



2023

**American Power Boat Association
Rules for Offshore Racing**

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**APBA Offshore, Offshore Racing Committee, and ORC
are synonymous terms for the APBA Offshore Racing Committee.**

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Administrator: Gene Stephens

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AMERICAN POWER BOAT ASSOCIATION RULES FOR OFFSHORE RACING
Table of Contents

GENERAL RACING RULES

SECTION I	GENERAL CRITERIA FOR SANCTION AND PARTICIPATION IN EVENTS.....	04
SECTION II	GENERAL CRITERIA FOR RACE MANAGEMENT AND APBA OFFICIALS... ..	11
SECTION III	GENERAL PRE-RACE REQUIREMENTS FOR CONDUCT OF EVENTS... ..	14
SECTION IV	GENERAL REQUIREMENTS, PRACTICES AND PROCEDURES FOR CONDUCTING RACES	18
SECTION V	GENERAL POST-RACE PRACTICES, PROCEDURES AND REQUIREMENTS FOR CONDUCT OF EVENTS	27
SECTION VI	AWARDING OF POINTS	34
SECTION VII	PRIZE MONEY AND TROPHIES.....	36
SECTION VIII	CHAMPIONSHIPS AND HALL OF CHAMPIONS.....	36
SECTION IX	OFFSHORE TIME TRIALS (SPEED RECORDS)	39
SECTION X	RULE CHANGES	42
SECTION XI	APBA OFFSHORE EVENT SAFETY RULES	43
SECTION XII	COCKPIT RELATED SAFETY RULES	44
SECTION XIII	BOAT, TRAILER, PERSONAL AND RELATED EQUIPMENT SAFETY RULES	45
SECTION XIV	SLING SAFETY REQUIREMENTS... ..	53

APBA OFFSHORE TECHNICAL RULES

SECTION XV	GENERAL REQUIREMENTS (ALL CLASSES).....	55
	UIM CLASSES - CLASS 1, 3C, 3X.....	60
	APBA CLASSES – SUPERCAT.....	65
	450R FACTORY STOCK.....	74
	SUPERSTOCK	78
	STOCK V.	82
	MOD V	88
	VX.....	93
	EXTREME.....	99
	LOCAL PROBATIONARY CLASS 3C.....	100
	APBA BRACKET CLASSES	100
	OCEAN CUP	104
APPENDIX 1	APBA INSPECTION FORM	115

IF THIS RULEBOOK DOES NOT SPECIFICALLY ALLOW SOMETHING, THEN YOU SHOULD ASSUME THAT IT IS ILLEGAL. THE RESPONSIBILITY FOR A TEAM'S DECISION TO PARTICIPATE IN A RACE OR TO CONTINUE RACING IS THEIRS ALONE.

These rules have been promulgated by the APBA Offshore Committee and govern offshore racing under its jurisdiction. These racing rules herein are to provide for the orderly conduct of offshore racing events and to set forth minimum acceptable requirements for them. By participating in these events, involved persons agree to comply with these rules, and to have accepted their priority and suitability. No express or implied warranty of safety shall result from publications of, compliance with these rules and / or regulation. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, volunteers, or others. These rules are effective as of the date of printing and shall be in full force. It is the responsibility of the race member to be current and up to date with the current rules. In the case of an amendment to the rules, a new edition (Version # and date will be included on the amended rule book.

IMPORTANT NOTICE

Powerboat Racing is a hazardous activity. Individuals must accept that, by engaging in active water sports such as Powerboat Racing, their physical safety may be endangered.

Anyone intending to participate in or become involved with Powerboat Racing organized by APBA affiliated clubs either as a participant, team member or otherwise does so at their own risk; and such individuals must recognize the actual and potential risks associated with their involvement, including drowning, hypothermia, and other physical injuries as well as possible death.

Participants acknowledge that it is up to them personally to assess whether any event or activity on the water is too difficult for them or their crew. Individuals acknowledge that the safety of their boat and her entire management, including insurance, is solely their responsibility; and they are satisfied that the boat and the crew are adequate to face the conditions that may arise during the race.

Entrants into the event acknowledge that the safety inspection does not constitute a condition survey of the craft and it is solely their responsibility to decide whether or not to start or to continue in any powerboat race.

They acknowledge that the efficiency of the helmets and racing vests worn is solely their responsibility.

