98th UIM General Assembly

Council vote – Friday 10th October 2025

Rules proposals for Pleasure Navigation discipline - Table of Content

Proposal n°	Pleasure Navigation Rule n°	Subject	Entered by	Commission Advice	SUPPORT – Color chart 1) Supported 2) Not Supported 3) Supported with text modification (~~deleted text~~ new text in green) 4) Withdrawn
1	500.02	Certificate	Pleasure Navigation Commission	COMINTECH	
2	500.02.01	Measurement Certificate, Logbook	Pleasure Navigation Commission	COMINTECH	
3	500.03	Craft Homologation	Pleasure Navigation Commission	COMINTECH	
4	500.03	Craft Homologation, Reinforced Cockpit	France NA	Pleasure Navigation Commission, COMINTECH, COMINSAFE, Safety Cockpit Committee	
5	500.04	Craft Dimensions, Weight	Pleasure Navigation Commission	COMINTECH	
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7	500.05	Engines	Pleasure Navigation Commission	COMINTECH	
8	NEW 500.08	NEW text - Reinforced cockpit (see also proposal 29)	Spain NA	Pleasure Navigation Commission, COMINTECH, COMINSAFE,	

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9	502.01	Race Number	Pleasure Navigation Commission		
10	502.01	Race Number	Spain NA	Pleasure Navigation Commission	
11	502.01	NEW text - Registration	Pleasure Navigation Commission		
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				Navigation Commission	
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Proposal n°	1	COMMISSION	PLEASURE NAVIGATION
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 500.02 Certificate 52	**Author of the Rule change proposal**	**Name/Surname:** **Denis Dillon** **Contact email:** PleasureNavigation@uim.sport

Current text

500.02

Only the craft whose technical characteristics are registered by and defined as a Recreational Craft by one of the following International Certification Bodies and registered by one of the following Technical Institutions should be considered pleasure craft:

In addition, and only for the purposes of these rules, The UIM NA may issue a certificate to a craft built before 1st January 2000 which meets general pleasure boat standards. For a UIM Titled event the PN Commission must be made aware of NA certificate and authorize the use of this craft."

Europe –CE/ISO Standards (Recreational Craft Directive)
USA – USCG or State Certified.
Australia/New Zealand – Australia transport Council/Maritime New Zealand Japan – Japan Craft Inspection Organisations

Technical Institutions:

- RINA (Italy);
- C.N.S.N.P. (France) ;
- AMERICAN BUREAU OF SHIPPING (USA);

- - DET NORSKE VERITAS (Norway);
- - LLOYD'S REGISTER OF SHIPPING (United Kingdom);
- - NIPPON KYOKAI JAPAN (Japan) ;.
- - GERMANISCHER LLOYD (Germany).

Other recognised similar bodies and institutes can be included to this list as required.

Proposed text

500.02

Only the craft whose technical characteristics are registered by and defined as a Recreational Craft by one of the following International Certification Bodies and registered by one of the following Technical Institutions should be considered pleasure craft:

In addition, and only for the purposes of these rules, The UIM ***National Authority*** may issue a certificate ***/ Logbook*** to a craft ***whose technical characteristics are defined as a Recreational Craft***

~~built before 1st January 2000 which meets general pleasure boat standards. For a UIM Titled event the PN Commission must be made aware of NA certificate and authorize the use of this craft."~~

Europe –CE/ISO Standards (Recreational Craft Directive)
USA – USCG or State Certified.
Australia/New Zealand – Australia transport Council/Maritime New Zealand Japan – Japan Craft Inspection Organisations

Technical Institutions:

- RINA (Italy);
- C.N.S.N.P. (France) ;
- AMERICAN BUREAU OF SHIPPING (USA);

- - DET NORSKE VERITAS (Norway);
- - LLOYD'S REGISTER OF SHIPPING (United Kingdom);
- - NIPPON KYOKAI JAPAN (Japan) ;.
- - GERMANISCHER LLOYD (Germany).

Other recognised similar bodies and institutes can be included to this list as required.

Justification

For Clarity and to allow older boats who may not have a builders certificate to be allowed to participate if deemed suitable by their National Authority.

Commission Advice

COMINTECH

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

Proposal n°	2	COMMISSION	PLEASURE NAVIGATION
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 500.02.01 MEASUREMENT CERTIFICATE / LOGBOOK 52	**Author of the Rule change proposal**	**Name/Surname:** **Denis Dillon** **Contact email:** Pleasurenavigation@uim.sport

Current text

500.02.01 MEASUREMENT CERTIFICATE / LOGBOOK

A boat is not allowed to take part in a local, National or International race without a Measurement Certificate, issued by a National Authority, made up in the native language and in English according to the official UIM Measurement Certificate with logbook.

The Measurement Certificate/logbook shall follow the powerboat in all its racing activities. This is to get the whole racing history of the boat.

The Measurement Certificate/logbook shall be updated at any change of year, rules, engine, owner or class. Each National Authority stipulates the cost of Measurement and the duration of the validity of the Certificate.

Proposed text

500.02.01 MEASUREMENT CERTIFICATE / LOGBOOK

A boat is not allowed to take part in a local, National or International race without a Measurement Certificate***/Logbook***, issued by a National Authority. ~~made up in the native language and in English according to the official UIM Measurement Certificate with logbook.~~ ***A UIM Logbook must be used for boats which take part in International Events.***

The Measurement Certificate/logbook shall follow the powerboat in all its racing activities. This is to get the whole racing history of the boat. ***Any Damage, Repairs or Irregularities on the boat will be noted in the logbook.***

The Measurement Certificate/logbook shall be updated at any change of year, rules, engine, owner or class. Each National Authority stipulates the cost of Measurement and the duration of the validity of the Certificate***/Logbook.***

A UIM Digital Logbook may be used by the National Authority to replace the Written Hard Copy Logbook.

Justification

For Clarity and to allow a UIM Digital Logbook when it becomes available.

Commission Advice

COMINTECH

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

Proposal n°	3	COMMISSION	PLEASURE NAVIGATION
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 500.03 CRAFT HOMOLOGATION 53	**Author of the Rule change proposal**	**Name/Surname:** **Denis Dillon** **Contact email:** PleasureNavigation@uim.sport

Current text

500.03 - CRAFT HOMOLOGATION

All craft shall bear a certificate or Hull plate issued by official recognised Bodies (see 500.02) which meet relevant Laws concerning pleasure navigation in their area of operation.

The certificate / Hull Plate must contain: Manufacturers Name, Boat Design Category, Maximum Person Capacity, Maximum weight allowed, Maximum Engine HP/KW.

A Builders plaque attached to the hull is required containing the information as defined by the certification Body and the builders serial number relevant to the boat.

In competitions taking place at sea over six miles from the shore only pleasure boats registered and certified for this type of navigation are permitted.

Proposed text

500.03 - CRAFT HOMOLOGATION

All craft shall bear a certificate***, Logbook*** or Hull plate issued by official recognised Bodies (see 500.02) which meet relevant Laws concerning pleasure navigation in their area of operation.

The certificate ***/ Logbook*** / Hull Plate must contain: Manufacturers Name, Boat Design Category, ~~Maximum Person Capacity, Maximum weight allowed,~~ Maximum Engine HP/KW.

A Builders plaque ***/ UIM Identification Decal*** attached to the hull is required containing the information as defined by the certification Body and the builders ***/ UIM*** serial number relevant to the boat.

In competitions taking place at sea over six miles from the shore only pleasure boats registered and certified for this type of navigation are permitted.

Justification

For Clarity where older boats are been used.

Commission Advice

COMINTECH

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

Proposal n°	**4**	**NATIONAL AUTHORITY**	**Name/Surname:** **Gilles GUIGNARD** **Contact email:** contact@ffmotonautique.com
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 500.03 CRAFT HOMOLOGATION 53	**FRANCE**	No Support Required

Current text

500.03 - CRAFT HOMOLOGATION
All craft shall bear a certificate or Hull plate issued by official recognised Bodies (see 500.02) which meet relevant Laws concerning pleasure navigation in their area of operation.
The certificate / Hull Plate must contain: Manufacturers Name, Boat Design Category, Maximum Person Capacity, Maximum weight allowed, Maximum Engine HP/KW.
A Builders plaque attached to the hull is required containing the information as defined by the certification Body and the builders serial number relevant to the boat.
In competitions taking place at sea over six miles from the shore only pleasure boats registered and certified for this type of navigation are permitted.

Proposed text

500.03 - CRAFT HOMOLOGATION
All craft shall bear a certificate or Hull plate issued by official recognised Bodies (see 500.02) which meet relevant Laws concerning pleasure navigation in their area of operation.
The certificate / Hull Plate must contain: Manufacturers Name, Boat Design Category, Maximum Person Capacity, Maximum weight allowed, Maximum Engine HP/KW.
A Builders plaque attached to the hull is required containing the information as defined by the certification Body and the builders serial number relevant to the boat.
In competitions taking place at sea over six miles from the shore only pleasure boats registered and certified for this type of navigation are permitted.
For boats with reinforced cockpits, it is mandatory to have the same certifications as an offshore boat of the same weight and power.
The certification tests for reinforced cockpits are the same, as are the safety requirements for the boat and crew.

Justification

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

Commission advice

Pleasure Navigation Commission, COMINTECH, COMINSAFE, Safety Cockpit Committee

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

Proposal n°	5	COMMISSION	PLEASURE NAVIGATION
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 500.04 Craft Dimensions 53	**Author of the Rule change proposal**	**Name/Surname:** **Denis Dillon** **Contact email:** PleasureNavigation@uim.sport

Current text

500.04 - CRAFT DIMENSIONS

All boats must be Monohull.

The dimensions of the hull – length, and weight- will be verified by the technical officers before each race.

Only solid fixed ballast is permitted. The use of water ballast is strictly prohibited. Failure to comply with this rule will result in disqualification.

If boats have devices for loading or unloading water ballast, these devices have to be out of function, closed and sealed for the races. The technical official must check this before and immediately after each race.

Proposed text

500.04 - CRAFT DIMENSIONS

All boats must be Monohull.

The dimensions of the hull – length, and weight- ***as per the NA/UIM Logbook*** will be verified by the technical officers before each race.

Only solid fixed ballast is permitted. ***Boats requiring weight to meet Class requirements may only add a maximum of 10% of the boats original weight. This weight must be permanently bolted or fibre-glassed inside the boat evenly divided in the Aft 2/3 of the Boat.***

The use of water ballast is strictly prohibited. Failure to comply with this rule will result in disqualification.

If boats have devices for loading or unloading water ballast, these devices have to be out of function, closed and sealed for the races. The technical official must check this before and immediately after each race.

Justification

For Clarity and safety. Limiting the maximum weight that can be added and how it should be fixed onto the hull.

Commission Advice

COMINTECH

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

Proposal n°	**6**	**NATIONAL AUTHORITY**	**Name/Surname:** **Gilles GUIGNARD** **Contact email:** contact@ffmotonautique.com
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 500.04 CRAFT DIMENSIONS 53	**FRANCE**	No Support Required

Current text

500.04 - CRAFT DIMENSIONS
All boats must be Monohull.
The dimensions of the hull – length, and weight- will be verified by the technical officers before each race.
Only solid fixed ballast is permitted. The use of water ballast is strictly prohibited. Failure to comply with this rule will result in disqualification.
If boats have devices for loading or unloading water ballast, these devices have to be out of function, closed and sealed for the races. The technical official must check this before and immediately after each race.

Proposed text

500.04 - CRAFT DIMENSIONS
All boats must be Monohull.
The dimensions of the hull – length, and weight- will be verified by the technical officers before each race.
Only solid fixed ballast is permitted. The use of water ballast is strictly prohibited. Failure to comply with this rule will result in disqualification.
If boats have devices for loading or unloading water ballast, these devices have to be out of function, closed and sealed for the races. The technical official must check this before and immediately after each race.
All appendices aerodynamic and hydrodynamic are prohibited.
All external protuberances are prohibited.

Justification

Safety for all drivers in case of accident.
See the pictures for example that is a part prohibited.

Commission advice

Pleasure Navigation Commission, COMINTECH, COMINSAFE, Safety Cockpit Committee

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


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Proposal n°	7	COMMISSION	PLEASURE NAVIGATION
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 500.05 ENGINES 55	**Author of the Rule change proposal**	**Name/Surname:** **Denis Dillon** **Contact email:** PleasureNavigation@uim.sport

Current text

500.05 - ENGINES

Engines must have been available to purchase from the manufactures retail catalogue and remain unaltered from the original specification.

It is the responsibility of the competitor to provide technical specifications of their engine/s.

An inspection of the engines can be made after the competition is finished; if the engines are not in accordance with those stated in the official documentation the competitor will be disqualified.

Proposed text

500.05 - ENGINES

Engines must have been available to purchase from the manufactures retail catalogue and remain unaltered from the original specification***, unless specified otherwise in the Class specific rules.***

It is the responsibility of the competitor to provide technical specifications of their engine/s.

An inspection of the engines can be made after the competition is finished; if the engines are not in accordance with those stated in the official documentation the competitor will be disqualified.

Justification

Clash between general and class rules.

Commission Advice

COMINTECH

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

Proposal n°	**8**	**NATIONAL AUTHORITY**	**Name/Surname:** **Jose Miguel Martinez Castejon - Spain** **Contact email:** info@rfem.es
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation Reinforced Cockpit	**SPAIN**	**No support Required**

Current text

No text. New text.

Proposed text

All new text to appear in red/italic/bold in 2026 PN Rulebook, if adopted

500.08 COCKPIT

500.08

All 508 Rules apply to all boats with Reinforced Cockpit(s) with Canopies.
The crew, who must be seated, must have a restraint system comprising of and conforming to the following rules:

A Reinforced Cockpit with Canopies is defined as a containment area for crew and can be constructed as an integral part of the boat. This Reinforced Cockpit Area must be designed and constructed to a specification capable of withstanding the forces of a water impact when running at the highest design speed of the boat, and therefore protecting all members of the crew in the event of an accident. The various components that constitute the Reinforced Cockpit shall be properly maintained to ensure reliable operation of all components, with emphasis being placed on the canopy release mechanism, emergency air supply and restraint systems.

It is recommended that Sponson Cockpits are not used.

These rules also apply to any boat in any class using Reinforced Cockpits with Canopies.

Boats with reinforced cockpit are not allowed to be driven faster than the maximum speed set by the designer specified in the closed cockpit registration. Any boats found to be driving faster than their maximum speed will be penalized up to disqualification.

500.08.01 - COCKPIT EVACUATION / IMMERSION TRAINING

Before racing in a craft with restraint systems, all crews must have passed in the last fourteen months, an immersion training in a restraint system to ensure that they can exit a reinforced cockpit crew compartment successfully.
Prior to taking the Immersion training, all on board crews must have a valid scuba certificate or have received suitable training.
This alternative training should be approved by the National Authority.
It is mandatory to wear a helmet of the same type (Open Face, Closed Face) as will be worn during racing.
It is mandatory that the driver/pilot(s) wear the parts of the personal air system that will be worn in the boat.
It is mandatory to wear a Frontal Head Restraint (FHR) device during the Cockpit Evacuation / Immersion Training.
Self-removal of an FHR forms part of the Immersion test training.
An immersion Certificate to certify the passed test, showing the expiry date, not to exceed fourteen months, must be delivered by experts recognised by a National Authority.
The certificate must indicate the place and date on which it was made and must be signed and sealed by the entity that made it. This entity must be approved by the National Authority of the country where it was carried out.
All riding crew members using restraints must sign the National indemnity form prior to competing in any race or practice.
A model for the certificate and instructions of how to perform immersion training are available at the UIM Secretariat.

