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PROCEDURE FOR UIM LONG DISTANCE ENDURANCE WORLD AND NATIONAL RECORDS

1. INTRODUCTION

This booklet is for those attempting World and National Long Distance Offshore Endurance records as described in the UIM Pleasure Navigation Rulebook.

The Powerboat Association of Northern (PBANI) Guidelines for these Records are very straightforward and are included in this booklet.

In addition all attempts must refer to and comply with the UIM Pleasure Navigation Rulebook.

2. RECOGNISED AUTHORITIES

UIM National Authority in Ireland – the BPANI is responsible for the ratification of all national records.

International Authority – the Union Internationale Motonautique (UIM) is responsible for examining, approving and ratifying all world records. All Irish world records are submitted through the BPANI initially, who double-check the documentation and submit the final paperwork to the UIM.

3. CURRENT UIM RECOGNISED RECORD COURSES WHICH CAN BE UNDERTAKEN OUTSIDE OF IRELAND

Full details of these course can be found in the UIM Pleasure Navigation Rulebook section 616.10 RECORD COURSES

4. CURRENT UIM RECOGNISED RECORD COURSES WHICH CAN BE UNDERTAKEN FROM IRELAND :

- a) Round Ireland
- b) Round Ireland and Rockall
- c) Round Ireland and Britain
- d) Cork Harbour around Fastnet Rock returning to Cork Harbour
- e) Cork Harbour to Cowes (England)
- f) Dun Laoghaire to Douglas (Isle of Man)
- g) Dun Laoghaire to Holyhead (Wales)
- h) North Atlantic Crossing, Killybegs to St Johns, (Canada)
- i) Round the World

a) ROUND IRELAND

The distance is 801.1 statute miles, (1303.8 kilometres) (704 nautical miles)
The course must enclose all off-lying islands off the Irish coast except for Rockall.

The position of the start and finish line to be determined by the applicant who will be responsible for making the proper application to the National Authority.

b) ROUND IRELAND AND ROCKALL

The distance is 1182.4 statute miles (1902.9 kilometres) (1027.5 nautical miles)
The course must enclose all off-lying islands off the Irish coast to include Rockall.

The position of the start and finish line to be determined by the applicant who will be responsible for making the proper application to the National Authority.

c) ROUND IRELAND AND BRITAIN

The distance is 2056.46 statute miles (3308.84 kilometres) (1787 nautical miles)

The course must enclose all off-lying islands off the Irish and British coasts except for the Channel Islands and Rockall.

The position of the start and finish line to be determined by the applicant who will be responsible for making the proper application to the National Authority from whose jurisdiction the attempt is started from.

d) CORK HARBOUR AROUND FASNET ROCK RETURNING TO CORK

The distance is 115.2 nautical miles, 132.6 statute miles or 213.4 kilometres.
The Start/Finish at Cork Harbour is a line between Weavers Point and Roches Point lighthouse.

e) CORK TO COWES (England)

The distance is 371.126 statute miles, (597.27 kilometres) (322.5 nautical miles)

The Start/Finish at Cork is a line between Weaver's Point and Roches Point Lighthouse.

The Start/Finish line at Cowes is a Line Directly North of the Royal Yacht Squadron.

f) DUN LAOGHAIRE TO DOUGLAS (Isle of Man)

The distance is 89.4 Statute Miles (143.9 Kilometres) (77.7 Nautical Miles)

Dun Laoghaire Harbour Start Line – a line directly North of East Pier Lighthouse 53° 18.145'N, 006° 07.6198'W

Douglas Head Finish Line – A line directly West of Marine Drive Toll Gate 54° 08.443'N, 004° 28.242'W

g) DUN LAOGHAIRE TO HOLYHEAD (Wales)

The distance is 62.4 Statute Miles (100.4 Kilometres) (54.2 nautical miles)

Dun Laoghaire Harbour Start Line – a line directly North of East Pier Lighthouse 53° 18.145'N, 006° 07.6198'W