Individuals on signing on to the event agree (on acceptance of their entry upon being permitted to take part in the meeting.

1. To be bound by the conditions of the APBA Entry Form, Racing Instructions, and the General Competition Rules of the UIM and the APBA.
2. To accept the decisions of the organizing committee and officials nominated by it
3. To save harmless and keep indemnified:
 - a. The owners of the premises upon which the meeting is held,
 - b. The organizing club, the sponsors and the APBA and their respective officials, servants, and agents,
 - c. The other boat owners, drivers, passengers, or mechanics engaged in the meeting, AGAINST all actions, claims, costs, expenses and demands in respect of loss of or damage to the signatory's property or the property of his/her drivers, passengers and mechanics—whether or not such loss or damage may have been contributed to or occasioned by the negligence of the said persons or bodies, their officials, servants, representatives or agents.

IMPORTANT NOTE: Persons under the age of 18 must have written authority signed by either Parent or Guardian.

APBA OFFSHORE GENERAL RACING RULES

SECTION I - GENERAL CRITERIA FOR SANCTION AND PARTICIPATION IN EVENTS

RULE 1 - GENERAL APPLICATION TO ALL EVENTS

The following General Racing Rules apply to all offshore events, including special events such as sanctioned time/speed trials.

RULE 2 - RACE ORGANIZATION AND SANCTION

Eligibility in General - APBA recognizes Race World Offshore (RWO), ~~Offshore Powerboat Association (OPA)~~ and Powerboat P1 USA / Powerboat P1 Management Ltd. (P1) as the only event management clubs permitted to conduct offshore racing events under these rules. Ocean Cup is represented on the ORC by Powerboat P1 and may apply for Long Distance Point to Point event sanctions only. Should Ocean Cup seek to sanction any other (National or Regional) Offshore Race events it must be done with the approval of and conducted by Powerboat P1.

Races

- 2.1 **Eligibility** Any unaffiliated entity, race association, or APBA Member Club may request a sanction only if the application is made through RWO, ~~OPA~~ or P1. The event under sanction must be managed by one of the three event management clubs in conjunction with the Member Club.
- 2.2 **Race Dates** - Race date requests must be addressed to the APBA Chairman. All requests must be in writing and include date, place and conducting club. Clubs with returning race dates and sites will receive precedent.

Site Protection:

- 2.3 Under no circumstance will a sanction be granted if or when a club or promotional group actively solicits a Race Site/ Sponsor already actively engaged with another club or promotional group. "Actively engaged" is specifically defined as having conducted an event within the past 24 months.
- 2.4 Race Site/ Sponsor exclusivity will expire 24 months after the last sanctioned event at the location unless written permission is extended to a different conducting club. After the 24 months has expired the Race Site/ Sponsor will be considered open to any club or promotional group.
- 2.5 If a Race Site/Sponsor of an event wishes to change from one club or promotional group to another club or promotional group, **FOR JUST CAUSE** (including but not limited to: failure to perform as previously agreed. Inadequate staffing and administration, safety issues, financial malfeasance, failure to observe APBA and /or community rules and standards) the following sequence of events shall occur:
 - 2.5.1 If the currently sanctioned club or promotional group agrees to release the site/sponsor they may do so. The Commodore/President, or other authorized party from the currently sanctioned club, will inform the ORC Chairperson in writing. No further action will be required.
 - 2.5.2 If the currently sanctioned club or promotional group does not agree to release said site/sponsor, a mutually acceptable agreement will be reached between ALL affected parties. The ORC Chairperson will moderate these proceedings. Since different clubs or promotional groups bring unique packages to race sites, under no circumstances will a change be made simply to reduce the cost to a race site/sponsor, since this simply devalues the product.

- 2.5.3 If no agreement can be reached before the sanctioning period, the ORC may vote to approve or disapprove ~~face~~ **the transfer from one club or promotional group to the other**. A special meeting may be called by the Offshore Chairman or a ballot taken by phone, mail, email, or electronically.
- 2.5.4 If a separate club or promotional group is found to have actively solicited, met with, attempted to persuade, or in any way sought to interfere with, displace, or replace the existing site protected club or promotional group at a site, the interfering club or promotional group shall lose ALL of their site protection for all events for a period of two years, and under no circumstances will they be allowed to sanction any event at the targeted site.
- 2.5.5 Any APBA member, racer, or boat owner found to have directly interfered, threatened, harassed, negotiated or in any way attempted to violate a club or promotional group's site protection either in person, by phone, or on the internet, for a given event will be immediately suspended from the APBA.