In addition, at race sites or other locations, a technical official may require the driver(s) to:
a) demonstrate that he/she can adequately extricate himself from a safety team test cell, both on land and under water.
b) demonstrate that he/she can extricate himself from the cockpit of the boat he intends to drive prior to any event through both hatches, if the boat has multiple escape hatches.

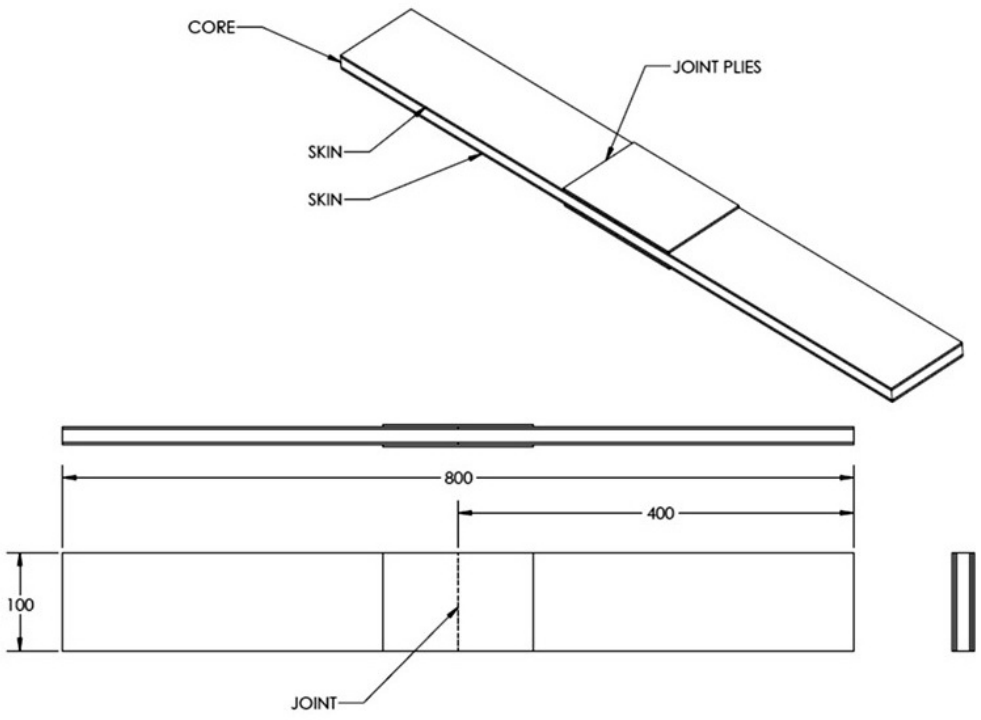
500.08.02 - DRAWINGS AND MEASUREMENT

Three view drawings (plan, side and elevation) of the design of the Reinforced Crew Cockpits(s), the Bulkheads, the type of Canopy, the Buoyancy System and the Restraint System anchorage Points must be lodged with the National Authority of the measurer and verified at the time of craft measurement.
Drawings shall be provided showing canopy aperture dimensions for full or partial canopies, single or tandem arrangements. Arrangements shall describe whether fore and aft, or side by side seating is fitted.
Drawings shall show the method and construction of release devices. Drawings should show the material specification of the transparent areas.
Drawing of electrical system must show all electric and information bus cables, junction points and access points.
Prior to Boat Measurement the drawing and material specifications shall be sent to the Measurer requested to measure the boat. On completion of measurement, the drawings and material specifications called for by the designer shall be lodged with the measurers National Authority before they issue a certificate of compliance and measurement.

500.08.03 - REINFORCED COCKPIT AREA AND CANOPY
The Reinforced Cockpit(s) shall be of a closed type design with a minimum of one opening hatch and constructed to a similar strength as the running surface of the boat. This area must be the sides, floor, decking and bulkheads fore and aft.
All new cockpits built after January 1, 2015 shall be built by a UIM registered cockpit builder. Cockpit builders wishing to be registered must submit panels for test according to the following standards. Cockpit builders meeting these standards will be registered as UIM registered cockpit builders.

UIM OFFSHORE COCKPIT/CANOPY TEST STANDARD
Sample Construction Requirements.

a. Sample quantity must be 3, one of which must include a sample of the joint/bonding of the cockpit parts, transverse to the length of the sample.



b. Trimmed sample size must be 100 mm ± 1.0 mm wide x 800 mm ± 5.0 mm long, with the width being parallel.
c. For fibre orientation the 800 mm length is to be parallel with the centerline of the boat.
d. Sample must be laminated on a flat surface using the same manufacturing process, materials, and fibre orientations as the intended homologated cockpit construction.
e. The sample must have a uniform thickness with no core crushing along any edges.
f. The sample must have one moulded face and the other face being unmoulded, the moulded face will be taken as being the external surface of the cockpit during testing.
g. The sample must be representative of the thinnest lay-up of the cockpit/canopy (excluding the various flanges for windshields, hatches etc.).
h. The sample and cockpit must be manufactured using balanced or unbiased materials.

Sample Test Method
a. The sample will be supported across the full width perpendicular to the 800 mm edges by two parallel 25 mm Steel bars at a distance of 500 mm apart. The load will be applied equally through two 25 mm Steel bars, each a distance of 167 mm parallel from each support.
b. The moulded face of the sample will have the load applied and the unmoulded face will support the sample.
c. The load will be applied at 0.4 mm/sec and the deflection will be measured at the two 25 mm Steel bars applying the load within 2 minutes.

Sample Test Requirements
a. The sample when loaded with the force required for the Class must have no more than a maximum deflection of 25 mm without the sample failing.
b. The sample weight in gm/sq m will be calculated, skin thickness and sample thickness will be measured to enable inspection and comparison of damaged homologated cockpits/canopies.
c. Further non-destructive test analysis methods may be used to compare test samples with homologated cockpits during the life of each cockpit/canopy. Sample Manufacturing Information Requirements.

Sample Manufacturing Information Requirements
a. Ply laminating sequence (stating which ply is the moulded face).
b. Ply materials.
c. Ply weave styles
d. Ply material weight in gm/sq m (dry weight i.e. without resin)
e. Ply orientation (where 0D is parallel with the 800 mm edges).
f. Core material and density in lbs/cu ft or kg/cu m.
g. Manufacturing method (stating vacuum, pressure, and temperature).
h. A 100 mm x 100 mm sample of all materials used (resin samples not required)
i. The completed questionnaire for offshore cockpits (available on the UIM web site) along with the supporting analysis for the question on “Primary Structure Strength”.

Samples as per sample construction requirements must be sent to the UIM appointed person/company.

For classes until 150 HP, the minimum test standard shall be 3000 Newtons force and for classes over 150 HP the minimum test standard shall be 5000 Newtons force.

500.08.04 - REPAIRS
1. Any damage on the Cockpit must be repaired by a UIM registered Cockpit manufacturer only; who must send to the UIM and NA pictures of the sequential steps of repairs and a signed letter certifying the repair has been correctly done.
2. For any other damage on structural areas of the boat, the repair must be certified in writing as the best state of the art from the company/person in charge of repairing the boat and delivering pictures of the sequential steps of repair to the UIM and NA.
3. Copy of the above documentation (1 & 2) must be shown to the UIM Technical Commissioner at first race after repair. The acceptance is based only on Manufacturer/Company declaration.

4. These documents will be inserted into the boat's measurement certificate in the digital log book where available, otherwise attached to the paper Measurement Certificate.

500.08.05
Canopies must be a composite structure with the following features.

500.08.06
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.

500.08.07 SCREEN FLANGES
Screen flanges shall be a minimum of 50 mm at forward direction and 35 mm towards sides and should be fastened every 100 mm if using “bobbins”; it is recommended to use metal “bobbins” with heads, as opposed to the recessed plastic type.
The outer polycarbonate area of the flange fitting must not be painted, so that the measurer/ scrutineer may monitor any discrepancies.
• Window to flanges joints must be glued and/or use bobbins of nylon or aluminium.
• Bolts: min 6 mm stainless steel, nylock nuts, washers.
• Bolt spacing: max. 10 cm if not glued
• The outer edges of the canopy surrounding the hatch, must be fitted with a water deflector, (height 10 mm. min) to prevent water forcing open the hatch in the event of a capsize.

500.08.08 - ROLL BAR
These Restraint Cockpits must be fitted with an internal roll bar, two in a tandem cockpit as a minimum. There must also be, between the two single cockpits, an anti-compression strut or structure of similar strength to the roll bar.
• Roll bar in front of/around each crew member.
• Roll bar strong enough and well secured to the bottom stringers.
• Central compression strut to hold roll bar, for side by side cockpits. Side compression struts may also be necessary for side by side cockpits.
• Alternatively, instead of a compression strut, the design of the cockpit primary structure will consist of a centre roof rib connected to the roll bar and the aft bulkhead with sufficient strength to satisfactorily react the design impact loads.

500.08.09 - HATCHES
Hatch openings shall have a minimum of 25 mm flange.
Hatches must have a slot for pry bar, on the opposite side of the hinges, use in emergency/rescue.

500.08.10
Hatches should be recessed on the front and sides.
The outer edges of the canopy surrounding the hatch, must be fitted with a water deflector, (height 10 mm min) to prevent water forcing open the hatch in the event of a capsize.
Water deflector to be fitted only on front and sides of hatch, not behind of hatch. (A water deflector on back of hatch might force water into cockpit area.)

500.08.11
It is mandatory that the hatches are constructed, at least, to the same specification as the cockpit. The hatches shall be fitted with a catch which has a positive open and positive close mechanism and should hold the hatch against lateral forces. These hatches shall be able to be opened from both inside and outside the cockpit and must have a second emergency mechanism to allow the rescue team to easily remove the hatch from outside if necessary. These hatches should be fitted with hinges with short release pins.

500.08.12
There should be one or more divers grab handles fitted to the outside of each hatch.

500.08.13

Canopy hatch release handles, which must be provided both inside and out, must be painted fluorescent orange or have a fluorescent orange background panel to identify them and directional arrows to indicate the method of opening.

500.08.14
The canopy lid hinges and the canopy hatch covers release mechanism must not encroach within the canopy aperture area, and these hinges and release mechanisms must not in any way hinder the exiting of crew members when fully race fitted.

500.08.15
Canopy openings should have the entry/exit apertures located directly above the crews' heads.
The canopy aperture openings should be at least 0.55m in length and 0.55m in width. If the crew is seated side by side, then the opening should be at least 0.55m x 0.825m wide. In tandem configuration, the opening(s) should be 0.55m x 0.55m per crew member. The canopy apertures should be cut with all corners having a radius of 0.025 m minimum or 0.25m maximum. The radius should be constant and have a smooth finish to relieve stress.

500.08.16
The canopy aperture must have a 20 mm wide (minimum) fluorescent orange band around the opening, both inside and outside of the opening.

500.08.17
It is mandatory in all classes where the competitor or crew are restrained to have a suitable air supply system available to them and each member on board.
There shall be one individual air supply (not oxygen) bottle & air regulator /mouthpiece for each crew member on board.
Each air supply bottle shall have a minimum capacity of 500 litres of free air. (For example, this 500L may be contained in a 2L bottle at 250 bar or a 5L bottle at 100 bar) Spare Air devices or air supply bottles that are less that 2ltrs in capacity cannot be used except as a back- up to the main air system.

Each air supply bottle, regardless of size, shall be designed for the delivery of breathing air. Each bottle shall also have an excess flow (safety) valve (EFV) fitted. The tank shall be stamped to verify inspection and certification of the tank to meet air delivery standards. The air tank shall be securely mounted to the boat.

The air supply bottle must be securely fastened to the boat and switched on during all on-water activity.
Each air supply bottle must have a pressure gauge for easy reading during pre-race scrutineering and by crew members on-board.

Each air supply bottle must contain at least 500 litres of free air in order to pass pre-race scrutineering.
The air supply hose from the tank to the driver's mask/mouthpiece hose connection shall be of sufficient length to allow the driver to exit the cockpit without either pulling tight or disconnecting.

The air regulators / mouthpiece for each crew member must be easily accessible for each individual on- board. Air regulators / mouthpiece must operate in any position i.e. upside down.

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

A quick release pressure sealing coupler shall be used to connect the air supply hose from the tank (first stage regulator) to the driver mask hose (second stage regulator); the driver mask hose length shall be 25 cm (min) to 91 cm (max) to the connection. The mask shall be worn by the driver anytime the boat is under racing or testing conditions.

A female coupler fitting shall be attached to the air supply hose from the tank; the male coupler fitting shall be attached to the driver mask/mouthpiece hose. A tee block with two male coupler fittings, attached to the driver mask/mouthpiece hose, is allowed. Parker part number SH1-62 / SH1-63 (or other manufacturer interchange) is the

accepted design sealed coupler assembly; stainless steel material is highly recommended, brass is an acceptable alternative.
Each crew member in full race attire & race position must physically demonstrate to the scrutineer that they are able to locate and use their Air Supply Equipment. Competitors & crew members are responsible at all times for maintaining their equipment and ensuring that it complies with the rules.

500.08.18
Reinforced Cockpits must have flood tubes or other means of flooding the cockpit to equalise the pressure quickly in an accident. The floor of the cockpit should be as air tight as possible to help the cockpit pressure equalise far more quickly when in an upturned position.

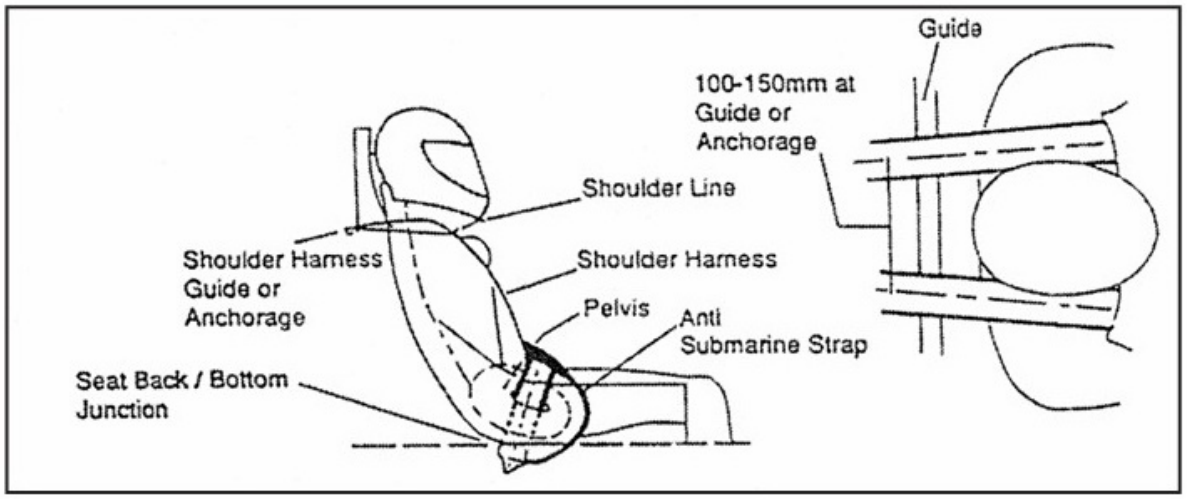
500.08.19
Boats with restraints must have stop buttons/switches located in the cockpit area, immediately accessible to driver, co-driver and rescue officers. The stop buttons/switches must be identified by a fluorescent colour.
These switches must shut off all fuel pumps as well as the ignition circuit.
In the case of diesel boats, the stop control cable for the fuel injection pump shall be a non-sleeved cable, so as to eliminate the cable being able to bond in a fire.

