change proposal</b>	Name/Surname: Jean-Marie Van Lancker  Contact email: <a href="mailto:jmvl@jmvanlancker.be">jmvl@jmvanlancker.be</a>

### Current text

#### **724 - ENGINE ELIGIBILITY**

724.1 - ENGINE ELIGIBILITY (LOW EMISSION) INBOARD ENGINES

### Proposed text

#### **724 - ENGINE ELIGIBILITY (LOW EMISSION) INBOARD ENGINES**

724.1 - ENGINE ELIGIBILITY (LOW EMISSION) INBOARD ENGINES

[...]

724.6

Violation of any of the above rules will entail disqualification.

#### **725 - ENGINE ELIGIBILITY (LOW EMISSION) OUTBOARD ENGINES**


### Justification

New Class and numbers in the rulebook

### Justification

COMINTECH

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

 <b>Proposal n°</b>	<div>19</div>	<b>COMMISSION</b>	<b>COMINOFF</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore New Offshore Class 2 – Engine  103	<b>Author of the Rule change proposal</b>	Name/Surname: Jean-Marie Van Lancker  Contact email: <a href="mailto:jmvl@jmvanlancker.be">jmvl@jmvanlancker.be</a>

### Current text

/

### Proposed text

## **725 - ENGINE ELIGIBILITY (LOW EMISSION) OUTBOARD ENGINES**

### **725.1- ENGINE ELIGIBILITY**

*The Mercury Racing 500 engines used in Class 2 Outboard ( two engines per boat) shall be strictly marine production engines as marketed by manufacturers to leisure boating (or touring) customers. It will be « Standard Engines » and these engines are homologated by the UIM Technical Commission. All relevant technical details are contained within engine homologation file, see [www.mercuryracing.com/xxxxxxx](http://www.mercuryracing.com/xxxxxxx) and on the UIM website.*

### **725.2- ENGINE ELIGIBILITY Specifications**

*All engine hardware must be non-modified stock s delivered by Mercury Racing.*

*Revolution limiter : RPM limited to 6800 RPM*

*Only Mercury SmartCraft devices / gauges are allowed in the cockpit ( NO Motec or other similar after market brands will be tolerated). The result will be disqualification if not following the rules.*

*Modification and /or relocation of original sensors is prohibited.*

*Any legitimately failed components or sensors must be replaced before the next practice session or race.*

*All engines will be tamper – proofed ( i.e. « sealed ») by Mercury Racing.*

*No modifications to engines are permitted and the engines must remain in their stock factory configuration as sent by Mercury.*

*Compression ratio may not be altered.*

### **725.3 – Data Logger System**

*No data telemetry devices other than those specified within these rules may be used at any time during the race's.*

*Only Mercury SmartCraft devices / gauges are allowed in the cockpit ( NO Motec or other similar after market brands will be tolerated). The result will be disqualification if not following the rules.*

*A Data Logger must be installed to maintain, monitor and record RPM levels during the entire race. The following Data Loggers are permitted :*

- A Racepak G2X or G2X Pro Data Logger or AIM (MXP, MXT, MXS) products
- MyChron 3, 4, 42T, 5, 5 2T, 5S, 5S 2T, 6, 6 2T
- EVO4S, EVOS
- Solo 2 DL

*The RPM level during the entire race must be verifiable on the Data Logger by the event Technical inspectors during the post-race inspection.*

*The wiring harness of the system must be readily accessible for inspection by the Technical inspectors.*

*No dual systems or ignition components are allowed.*

#### **725.4 – ECU's, Cowlings and Powerheads**

*Mercury will provide conforming ECU's to each event where the technical Staff will ensure that ECU's are randomly drawn by the driver of record of each team at the first driver's meeting prior to test.*

*If the organising body and / or Mercury require that ECU's be returned at any time during the event, Mercury and the organiser will secure all ECU's that are returned during the event.*

*Any Race Team may request that an ECU provided by Mercury be « retested » by use of testing dongle prior to racing.*