RULE 3 · RACING CLASSES OFFERED

The APBA Offshore Racing Committee (ORC) shall have sole discretion as to the creation and deletion of all classes offered in APBA Offshore.

1. APBA Offshore Classes shall be identified as National or Bracketed.

1.1 APBA Offshore National Classes are:

~~Class 1~~

SuperCat

SuperStock

Extreme

VX

Modified V

Stock V

450R Factory Stock

1.2 APBA **National** Offshore Bracketed Classes offered are:

Class 100

Class 200

Class 300

Class 400

Class 500

Class 600

Class 700

UIM Classes offered are:

Class 1

Class 3C

Class 3S (Superstock)

Class 3X

Requirements for each class are listed in the APBA Offshore **and /or UIM** Technical Rules.

2. A group of racers may petition the ORC at any time for the creation of a new class provided that said class can demonstrate a minimum of 4 competing hulls in the class either existing or under construction. If, for other reasons, the ORC determines that there is sufficient interest, then it may approve the new class by majority vote.
3. Should any currently offered class fail to field **(3) three** entries for three ~~or more consecutive~~ races **in a racing season (not counting World Championship events)**, the ORC, at its discretion, may remove the class rules from the APBA Offshore rulebook and no longer offer that class. Said action may be accomplished by a simple majority of the ORC and may be done without prior notice.
4. Any class that has been removed from the rulebook, may petition the ORC for reinstatement should future interest in the class arise.

RULE 4 · INDIVIDUAL REQUIREMENTS FOR PARTICIPATION IN AN EVENT

1. Membership Requirements

- 1.1 **Riding Crew/Team Owner** - In order to compete in any sanctioned offshore racing event, all riding participants as well as the owner of the boat to be entered must be Racing Members of the APBA Offshore category in good standing.
- 1.2 **Support Crew** - All non-riding crewmembers, defined as participants in the Event, must be Crew Members of the APBA Offshore category in good standing. In the event that a non APBA member serves as a non-riding crew member, the driver of record of that boat/team will be assessed a yellow card.
- 1.3 **Local Club Membership** - Additionally, all participants must be members of a Club or Association affiliated by agreement with the APBA. Per APBA rules, **a current paid member of any APBA Club may participate in any other APBA club's event without being required to join that club**, provided that proof of club membership is provided.
- 1.4 **Conducting Club** - Participants agree to be bound by all rules of the conducting club. In the event of a conflict between the conducting club rules and APBA Offshore rules, the APBA rules shall prevail.
- 1.5 **Foreign Entries** - Any foreign boat crew may enter an Event provided all members of the riding crew are members in good standing of their U.I.M nationally recognized organization and provided further that they and their boat comply with all other requirements set forth in these rules.
- 1.6 **APBA Membership Fees** - Riding team member (Owner, Driver, Throttleman, Navigator). Non-Riding team member (Crew): Visit www.apba.org for a list of current fees.
- 1.7 **Releases** - All participants in each APBA event must execute a liability release to APBA and/or the conducting club prior to racing. No owner, driver, contestant or their representative or any race official shall hold any other owner, driver, contestant or his representatives or any race official liable for any personal injuries or damage resulting from an accident occurring during a sanctioned race.
- 1.8 **Eligibility**
 - a. **Suspension, Expulsion** – No individual who has been expelled from APBA or who is currently under suspension by APBA shall be permitted to officiate, serve as a race committee member, act in any capacity of assistance, participate as a boat owner, driver, or crew member in any sanctioned racing event. No boat belonging to that individual shall be allowed to compete nor shall it be chartered or otherwise transferred except by final sale to render it eligible for a sanctioned race.

2. Riding Crew Requirements

- 2.1 **Number of Riding Crew** - A minimum of two (2) APBA member persons must be on the race boat while in competition or during an official test time at an Event. Failure to observe this rule will result in a disqualification of that boat/team for that race and a yellow card to the driver of record.