500.08.20 - STROBE LIGHT
All boats shall have a White or Orange High Intensity Strobe Light fitted to indicate "coming off the plane" but not needing assistance. The strobe light must be able to be operated by the throttle man and should be operated by the throttle man if a problem occurs, to enable any following race boats to take avoiding action. The strobe light shall be mounted on the top rear of the canopy. When duel canopies are used, the light may be on or behind either one. This strobe light may also be used as a substitute for the orange retirement flag when returning to port under reduced power.

500.08.21
Cockpits with Restraints must be fitted with rear of head protection for each crew member. This must be an integral part of the seat, which must be attached directly to the structure of the Restraint Compartment. The head protection must be a minimum of 0.2m wide and extend at least 75% of the height of the safety helmet as worn by the crew whilst in the normal seating position. There must be a minimum of 0.12m vertical and lateral clearance between the canopy and each of the crewmembers when in the normal seating position.

500.08.22
The Restraint System must consist of a minimum 6 point/6 strap harness and should utilise belts with a minimum width of 50 mm and grommeted to prevent chafing or cutting of the belt. Harness straps must be attached directly to the cockpit structure.
The certified (or recertified) mounting system must be replaced after 4years for polyester restraint belts, or according to the manufacturers recommended replacement interval, or after an accident that results in structural damage to either the cockpit or hull, or injury to the driver. The manufacturer's certificate must be available and show the date of manufacture or recertification.
Those straps close behind the driver's head and neck must be 100 mm to 150 mm apart at point of attachment. The shoulder harness should be installed at 90 degrees to the spine at shoulder line to minimise compression injuries under high "G" loading. All straps must be free to run through intermediate loops or clamps/buckles. All anchor point bolts must be fitted with backing plates of stainless steel (washer of minimum 3 mm thickness and 100cm² area).
The driver harness attachment bolts in reinforced cockpits must consist of minimum grade EN8 bolts, with an 8 x 1.25 mm thread and locked nuts. There must be a spacer and plain washers on each bolt. The spacers must be glued to the cockpit structure. Intention of these spacers is to prevent buckling of surface material near bolts. This always leads to local delamination which easily spreads out over cockpit structure, when it is under stress.
On the sides of the structure, which has to take up the force on the attachment bolts, there must be a stainless steel plate (washer of minimum 3 mm thickness and 100 cm² area).
When using seats with suspension, and therefore not using a bulkhead restraint anchorage, drawings must be lodged with the National Authority of the measurer and approved prior to boat measurement.
All restraint systems must have a common method of release. The single lever method (sometimes called the

NASCAR type) or rotary type, are both acceptable restraint release systems.
Both types of restraint release must be examined for satisfactory operation by the scrutineer before every race.
The harness system must comply with Drawing 2.
The shoulder harness should be installed 90 degrees to the spine at shoulder line to minimise compression injuries and the high “G” loading.



500.08.23
A quick release steering wheel may be fitted on a boat with personal restraints, but all drivers must be able to exit the cockpit without removing the steering wheel.

500.08.24
Rear view mirrors are mandatory, as well as a method of cleaning the canopy whilst under way.
Each wing mirror must have a minimum size of 60 sq.cm and be bolted on 2 points to assure proper mounting.

500.08.25
Two fire extinguishers, each a minimum of 2kg, or of equivalent capacity, must be carried and be readily accessible to the crew. The flares described in UIM Offshore Rule 715.10 may be placed in a shallow locker adjacent to the deck race number. Should a life raft be carried, it may be placed in the same locker.
All crew containment areas of inboard engine canopied boats must be fitted with a carbon-monoxide alarm.

500.08.26
Each Reinforced Cockpit Area shall have one or more water activated light(s) or similar.

500.08.27
It is mandatory that sufficient buoyancy is provided in the boat, or in the material used for its construction, to ensure that the boat floats if capsized or holed. If extra buoyancy is needed, the buoyancy system described by the designer should be verified by the Measurer. This added buoyancy must be in at least four separate flotation units.
It is recommended that the buoyancy should float the hull as parallel with the surface of the water as is practical, to help in rescue accessibility.

Justification

Commission Advice

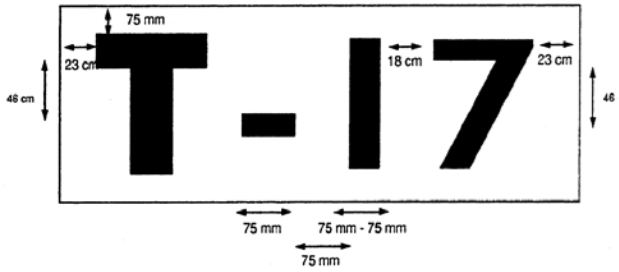
Pleasure Navigation Commission, COMINTECH, COMINSAFE, Safety Cockpit Committee

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

Proposal n°	9	COMMISSION	PLEASURE NAVIGATION
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 502.01 GENERAL 56	**Author of the Rule change proposal**	**Name/Surname:** **Denis Dillon** **Contact email:** **PleasureNavigation@uim.sport**

Current text

502 - ENDURANCE COMPETITIONS
502.01 - GENERAL



Proposed text

502 - ENDURANCE COMPETITIONS
502.01 - GENERAL

REMOVE DRAWING , LEAVE BLANK FOR NOW

Justification

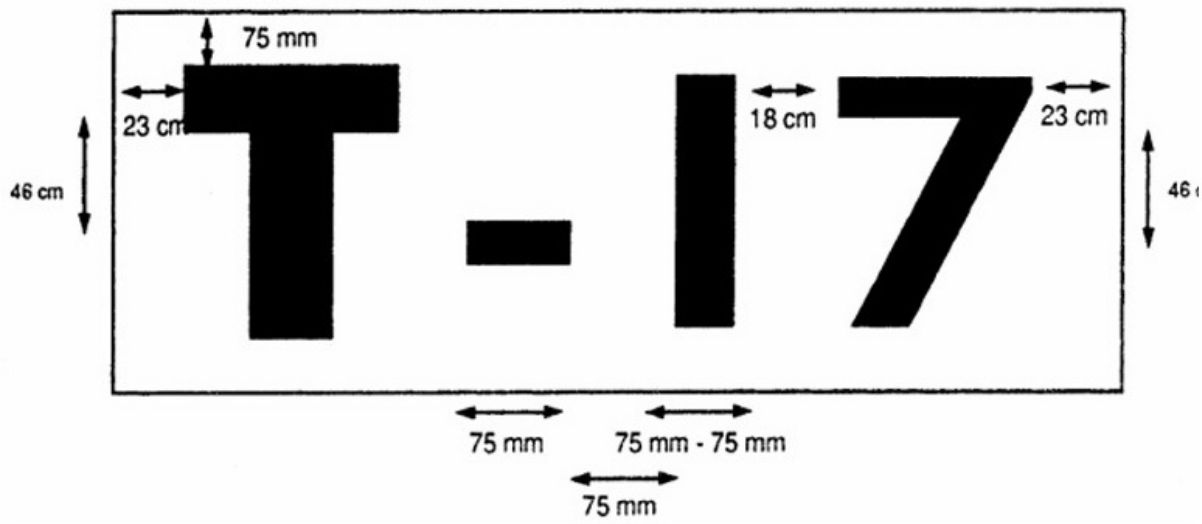
Clashes with Rule 500.06

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

Proposal n°	**10**	**NATIONAL AUTHORITY**	**Name/Surname:** **Jose Miguel Martinez Castejon - Spain** **Contact email:** info@rfem.es
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 502.01 Numbers 56	**SPAIN**	**No support Required**

Current text

502 - ENDURANCE COMPETITIONS
502.01 - GENERAL



Proposed text

502 - ENDURANCE COMPETITIONS
502.01 – GENERAL

Delete the drawing.

Justification

This article has no text. No explanations. It contradicts the article 500.06 (p.55) and article 502.03.02 (p.60).

Commission Advice

Pleasure Navigation Commission

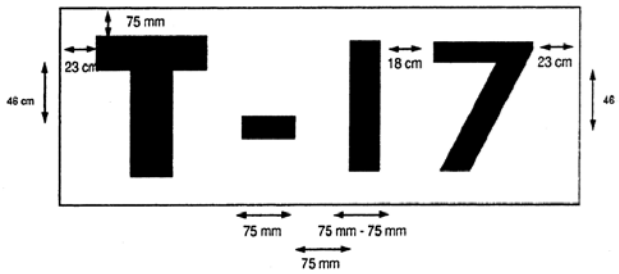
Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	11	COMMISSION	PLEASURE NAVIGATION
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 502.01 GENERAL 56	**Author of the Rule change proposal**	**Name/Surname:** **Denis Dillon** **Contact email:** PleasureNavigation@uim.sport

Current text

502 - ENDURANCE COMPETITIONS

502.01 - GENERAL



Proposed text

502 - ENDURANCE COMPETITIONS
~~**502.01 – GENERAL**~~

502.01 REGISTRATION

Crews are required to register to compete in the Group A / B UIM World or Continental Championship a minimum of 60 days before the start of the season.

Registration forms will be available through your National Authority and/or online on the UIM Website

Three pilots per boat can register, two of which must always be present. The title is awarded to the two pilots with the highest score.

Justification

To allow event organisers the ability to project how many teams they can expect at an event.

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

Proposal n°	**12**	**NATIONAL AUTHORITY**	**Name/Surname:** **Jose Miguel Martinez Castejon - Spain** **Contact email:** info@rfem.es
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 502.01 Anchoring system 56	**SPAIN**	**No support Required**

Current text

502 - ENDURANCE COMPETITIONS
502.01 - GENERAL
..

Proposed text

502 - ENDURANCE COMPETITIONS
502.01 - GENERAL
..

All boats must have an anchoring system with a 10-kilogram anchor and a rope measuring at least 10 millimeters in diameter, with a length equivalent to five times the length of the boat. Local authorities may require higher specifications.

Justification

For safety reasons.
All international recreational boating regulations require the carrying of anchoring equipment on board. In pleasure navigation categories, this is obviously required.
If a boat participating in a race breaks down and stops, the rescue boats should not bring it to port until the race is over (the safety boats should wait until the race is over). The towboats will then pull the disabled boat off the course, and the disabled boat must anchor and wait for the race to end. It will then be brought to port.

Commission Advice

Pleasure Navigation Commission

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

Proposal n°	**13**	**NATIONAL AUTHORITY**	**Name/Surname:** **Jose Miguel Martinez Castejon - Spain** **Contact email:** info@rfem.es
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 502.01 Fire extinguishers 56	**SPAIN**	**No support Required**

Current text

502 - ENDURANCE COMPETITIONS
502.01 - GENERAL
…

Proposed text

502 - ENDURANCE COMPETITIONS
502.01 – GENERAL
…
All boats must carry at least one fire extinguisher within the pilot's and/or co-pilot's reach.

Boats with up to 150 kW must have a fire extinguisher 21B type. If the power is superior to 150 kW, it must have a fire extinguisher 34B type if they have a single engine or two type 21B fire extinguisher if they have two engines.

If the boat is equipped with an inboard engine, the fire extinguisher must be automatic.

Justification

It is unacceptable that people on rescue boats have to risk putting out a fire that the pilots themselves refuse to put out because they do not have fire extinguishers on board.

Commission Advice

Pleasure Navigation Commission, COMINTECH, COMINSAFE

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

Proposal n°	14	COMMISSION	PLEASURE NAVIGATION
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 502.02 GROUP "A" HISTORIC OFFSHORE CIRCUIT RACING (HOCR) 56	**Author of the Rule change proposal**	**Name/Surname:** **Denis Dillon** **Contact email:** PleasureNavigation@uim.sport

Current text

502.02 – GROUP "A" HISTORIC OFFSHORE CIRCUIT RACING (HOCR)

1. DEFINITION

1. a) HOCR is multiple short lap powerboat racing consisting of several timed races at each event. Each race is a minimum of 25mins plus 1 Lap.
2. b) HOCR is an affordable entry level form of powerboat racing which welcomes competitors of all ages. (HOCR 3 minimum age: Driver 16 / Navigator 16 / All other classes minimum age: Driver 18 / Navigator 16)
3. c) Racing takes place near the shore which associated with challenging courses containing several turn marks which tax the driving and navigational skills of the crew.
4. d) HOCR is a family friendly sport which engages spectators wherever it takes place.

2. CLASSES

The HOCR Series shall be sub-divided into Four single engine classes and one single / twin engine class. To identify which class a boat is to enter, the class calculator is to be used. Generally, this will be according to the engine manufacturer's specification as detailed below:

a) Engines
Class Cubic Capacity / hp
HOCR Super Sport Boats fitted with single / Twin Engines Max 500hp
HOCR Sport Boats Max 300hp
HOCR F1 Max 199hp
HOCR F2 Max 149hp
HOCR F3 Max 100hp
Modifications to Engines
Any change or modification that is not allowed for in these rules will result in disqualification from the race.

i. It is permitted to modify the engine cowling.
ii. It is recommended the engine rubber mounts be substituted with a solid alternative.
iii. Blueprinting of the powerhead to the manufacturer's or where available UIM homologation tolerances is permitted.
iv. Transom brackets may be reinforced.
v. The fuel connector in the lower cover may be removed and the fuel hose from the fuel tank connected directly to the fuel pump.
vi. Modified production engines will be assumed as race engines and classed accordingly.
vii. 15 inch mid and / or low water pick-ups are permitted in HOCR Sport and Super Sport only.
viii. (Definition of modified) - Power enhancing modifications to the powerhead, Sandwich /adapter plates,

exhaust tuners, ECU and electronic components. If any of these components have been modified from their original factory settings, configuration or tolerances 'Modified,' this must be declared in the logbook. Saddles, trim assembly

and Engine Mounts are permitted modifications. If any openings have been cut or drilled in mid-section 'exhaust relief' must be selected in the logbook.)

b) Boats / Hull

i. Otherwise no specific boat design criteria, competitors must ensure That their engines fall within the boat hull manufactures specification

ii. Boats requiring weight to meet Class requirements may only add a maximum of 10% of the boats original weight. This weight must be permanently bolted or fibreglassed inside the boat evenly divided between the transom and crew area. No fixed weight will be allowed forward of the front 1/3 of the boat.

iii. Decks must be able to bear the weight of a 100 Kg person standing at any point
iv. Towing cleats and eyes shall be of adequate construction and strength for the boat to be towed when

waterlogged and shall be securely fixed to the main hull structure and not merely to the deck. v. Water deflector and Windscreen

It is recommended that Water deflector overdeck is fitted for classes HOCR 2 and above. Must be well secured.

Must be of non-splintering material. The use of glass for windscreens is forbidden except where they are made from toughened glass.

Must be masked by rubber or plastic on any bare edges.
Must not be so designed That it would restrict the driver from being ejected. All sharp edges must be adequately protected or removed.

vi. Buoyancy

It is a mandatory requirement That suitable buoyancy be installed and properly secured in the bow of the boat.

vii. Steering and Controls

All steering system components, control cables, linkages, quadrants and any fitting within the steering system must be in good condition, secure and fit for purpose.

Hydraulic steering must be fully operative, hoses and unions must be free of leaks and adequately protected.