Holyhead Harbour Finish Line – A line directly of North of Breakwater Lighthouse 53° 19' 51.56 N, 004° 37' 9.22W

h) NORTH ATLANTIC CROSSING – KILLYBEGS TO ST JOHNS (Canada)

Start Line at Killybegs is a line due east from Killybegs Town Pier (54.633159, 08.443823W)

Finish Line at St Johns is a line between North Head (47.566415N, 52.677708W) and Fort Amherst Lighthouse.

i) ROUND THE WORLD

UIM Rules apply. See the UIM Pleasure Navigation Rules

5. ELIGIBILITY

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

- > Any vessel in excess of 5 m and less than 50 m LOA, with any number of crew.
- > A vessel can only operate in areas which it rated for under its design category as per its Builders Plate EG. Category A – Ocean, Category B – Offshore, Category C – Inshore
- > Maximum Number of crew for which it rated for under its design category as per its Builders Plate
- > It is not permitted to undertake records single handed that require a duration at sea of more than six hours.

All records are to be divided into three outright classes:

- 1) Any motorised vessel up to 30 ft (9.14 metres) length overall, with any number of crew
- 2) Any motorised vessel 30 ft (9.14 metres) up to 50 ft (15.24 metres) length overall, with any number of crew
- 3) Any motorised vessel over 50ft (15.24 metres) up to 164 ft (50 metres) length overall, with any number of crew.

All to be measured using the method as set by the UIM.

Note: the fastest speed of any size motorised craft will also qualify for the Outright Record.

For full details of all UIM Long Distance Endurance Records and associated Rules – please refer to the UIM Pleasure Navigation Rulebook which can be found on the UIM website:
<https://www.uim.sport/Documents.aspx>

6. APPLICATION

To compete for a Long Distance Offshore Endurance Record, application must be made on the form in this booklet and sent at least 30 days before the proposed attempt to the PBANI with the respective Fee. Failure to do so may result in application being refused.

7. FEES

Notification of Attempt€250.00

Ratification of National Record from €50.00 (Please enquire)

Ratification of World Record (UIM)..... from €80.00 (Please enquire)

Round the World Record (UIM)..... TBA

(ratification fee will be required if attempt is successful in advance of any certification)

8. OFFICIALS REQUIRED

Officials:

When proper notice of a record attempt has been received, the PBANI

- 1) will appoint an observer to make arrangements for the start and finish to be witnessed and timed.
- 2) Will appoint a scrutineer to check that the documentary evidence provided relates to the vessel being used, in addition a "SCRUTINEER'S CERTIFICATE OF COMPLIANCE" will

be completed. The skipper and one other member of the crew will be asked to sign a declaration that all the rules have been followed.

9. EXPENSES

The person or organisation making the record attempt is responsible for the legitimate expenses and remuneration of the official observer , scrutineer and/or any assistants. This must be paid before any record claim can be considered.

10. NOTIFICATION OF NEW RECORDS TO THE PBANI

Details of attempts must be transmitted to the PBANI at the earliest possible time, if at all possible, same day.

REQUIRED DOCUMENTATION PRIOR TO THE ATTEMPT:

- Completed Application Form – with evidence of payment attached
- A Measurement Certificate for the boat (to prove eligibility) or a signed declaration by a PBANI approved scrutineer.
- A passage plan
- Confirmation that passage plan has been circulated to the relevant authorities, ie, coastguard, harbour masters etc.
- A signed declaration that all safety equipment as per UIM rules are onboard.
- Proof that all onboard have completed appropriate safety training and are in possession of a UIM competition Licence.
- Details of onboard Tracker system and coverage area

REQUIRE DOCUMENTATION ON COMPLETION OF THE ATTEMPT:

- A statement by the Skipper giving details of vessel, the crew and the course followed. This must include a declaration that the UIM rules have been followed, signed by the Skipper and at least one other member of the crew.
- A report must also be made by the official observer giving details of the timing and verifying the accuracy of all observations.
- Supporting electronic data to be supplied from GPS on craft from the start of the attempt to its conclusion.
- Colour photograph of craft.