- 2.2. Minimum Age** - Unless riding with an experienced crew member, the minimum age for a riding crew member shall be 18 years. If another crew member is an experienced offshore racer, the minimum age for a riding crew member shall be 16. For the purpose of interpreting this rule, an experienced offshore racer is defined as a racer who has entered, and completed, three (3) offshore races.
- 2.2.1 Class 700** – Class 700 shall have a minimum age of 14 with the following requirements:
- a. This is for Class 700 ONLY, as any faster/larger classes must be reserved for people over the age of 18 (or 16 with Parental Consent).
 - b. This is limited to no more than one 14+ year old in the cockpit, who must be accompanied by either a parent or legal Guardian, or an adult (over 21) racer who has participated in at least 5 prior starts in an APBA Offshore Race.
 - c. The boat and crew which includes the 14+ year old must start 100 yards/300 feet behind the start boat in their first event.
 - d. Henceforth 14 is the minimum age WITHOUT EXCEPTION.
 - e. At each event, the minor racer (under the age of 18) must provide a signed release/minor waiver from his or her parent or legal guardian during registration.
 - f. Before his or her first event, the minor racer must provide evidence of completion of a Coast Guard approved Boating Safety Course.
 - g. Before his or her first event, the minor racer and the adult co-driver must be interviewed and approved by the event Referee to assure that they understand all of the APBA Safety Requirements and Rules of the Road.
- 3. Medical and Safety Requirements** - All riding crewmembers must meet the following Medical and Safety Requirements and provide documentation of proof at registration to be certified as eligible to race by the Referee and or Rescue and Safety Director.
- 3.1** A current FAA Physical Examination or CDL Physical Examination (good for 2 years) or a signed doctor’s letter, stating that he or she has been examined by the named physician on a specific date less than 6 months prior to the event date, and is physically capable and healthy enough to participate in the sport of Offshore Powerboat Racing.
- 3.2 Pre-race physical examination** at each event shall be administered by APBA Medical or Safety Staff prior to all test days, speed runs and race events.
- a. ZERO tolerance for Alcohol. Decision of Referee is final.
 - b. Random Drug testing is allowed. There will be ZERO tolerance for illegal substances.
- 3.3 Self-Extrication Training (Dunker) - (SET) Certification**
- a. APBA SET Certification is MANDATORY for all riding crew members prior to competition in any APBA Offshore event.
 - b. All APBA riding crew members must be APBA SET Certified a minimum of once each racing season. (December 1 to November 30) by the APBA Medical and Safety Staff. The maximum elapsed time between SET training shall be no more than 12 months from the previous SET date.
 - c. SET training shall be mandatory for participation at the World Championships or other separate multi-day, combined race events, where separate races are conducted over an extended time frame greater than two days.
 - d. Failure to receive SET Certification in accordance with this rule shall disqualify any riding crewmember from participation in any current or future APBA Offshore event until such time as certification is received.

4. Race Boat Ownership Requirements

- 4.1 Ownership** - Offshore race boats may be leased or owned by an individual, a partnership, or a corporation provided that the individual, partnership, or corporation complies with the APBA membership requirements.
- 4.2 Corporate** - In the event that an offshore race boat is leased or owned by a partnership or corporation, that partnership or corporation must designate an individual who complies with the APBA membership requirements set forth by these rules as its duly authorized representative. This representative shall assume full responsibility for the boat, the boat equipment, and the crew at each race site.
- 4.3. Voting Rights** - The duly authorized representative of a partnership or corporation shall have all voting rights under the rules governing offshore racing.

5 · RACE BOAT REGISTRATION REQUIREMENTS FOR PARTICIPATION IN AN EVENT (Non-Safety and Non-Technical)