Single push pull steering is not permitted.
It is highly recommended That Hydraulic steering is used in all classes.

HOCR F2 boats and above are to have a matched 1500psi Steering System. 1000psi high capacity side mount systems may be acceptable.

All control cables shall be in good working order, securely fastened and any lose ends taped over.

viii. Engine Cut Off

Engine cut-off device ("kill switch") for connection to both the driver and navigator is mandatory. An emergency override system or additional kill cord is to be stored inside the boat to allow the engine to be restarted if the driver is not in the boat. Co Pilots / navigators will be required to demonstrate their ability to restart the engine and drive the boat if required.

Kill cords must not exceed 120cm between driver and the connection to the boat.

The emergency cut-off device must be positioned so That when it operates, the connection cord and cap or clip will not catch or foul.

Kill Switches are to be connected to the driver at ALL times when the engine is running

Boats with a tandem set up are required to be fitted with a kill switch for both the Driver and Co-pilot / Navigator OR an audio/visual alarm which will activate in the event of the Co-pilot / Navigator being ejected from the boat.

ix. Throttle and Gear Controls

Foot throttles must be properly connected, work freely and must be in a position where it cannot be fouled. It must quickly return the engine to idling speed when released and have a secondary means of return in the event of failure

All craft must be able to be manoeuvred ahead and astern under power and have neutral capability with controls at the driver's position. Hand throttles are not permitted.

x. Seats

All boats must have a min of two seats of adequate strength and support and must be secure and unmoveable.

It is STRONGLY RECOMMENDED That seat backs are of sufficient height and width to support the back of the head (Note: - AS PER 2018 EGM This is Highly recommended)

An infill behind the front seats is permitted but in the case of tandem seating the infill must start behind the navigator / co-driver's seat. Infills must be at least 40mm below the top of the seat backs and must be securely fitted. Should an infill be removed or not fitted all pins and brackets must be removed from the hull/deck.

Where practical seat height should be such That each crew members shoulder should be level with the adjacent top side of the boat (see 2018 EGM Minutes).

xi. Fuel Tanks

All tanks shall be secure in all directions undamaged and not leak. Canopied craft are to have fuel tanks contained in sealed compartments from the hull and crew area to avoid leakage of liquid or vapour being released into the area being used by the crew. Fuel filling / fillers are to be outside of the crew compartments.

There shall be a clearly marked and easily accessible means of shutting the fuel supply off from the tank(s). Permanent metal tanks shall be earthed.

Fuel lines shall be leak and chafe resistant and run in a manner to avoid damage.

xii. Engine Mounting and Hazards

Mounting brackets and clamps must be secure and in a satisfactory condition and attached to the transom with at least four bolts each secured with locking nuts and must be to the satisfaction of the scrutineer.

The engine must be free of dangerous corrosion, oil or fuel leaks or excessive heating likely to be a fire hazard or a danger to any adjacent structure within the boat.

xiii. Batteries

A clearly marked battery isolation switch in the positive or negative supply line shall be fitted in an accessible position within the boat.

All batteries shall be mounted upon a secure and solid platform and secured with fittings sufficiently strong to withstand any anticipated shock or inertia encountered during a race. Batteries shall be free of corrosive leaks and well maintained to the satisfaction of the scrutineer.

xiv. Propeller Security

It is the responsibility of the competitor to ensure That the propeller or propellers are sound, particularly at the blade roots and are securely locked by the propeller nut(s).

When the boat is not in the water, the propeller shall be fitted with a suitable guard which is sufficient to prevent injury in the event of any physical contact by a person.

In the dry pits it is forbidden to start a motor with the propellers mounted.

After launching a boat, it is forbidden to start the motor(s) or the engine(s) with the boat elevated and the propeller(s) rotating.

xv. Steering Engine Well - Outboards

All holes cut into the bulkheads of the engine mounting structure for the purpose of passing control cables etc., must be watertight, as high as possible and above the level of the lowest point of the transom cut- out.

xvi. Bilge pumps and Bailing

There shall be at least one electric bilge pump fitted to the boat. The number and capacity of pumps installed shall be appropriate to the size of the boat. All bilge pumps shall be in proper working order and secured to the boat.

It is MANDATORY That in addition to the electric bilge pump a secondary means of bailing is available within the boat (e.g. Bailing bucket or manual bilge pump).

xvii. Towing Lines and Mooring Fenders

A suitable tow rope with a spring-loaded snap hook on one end is to be safely secured within the boat at all times whilst racing.
All towing lines and the towing point must be of adequate construction and strength for the boat to be towed when waterlogged.

Towing lines should be no longer than the length of the boat to prevent it fouling the prop should it become detached.
All boats shall carry adequate and suitable fenders and mooring lines for use when moored alongside another boat .

xviii. Damaged Boats - Logbooks

If during an event a boat is damaged so as to be deemed unfit to race, the Race Scrutineer will complete the relevant part of the logbook and give a copy to the competitor. The boats logbook will be sent to the relevant National Authority and only be reissued after the competitor provides proof from a competent person That the boat has been examined after repairs have been made and deemed fit to race. Ultimately it is the competitor's responsibility to ensure That a boat is fit to race. In addition, any recommendations made to a competitor about the condition of a boat will be noted on the logbook.

3. NOVICE CREW

a) Any team with a crew member competing in his or her first 3 events (Classified as a Novice) may be required to display identification That they are a novice. Details of this will be given in advance if required. Novices entering in HOCR F1 Class Boat will only be permitted at the discretion of the National Authority.

b) These teams may need to be positioned furthest from the start boat during their first three races, this will be detailed in race instructions or at the drivers briefing.

c) Novice Drivers and Co-drivers will be under periodic review to monitor their performance and where necessary may be required to undertake additional training.

Proposed text

502.02 – GROUP "A" HISTORIC OFFSHORE CIRCUIT RACING (HOCR)

1. DEFINITION

a) HOCR is multiple ~~short~~ lap powerboat racing consisting of several timed races at each event. ~~Each race is a minimum of 25mins plus 1 Lap.~~

b) HOCR is an affordable entry level form of powerboat racing which welcomes competitors of all ages. (HOCR 3 minimum age: Driver 16 / Navigator 16 / All other classes minimum age: Driver 18 / Navigator 16)

c) Racing takes place near the shore which associated with challenging courses containing several turn marks which tax the driving and navigational skills of the crew.

d) HOCR is a family friendly sport which engages spectators wherever it takes place.

2. CLASSES

The HOCR Series shall be sub-divided into Four single engine classes and one single / twin engine class. To identify which class a boat is to enter, the class calculator is to be used. Generally, this will be according to the engine manufacturer's specification as detailed below:

Engines
Class Cubic Capacity / hp
HOCR Super Sport Boats fitted with single / Twin Engines Max 500hp
HOCR Sport Boats Max 300hp
HOCR F1 Max 199hp
HOCR F2 Max 149hp
HOCR F3 Max 100hp

HP or Power to Weight for each of the above classes to be discussed and agreed at the general assembly

Modifications to Engines
Any change or modification that is not allowed for in these rules will result in disqualification from the race.

i. It is permitted to modify the engine cowling.
ii. Engine rubber mounts may be substituted with a solid alternative.
iii. ~~Blueprinting of the powerhead to the manufacturer's or where available UIM homologation tolerances is permitted.~~
~~iv.~~ iii Transom brackets may be reinforced.
~~v.~~ iv The fuel connector in the lower cover may be removed and the fuel hose from the fuel tank connected directly to the fuel pump.
~~vi.~~ v ~~Modified production engines will be assumed as race engines and classed accordingly.~~
~~vii.~~ vi 15 inch mid and / or low water pick-ups are permitted in HOCR Sport and Super Sport only.
~~viii. (Definition of modified) - Power enhancing modifications to the powerhead, Sandwich /adapter plates,~~ exhaust

tuners, ECU and electronic components. If any of these components have been modified from their original factory settings, configuration or tolerances 'Modified,' this must be declared in the logbook. Saddles, trim assembly and Engine Mounts are permitted modifications. If any openings have been cut or drilled in mid-section 'exhaust relief' must be selected in the logbook.)

b) Boats / Hull

i. ~~Otherwise no specific boat design criteria,~~ ***C***ompetitors must ensure that their ***engine's HP*** fall within the boat hull manufactures specification

ii. Boats requiring weight to meet Class requirements may only add a maximum of 10% of the boats original weight. This weight must be permanently bolted or fibre-glassed inside the boat evenly divided ***in the Aft 2/3 of the boat.*** ~~between the transom and crew area. No fixed weight will be allowed forward of the front 1/3 of the boat.~~

iii. Decks must be able to bear the weight of a 100 Kg person standing at any point
iv. Towing cleats and eyes shall be of adequate construction and strength for the boat to be towed when waterlogged and shall be securely fixed to the main hull structure and not merely to the deck.

v. Water deflector and Windscreen

It is recommended that Water de~~l~~flector overdeck is fitted for classes HOCR 2 and above. Must be well secured.

Must be of non-splintering material. The use of glass for windscreens is forbidden except where they are made from toughened glass.

Must be masked by rubber or plastic on any bare edges.
Must not be so designed That it would restrict the driver from being ejected. All sharp edges must be adequately protected or removed.

vi. Buoyancy

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vii. Steering and Controls

All steering system components, control cables, linkages, quadrants and any fitting within the steering system must be in good condition, secure and fit for purpose.

Hydraulic steering must be fully operative, hoses and unions must be free of leaks and adequately protected.

Single push pull steering is not permitted.
It is highly recommended That Hydraulic steering is used in all classes.

HOCR F2 boats and above are to have a matched 1500psi Steering System. 1000psi high capacity side mount systems may be acceptable.

All control cables shall be in good working order, securely fastened and any lose ends taped over.

viii. Engine Cut Off

Engine cut-off device ("kill switch") for connection to both the driver and navigator is mandatory. An emergency override system or additional kill cord is to be stored inside the boat to allow the engine to be restarted if the driver is not in the boat. Co Pilots / navigators will be required to demonstrate their ability to restart the engine and drive the boat if required.

Kill cords must not exceed 120cm between driver and the connection to the boat.

The emergency cut-off device must be positioned so That when it operates, the connection cord and cap or clip will not catch or foul.

Kill Switches are to be connected to the driver at ALL times when the engine is running

Boats with a tandem set up are required to be fitted with a kill switch for both the Driver and Co-pilot / Navigator OR an audio/visual alarm which will activate in the event of the Co-pilot / Navigator being ejected from the boat.

ix. Throttle and Gear Controls

Foot throttles must be properly connected, work freely and must be in a position where it cannot be fouled. It must quickly return the engine to idling speed when released and have a secondary means of return in the event of failure

All craft must be able to be manoeuvred ahead and astern under power and have neutral capability with controls at the driver's position. Hand throttles are not permitted.

x. Seats

All boats must have a min of two seats of adequate strength and support and must be secure and unmoveable.

It is STRONGLY RECOMMENDED That seat backs are of sufficient height and width to support the back of the head ~~(Note: - AS PER 2018 EGM This is Highly recommended)~~

An infill behind the front seats is permitted but in the case of tandem seating the infill must start behind the navigator / co-driver's seat. Infills must be at least 40mm below the top of the seat backs and must be securely fitted. Should an infill be removed or not fitted all pins and brackets must be removed from the hull/deck.

Where practical seat height should be such That each crew members shoulder should be level with the adjacent top side of the boat ~~(see 2018 EGM Minutes).~~

xi. Fuel Tanks

All tanks shall be secure in all directions undamaged and not leak. Canopied craft are to have fuel tanks contained in sealed compartments from the hull and crew area to avoid leakage of liquid or vapour being released into the area being used by the crew. Fuel filling / fillers are to be outside of the crew compartments.

There shall be a clearly marked and easily accessible means of shutting the fuel supply off from the tank(s). Permanent metal tanks shall be earthed.

Fuel lines shall be leak and chafe resistant and run in a manner to avoid damage.

xii. Engine Mounting and Hazards

Mounting brackets and clamps must be secure and in a satisfactory condition and attached to the transom with at least four bolts each secured with locking nuts and must be to the satisfaction of the scrutineer.

The engine must be free of dangerous corrosion, oil or fuel leaks or excessive heating likely to be a fire hazard or a danger to any adjacent structure within the boat.

xiii. Batteries

A clearly marked battery isolation switch in the positive or negative supply line shall be fitted in an accessible position within the boat.

All batteries shall be mounted upon a secure and solid platform and secured with fittings sufficiently strong to withstand any anticipated shock or inertia encountered during a race. Batteries shall be free of corrosive leaks and well maintained to the satisfaction of the scrutineer.

xiv. Propeller Security

It is the responsibility of the competitor to ensure That the propeller or propellers are sound, particularly at the blade roots and are securely locked by the propeller nut(s).

When the boat is not in the water, the propeller shall be fitted with a suitable guard which is sufficient to prevent injury in the event of any physical contact by a person.

In the dry pits it is forbidden to start a motor with the propellers mounted.

After launching a boat, it is forbidden to start the motor(s) or the engine(s) with the boat elevated and the propeller(s) rotating.

xv. Steering Engine Well - Outboards

All holes cut into the bulkheads of the engine mounting structure for the purpose of passing control cables etc., must be watertight, as high as possible and above the level of the lowest point of the transom cut- out.

xvi. Bilge pumps and Bailing

There shall be at least one electric bilge pump fitted to the boat. The number and capacity of pumps installed shall be appropriate to the size of the boat. All bilge pumps shall be in proper working order and secured to the boat.

It is MANDATORY That in addition to the electric bilge pump a secondary means of bailing is available within the boat (e.g. Bailing bucket or manual bilge pump).

xvii. Towing Lines and Mooring Fenders

A suitable tow rope with a spring-loaded snap hook on one end is to be safely secured within the boat at all times whilst racing.
All towing lines and the towing point must be of adequate construction and strength for the boat to be towed when waterlogged.

Towing lines should be no longer than the length of the boat to prevent it fouling the prop should it become detached.
All boats shall carry adequate and suitable fenders and mooring lines for use when moored alongside another boat .

xviii. Damaged Boats - Logbooks

If during an event a boat is damaged so as to be deemed unfit to race, the Race Scrutineer will complete the relevant part of the logbook and give a copy to the competitor. The boats logbook will be sent to the relevant National Authority and only be reissued after the competitor provides proof from a competent person That the boat has been examined after repairs have been made and deemed fit to race. Ultimately it is the competitor's responsibility to ensure That a boat is fit to race. In addition, any recommendations made to a competitor about the condition of a boat will be noted on the logbook.

xix. Hull length

A Minimum and Maximum Hull length will be discussed and agreed for each class at the UIM General Assembly.

~~**3. NOVICE CREW**~~

~~a) Any team with a crew member competing in his or her first 3 events (Classified as a Novice) may be required to display identification That they are a novice. Details of this will be given in advance if required. Novices entering in HOCR F1 Class Boat will only be permitted at the discretion of the National Authority.~~

~~b) These teams may need to be positioned furthest from the start boat during their first three races, this will be detailed in race instructions or at the drivers briefing.~~

~~c) Novice Drivers and Co-drivers will be under periodic review to monitor their performance and where necessary may be required to undertake additional training.~~

Justification

For Clarity and to agree a set of rules that will encourage more participation.

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

Proposal n°	15	COMMISSION	PLEASURE NAVIGATION
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 502.02 Course Length – Group A	**Author of the Rule change proposal**	**Name/Surname:** **Denis Dillon** **Contact email:** PleasureNavigation@uim.sport

Current text

No Text

Proposed text

Course Length

A Group A HOCR race shall take 45 mins plus one lap.