*ECU's may not be modified or re-programmed under any circumstances.*

*Cowlings may be either Mercury OEM as shipped or may be a lightweight facsimile of the production cowling.*

*Mercury decals must appear on any substituted cowling in a manner similar to Mercury OEM cowlings.*

*External air intakes may be added to any cowling.*

*Powerhead, including but not limited to flywheel, X, Y and Z, must remain stock as delivered by Mercury as detailed in the Homologation file.*

*The Lower units shall be 500 Mercury R – Drive Sport which must meet Mercury specifications which are verified through Mercury Skeg Template.*

#### **725.5 – Propellers, Hydraulic steering**

*Propellers must be produced by a UIM approved manufacturer in this case Mercury.*

*Propellers must remain OEM and unmodified. Only 4X or 5X blade propellers are allowed and cannot be forget.*

*Hydraulic steering is required.*

*Transom brackets are allowed but may not be adjustable as to be adjusted during the competition.*

#### **Justification**


New Class and numbers in the rulebook

#### **Justification**

New Class and numbers in the rulebook

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



 <b>Proposal n°</b>	<h1 style="color: red; margin: 0;">20</h1>	<b>COMMISSION</b>	<b>COMINOFF</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore 731 Class 3 - Minimum/Maximum Lengths and weights – Ballast/penalty 105	<b>Author of the Rule change proposal</b>	Name/Surname: <b>Kathy Van den Hende</b>  Contact email: <a href="mailto:kathy@jmvanlancker.be">kathy@jmvanlancker.be</a>

### Current text

#### **731 - MINIMUM/MAXIMUM LENGTHS AND WEIGHTS**

The weight is ready to race dry, including all safety equipment for all Offshore 3 classes including crew with their helmets and Racing vests. For control after a race, residual fuel in tanks will be included in the minimum weight. Slings carried in the boat during the race will count as safety equipment. The boat must be empty of water.

It is allowed to add an infinite amount of solid ballast to gain to the class minimum weight. In addition, an extra 10% solid ballast can also be added.

Slings and hooks must be replaced according to the indication of the end of term date or controlled by a manufacturer.

For Class categories 3B ,3C and 3S, the minimum weight mentioned is for a boat with the mentioned minimum length. For boats longer than the minimum, the weight shall be increased according to the formula shown above.

In the event that a boat is underweight at the end of any race, the following penalties shall apply: Up to 1% of the minimum weight underweight - 1 lap penalty or 3 min. time penalty.

Over 1% underweight – Disqualification. The kind of penalty to be described in the Advance Programme/Racing Instructions.

### Proposed text

#### **731 - MINIMUM/MAXIMUM LENGTHS AND WEIGHTS**

The weight is ready to race dry, including all safety equipment for all Offshore 3 classes including crew with their helmets and Racing vests. For control after a race, residual fuel in tanks will be included in the minimum weight.

Slings carried in the boat during the race will count as safety equipment. The boat ~~must be empty of water.~~ **should not contain any liquid ballast apart from the residual fuel.**

It is allowed to add an infinite amount of solid ballast to gain to the class minimum weight. In addition, an extra 10% solid ballast can also be added.

Slings and hooks must be replaced according to the indication of the end of term date or controlled by a manufacturer.

For Class categories 3B ,3C and 3S, the minimum weight mentioned is for a boat with the mentioned minimum length. For boats longer than the minimum, the weight shall be increased according to the formula shown above.

In the event that a boat is underweight at the end of any race **is up to or equal to 1% underweight of the minimum weight** at the end of any race, **1 lap penalty shall apply.**

Over 1% underweight: ~~disqualification. The kind of penalty to be described in the Advance Programme/Racing Instructions.~~


### Justification

During the 3D WC races 2025, at each race bulletins were made up to adjust the interpretation of rules 721/731 till rule change.