1. Identification (Name and Number) & Hull Registration

- 1.1 Names of Boats** - Any race boat may carry a boat name selected by the owner, but such name shall be subject to the approval of the APBA Executive Director. Lewd, suggestive, or vulgar names and/or graphics will not be permitted on race boats. Should such approval be withheld, that boat shall be ineligible to compete in any sanctioned APBA event until cleared by APBA. The decision of the APBA executive director shall be final on such matters.
- 1.2 Effective Dates** - Registrations and assignments of racing numbers become effective December 1 and are valid until November 30, unless rescinded or surrendered. When requested, the numbers of the previous membership year will be reassigned.
- 1.3 Replacement or Substitute Boat** - See Awarding of Points (Section VI, Rules 8-9)
- 1.4 Transferability of Number** - No owner may use the same racing number on more than one hull. When race boats are sold, they must be re-registered by the new owner and new numbers assigned, except in those cases wherein the former owner shall consent to the transfer of his number to the new owner.
- 1.5 Annual Boat Registration Fees** - See APBA membership application.
- 1.6 Numbers Criteria** - All APBA Offshore Classes: Numbers on all race boats shall meet the following criteria:
- 1.6.1** Numbers only, not more than 3 digits.
- 1.6.2** Numbers must be:
- Any whole number between 00 and 999 with the exception the number one ("1"). The Number 1 is reserved for the National High Point Champion as designated by the ORC and may not be used in any form by another boat in any class. **The Designation "US-1" is reserved for the National High Point Championship boat in the SuperCat Class only.** Race numbers shall contain a maximum of 3 digits. No duplicate numbers are allowed. Numbers may include a single zero ("0") in front of a single- or double-digit number to differentiate the race number from an otherwise duplicate number. (Some examples of legal numbers are: 2, 02, 20, 020, 200, 22, 022, 220, etc.) *In memory of Randy Linebach, the number "24" is permanently retired and may never again be used in APBA Offshore. #4-13 was retired for Class 400 in 2012.*
- Boats cannot obtain #4-13 when running in Class 400.*
- Strongly contrasting in color.
 - A minimum of 18 inches tall with a minimum stroke of three inches
 - On both sides of the hull
 - On the deck
 - Legible for scoring purposes.

1.6.3 Duplicate racing numbers are not allowed. Within all classes of APBA Offshore, every boat shall have a unique identifying number. (No two boats shall have the same number regardless of class)

1.6.4 In the event that two or more boats request the same number, the requested number shall be awarded to the boat using the following criteria:

For unused numbers:

- a. The boat having requested the number first. First request shall be determined by date (postmark or headquarters fax time stamp - no phone calls) of properly executed boat registration and membership application - note: all required fees must be paid in full).
- b. Should two or more applications arrive at the same time, the applicant having raced under that number the longest shall be awarded the number.

For numbers in use:

- a. A number belongs to the owner of a boat and the owner may retain the right to that number if he/she keeps their boat registration and APBA Offshore membership current. (Does NOT have to campaign a boat with that number in order to keep the number.)
- b. Should a boat owner fail to register the hull and continue membership in APBA Offshore by the end of the first race of a new year, the number held by that owner shall become available immediately.
- c. An owner may relinquish a number at any time by notifying APBA headquarters in writing that they no longer intend to race under that number. Upon receipt of written notification at APBA Headquarters, that number shall be available to the first person submitting properly executed hull registration and APBA membership forms along with all required fees. (See paragraph 7 immediately below.)
- d. If a number is awarded an “honorary” number, that number is temporary and the original number belonging to the owner of that boat is reserved for that owner if they meet the annual hull registration requirements outlined above. (No additional fees are paid to keep the original number)
- e. No owner may use the same racing number on more than one hull.
- f. If a race boat is leased or sold, the boat must be re-registered by the new owner. New numbers must be assigned, except when the former owner transfers the number in writing to the new owner.
- g. At the discretion of the Referee, temporary race numbers may be assigned.

CLASS NUMBER ASSIGNMENT FOR NUMBERS NOT IN USE	
DESIGNATION	NUMBER
CLASS 1	00 02 - 999 [*222 is grandfathered]
SUPERCAT	00 02 - 999
SUPERSTOCK	S 2 - S 999
EXTREME	00 02 - 999
VX	00 02 - 999
STOCK V	00 02 - 999
MODIFIED V (MOD V)	00 02 - 999
450R FACTORY STOCK	00 02 - 999

CLASS NUMBER ASSIGNMENT FOR NUMBERS NOT IN USE	
DESIGNATION	NUMBER
CLASS 100	100 – 199
CLASS 200	200 – 299
CLASS 300	300 – 399
CLASS 400	400 – 499
CLASS 500	500 – 599
CLASS 600	600 – 699
CLASS 700	700 - 799

1.6.7 The National High Point Championship in each class will be the only boat allowed to carry the number the #1 for the following season. If the #1 is NOT chosen to be used by the National High Point Champion in the class, NO boat will be permitted to use #1 as their number. (Example: If Team A is the 2013 National Champion but chooses to use their register # of 111 in the 2014 season, and Team B who was the National Champion in 2012 and used #101 for the 2013 season, Team B will NOT be permitted to use #101 again for the 2014 season. They must use their previously registered number.)