A race lap cannot be less than the following for each class unless required for a Bad weather course.

HOCR F3 – 2 Nautical Miles

HOCR F2 / F3 – 2.5 Nautical Miles

HOCR Sport / Super Sport – 3 Nautical Miles

During the start lap, the minimum distance from the start line to the first turn mark (buoy) shall be minimum 1 nautical mile.

Justification

To separate the racing fleet / safety

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

Proposal n°	**16**	**NATIONAL AUTHORITY**	**Name/Surname:** **Chris Loney** **Contact email:** chair@bpbaracing.com
Discipline **Rule article n°** **Article subject** 2025 Rulebook Page	Pleasure Navigation 502.02 GROUP "A" HISTORIC OFFSHORE CIRCUIT RACING (HOCR) 56	**GREAT BRITAIN**	No Support Required

Current text

502.02 – GROUP "A" HISTORIC OFFSHORE CIRCUIT RACING (HOCR)

1. DEFINITION

a) HOCR is multiple short lap powerboat racing consisting of several timed races at each event. Each race is a minimum of 25mins plus 1 Lap.

b) HOCR is an affordable entry level form of powerboat racing which welcomes competitors of all ages. (HOCR 3 minimum age: Driver 16 / Navigator 16 / All other classes minimum age: Driver 18 / Navigator 16)

c) Racing takes place near the shore which associated with challenging courses containing several turn marks which tax the driving and navigational skills of the crew.

d) HOCR is a family friendly sport which engages spectators wherever it takes place.

2. CLASSES

The HOCR Series shall be sub-divided into Four single engine classes and one single / twin engine class. To identify which class a boat is to enter, the class calculator is to be used. Generally, this will be according to the engine manufacturer's specification as detailed below:

a) Engines
Class Cubic Capacity / hp

HOCR Super Sport Boats fitted with single / Twin Engines Max 500hp

HOCR Sport Boats Max 300hp

HOCR F1 Max 199hp

HOCR F2 Max 149hp

HOCR F3 Max 100hp

Proposed text

502.02.02

UIM Pleasure Navigation Class Proposals:

1: Scrap the OCRDA Class Calculator.

2: All minimum Boat Weights to include Crew and race equipment.

3: Use a Power to weight ratio for all classes. (To be agreed at AGM) 5kg/BHP

4: Allow additional weight of 20% (Currently 10%)

5: Allow non-EU marked Hulls to enter.

6: Allow a minimum length for each class.

7: Have a maximum Engine Height for each class, distance between Centre line of gearbox and underneath of Hull.

8: Add additional weight for Stepped Hull.

9: Add additional weight for Modified or Sports Engines.

10: Add additional weight for Setbacks and Engine Lifters.

Justification

These proposals are to bring European Classes and U.K. Classes together to allow boats to race together across Europe in the same Classes.

Above all we need to increase the number of boats racing, having 3 boats in a World Championship is not sustainable or credible.

These proposals will require tuning / tweaking and approval at the AGM for OCRDA.By adapting these rule changes, I believe we will be able to amalgamate the OCRDA Classes into Offshore Classes and Streamline the number of classes.

Commission Advice

Pleasure Navigation Commission

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

Proposal n°	**17**	**NATIONAL AUTHORITY**	**Name/Surname:** **Jose Miguel Martinez Castejon - Spain** **Contact email:** info@rfem.es
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 502.02 GROUP "A" HISTORIC OFFSHORE CIRCUIT RACING (HOCR) 56	**SPAIN**	**No support Required**

Current text

502.02 – GROUP "A" HISTORIC OFFSHORE CIRCUIT RACING (HOCR)

1. DEFINITION

a) HOCR is multiple short lap powerboat racing consisting of several timed races at each event. Each race is a minimum of 25mins plus 1 Lap.

b) HOCR is an affordable entry level form of powerboat racing which welcomes competitors of all ages. (HOCR 3 minimum age: Driver 16 / Navigator 16 / All other classes minimum age: Driver 18 / Navigator 16)

c) Racing takes place near the shore which associated with challenging courses containing several turn marks which tax the driving and navigational skills of the crew.

d) HOCR is a family friendly sport which engages spectators wherever it takes place.

Proposed text

502.02 – GROUP "A" HISTORIC OFFSHORE CIRCUIT RACING (HOCR)

1. DEFINITION

a) HOCR is multiple short lap powerboat racing consisting of several timed races at each event. Each race is a minimum of 25mins plus 1 Lap.

b) HOCR is an affordable entry level form of powerboat racing which welcomes competitors of all ages. (HOCR 3 minimum age: Driver 16 / Navigator 16 / All other classes minimum age: Driver 18 / Navigator 16)

c) Racing takes place near the shore which associated with challenging courses containing several turn marks which tax the driving and navigational skills of the crew.

d) HOCR is a family friendly sport which engages spectators wherever it takes place.

e) Minimum number of crew is 2.

Race points shall be awarded to the boat / team combination. A team is a group of pilots composed of a maximum of three people. Team members must be registered for the first race of the season and cannot be substituted for others. The team decides which two members will participate in each heat.

Justification

The current regulations do not specify which or how many people can compete for a continental or world title using a single boat.

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

Proposal n°	**18**	**NATIONAL AUTHORITY**	**Name/Surname:** **Jose Miguel Martinez Castejon - Spain** **Contact email:** info@rfem.es
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 502.03.04 Endurance Group B - Motorization 61	**SPAIN**	**No support Required**

Current text

502.03.04 – MOTORIZATION

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

…/…

Proposed text

502.03.04 – MOTORIZATION

~~For all engines, all drivers must have the "workshop manual" of the owner of the engine.~~

When registering, drivers must provide the brand, model, and serial number of the engine used. The organizers/technical officers will be responsible for collecting the workshop manuals for all participating engines.

Justification

The workshop manual is not available to private owners. The owner's manual does not have sufficient information for a technical inspection. Currently, many participating teams have the workshop manual because they are professionals with a workshop or shipyard open to the public.

However, engine manufacturers or importers in each country are willing to provide the workshop manual to event organizers.

Alternatively, if the workshop manual can be downloaded online, then there's no need to specify in the rule book that pilots must have it. It just needs to be available online.

Commission Advice

Pleasure Navigation Commission, COMINTECH

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

Proposal n°	**19**	**NATIONAL AUTHORITY**	**Name/Surname:** **Jose Miguel Martinez Castejon - Spain** **Contact email:** info@rfem.es
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 502.03.05 Endurance Group B - Class Sport 450 64	**SPAIN**	**No support Required**

Current text

CLASS ENDURANCE SPORT 450 (S)
It includes all the general characteristics provided for tourism category except for what specified below:
The beam width of the hull is not restricted.
The units produced in series which have been modified in at least one of the following respects, belong to this category.
In the deck structures through removal parts, or by creation of a partial rigid bridge on prow.

By removal of fitting (furniture);
All engine model coming from the standard engine which have been modified in order to increase the performance for sporting activity, if included in the boat builder catalogue and reported in the craft approval certificate, are allowed in the Endurance Sport 450 category.

Any increase of power, coming from engine modification must not exceed the CE regulations (or regulations of non-EC countries) and the Kw/HP as mentioned on the plate of the boat identification.

In the Endurance Sport 450 category, it is allowed the participation of boats certified/homologated as a unique specimen.

The motorizations with any kind of supercharging* are not allowed in boats with outboard and inboard engines.

The motorizations with any kind of supercharging* are allowed in boats with standard outboard engines.

(* supercharging : it is meant as a turbo-compressor or a volumetric compressor, it is not meant as a supercharging any fuel direct injection system that the engine manufacturer of the motor unit adopts in its first mounting).

Proposed text

CLASS ENDURANCE SPORT 450 (S)
It includes all the general characteristics provided for tourism category except for what specified below:
The beam width of the hull is not restricted.
The units produced in series which have been modified in at least one of the following respects, belong to this category.
In the deck structures through removal parts, or by creation of a partial rigid bridge on prow.

By removal of fitting (furniture);
All engine model coming from the standard engine which have been modified in order to increase the performance for sporting activity, if included in the boat builder catalogue and reported in the craft approval certificate, are allowed in the Endurance Sport 450 category.

Any increase of power, coming from engine modification must not exceed the CE regulations (or regulations of non-EC countries) and the Kw/HP as mentioned on the plate of the boat identification.

No power increase can exceed the maximum power allowed in the category, which is 450 HP.
In the Endurance Sport 450 category, it is allowed the participation of boats certified/homologated as a unique specimen.

The motorizations with any kind of supercharging* are not allowed in boats with outboard and inboard engines.

The motorizations with any kind of supercharging* are allowed in boats with standard outboard engines.

(* supercharging : it is meant as a turbo-compressor or a volumetric compressor, it is not meant as a supercharging any fuel direct injection system that the engine manufacturer of the motor unit adopts in its first mounting).

Justification

To clarify the rule book.

Commission Advice

COMINTECH

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

Proposal n°	**20**	**NATIONAL AUTHORITY**	**Name/Surname:** **Jose Miguel Martinez Castejon - Spain** **Contact email:** info@rfem.es
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 502.03.06 Race Procedures and Race Course 65	**SPAIN**	**No support Required**

Current text

502.03.06 - RACE PROCEDURES AND RACE COURSE
Race start and finish procedures will be detailed in the Race Instructions and during the pilots' briefings.
An Endurance Group B race shall be a minimum distance of 38 nautical miles. A race lap cannot be less than 3 nautical miles unless required for a Bad weather course.

During the start lap, the minimum distance from the start line to the first turn mark (buoy) shall be minimum 1 nautical mile.
…/…

Proposed text

502.03.06 - RACE PROCEDURES AND RACE COURSE
Race start and finish procedures will be detailed in the Race Instructions and during the pilots' briefings.
An Endurance Group B race shall be a minimum distance of 38 nautical miles. A race lap cannot be less than 3 nautical miles unless required for a Bad weather course.

During the start lap, the minimum distance from the start line to the first turn mark (buoy) shall be minimum 1 nautical mile.

The first turn cannot be at an acute angle. The first turn must be at an angle greater than 90 degrees.

…/…

Justification

For safety reasons. If a supposed location chosen for an event does not meet the necessary characteristics, the event cannot be attributed to that location.

Commission advice

Pleasure Navigation Commission

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

Proposal n°	21	COMMISSION	PLEASURE NAVIGATION
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 502.03.07.01 World and Continental Championship Racing Format and Titles 67	**Author of the Rule change proposal**	**Name/Surname:** **Denis Dillon** **Contact email:** PleasureNavigation@uim.sport

Current text

502.03.07.01 - World and Continental Championship Racing Format and Titles

The UIM Continental or World Championship Endurance Group A / B will be composed of at least one event / Round per season. The titles 'World Champion' and 'Continental Champion shall be awarded to the driver(s) from each Endurance Group A / B class, whose boat achieves the highest points score over the course of the Championship.

Each event will take place over 3 days, from Friday to Sunday.

1. a) In case of one single event /Round counting for the respective championship, a Continental Championship shall be composed of a minimum of 2 races (1 long and 1 shorter race) and a World Championship shall be composed of a minimum of 3 races (1 long and 2 shorter races).

   If in case of force majeure it is not possible to run all the races, the championship will be valid with one race run.

2. b) In case of a Continental or World Championship with more than one event/Round counting for the Championships, each Round shall be composed of 2 races and at least two practice sessions, for each class, for as well the Continental Championship as for the World Championship. Championship points shall be awarded for both races. The races will be consisting in one long race and one short race counting for the Round. In case of force majeure, the OOD and UIM Sport Commissioner can decide otherwise.

A Continental Championship or World Championship can have maximum 3 events or Rounds counting towards the championship.

A National Authority can be allocated two rounds of a Championship, provided the maximum number has not been reached by requests of other NA's.

A UIM Commissioner and a UIM Technical Commissioner are required at each event. Each Round will be a 3-day event with at least on:

1. 1) Friday: registration and technical scrutineering
2. 2) Saturday: main drivers' briefing + free practice + race 1
3. 3) Sunday : free practice + race 2 + prize giving ceremony

In case of a one single event counting for WC which requires 3 races, there will be a supplementary short race on either Saturday or Sunday

The interval between the end of a race and the start of the next one should be at least three hours. There should be a minimum of one hour between the end of practice and the start of a race.

In case of inclement weather or other factors concerning safety, different event formats or race lengths may be decided upon by the OOD, UIM Sports Commissioner and the Safety Officer.

It is recommended that boats and all racing equipment (including racing gear of the driver) will be in the dry pits by Friday morning before the start of the scrutineering.

In any case, Boats must be in the dry pits on Friday by 15.00 pm at the latest, for technical scrutineering.

In case of equal points at the end of an event, the winner shall be the highest placed boat from the race run over the longest distance during the event.

Proposed text

502.03.07.01 - World and Continental Championship Racing Format and Titles

The UIM Continental or World Championship Endurance Group A / B will be composed of at least one event / Round per season. The titles 'World Champion' and 'Continental Champion shall be awarded to the driver(s) from each Endurance Group *A* / B class, whose boat achieves the highest points score over the course of the Championship.

Each event will take place over 3 days, from Friday to Sunday.

1. a) In case of one single event /Round counting for the respective championship, a Continental Championship shall be composed of a minimum of 2 races (1 long and 1 shorter race) ***and a of Maximum 4 Races*** ~~and~~ , a World Championship shall be composed of a minimum of 3 races (1 long and 2 shorter races) ***and a maximum of 6 Races***

   If in case of force majeure it is not possible to run all the races, the championship will be valid with one race run.

2. b) In case of a Continental or World Championship with more than one event/Round counting for the Championships, each Round shall be composed of ***a minimum of*** 2 races and at least two practice sessions, for each class, ~~for as well the Continental Championship as for the World Championship~~. Championship points shall be awarded for ~~both~~ ***all*** races. The races will be consisting in one long race and one short race counting for the Round ***unless other stated in the race Instructions***. In case of force majeure, the OOD and UIM Sport Commissioner can decide otherwise.

A Continental Championship or World Championship can have maximum 3 events or Rounds counting towards the championship.

A National Authority can be allocated two rounds of a Championship, provided the maximum number has not been reached by requests of other NA's.

A UIM Commissioner and a UIM Technical Commissioner are required at each event. Each Round will be a 3-day event with at least on:

1. 1) Friday: registration and technical scrutineering
2. 2) Saturday: main drivers' briefing + free practice + race 1
3. 3) Sunday : free practice + race 2 + prize giving ceremony

In case of a one single event counting for WC which requires ***a minimum of*** 3 races, there will be a supplementary short race on either Saturday or Sunday

The interval between the end of a race and the start of the next one should be at least three hours. There should be a minimum of one hour between the end of practice and the start of a race.

In case of inclement weather or other factors concerning safety, different event formats or race lengths may be decided upon by the OOD, UIM Sports Commissioner and the Safety Officer.

It is recommended that boats and all racing equipment (including racing gear of the driver) will be in the dry pits by Friday morning before the start of the scrutineering.

In any case, Boats must be in the dry pits on Friday by 15.00 pm at the latest, for technical scrutineering.

In case of equal points at the end of an event, the winner shall be the highest placed boat from the race run over the longest distance during the event.

Justification

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

Proposal n°	22	COMMISSION	PLEASURE NAVIGATION
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 502.03.07.03 Minimum age 68	**Author of the Rule change proposal**	**Name/Surname:** **Denis Dillon** **Contact email:** PleasureNavigation@uim.sport

Current text

502.03.07.03 - Minimum age

The minimum age for the driver of a boat is 18 years and for a navigator 16 years. All age regulations apply at the date of the race.