### Justification

COMINTECH

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

 <b>Proposal n°</b>	<h1>21</h1>	<b>NATIONAL AUTHORITY</b>	<b>Name/Surname:</b> Gilles GUIGNARD  <b>Contact email:</b> <a href="mailto:contact@ffmotonautique.com">contact@ffmotonautique.com</a>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore 731 Class 3 - Weight of the boat - ballast  105	<b>FRANCE</b>	No Support Required

## Current text

### 731 - MINIMUM/MAXIMUM LENGTHS AND WEIGHTS

The weight is ready to race dry, including all safety equipment for 3J, 3A, 3B, 3X and 3D including crew and their helmets and Racing vests and for 3C 3S and 3Z without the crew and their helmets and Racing vests. For control after a race, residual fuel in tanks will be included in the minimum weight. Slings carried in the boat during the race will count as safety equipment. The boat must be empty of water.

## Proposed text

### 731 - MINIMUM/MAXIMUM LENGTHS AND WEIGHTS

The weight is ready to race dry, including all safety equipment for 3J, 3A, 3B, 3X and 3D including crew and their helmets and Racing vests and for 3C 3S and 3Z without the crew and their helmets and Racing vests. For control after a race, residual fuel in tanks will be included in the minimum weight. Slings carried in the boat during the race will count as safety equipment. The boat must be empty of water.

***The weight of water ballast is not included for calculation of minimum weight of the boat. The boat liquid ballast must be empty. The boat liquid ballast must be visible and a free access by a scrutineer.***


## Justification

Clarify the rule. The liquid ballast is ok for the balance of the boat but must not be included to the weight boat.

## Commission advice

COMINOFF, COMINTECH

**Rule change to be voted by UIM Council in 10<sup>th</sup> October 2025**  
**Implementation date: 1<sup>st</sup> January 2026**

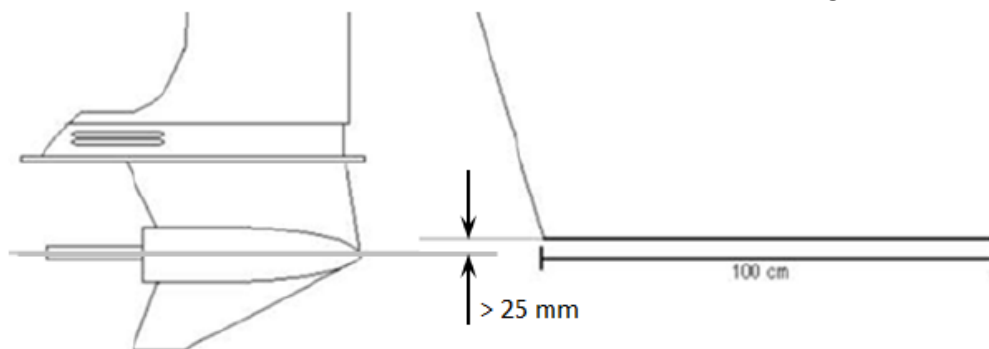
 <b>Proposal n°</b>	<h1 style="color: red; margin: 0;">22</h1>	<b>NATIONAL AUTHORITY</b>	<b>Name/Surname:</b> <b>Gilles GUIGNARD</b>  <b>Contact email:</b> <a href="mailto:contact@ffmotonautique.com">contact@ffmotonautique.com</a>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore 731.1 Class 3 - Tools for Transom jacks measurements  105	<b>FRANCE</b>	No Support Required

### Current text

For class 3J only

Transom jacks that are adjustable under way are not allowed. Fixed transom jacks are allowed

Engines are not allowed to be placed higher than having the centerline of the propeller shaft 25 mm below the extension of the keel line then parallel to each other. If the keel line is not straight the end of the keel line and a point 100 cm forward shall be used to construct the keel line, see drawing:

