

POWERBOAT RESCUE TEAM IMMERSION PROCEDURES

NB: Updated on 15th March 2022 (new text highlighted in yellow)

ABOUT THE IMMERSION TRAINING

Any driver racing in a powerboat that uses a restraint system has to perform the Immersion training. This training will provide experience and a simulation of being in an overturned boat. Each training takes around forty seconds. National drivers / pilots perform it twice; once where they can open their eyes and one where they wear blacked out goggles to simulate dark water. International, Offshore and other drivers / pilots who use air, will also take a third training where they must breathe on SCUBA equipment.

Any drivers / pilots that have to use such equipment are highly recommended to seek professional training by a National Authority i.e. PADI, CMAS (UIM partner) BSAC, SAA. These organizations will provide training on how to assemble and use such equipment. Advising such organizations of your requirement may help them in devising a training schedule for you.

REGULATIONS

The UIM has revised their training procedure guidelines as of, Date: 1/12/18.
This information is supplied as a guide for immersion training for Circuit and Offshore cockpits. Enclosed within this document are the new requirements and procedures for the drivers.

THE TRAINING RIG

The training rig should simulate a reinforced cockpit as closely as possible. It must be able to turn the cockpit over in such a way that the driver / pilot, strapped inside, is totally immersed in water.

The Circuit cockpit must have the following:

- An opening no larger than found in a normal reinforced cockpit, with sides no lower than the driver's / pilot's shoulder.
- A driver / pilot harness as per UIM Circuit rule 509.03
- A detachable steering wheel as per UIM Circuit rule 509.10

The Offshore cockpit must have the following:

- Seating arrangement similar to the race boat, side by side, tandem
- An opening no larger than found in a normal reinforced cockpit.
- A driver / pilot harness as per UIM Offshore rule 508.21.
- A steering wheel as per UIM Offshore rule 508.22

PERSONAL EQUIPMENT

The driver / pilot must wear the following personal equipment:

- Race suit.
- Shoes or trainers.
- Gloves (if normally used by the driver).
- Helmet (not full face if breathing from air system is required).
- Life jacket.
- Forward head restraint device
- The parts of the personal air system that are worn by the driver/pilot (s) in the race boat.

ADDITIONAL EQUIPMENT

- Air source – Demand valve connected to a compressed air bottle or a Spare Air system.

PRECAUTIONS

The organisers of the training must ensure that the persons assisting are capable of evacuating the driver / pilot rapidly in case they are unable to do so. There must be a person qualified in resuscitation present during the whole training. Every sequence of the training will be explained to the driver beforehand.

PERFORMING THE TRAINING

The training shall be performed according to the following sequence:

- 1st Training - Complete Roll Over, wearing all equipment, harness fastened, canopy fastened (if used).
- 2nd Training - Complete Roll Over, wearing all equipment, harness fastened, canopy fastened (if used) and wearing blacked out goggles or in dark water.
- 3rd Training – International, Offshore and any other driver / pilot who uses air must complete a third training, the same as the first, but breathing air from a demand valve connected to a compressed air bottle or a spare air system.

Please note that all trainings will include demonstrating the driver / pilot ability to use the air supply successfully under water for approximately 30 seconds in simulated accident conditions.

The above trainings will be with either the cockpit canopy cover on or off, depending on the driver / pilot race boat.

PERFORMANCE EVALUATION

The training is deemed to be successful when the driver is able to maintain composure and reaches the surface successfully.

The driver / pilot must not move until the diver has indicated by a tap, that they may start their escape.

TRAINING GUIDELINES

The Driver / pilot will be overturned in the cockpit; the covering safety diver will tap the driver / pilot. Escape using the following guidelines under supervision of the safety diver. The sequence will be as follows:

To use the air supply successfully under water for approximately 30 seconds in simulated accident conditions.

- Driver / pilot will release the canopy restraint mechanism and open the canopy/hatch.
- Driver / pilot will remove the steering wheel. For Offshore, escape must be demonstrated without releasing the steering wheel per 508.22.
- Driver/pilot has the option to release the Forward Head Restraint quick release(s).
- Driver / pilot will release the seat belt harness.
- Driver / pilot will place hands on side of canopy and forward roll out the cockpit and swim to the surface.

Failure to accomplish the training can be by the following points:

- Moving before the diver taps the driver / pilot.

Failure to release either the canopy catches, steering wheel, Forward Head Restraint quick release, or seat belt harnesses.