All persons under 18 years will be requested to submit a written consent of their parent or guardian to their participation in a race and confirmation of their acceptance of the rules governing the races.

Teams are responsible for the behaviour of all members and crew.

Proposed text

502.03.07.03 - Minimum age

The minimum age for the driver of a boat is 18 years and for a navigator 16 years ***unless otherwise specified in the class rules***. All age regulations apply at the date of the race.

All persons under 18 years will be requested to submit a written consent of their parent or guardian to their participation in a race and confirmation of their acceptance of the rules governing the races.

Teams are responsible for the behaviour of all members and crew.

Justification

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

Proposal n°	23	COMMISSION	COMINSAFE
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 502.03.07.12 Head and Neck Restraint 69	**Author of the Rule change proposal**	**Name/Surname:** **Bob Wartinger** **Contact email:** Hydro242@gmail.com

Current text

502.03.07.12 - 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

502.03.07.12 - 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), Pleasure Navigation Commission

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

Proposal n°	**24**	**NATIONAL AUTHORITY**	**Name/Surname:** **Gilles GUIGNARD** **Contact email:** contact@ffmotonautique.com
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 502.03.07.13 Protective clothing 69	**FRANCE**	No Support Required

Current text

502.03.07.13 - Protective clothing
All crew members whilst racing 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 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. It is the sole responsibility of the wearer to ensure that the protective clothing that they are using is suitable for the application that they are engaged in.

Proposed text

502.03.07.13 - Protective clothing
All crew members whilst racing must wear suitable protective clothing that covers the torso and all limbs to the wrists and ankles.
For all open cockpit, each driver must wear a dorsal back protection and abdominal protection equipment, a protection for motorcross driver or aquabike driver.
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 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. It is the sole responsibility of the wearer to ensure that the protective clothing that they are using is suitable for the application that they are engaged in.

Justification

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

Commission advice

Pleasure Navigation Commission, COMINSAFE

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

Proposal n°	25	COMMISSION	PLEASURE NAVIGATION
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 502.03.07.18.1 Stopping a Race Page 70	Author of the Rule change proposal	**Name/Surname:** **Denis Dillon** **Contact email:** Pleasurenavigation@uim.sport

Current text

502.03.07.18.1 Stopping a Race

In case of force majeure or incident/accident, the OOD may stop the race by waving a red flag. This signal (red flag) will be given from the turn mark control boats and may be given by other Official Safety Boats. All boats slow down immediately and follow the race course at slow speed till the finish gate, and they may not overtake other race boats but remain in order when receiving red flag.

Proposed text

502.03.07.18.1 Stopping a Race

In case of force majeure or incident/accident, the OOD may stop the race by waving a red flag. This signal (red flag) will be given from the turn mark control boats and may be given by other Official Safety Boats. All boats slow down immediately and follow the race course at slow speed till the finish gate, and they may not overtake other race boats but remain in order when receiving red flag.

Drivers whose actions result in a stoppage shall not be scored or restart. If the sanctioned driver protests, he/she shall be permitted to restart, the result being subject to the decision of the jury. So that the racing is not delayed, and protest about the inclusion of a driver after stoppage may, at first, be verbal. 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, the pilot who gave verbal protest will be disqualified from the whole event.

Justification

For Clarity and to ensure the Pleasure Navigation Rulebook is using the same text which is in both the Offshore and Circuit Rulebook.

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

Proposal n°	**26**	**NATIONAL AUTHORITY**	**Name/Surname:** **Jose Miguel Martinez Castejon - Spain** **Contact email:** info@rfem.es
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 502.03.07.18.1 Stopping a race 70	**SPAIN**	**No support Required**

Current text

502.03.07.18.1 Stopping a Race

In case of force majeure or incident/accident, the OOD may stop the race by waving a red flag. This signal (red flag) will be given from the turn mark control boats and may be given by other Official Safety Boats. All boats slow down immediately and follow the race course at slow speed till the finish gate, and they may not overtake other race boats but remain in order when receiving red flag.

Proposed text

502.03.07.18.1 Stopping a Race

In case of force majeure or incident/accident, the OOD may stop the race by waving a red flag. This signal (red flag) will be given from the turn mark control boats and may be given by other Official Safety Boats. All boats slow down immediately and follow the race course at slow speed till the finish gate, and they may not overtake other race boats but remain in order when receiving red flag.

Drivers whose actions result in a stoppage shall not be scored or restart. If the sanctioned driver protests, he/she shall be permitted to restart, the result being subject to the decision of the jury. So that the racing is not delayed, and protest about the inclusion of a driver after stoppage may, at first, be verbal. 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, the pilot who gave verbal protest will be disqualified from the whole event.

Justification

A race stoppage is a very serious matter. It's unacceptable that someone who stops the race should take points. We've seen cases of boats taking very considerable risks and suffering an accident while leading the race. This is very dangerous and unacceptable.

This text is the same on Circuit Rule Book, article 311.01.4

Commission advice

Pleasure Navigation Commission

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

Proposal n°	**27**	**NATIONAL AUTHORITY**	**Name/Surname:** **Jose Miguel Martinez Castejon - Spain** **Contact email:** info@rfem.es
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 502.03.07.19 Race points and classification groups A and B 71	**SPAIN**	**No support Required**

Current text

502.03.07.19 - Race points and classification

Race points shall be awarded to the boat / driver combination. Points are not transferable to other classes or boats. Boat Hull cannot be changed during a single round of the Championship. Where there are several rounds of a championship, under exceptional circumstances a change of boat hull and transfer of points may be permitted by applying in writing to their National Authority for a dispensation. Any replacement boat must carry the same number e.g., of exceptional circumstances:

…/…

Proposed text

502.03.07.19 - Race points and classification groups A and B

Race points shall be awarded to the boat / ~~driver~~ ***team*** combination. ***A team is a group of pilots composed of a maximum of three people. Team members must be registered for the first race of the season and cannot be substituted for others. The team decides which two members will participate in each heat.***

Points are not transferable to other classes or boats. Boat Hull cannot be changed during a single round of the Championship. Where there are several rounds of a championship, under exceptional circumstances a change of boat hull and transfer of points may be permitted by applying in writing to their National Authority for a dispensation. Any replacement boat must carry the same number e.g., of exceptional circumstances:

…/…

Justification

To clarify the rules, a crew member may have personal reasons for not attending an event and may be replaced by another team member. This can also be done in the event of a driver being injured during a heat, so that the boat can continue competing in the following heat(s).

Commission advice

Pleasure Navigation Commission

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

Proposal n°	28	COMMISSION	PLEASURE NAVIGATION
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 502.03.08 CONTINENTAL AND WORLD CHAMPIONSHIPS REQUIREMENTS 72	**Author of the Rule change proposal**	**Name/Surname:** **Denis Dillon** **Contact email:** PleasureNavigation@uim.sport

Current text

502.03.08 - CONTINENTAL AND WORLD CHAMPIONSHIP REQUIREMENTS FOR PLEASURE NAVIGATION ENDURANCE GROUP *A and* B

A person or a team can be proclaimed 'Continental Champion' in category Pleasure Navigation Endurance Group ***A and/or*** B only if at least three boats with competitors from two different nations have competed for the title.

A person or team can be proclaimed 'World Champion' in category Pleasure Navigation Group ***A and/or*** B only if at least three boats with competitors from three different nations have competed for the title.

A minimum of 10 entries in total ***in each group*** for Groups ***A and*** B (spread over the different subcategories) is recommended for organizing a World Championship or Continental Endurance Group ***A /*** B Championship.

In the case where Group A and Group B Championship races are run independently of each other, a person or team may enter both the Pleasure Navigation Group A and B UIM Titled championships.

The organizer must send the advance programme to the UIM Secretariat a minimum of two months before the date of the race. The members of the Pleasure Navigation Commission will verify that the requirements indicated in the regulations are met.

The UIM Pleasure Navigation Commission, when assigning to a certain nation the organization of the World or Continental Championship Endurance Group ***A /*** B indicates a period between two months and month prior to a scheduled World or Continental Championship event, as enrolment period for the teams willing to attend the event, for sending in their entry in the selected category to the organizing National Authority hosting the event. On entering an event, a guarantee of 300 Euro (maximum), or other amount as stipulated by the hosting National Authority (N.A.), has to be paid by the participating team on the account of the hosting N.A. In addition, each Team must submit copies of their valid International Licences and their letter of authorization to race abroad issued by their National Authority. (These documents are also necessary during registration with the race secretary)

The entry form, made up by the hosting N.A., must at least include the deadline date for enrolment (which is one month prior to the scheduled event), the bank details needed for payment of the guarantee to the hosting N.A, name of the driver(s) and their nationality, the e-mail address of the hosting N.A. for sending in the entry form, and the class the participating team is enrolling for.

A template of the entry form must be sent by the hosting N.A. to the UIM at least 2 months prior to the event so that UIM can publish the entry form on its website where the participating teams can download the document.

Once the enrolment term is expired (one month prior to the event), the National Authority organizing the World or Continental Championship will inform the UIM by sending them a list with the number of entries received in total, the names of the drivers and their nationality and also mentioning the categories in which those entries are enrolled. The UIM secretariat will inform all UIM Pleasure Navigation Commission members.

One month prior to the event date, the UIM according to UIM Pleasure Navigation Commission will confirm, by sending an e-mail with enrolment list to all National Authorities, the World or Continental Championship applied for by the National Authority on the foreseen date in all the foreseen categories or only in those categories where the minimum number of boats and nations is reached, based upon the minimum numbers required of inscribed competitors and Nations, as stipulated above.

In case the minimum number foreseen by this UIM Rule is not reached, the World Championship or Continental Championship will be completely cancelled or partially cancelled (only for the categories where the minimum number of participating boats and nations is not reached) and the financial guarantees will be paid back immediately.

The financial guarantees paid by the drivers in the categories where the minimum number of boats participants (3) and nations (2) is reached, will be paid back, either in cash during the Championship event weekend or by bank transfer at the latest days after the event.

In case of a Continental or World Championship with more than one event/Round counting for the Championships, the same requirements as above apply for the different rounds.
In case there are three correct inscriptions and one of the boats does not appear on the day of the race or does not pass the technical verification prior to the race, the championship or championship round will also be valid.

Proposed text

502.03.08 - CONTINENTAL AND WORLD CHAMPIONSHIP REQUIREMENTS FOR PLEASURE NAVIGATION ENDURANCE GROUP *A and* B

A person or a team can be proclaimed 'Continental Champion' in category Pleasure Navigation Endurance Group ***A and/or*** B only if at least three boats with competitors from two different nations have competed for the title.

A person or team can be proclaimed 'World Champion' in category Pleasure Navigation Group ***A and/or*** B only if at least ~~three~~ ***Five*** boats with competitors from three different nations have competed for the title ***unless otherwise agreed by the Pleasure Navigation Commission.***

A minimum of 10 entries in total ***in each group*** for Groups ***A and*** B (spread over the different subcategories) is recommended for organizing a World Championship or Continental Endurance Group ***A /*** B Championship.

In the case where Group A and Group B Championship races are run independently of each other, a person or team may enter both the Pleasure Navigation Group A and B UIM Titled championships.

The organizer must send the advance programme to the UIM Secretariat a minimum of two months before the date of the race. The members of the Pleasure Navigation Commission will verify that the requirements indicated in the regulations are met.

The UIM Pleasure Navigation Commission, when assigning to a certain nation the organization of the World or Continental Championship Endurance Group ***A /*** B indicates a period between two months and month prior to a scheduled World or Continental Championship event, as enrolment period for the teams willing to attend the event, for sending in their entry in the selected category to the organizing National Authority hosting the event. On entering an event, a guarantee of 300 Euro (maximum), or other amount as stipulated by the hosting National Authority (N.A.), has to be paid by the participating team on the account of the hosting N.A. In addition, each Team must submit copies of their valid International Licences and their letter of authorization to race abroad issued by their National Authority. (These documents are also necessary during registration with the race secretary)

The entry form, made up by the hosting N.A., must at least include the deadline date for enrolment (which is one month prior to the scheduled event), the bank details needed for payment of the guarantee to the hosting N.A,

name of the driver(s) and their nationality, the e-mail address of the hosting N.A. for sending in the entry form, and the class the participating team is enrolling for.

A template of the entry form must be sent by the hosting N.A. to the UIM at least 2 months prior to the event so that UIM can publish the entry form on its website where the participating teams can download the document.

Once the enrolment term is expired (one month prior to the event), the National Authority organizing the World or Continental Championship will inform the UIM by sending them a list with the number of entries received in total, the names of the drivers and their nationality and also mentioning the categories in which those entries are enrolled. The UIM secretariat will inform all UIM Pleasure Navigation Commission members.

One month prior to the event date, the UIM according to UIM Pleasure Navigation Commission will confirm, by sending an e-mail with enrolment list to all National Authorities, the World or Continental Championship applied for by the National Authority on the foreseen date in all the foreseen categories or only in those categories where the minimum number of boats and nations is reached, based upon the minimum numbers required of inscribed competitors and Nations, as stipulated above.

In case the minimum number foreseen by this UIM Rule is not reached, the World Championship or Continental Championship will be completely cancelled or partially cancelled (only for the categories where the minimum number of participating boats and nations is not reached) and the financial guarantees will be paid back immediately.

The financial guarantees paid by the drivers in the categories where the minimum number of boats participants (3) and nations (2) is reached, will be paid back, either in cash during the Championship event weekend or by bank transfer at the latest days after the event.

In case of a Continental or World Championship with more than one event/Round counting for the Championships, the same requirements as above apply for the different rounds.
In case there are three correct inscriptions and one of the boats does not appear on the day of the race or does not pass the technical verification prior to the race, the championship or championship round will also be valid.

Justification

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

Proposal n°	29	COMMISSION	PLEASURE NAVIGATION
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 508 Crew Safety No Current Page	**Author of the Rule change proposal**	**Name/Surname:** **Denis Dillon** **Contact email:** PleasureNavigation@uim.sport

Current text

No Current Text

Proposed text

508 - CREW SAFETY – Reinforced Cockpit

All 508 Rules apply to all categories of boats with Reinforced Cockpit(s) with Canopies.

All Reinforced Cockpit(s) with Canopies must be equipped with a for all riding crew members and buoyancy to ensure the boat floats. The crew, who must be seated, must have a restraint system comprising of and conforming with the following rules:

A Reinforced Cockpit with Canopies is defined as a containment area for crew and can be constructed as an integral part of the boat. This Reinforced Cockpit Area must be designed and constructed to a specification capable of withstanding the forces of a water impact when running at the highest design speed of the boat, and therefore protecting all members of the crew in the event of an accident. The various components that constitute the Reinforced Cockpit shall be properly maintained to ensure reliable operation of all components, with emphasis being placed on the canopy release mechanism, emergency air supply and restraint systems.

It is recommended that Sponson Cockpits are not used.

These rules also apply to any boat in any class using Reinforced Cockpits with Canopies.

Boats with reinforced cockpit are not allowed to be driven faster than the maximum speed set by the designer specified in the closed cockpit registration. Any boats found to be driving faster than their maximum speed will be penalized up to disqualification.

508.01 - COCKPIT EVACUATION / IMMERSION TRAINING

Before racing in a craft with restraint systems, all crews must have passed in the last fourteen months, an immersion training in a restraint system to ensure that they can exit a reinforced cockpit crew compartment successfully.