- a. **Production Bracket class** boats must follow the boat number rule of a 3-digit number in which the first number represents the class in which the boat runs in. Ex. #101, #201 etc.
- b. Super Stock must follow the boat number rule of the Alpha-Numeric numbering Ex. S-1
- c. Other Classes must follow their class numerical system

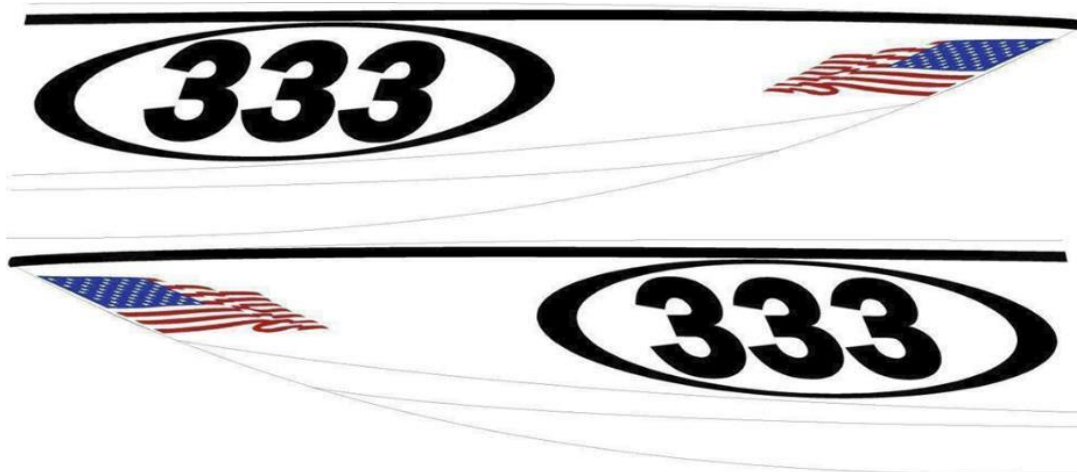
1.7 American Flags – Are required on all hulls. The flags must be painted or in decal form. American Flag must be a minimum size of 9"x12". Recommended placement of the American Flags is bow forward and displayed on each hull side. (See below diagram).

1.8 Foreign entries – Will place the appropriate flag on the bow in lieu of the American Flag with the same criteria in place. In addition, an American Flag must be placed on the rear corner of the hull where the side and deck meet with a minimum size of 4" x 6".

1.9 World Championships – All boats competing for UIM World Championships must display two 6" x 9" UIM decals adjacent to the APBA decals.

1.10 APBA decals – Must be present on both sides of the hull or deck, with a minimum size of 6" x 9". The location of the decal is at the rear corner of the hull where the side and deck meet. For Foreign entries, the APBA decal will be placed immediately beneath the American Flag. Decals to be furnished by APBA.

1.11 Failure to comply with the numbering and decal rules will result in a yellow card for each event entered without compliance. After three failures a Red Card will be issued with subsequent suspension for the team.



SECTION II – GENERAL CRITERIA FOR RACE MANAGEMENT AND APBA OFFICIALS

RULE 1 - GENERAL APPLICATION TO ALL EVENTS

The following General Racing Rules apply to all offshore events including special events such as sanctioned poker runs and time/speed trials.

RULE 2 - RACE MANAGEMENT AND APBA OFFICIALS

The following APBA officials will be present at all Events to assist with the production and conduction of the Event: Race Chairman, Referee, Assistant Referee, Inspector, Chief Scorer, Rescue and Safety Director and Risk Manager.

No APBA Official may enter a race at which they are officiating. Should an APBA official violate this rule, he/she will receive no points for the event, be disqualified, and receive a yellow card.