RECORD ATTEMPT APPLICATION FORM

For those attempting a Record, complete this form and send it to the Powerboat Association of Northern Ireland, c/o Oliver Haire, 16 Aghalee Road, Ballindery Lower Lisburn, BT28 2JN or email to contact@powerboatni.org at least 30 days before the proposed attempt.

Payment can be paid in the online shop at PowerboatNI.org or by Cheque to be in favour of the Powerboat association of Northern Ireland.

STATE RECORD ATTEMPT TO BE UNDERTAKEN: _____
(e.g. Round Ireland, Cork to Cowes, Dun Laoghaire to Douglas Etc..)

NAME OF APPLICANT _____

ADDRESS.....

.....POST CODE.....

TELEPHONE: DAY.....EVENING.....FAX.....

MOBILE..... EMAIL.....

DATE PROPOSED ATTEMPT.....

BOAT NAME..... HULL MAKE.....

LENGTH..... WIDTH.....

DECK COLOUR..... HULL COLOUR.....

ENGINES MAKE..... MODEL.....

HORSEPOWER..... NUMBER.....

I have read the rules governing Record Attempts and agree to be bound by them and assume all liability for any and all loss or damage which may be caused arising out of or in connection with this attempt..

IMPORTANT NOTE: The event organisers shall not be liable for any loss, damage, death or personal injury howsoever caused to the owner/skipper or crew, as a result of their taking part in the event. Moreover, every owner warrants the suitability of his craft and experience of himself and crew for the event.

It is also the owner's responsibility to obtain appropriate and adequate insurance.

I agree to transmit the result of this attempt to the PBANI at the earliest possible time.

I ENCLOSE THE APPROPRIATE APPLICATION FEE (Online Receipt or Cheque)

SIGNED..... DATE.....

Important Note: When making the attempt it is the onus of the skipper to keep a recorded log from start to finish including all those points at which he/the crew stopped to refuel. This must be signed by the skipper and one member of crew and must be submitted with the completed paperwork after the attempt has taken place. It is crucial that a full record be maintained and submitted, otherwise the attempt may be invalidated.

SPECIMEN LETTER – to be sent to PBANI BY
REGISTERED TIMEKEEPER OF RECORD
(FOR TIMING THE START OF THE ATTEMPT)

Date:

Timekeeper's Name
Timekeeper's Address

Attn: PBANI

Dear Sirs,

Re: Name of the Attempt and the date it started

I confirm that (name of boat), skippered by (name skipper), was timed across the official start line at (state place) on (state date).

The official start time: (state time) on the (state date) was recorded by me by (state timekeeping device, i.e. clock, watch etc. and its location).

The time was also recorded by (state whom, e.g. Harbour Authority, Coastguard). *Only give this information if applicable.*

I confirm that the above information is a true and accurate statement.

Yours faithfully,

Sign name
Print name
Print title (i.e. Timekeeper)

SPECIMEN LETTER – to be sent to PBANI

BY REGISTERED TIMEKEEPER OF RECORD

(FOR TIMING THE FINISH OF THE ATTEMPT)

Date:

Timekeeper's Name

Timekeeper's Address

Attn: PBANI

Dear Sirs,

Re: Name of the Attempt and the date it finished

I confirm that (name of boat), skippered by (name skipper), was timed across the official finish line at (state place) on (state date).

The official finish time: (state time) on the (state date) was recorded by me by (state timekeeping device, i.e. clock, watch etc. and its location).

The time was also recorded by (state whom, e.g. Harbour Authority, Coastguard). *Only give this information if applicable.*

I confirm that the above information is a true and accurate statement.

Yours faithfully,

Sign name

Print name

Print title (i.e. Timekeeper)

SPECIMEN LETTER – to be sent to

PBANI

BY SKIPPER OF THE RECORD

Page 1.

