

## **POWERBOAT RESCUE TEAM IMMERSION PROCEDURES**

### ➤ **About the Immersion test**

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

Any driver that has to use such equipment is recommended to seek professional training by a National Authority in how to assemble and use such equipment. PADI, BSAC and SAA are such organizations that provide training. Advising such organizations of your requirement may help them in devising a training schedule for you.

### ➤ **Regulations**

Having been made aware of the UIM procedure for Immersion Testing, the Osprey Powerboat Rescue Team has revised their testing procedure. Enclosed within this document are the new requirements and procedures for the drivers.

### ➤ **The Test Rig**

The test rig should simulate a reinforced cockpit as closely as possible. It must be possible to turn the cockpit over in such a way that the driver, strapped inside, is totally immersed in water. The cockpit must have the following :

- An opening no larger than found in a normal reinforced cockpit, with cockpit sides no lower than the driver's shoulders.
- A driver harness as per UIM rule 509.
- A detachable steering wheel as per UIM rule 509.

### ➤ **Personal equipment**

The driver must wear the following personal equipment :

- Race suit.
- Shoes or trainers.
- Gloves (if normally used by the driver).

- Helmet.
- Life jacket.

### ➤ **Additional Equipment**

- Air source – Spare air or Demand valve, we will provide necessary cylinders.

### ➤ **Precautions**

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

### ➤ **Performing the test**

The test shall be performed according to the following sequence :

- Complete Roll Over, wearing all equipment, harness fastened, canopy fastened (if used).
- Complete Roll Over, wearing all equipment, harness fastened, canopy fastened (if used) and wearing blacked out goggles or in dark water.
- Offshore drivers and International drivers must complete a third test, as the first, but breathing air from a spare air or demand valve.

The above tests will be with either the cockpit canopy cover on or off, depending on the driver's personal preference.

### ➤ **Performance evaluation**

The test is deemed to be successful when the driver is able to maintain composure and reaches the surface within thirty seconds. The driver must not move until the diver has tapped them.

### ➤ **Test Guidelines**

The driver will be overturned in the cockpit, the covering safety diver will tape the driver. Escape using the following guidelines under supervision of the safety diver. The sequence will be as follows :

- Driver will release the canopy straps and open the canopy.
- Driver will remove the steering wheel.
- Driver will release the seat belt harness.
- Driver will place hands on side of canopy and forward roll out the cockpit and swim to the surface.

Failure of each test can be by the following points :

- Moving before diver taps the driver.
- Failure to release either the canopy catches, steering wheel or seat belt harnesses.