RULE 3 - REFEREES

- 3.1 Chief Referee** - The Chair of the ORC shall appoint a category Chief Referee who shall serve at the discretion of the Chair. Among other things, the category chief referee shall be responsible for the preparation and grading of the annual offshore referee test.
- 3.2 Presence at Events** - Each sanctioned offshore race must have a referee and assistant referee present. Should an officially designated Referee be unable to attend any sanctioned racing event, any member of the ORC may appoint an alternate to serve at that racing event.
- 3.3 Duties and Responsibilities** -
 - 3.3.1 Driver's Meetings** - The EVENT REFEREE shall preside over all drivers' meetings. He shall see that all questions relative to racing rules are properly answered and that the conduct of the race itself is in accordance with all racing rules.
 - 3.3.2 Enforcement of Rules** - The event referee shall see that all racing and technical rules are enforced during the conduct of an Event. It shall be the sole responsibility of the Chief Referee to communicate with any team member or other party who has been charged with the violation of any rule as well as the proposed action that APBA shall take as a result of said violation.
 - 3.3.3 Post-Race Reports** - The event referee shall file a report in writing to APBA headquarters detailing any accidents or other incidents such as disciplinary actions, and technical disqualifications. The Referee shall report ALL accidents, even though no injuries are involved, to the APBA National Headquarters. This does not preempt local authorities from reporting those accidents, as required by State and Federal law to be reported. Race Officials will assist local authorities in completing their reports where necessary.
 - 3.3.4 Multiple Roles** - Unless otherwise approved by **the APBA ORC Chair**, the Referee shall not serve in any other official capacity such as Timer, Inspector, etc. nor shall he act as a member of any committee charged with the actual management of the racing event while also serving as the Referee.
 - 3.3.5 Interpretation of Rules** - Should any questions regarding the interpretation of racing rules arise, the referee shall rule on these. In the event that the Race Committee makes an erroneous decision or interpretation, the Referee is authorized to overrule that decision.
 - 3.3.6 Special Events and Records** - In those racing events wherein records are claimed, the Referee must ascertain the presence and performance of competent inspectors, timers and timing equipment and course surveyors. The referee must submit a complete report of his findings to APBA headquarters within 10 days of the event.
 - 3.3.7 Unsafe Equipment** - The Referee or inspector shall have the right to refuse any entry at any time prior to the start that in his/her opinion is not designed, built, and equipped to standards of seaworthiness and safety required for any adverse weather and water

conditions during the race. This shall also be extended to equipment that, in his opinion, hinders adequate competitor extrication and rescue.

3.3.8 Other - The Referee of a sanctioned event also must ensure that:

- a. All proper officials be present and function during the conduct of an event; A safe course is provided.
- b. The event Rescue and Safety Director's Check List has been completed.

RULE 4 – CHIEF INSPECTORS

- 4.1 Presence at Events** - Each sanctioned event must have a **Chief** inspector present. Should an officially designated inspector be unable to attend any sanctioned racing event, any member of the ORC may appoint an alternate to serve at that racing event.
- 4.2 Duties and Responsibilities** -
 - 4.2.1 Compliance with Technical and Safety Rules** - The Inspector's main responsibility is to inspect the competitors' racing equipment for compliance with the applicable technical, equipment and safety rules and document their findings on each piece of equipment inspected at an event.
 - 4.2.2 Reporting Infractions** - Inspectors inspect racing equipment for compliance with the technical and safety rules. If they find what they believe to be a violation of any rules, then they shall report the infraction to the event Referee.

RULE 5 - CHIEF SCORER

- 5.1 Presence at Events** - Each sanctioned Event must have a Scorer present. Should an officially designated Scorer be unable to attend any sanctioned racing event, any member of the ORC may appoint an alternate to serve at that racing event.
- 5.2 Duties and Responsibilities** –
 - 5.2.1 Timing and Scoring** - The event chief scorer shall have full responsibility for timing and scoring the event.
 - 5.2.2 Reporting Results** - The event chief scorer shall be responsible for posting all results of the Event in a predetermined and announced location.
 - 5.2.3 Registration at Events** - The Chief Scorer may also work as the Chief Registrar and assist in the Event Registration process including the collection, organization and accounting of all entry forms, boat registration forms and membership forms.