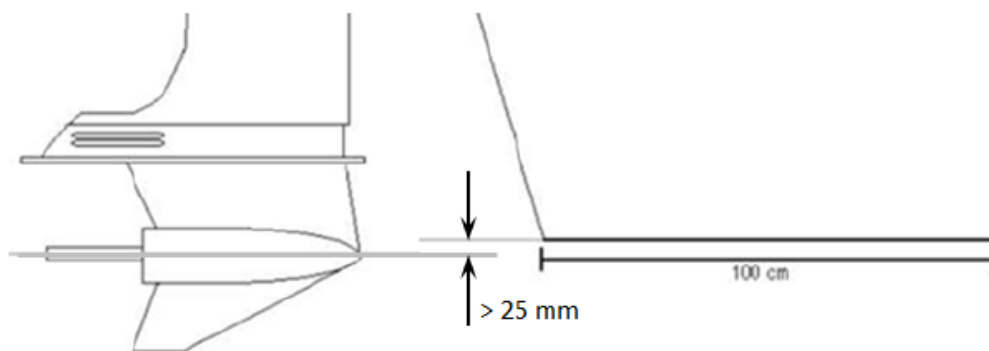


### Proposed text

For class 3J only

Transom jacks that are adjustable under way are not allowed. Fixed transom jacks are allowed

Engines are not allowed to be placed higher than having the centerline of the propeller shaft 25 mm below the extension of the keel line then parallel to each other. If the keel line is not straight the end of the keel line and a point 100 cm forward shall be used to construct the keel line, see drawing:



**Only the tools described in the process on the UIM website are allowed for the measurement.**

## Justification


Same measurements for all boats and no discussions about this. See the picture of the tools for measurement.



## Commission advice

COMINOFF, COMINTECH

**Rule change to be voted by UIM Council in 10<sup>th</sup> October 2025**  
**Implementation date: 1<sup>st</sup> January 2026**

 <b>Proposal n°</b>	<span style="font-size: 2em; color: red;">23</span>	<b>NATIONAL AUTHORITY</b>	<b>Author of the rule change proposal</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore §735.06 Class 3 - Thrust block/bearing carrier  107	<b>SWEDEN</b>	<b>Name/Surname:</b> <b>Mikael Lundblad</b>  <b>Contact email:</b> <a href="mailto:mikael.bonan@gmail.com">mikael.bonan@gmail.com</a>

### Current text

735.06

The use of thrust blocks mounted on the lower unit and or on the boat is permitted

### Proposed text

735.06

The use of thrust blocks mounted on **bearing carrier in** the lower unit **may be reinforced or replaced with a stronger unit.** and or on the boat is permitted


### Justification

The gear case with its bearing carrier in the smaller engines used in offshore 3 are not built for use of surfacing propellers and therefore has a short life. Allowing the team to reinforce and/or replace with stronger units will reduce cost and extend life of gear case

### Commission Advice

COMINOFF, COMINTECH

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

 <b>Proposal n°</b>	<span style="font-size: 2em; color: red;">24</span>	<b>NATIONAL AUTHORITY</b>	<b>Author of the rule change proposal</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore 735.07 Class 3 - Power trim  107	<b>SWEDEN</b>	<b>Name/Surname:</b> <b>Mikael Lundblad</b>  <b>Contact email:</b> <a href="mailto:mikael.bonan@gmail.com">mikael.bonan@gmail.com</a>

### Current text

735.07

Power Trim: a properly engineered system for altering engine trim whilst under way is permitted.

### Proposed text

735.07

Power Trim: ~~a properly engineered system for altering engine trim whilst under way is permitted~~ **may be reinforced.**


### Justification

All engines used today in offshore 3 racing have power trim, but some models needs to be reinforced to hold up for offshore racing.

