



## **POWERBOAT RESCUE TEAM IMMERSION PROCEDURES**

### **➤ 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, 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**

Osprey Powerboat Rescue Team Ltd has revised their training procedure. 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 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 rule 509.03
- A detachable steering wheel as per UIM rule 509.10

### ➤ Personal equipment

The driver / pilot 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 – 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:

- 1<sup>st</sup> Training - Complete Roll Over, wearing all equipment, harness fastened, canopy fastened (if used).
- 2<sup>nd</sup> Training - Complete Roll Over, wearing all equipment, harness fastened, canopy fastened (if used) and wearing blacked out goggles or in dark water.
- 3<sup>rd</sup> 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 straps and open the canopy.
- Driver / pilot will remove the steering wheel.
- 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 or seat belt harnesses.