Prior to taking the Immersion training, all onboard crews must have a valid scuba certificate or have received suitable training.

This alternative training should be approved by the National Authority.

It is mandatory to wear a helmet of the same type (Open Face, Closed Face) as will be worn during racing. It is mandatory that the driver/pilot(s) wear the parts of the personal air system that will be worn in the boat.

It is mandatory to wear a Frontal Head Restraint (FHR) device during the Cockpit Evacuation / Immersion Training. Self-removal of an FHR forms part of the Immersion test training.

An immersion Certificate to certify the passed test, showing the expiry date, not to exceed fourteen months, must be delivered by experts recognised by a National Authority.

The certificate must indicate the place and date on which it was made and must be signed and sealed by the entity that made it. This entity must be approved by the National Authority of the country where it was carried out.

All riding crew members using restraints must sign the National indemnity form prior to competing in any race or practice.

A model for the certificate and instructions of how to perform immersion training are available at the UIM Secretariat.

In addition, at race sites or other locations, a technical official may require the driver(s) to:

1. a) demonstrate that he/she can adequately extricate himself from a safety team test cell, both on land and under water.
2. b) demonstrate that he/she can extricate himself from the cockpit of the boat he intends to drive prior to any event through both hatches, if the boat has multiple escape hatches.

508.02 - DRAWINGS AND MEASUREMENT

Three view drawings (plan, side and elevation) of the design of the Reinforced Crew Cockpits(s), the Bulkheads, the type of Canopy, the Buoyancy System and the Restraint System anchorage Points must be lodged with the National Authority of the measurer and verified at the time of craft measurement.

Drawings shall be provided showing canopy aperture dimensions for full or partial canopies, single or tandem arrangements. Arrangements shall describe whether fore and aft, or side by side seating is fitted.

Drawings shall show the method and construction of release devices. Drawings should show the material specification of the transparent areas.

Drawing of electrical system must show all electric and information bus cables, junction points and access points.

Prior to Boat Measurement the drawing and material specifications shall be sent to the Measurer requested to measure the boat. On completion of measurement, the drawings and material specifications called for by the designer shall be lodged with the measurers National Authority before they issue a certificate of compliance and measurement.

508.03 - REINFORCED COCKPIT AREA AND CANOPY

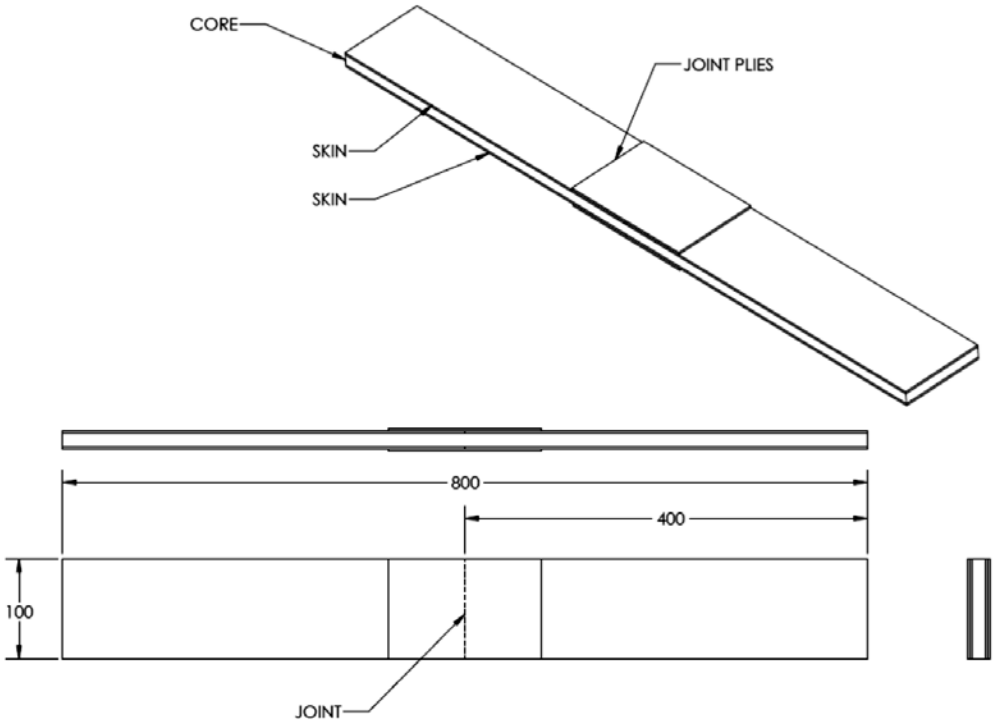
The Reinforced Cockpit(s) shall be of a closed type design with a minimum of one opening hatch and constructed to a similar strength as the running surface of the boat. This area must be the sides, floor, decking and bulkheads fore and aft.

All new cockpits built after January 1, 2015 shall be built by a UIM registered cockpit builder. Cockpit builders wishing to be registered must submit panels for test according to the following standards. Cockpit builders meeting these standards will be registered as UIM registered cockpit builders.

UIM COCKPIT/CANOPY TEST STANDARD

Sample Construction Requirements

1. Sample quantity must be 3, one of which must include a sample of the joint/bonding of the cockpit parts, transverse to the length of the sample.
2. Trimmed sample size must be 100 mm ± 1.0 mm wide x 800 mm ± 5.0 mm long, with the width being parallel.
3. For fibre orientation the 800 mm length is to be parallel with the centerline of the boat.
4. Sample must be laminated on a flat surface using the same manufacturing process, materials, and fibre orientations as the intended homologated cockpit construction.
5. The sample must have a uniform thickness with no core crushing along any edges.



6. The sample must have one moulded face and the other face being unmoulded, the moulded face will be taken as being the external surface of the cockpit during testing.
7. The sample must be representative of the thinnest lay-up of the cockpit/canopy (excluding the various flanges for windshields, hatches etc.).
8. The sample and cockpit must be manufactured using balanced or unbiased materials.

Sample Test Method

1. The sample will be supported across the full width perpendicular to the 800 mm edges by two parallel 25 mm Steel bars at a distance of 500 mm apart. The load will be applied equally through two 25 mm Steel bars, each a distance of 167 mm parallel from each support.
2. The moulded face of the sample will have the load applied and the unmoulded face will support the sample.
3. The load will be applied at 0.4 mm/sec and the deflection will be measured at the two 25 mm Steel bars applying the load within 2 minutes.

Sample Test Requirements

1. The sample when loaded with the force required for the Class must have no more than a maximum deflection of 25 mm without the sample failing.
2. The sample weight in gm/sq m will be calculated, skin thickness and sample thickness will be measured to enable inspection and comparison of damaged homologated cockpits/canopies.
3. Further non-destructive test analysis methods may be used to compare test samples with homologated cockpits during the life of each cockpit/canopy.

Sample Manufacturing Information Requirements

1. Ply laminating sequence (stating which ply is the moulded face).
2. Ply materials.
3. Ply weave styles
4. Ply material weight in gm/sq m (dry weight i.e.. Without resin)
5. Ply orientation (where 0D is parallel with the 800 mm edges).
6. Core material and density in lbs/cu ft or kg/cu m.
7. Manufacturing method (stating vacuum, pressure, and temperature).
8. A 100 mm x 100 mm sample of all materials used (resin samples not required)
9. The completed questionnaire for offshore cockpits (available on the UIM web site) along with the supporting analysis for the question on “Primary Structure Strength”

Samples as per sample construction requirements must be sent to the UIM appointed person/company.

For Pleasure Navigation classes, the minimum test standard shall be 3000 Newtons force

508.04 - REPAIRS

1. Any damage on the Cockpit must be repaired by a UIM registered Cockpit manufacturer only; who must send to the UIM and NA pictures of the sequential steps of repairs and a signed letter certifying the repair has been correctly done.
2. For any other damage on structural areas of the boat, the repair must be certified in writing as the best state of the art from the company/person in charge of repairing the boat and delivering pictures of the sequential steps of repair to the UIM and NA.
3. Copy of the above documentation (1 & 2) must be shown to the UIM Technical Commissioner at first race after repair. The acceptance is based only on Manufacturer/Company declaration.
4. These documents will be inserted into the boat's measurement certificate in the digital log book where available, otherwise attached to the paper Measurement Certificate.

508.05

Canopies must be a composite structure with the following features.

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.

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.

508.07 - SCREEN FLANGES

Screen flanges shall be a minimum of 50 mm at forward direction and 35 mm towards sides and should be fastened every 100 mm if using “bobbins”; it is recommended to use metal “bobbins” with heads, as opposed to the recessed plastic type.

The outer polycarbonate area of the flange fitting must not be painted, so that the measurer/ scrutineer may monitor any discrepancies.

- Window to flanges joints must be glued and/or use bobbins of nylon or aluminium.

- Bolts: min 6 mm stainless steel, nyloc nuts, washers.
- Bolt spacing: max. 10 cm if not glued
- The outer edges of the canopy surrounding the hatch, must be fitted with a water deflector, (height 10 mm min) to prevent water forcing open the hatch in the event of a capsize.

508.08 - ROLL BAR

These Restraint Cockpits must be fitted with an internal roll bar, two in a tandem cockpit as a minimum. There must also be, between the two single cockpits, an anti-compression strut or structure of similar strength to the roll bar.

- Roll bar in front of/around each crew member.
- Roll bar strong enough and well secured to the bottom stringers.
- Central compression strut to hold roll bar, for side by side cockpits. Side compression struts may also be necessary for side by side cockpits.
- Alternatively, instead of a compression strut, the design of the cockpit primary structure will consist of a center roof rib connected to the roll bar and the aft bulkhead with sufficient strength to satisfactorily react the design impact loads.

508.09 - HATCHES

Hatch openings shall have a minimum of 25 mm flange.
Hatches must have a slot for pry bar, on the opposite side of the hinges, use in emergency/rescue.

508.10

Hatches should be recessed on the front and sides.

The outer edges of the canopy surrounding the hatch, must be fitted with a water deflector, (height 10 mm min) to prevent water forcing open the hatch in the event of a capsize.

Water deflector to be fitted only on front and sides of hatch, not behind of hatch. (A water deflector on back of hatch might force water into cockpit area.)

508.11

It is mandatory that the hatches are constructed, at least, to the same specification as the cockpit. The hatches shall be fitted with a catch which has a positive open and positive close mechanism and should hold the hatch against lateral forces. These hatches shall be able to be opened from both inside and outside the cockpit and must have a second emergency mechanism to allow the rescue team to easily remove the hatch from outside if necessary.

These hatches should be fitted with hinges with short release pins.

508.12

There should be one or more divers grab handles fitted to the outside of each hatch.

508.13

Canopy hatch release handles, which must be provided both inside and out, must be painted fluorescent orange or have a fluorescent orange background panel to identify them and directional arrows to indicate the method of opening.

508.14

The canopy lid hinges and the canopy hatch covers release mechanism must not encroach within the canopy aperture area, and these hinges and release mechanisms must not in any way hinder the exiting of crew members when fully race fitted.

508.15

Canopy openings should have the entry/exit apertures located directly above the crews' heads.

The canopy aperture openings should be at least 0.55m in length and 0.55m in width. If the crew is seated side by side, then the opening should be at least 0.55m x 0.825m wide. In tandem configuration, the opening(s) should be 0.55m x 0.55m per crew member. The canopy apertures should be cut with all corners having a radius of 0.025m minimum or 0.25m maximum. The radius should be constant and have a smooth finish to relieve stress.

508.16

The canopy aperture must have a 20 mm wide (minimum) fluorescent orange band around the opening, both inside and outside of the opening.

508.17

It is mandatory in all classes where the competitor or crew are restrained to have a suitable air supply system available to them and each member onboard.

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

Each air supply bottle shall have a minimum capacity of 500 litres of free air. (For example, this 500L may be contained in a 2L bottle at 250 bar or a 5L bottle at 100 bar) Spare Air devices or air supply bottles that are less that 2ltrs in capacity cannot be used except as a back- up to the main air system.

Each air supply bottle, regardless of size, shall be designed for the delivery of breathing air. Each bottle shall also have an excess flow (safety) valve (EFV) fitted. The tank shall be stamped to verify inspection and certification of the tank to meet air delivery standards. The air tank shall be securely mounted to the boat.

The air supply bottle must be securely fastened to the boat and switched on during all on-water activity.
Each air supply bottle must have a pressure gauge for easy reading during pre-race scrutineering and by crew members on-board.
Each air supply bottle must contain at least 500 litres of free air in order to pass pre-race scrutineering.

The air supply hose from the tank to the driver's mask/mouthpiece hose connection shall be of sufficient length to allow the driver to exit the cockpit without either pulling tight or disconnecting.

The air regulators / mouthpiece for each crew member must be easily accessible for each individual on- board. Air regulators / mouthpiece must operate in any position i.e. upside down.

Alternatively, a driver's mask may be used and must cover the driver's nose and mouth and be designed to be watertight. The mask must be attached in such a way as to prevent its being dislodged or removed inadvertently. An ambient air valve is required.
A quick release pressure sealing coupler shall be used to connect the air supply hose from the tank (first stage regulator) to the driver mask hose (second stage regulator); the driver mask hose length shall be 25 cm (min) to 91 cm (max) to the connection; The mask shall be worn by the driver anytime the boat is under racing or testing conditions.

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

Each crew member in full race attire & race position must physically demonstrate to the scrutineer that they are able to locate and use their Air Supply Equipment. Competitors & crew members are responsible at all times for maintaining their equipment and ensuring that it complies with the rules.

508.18

Reinforced Cockpits must have flood tubes or other means of flooding the cockpit to equalise the pressure quickly in an accident. The floor of the cockpit should be as air tight as possible to help the cockpit pressure equalise far more quickly when in an upturned position.

508.19

Boats with restraints must have stop buttons/switches located in the cockpit area, immediately accessible to driver, co- driver and rescue officers. The stop buttons/switches must be identified by a fluorescent colour.

These switches must shut off all fuel pumps as well as the ignition circuit.

In the case of diesel boats, the stop control cable for the fuel injection pump shall be a non-sleeved cable, so as to eliminate the cable being able to bond in a fire.

508.20 - STROBE LIGHT

All boats shall have a White or Orange High Intensity Strobe Light fitted to indicate “coming off the plane” but not needing assistance. The strobe light must be able to be operated by the throttle man and should be operated by the throttle man if a problem occurs, to enable any following race boats to take avoiding action. The strobe light shall be mounted on the top rear of the canopy. When duel canopies are used, the light may be on or behind either one.

This strobe light may also be used as a substitute for the orange retirement flag when returning to port under reduced power.

508.21

Cockpits with Restraints must be fitted with rear of head protection for each crew member. This must be an integral part of the seat, which must be attached directly to the structure of the Restraint Compartment. The head protection must be a minimum of 0.2m wide and extend at least 75% of the height of the safety helmet as worn by the crew whilst in the normal seating position. There must be a minimum of 0.12m vertical and lateral clearance between the canopy and each of the crewmembers when in the normal seating position.

508.22

The Restraint System must consist of a minimum 6 point/6 strap harness and should utilise belts with a minimum width of 50 mm and grommeted to prevent chafing or cutting of the belt. Harness straps must be attached directly to the cockpit structure.

The certified (or recertified) mounting system must be replaced after 4years for polyester restraint belts, or according to the manufacturers recommended replacement interval, or after an accident that results in structural damage to either the cockpit or hull, or injury to the driver. The manufacturer’s certificate must be available and show the date of manufacture or recertification.