### Justification

COMINOFF, COMINTECH

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

 <b>Proposal n°</b>	<div style="font-size: 2em; color: red; text-align: center;">25</div>	<b>NATIONAL AUTHORITY</b>	<b>Name/Surname:</b> Gilles GUIGNARD  <b>Contact email:</b> <a href="mailto:contact@ffmotonautique.com">contact@ffmotonautique.com</a>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore 735.09 Class 3 - Water Intake  108	FRANCE	No Support Required

### Current text

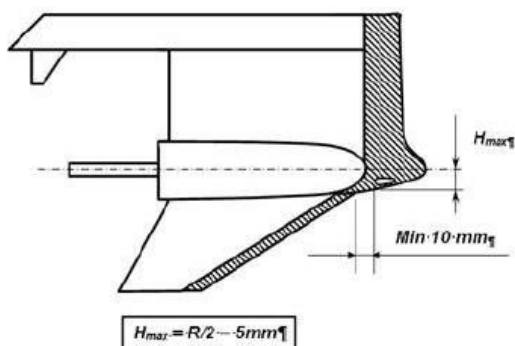
#### 735.09

The water intake may be repositioned. It must however remain on the gear case torpedo. The width and or height of the gear case torpedo must not be changed and the depth of the torpedo cross section from the aft part of the water intake and forward is not allowed deeper than measure  $H_{max} = R/2 - 5mm$ , there the measure R is taken from min width of gear case in homologation file. The length may be increased. The rear edge of the water intake opening must not be further aft than 30 % of the total length of the modified gear case torpedo.

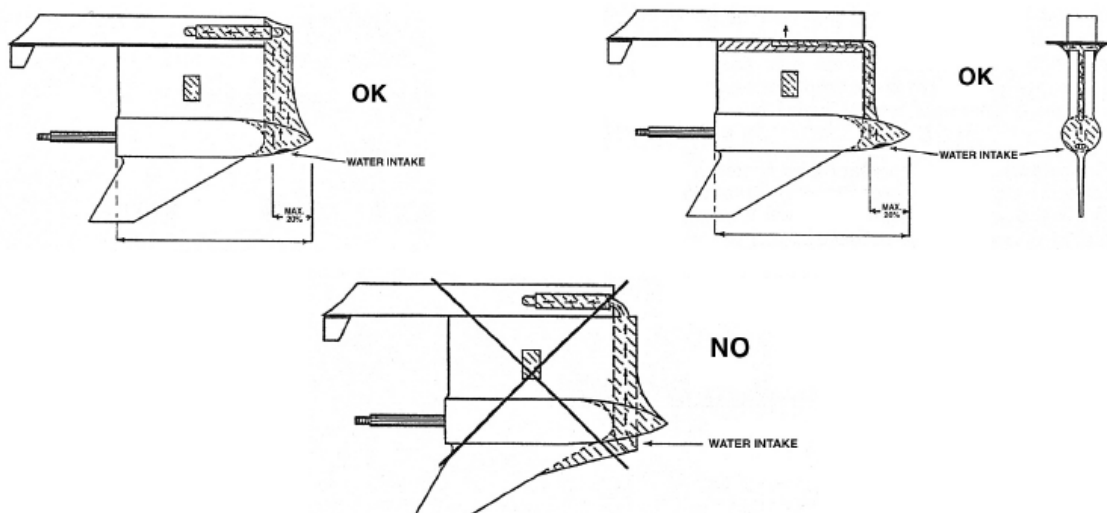
The original intake to the circulation pump may be filled in and faired. The front of the gearcase may have material added for cooling purposes.

The width of the gearcase must not be increased, except where the gearcase meets the lower side of the anti-cavitation plate. The modification shall be for cooling purposes only and shall form a radius. It is also permitted to add material to the centre section exhaust housing for the purpose of reducing noise.

It is allowed to add material to the leading edge of the gear case skeg up to 10 mm behind a repositioned water intake. The profile of the skeg is free. Remote water pick-ups are not allowed



Method of measuring maximum depth of water intake.