Date:

Skipper's Name
Skipper's Address

Attn:
Powerboat Association of Northern Ireland
16 Aghalee Road,
Ballindery Lower
Lisburn,

Dear Sirs,

Re: Name of the Attempt and the date it started and finished

In accordance with the rules I would confirm the following:

VESSEL DETAILS: (Give written details, i.e. name of vessel, dimensions, manufacturer and the address then give specific boat details):

Name of owner:
Name of vessel:
Builder:
Type:
Length overall:
Engines:
Transmission Type:

CREW DETAILS:

Name of Skipper:
Age:
Address:

Name of first crew member:
Age:
Address:

Name of second crew member:
Age:
Address:

Name of third crew member:
Age:
Address:

COURSE DETAILS: (sample wording below)

“As skipper of the above named vessel, I would confirm that the course followed throughout the duration of the record attempt/s, was in accordance with the vessel’s log previously submitted and now enclosed and signed for your attention. As skipper, I would confirm that this is a true and accurate record of the vessel’s course undertaken during the record attempt/s.

Furthermore, I would confirm that the record attempts were undertaken in full compliance of the long distance rules as set out in with Offshore 600 rule.

RECORD CERTIFICATE REQUIREMENTS world – tick relevant box:

- Homologation of National record (no certificate) ☐
- National Certificate ☐
- Further copies of National certificate ☐ - state how many _____
-
- **UIM WORLD RECORD**
- Homologation of record (no certificate) ☐
- UIM Certificate (written only no painting) ☐
- Further copies of UIM written certificate ☐ - state how many _____
- Painted Certificate ☐
- Further copies of painted certificate ☐ - state how many _____

Yours faithfully,

Signature of Skipper
Print name
Print title

Signature of witness, print name, print title, (by another crew member for accuracy of detail)

Required enclosures:

Copy of electronic log from start to finish of attempt,
Copy of chart with ‘port of call’ marked.
Copy of current measurement certificate (if applicable),
Copy of Scrutineer’s Certificate of compliance.
Photograph of vessel and crew in “action”.

All documents to be signed by skipper and witnessed by crew member.

FOR LONG DISTANCE ENDURANCE ATTEMPTS

SCRUTINEER'S CERTIFICATE OF COMPLIANCE

The issuing of this certificate merely confirms that the vessel and its equipment comply with the specific rules for Long Distance Endurance Attempt/s - scrutiny does not constitute a condition survey, it is the responsibility of the Owner/Master to decide whether the vessel is seaworthy and whether to undertake the Attempt.

Name of Owner/Entrant.....

Name of Vessel.....

Builder..... Hull Type.....

Hull Ident. No.....Length O/A.....

Date of Inspection..... Place of Inspection.....

Make of Engines.....No. installed.....

Type.....Rated Horsepower.....

Engine Nos. Port.....Starboard.....Centre.....

Transmission type.....Type of Steering.....

Radio 1. Installed: Make..... Type.....

2. Hand held Make..... Type.....

GPS.....

Flares: Smoke.....Red h/h.....Red para.....Other.....

Liferaft: Make.....Size.....

Serial No.....

Inspected to:.....Certificate No. & Date:.....

(The equipment noted above and all equipment as required by the rules shall be retained on board and maintained in operational order, throughout the attempt.)

Charts (for area of record) checked ☒ ☐ Tracker System online. ☐

Comments/Recommendations:

Scrutineer's Signature

Date:

Skipper's Signature

Date:

IMPORTANT NOTE:

The PBANI, UIM its officials or any record attempt organisers shall not be liable for any loss, damage, death or personal injury howsoever caused to the owner/skipper or crew, as a result of their taking part in the record attempt. Moreover, every owner warrants the suitability of his craft and experience of himself and crew for the event. It is the skipper's responsibility to assess his/her ability and that of the crew and the ability, suitability and seaworthiness of the craft and to decide to start or to continue any of these challenges.

It is also the owner's responsibility to ensure that all safety equipment is onboard and fully operational, In addition that they obtain appropriate and adequate insurance.