Those straps close behind the driver's head and neck must be 100 mm to 150 mm apart at point of attachment. The shoulder harness should be installed at 90 degrees to the spine at shoulder line to minimise compression injuries under high "G" loading. All straps must be free to run through intermediate loops or clamps/buckles. All anchor point bolts must be fitted with backing plates of stainless steel (washer of minimum 3 mm thickness and 100cm2 area).

The driver harness attachment bolts in reinforced cockpits must consist of minimum grade EN8 bolts, with an 8 x 1.25 mm thread and locked nuts. There must be a spacer and plain washers on each bolt. The spacers must be glued to the cockpit structure. Intention of these spacers is to prevent buckling of surface material near bolts. This always leads to local delamination which easily spreads out over cockpit structure, when it is under stress.

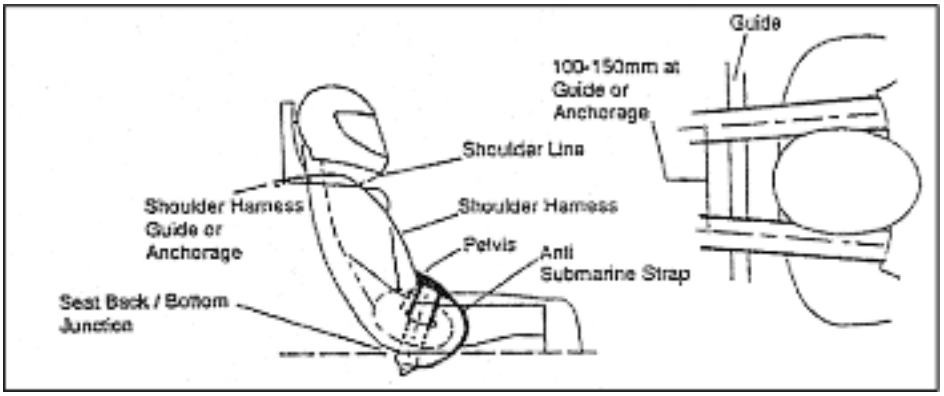
On the sides of the structure, which has to take up the force on the attachment bolts, there must be a stainless steel plate (washer of minimum 3 mm thickness and 100 cm2 area).

When using seats with suspension, and therefore not using a bulkhead restraint anchorage, drawings must be lodged with the National Authority of the measurer and approved prior to boat measurement.

All restraint systems must have a common method of release. The single lever method (sometimes called the NASCAR type) or rotary type, are both acceptable restraint release systems.

Both types of restraint release must be examined for satisfactory operation by the scrutineer before every race. The harness system must comply with Drawing 2.

The shoulder harness should be installed 90 degrees to the spine at shoulder line to minimise compression injuries and the high "G" loading.



508.23

A quick release steering wheel may be fitted on a boat with personal restraints, but all drivers must be able to exit the cockpit without removing the steering wheel.

508.24

Rear view mirrors are mandatory, as well as a method of cleaning the canopy whilst under way.
Each wing mirror must have a minimum size of 60 sq.cm and be bolted on 2 points to assure proper mounting.

508.25

For Classes with 200 hp or less, There is only a requirement for one fire extinguisher of 2 kg, or of equivalent capacity. The extinguishers must fulfil the classification ABC

Two fire extinguishers, each a minimum of 2kg, or of equivalent capacity, must be carried and be readily accessible to the crew.

Should a life raft be carried, it may be placed in the same locker.
All crew containment areas of inboard engine 508 canopied boats must be fitted with a carbon-monoxide alarm.

508.26

Each Reinforced Cockpit Area shall have one or more water activated light(s) or similar.

508.27

All boats with restraints must have their bows painted fluorescent orange for at least 0.5m. Only boats with restraints and closed canopies are allowed to use orange coloured bows. If the hull is of a similar colour, then there must be a white separating band of at least 0.15 m wide to ensure that the fluorescent orange band is obvious. If the number of riding crew exceeds two, the number of riding crew members must be written in black in at least 0.25m high numbering on the orange nose in the following three locations:

a) The lower running surface.

1. a) The topside of the hull/sponson.
2. b) The deck of the hull/sponson.

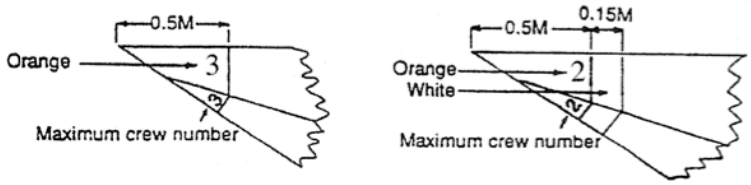
Should any boat be found to have contravened the riding crew number requirement, the penalty shall be disqualification from that event.

Note : Numbers shall be placed on the orange nose, not the white band area

508.28

It is mandatory that sufficient buoyancy is provided in the boat, or in the material used for its construction, to ensure that the boat floats if capsized or holed. If extra buoyancy is needed, the buoyancy system described by the designer should be verified by the Measurer. This added buoyancy must be in at least four separate flotation units.

It is recommended that the buoyancy should float the hull as parallel with the surface of the water as is practical, to help in rescue accessibility.



508.29 – PLEASURE NAVIGATION REINFORCED COCKPITS CRITERIA

Reinforced Cockpits are permitted in any category of Pleasure Navigation. The following specification is the minimum mandatory standard for any reinforced cockpit used in any category of Pleasure Navigation boat Classes with 200 hp or less. See also rule 508.

Cockpit type:

The Reinforced Cockpit(s) shall be of a closed type design with a minimum of one opening hatch and constructed to a similar strength as the running surface of the boat.

Cockpit minimum size:
Hatch opening per person: 55 x 50 cm min. Width: shoulder level 60 cm min.

Clearance: helmet to hatch 10 cm min.

Cockpit construction:

- Window to flanges joints must be glued and/or use bobbins of nylon or aluminium.
- Bolts: min 6 mm stainless steel, nylock nuts, washers.
- Bolt spacing: max. 10 cm if not glued
- The outer edges of the canopy surrounding the hatch, must be fitted with a water deflector, (height 10 mm min) to prevent water forcing open the hatch in the event of a capsize.
- Hatches must have a slot for pry bar use in emergency/rescue.
- Controlling crew must have clear visibility ahead with adequate panoramic view. Window areas:
    - Material: Polycarbonate or similar.

      Glass (in any form) is specifically prohibited.

    - Min thickness of window :

      Side by side cockpits min 9.5 mm.

      Screens with curvature and/or tandem cockpit min 7.9 mm
      N.B. With the exception of the above specific criteria in this section, the 508 rules apply in full.

Justification

For CREW Safety and to ensure any Reinforced Cockpit been used in Pleasure Navigation Racing is built to a UIM standard which is aligned with the Offshore Rules

Commission Advice

COMINTECH, COMINSAFE, Safety Cockpit Committee

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

Proposal n°	**30**	**NATIONAL AUTHORITY**	**Name/Surname:** **Gérard Pouget** **Contact email:** contact@federationmonegasquemotonautique.com
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 616.04 Long Distance Offshore World Records – Up to 16ft vessels 94	**MONACO**	**No support Required**

Current text

616.04 - LONG DISTANCE OFFSHORE WORLD RECORDS

The World Record for the passages listed in rule 616.10 will be held by the Motorcraft and skipper which establishes the shortest elapsed time in accordance with these rules.

Any offshore record can be held in either of the following categories:

- Any vessel in excess of 3 meters and less than 50 meters LOA, with any number of crew.
- A vessel / support vessel can only operate in conditions / areas which it is rated for under its design category as per its Builders Plate
- Maximum Number of crew for which it rated for under its design category as per its Builders Plate
- It is not allowed to do any records single-handed that require duration longer than 6 hours.

All records are be divided into four outright classes,

1) Up to 16ft/4.88 meters LOA,
2) Over 16ft/4.88 meters and up to 30ft/9.14 metres LOA,
3) Over 30ft/9.14 meters LOA and up to 50ft/15.24 metres LOA
4) Over 50ft/15.24 meters LOA,

To be measured using relevant UIM Class Rules or the method for Offshore Class I. Any of the above classes could also be eligible for the fastest outright record. (For example : a skipper may apply for the Up to 30 ft record, but if he beats the existing outright time, then he would also be eligible for the outright record).

“Without assistance” - means that a vessel may not receive any kind of outside assistance or take on board any fuel supplies, materials or equipment during a record attempt. A craft may be anchored or beached during the record attempt but any repairs must be made entirely by the crew without outside resources or materials.

“With assistance” - means a vessel may enter harbour for fuel, repairs, alterations or stores as required. Crew, excepting the skipper, may be changed. During any stops, the timing of the voyage continues.

It is never permitted to take on board fuel stores or equipment or get any other kind of help from another vessel whilst under way (except as permitted by 616.05 6 Emergencies).

Vessels in the category up to 16ft/4.88 meters LOA must be accompanied by a support craft which has the ability to provide emergency assistance within a reasonable timeframe.
The support vessel must be of a suitable type and equipped to provide support to a smaller vessel in distress and to recover an unconscious person from the water.

Proposed text

616.04 - LONG DISTANCE OFFSHORE WORLD RECORDS

The World Record for the passages listed in rule 616.10 will be held by the Motorcraft and skipper which establishes the shortest elapsed time in accordance with these rules. Any offshore record can be held in either of the following categories:

- Any vessel in excess of 3 meters and less than 50 meters LOA, with any number of crew.
- A vessel / support vessel can only operate in conditions / areas which it is rated for under its design category as per its Builders Plate
- Maximum Number of crew for which it rated for under its design category as per its Builders Plate
- It is not allowed to do any records single-handed that require duration longer than 6 hours.

All records are be divided into four outright classes,

5) Up to 16ft/4.88 meters LOA,
6) Over 16ft/4.88 meters and up to 30ft/9.14 metres LOA,
7) Over 30ft/9.14 meters LOA and up to 50ft/15.24 metres LOA
8) Over 50ft/15.24 meters LOA,

To be measured using relevant UIM Class Rules or the method for Offshore Class I. Any of the above classes could also be eligible for the fastest outright record. (For example : a skipper may apply for the Up to 30 ft record, but if he beats the existing outright time, then he would also be eligible for the outright record). “Without assistance” - means that a vessel may not receive any kind of outside assistance or take on board any fuel supplies, materials or equipment during a record attempt. A craft may be anchored or beached during the record attempt but any repairs must be made entirely by the crew without outside resources or materials. “With assistance” - means a vessel may enter harbour for fuel, repairs, alterations or stores as required. Crew, excepting the skipper, may be changed. During any stops, the timing of the voyage continues. It is never permitted to take on board fuel stores or equipment or get any other kind of help from another vessel whilst under way (except as permitted by 616.05 6 Emergencies).

Vessels in the category up to 16ft/4.88 meters LOA must be accompanied by ~~a support craft which has the ability to provide emergency assistance within a reasonable timeframe.~~ ***another person on an accompanying Aquabike, to ensure the safety of the rider attempting the record and to intervene quickly if necessary.***

~~The support vessel must be of a suitable type and equipped to provide support to a smaller vessel in distress and to recover an unconscious person from the water.~~

The accompanying person must hold a first aid certificate, ensuring their ability to respond effectively in case of an emergency. The accompanying person must be equipped with a VHF radio and a mobile phone in order to contact emergency services if needed during the course.

GPS tracking must be used to ensure real-time monitoring of the record attempt and to facilitate any intervention in case of a problem. A camera (or cameras) must be installed to certify the proper conduct of the record attempt, particularly to prove that there was no change of rider and that the machine used was not swapped during the attempt.

The machine’s serial number must be photographed at the start, and a verification with photos of the same serial number must be carried out at the finish to ensure the authenticity of the record.

Justification

Use of support vessels is not recommended as they can’t match the speeds of jet skis, tracking and safety. These rules are intended to ensure that record attempts take place under optimal conditions while providing a safe framework that complies with UIM requirements.

Commission advice

Pleasure Navigation Commission

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

Proposal n°	**31**	**NATIONAL AUTHORITY**	**Name/Surname:** **Gérard Pouget** **Contact email:** contact@federationmonegasquemotonautique.com
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 616.10 Long Distance Offshore World Records Courses – Speeds for up to 16ft vessels 96	**MONACO**	**No support Required**

Current text

616.10 - RECORD COURSES

General

Only fixed points of land, fixed navigational beacons or other charted fixed objects can be used as reference points though they need not necessarily be sighted. In special cases, pre-approved by the Observer, such as positions derived from satellite navigation systems are acceptable.

All routes are reversible and the record time from A to B can be beaten by an attempt form B to A.

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 Points A @ B, and the Distance in Kilometres, Statute Miles and Nautical Miles.
No Long Distance Record Course can be less than 50 Statute Miles – 80 Kilometres.
The start and finish positions are given as Points A and B.
When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded "own power" position before resuming.
Specific details of the Record Course been attempted must be acquired from the relevant UIM National Authority.

Proposed text

616.10 - RECORD COURSES

General

Only fixed points of land, fixed navigational beacons or other charted fixed objects can be used as reference points though they need not necessarily be sighted. In special cases, pre-approved by the Observer, such as positions derived from satellite navigation systems are acceptable.

All routes are reversible and the record time from A to B can be beaten by an attempt form B to A.

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 Points A @ B, and the Distance in Kilometres, Statute Miles and Nautical Miles.
No Long Distance Record Course can be less than 50 Statute Miles – 80 Kilometres.
The start and finish positions are given as Points A and B.

When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded “own power” position before resuming.
Specific details of the Record Course been attempted must be acquired from the relevant UIM National Authority.

Up to 16ft vessels record attempts must be attempted close to the coast (in accordance with the country's regulations) to ensure quick access to emergency services if needed.

Approval of Long Distance Offshore World Records for vessels up to 16ft can only be granted if the vessel has recorded an average speed of at least 100 km/h over the total elapsed time of the attempt, with an additional 30 minutes added to the elapsed time to account for refuelling time.

Justification

Records must be established under conditions that reflect a genuine sporting challenge.
The time allowed for completing the record must respect a maximum limit, ensuring a significant performance requirement.

Commission advice

Pleasure Navigation Commission

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

Proposal n°	**32**	**NATIONAL AUTHORITY**	**Name/Surname:** **Gérard Pouget** **Contact email:** contact@federationmonegasquemotonautique.com
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Pleasure Navigation 616.10 Long Distance Offshore World Records Courses – Monaco – Round Gallinara Island – Monaco 96	**MONACO**	**No support Required**

Current text

616.10 - RECORD COURSES

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Monaco - Round Corsica /Sardinia - Monaco
The established distance is 1263 Kilometres / 785 Statute miles / 682 Nautical miles.
Point A / B - A line at Monte Carlo to be due east of the Yacht Club de Monte Carlo
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Proposed text

616.10 - RECORD COURSES

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Monaco - Round Corsica /Sardinia - Monaco
The established distance is 1263 Kilometres / 785 Statute miles / 682 Nautical miles.
Point A / B - A line at Monte Carlo to be due east of the Yacht Club de Monte Carlo

Monaco - Round Gallinara Island - Monaco
The established distance is 152 Kilometres / 94 Statute miles / 82 Nautical miles.
Point A / B - A line at Monte Carlo to be due east of the Yacht Club de Monte Carlo

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Justification

For UIM Long Distance Record attempt

Commission advice

Pleasure Navigation Commission

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