735.09

**a) MERCURY OPTIMAX PRO 200XS Offshore (file homologation 501)**

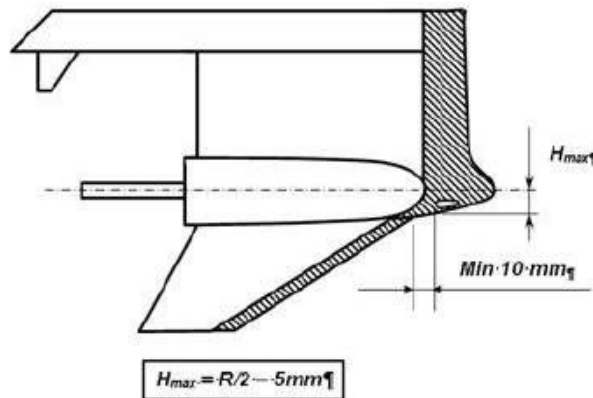
The water intake may be repositioned. It must however remain on the gear case torpedo. The width and or height of the gear case torpedo must not be changed and the depth of the torpedo cross section from the aft part of the water intake and forward is not allowed deeper than measure  $H_{max} = R/2 - 5\text{mm}$ , there the measure R is taken from min width of gear case in homologation file. The length may be increased. The rear edge of the water intake opening must not be further aft than 30 % of the total length of the modified gear case torpedo.

The original intake to the circulation pump may be filled in and faired. The front of the gearcase may have material added for cooling purposes.

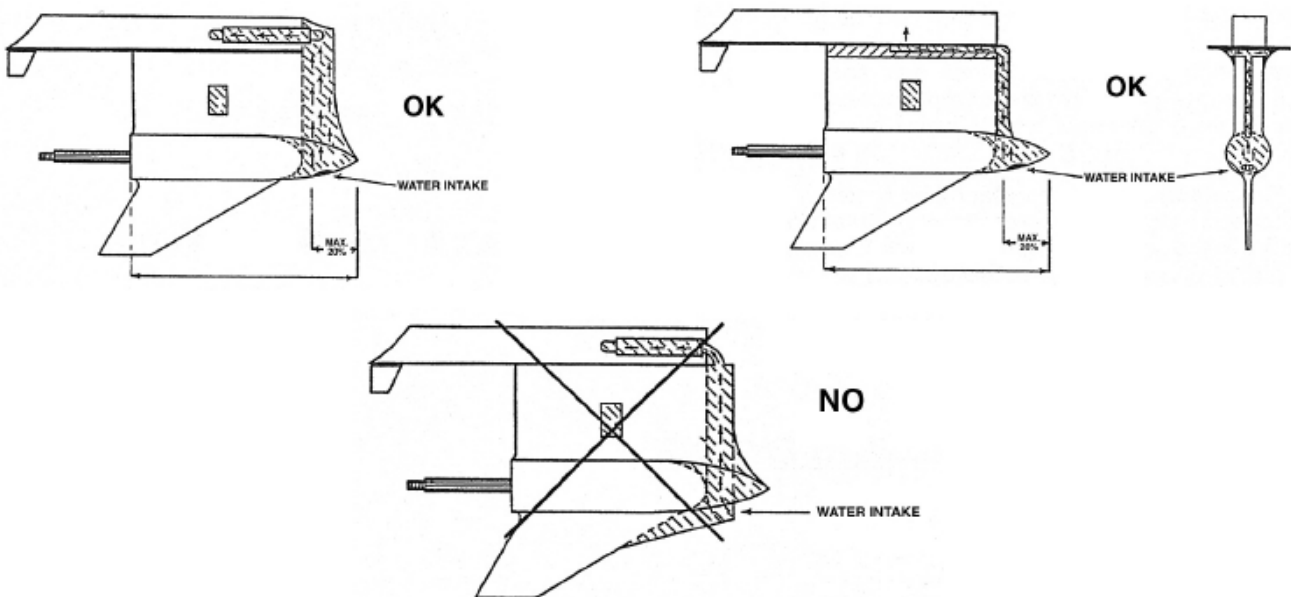
The width of the gearcase must not be increased, except where the gearcase meets the lower side of the anti-cavitation plate. The modification shall be for cooling purposes only and shall form a radius. It is also permitted to add material to the centre section exhaust housing for the purpose of reducing noise.

It is allowed to add material to the leading edge of the gear case skag up to 10 mm behind a repositioned water intake. The profile of the skag is free.

Remote water pick-ups are not allowed.



Method of measuring maximum depth of water intake.





***b) MERCURY APEX 3.4L Offshore***

***No modifications are allowed about this gearcase (design, water pickup, and ratio).***

***Only the standard model, sailing by MERCURY, are allowed.***

**Justification**


MERCURY manufactured a new engine (motor, middle section, and gearcase) and 3C,3D and 3X are a sport class with using standard model engine. It is much better to do anything modifications and a low cost for all team.

**Commission advice**

COMINOFF, COMINTECH

**Rule change to be voted by UIM Council in 10<sup>th</sup> October 2025**

**Implementation date: 1<sup>st</sup> January 2026**

 <b>Proposal n°</b> <b>Offshore</b>	<h1 style="color: red; margin: 0;">26</h1>	<b>COMMISSION</b>	<b>COMINOFF</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore 800.9.1 Interval between races  113	<b>Author of the Rule change proposal</b>	Name/Surname: <b>Per Christian Skoglund</b>  Contact email: <a href="mailto:Per.christian@pcsdata.no">Per.christian@pcsdata.no</a>

### Current text

#### **800.9.1 - INTERVAL BETWEEN RACES - WC**

In a World Championship - If the whole event takes place from a single race site then a scheduled interval of at least 22 hours, but not to exceed 70 hours between each heat is compulsory. However there has to be one lay day during the event. Should a race be re-scheduled, the actual interval of at least 20 hours, but not to exceed 60 hours between each heat is compulsory.

### Proposed text


#### **800.9.1 - INTERVAL BETWEEN RACES - WC**

In a World Championship - If the whole event takes place from a single race site, then a scheduled interval of at least 22 hours, but not to exceed 70 hours between each heat is compulsory. **However, it's optional to have one lay day during the event.** Should a race be re-scheduled, the actual interval of at least 20 hours, but not to exceed 60 hours between each heat is compulsory.

### Justification

Up to the organizer to plan the race, last years Cominoff has approved several races without Lay Day.

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

 <b>Proposal n°</b>	<b>27</b>	<b>NATIONAL AUTHORITY</b>	<b>Name/Surname:</b> Ottar Eide  <b>Contact email:</b> <a href="mailto:ottar.eide@nmfsport.no">ottar.eide@nmfsport.no</a>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore 800.9.3 Interval between events  114	<b>NORWAY</b>	No Support Required

### Current text

#### 800.9.3

If a series Championship is based on several race sites the calendar is to be as agreed by Cominoff.

### Proposed text

#### 800.9.3

If a series Championship is based on several race sites the calendar must be agreed by Cominoff. ***For WC and CC with multi event race sites it must be minimum 3 weeks between the events.***


### Justification

The interval between events is crucial for organizers, athletes, and the sport as a whole. Ensuring enough time for repairs is also vital for maintaining a strong lineup of boats, which enhances the overall spectacle of the sport. Currently, this rule will only applies to the 3D series, which is gaining popularity. Typically, there are three events per year, so allowing at least three weeks between them should be feasible and beneficial. This approach would strengthen the sport. For example, in Rodi Garganico, the first 3D WCR featured almost ten boats, but after a crash and the short time between events, three boats were lost for the next WCR in Arendal. It's essential to prioritize the best interests of the sport. This rule proposal is logical because it gives athletes ample time to repair their boats between races if they sustain damage during an event which will ensure a strong lineup of boats.

### Commission advice

COMINOFF

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

 <b>Proposal n°</b>	<div>28</div>	<b>COMMISSION</b>	<b>COMINSAFE</b>
<b>Discipline</b> <b>Rule article n°</b> <b>Article subject</b>  2025 Rulebook page	Offshore XCAT 24.04 Head and Neck Restraint  27	<b>Author of the Rule change proposal</b>	<b>Name/Surname:</b> Bob Wartinger  <b>Contact email:</b> <a href="mailto:Hydro242@gmail.com">Hydro242@gmail.com</a>

### Current text

#### 24.04 - 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

#### 24.04 - 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), COMINOFF

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