RULE 6 – RESCUE & SAFETY DIRECTOR, AND RISK MANAGER

- 6.1 Presence at Events** - Each sanctioned offshore race must have a Rescue and Safety Director rescue and risk manager officer present.
- 6.2 Duties and Responsibilities** –
 - 6.2.1 Support Personnel** - The event Rescue and Safety Director shall be responsible for assembling all support personnel necessary for the satisfactory execution of his duties and responsibilities.
 - 6.2.2 Race Day** - On the morning of each race, the event Chief Medical/ Rescue and Safety Director and Risk Manager or his designee shall be responsible for conducting a survey of the course to verify that all check, turn, medical/rescue and patrol boats are on station. The event Referee must be notified immediately regarding the status of the racecourse.
 - 6.2.3 Local Officials** - The event Chief Medical/ Rescue and Safety Director and Risk Manager is responsible for coordinating with and directing the local risk manager, as well as the local medical, rescue and safety personnel during the Event to ensure that all APBA Offshore safety, medical and rescue requirements are met.
 - 6.2.4 Reports** - The event Chief Medical/ Rescue and Safety Director and Risk Manager must report any and all safety violations immediately to the event Referee.

RULE 7 – CLASS REPRESENTATIVES AND VOTES

- 7.1 For uniformity and to assure majority representation, all APBA Class representatives will, henceforth, be elected by racing members of record during the previous season, who are current APBA members at the time of the vote.
- 7.2 **All Class Votes, for representatives, rule changes, drop races and other issues must be sent in writing to the ORC chairman and conducted through APBA HQ, to assure that only active APBA members are polled.**

RULE 8 - UIM-OFFSHORE REPRESENTATIVE

- 8.1 **The APBA Offshore Chairman or a representative approved by APBA ORC will represent APBA on the UIM Offshore Committee. (COMINOFF)**

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SECTION III - GENERAL PRE-RACE - REQUIREMENTS FOR CONDUCT OF EVENTS

RULE 1 - GENERAL APPLICATION TO ALL EVENTS

Unless otherwise specified the following General Racing, Rules apply to all APBA Offshore events, including special events such as sanctioned poker runs and time/speed trials.

RULE 2 - DRIVER'S PACKETS

Driver's Packets may be downloaded from the APBA or conducting club's web site. Drivers Packets are required to be provided 30 days in advance for all UIM **events or** Championships.

RULE 3 - ENTRY FORM AND RACE CIRCULAR

Following the issuance of an APBA sanction, APBA headquarters shall send to all appropriate and duly registered offshore racing members a race circular. **The Race circular will be sent upon completion of all requirements including receipt of the sanction fee at the APBA headquarters, which must be received no later than 14 days before the event.**

RULE 4 - RACE ENTRY AND CREW REGISTRATION

4.1 Entry Fees - Race entry fee amounts shall be established at the discretion of the conducting club.

- 4.1.1 Refund of Entry Fees - Boats voluntarily withdrawing from a race prior to testing shall receive a full refund or have the option of "rolling" the entry fee over to the next race put on by the same conducting club.
- 4.1.2 Boats voluntarily withdrawing after testing and before race day shall receive 50% of their entry fee or have the option of "rolling" the balance over to the next race put on by the same conducting club.
- 4.1.3 Boats voluntarily withdrawing on race day shall receive 25% of their entry fee or have the option of "rolling" the balance over to the next race put on by the same conduction club.
- 4.1.4 In the event that a boat shows up at an event ready to race, all riding crew members are present, and the boat is unable to start the race due to circumstances beyond their control (i.e.: mechanical failure, hull damage, safety issues, etc.), the owner shall have the option of receiving last place points in their class OR "rolling" the entry fee over to the next event put on by the same conducting club (not both). If the owner chooses the points, the entry fee is considered spent. This option is available only to currently registered APBA Offshore boats that have competed in a prior APBA offshore event during the current season and have paid all registration and entry fees for that event. The decision to take last place points or "roll" the entry fee over must be made prior to the start of the race. Receiving last place points in accordance with this rule does constitute having actively participated in a race and count towards qualifying for the APBA Offshore World Championship event. In the event a decision is not communicated to the Referee before the start of the race, the boat will automatically be awarded last place points. The Referee's decision in this matter shall be the final. Note: Boat must remain at the race site until the completion of their class race to be awarded "hardship" points.
- 4.1.5 All entries to the race must be properly registered according to the procedures set forth by the APBA Offshore officials for that race.
- 4.1.6 Last minute entries are at the discretion of the Referee and or Chief Scorer.
- 4.1.7 No boat may be launched for testing or race entry until all insurance waivers have been properly executed by all riding crewmembers.

4.2 Race Registration (On-Site)

4.2.1 Requirements -

- a. **Deadline** - At all events, each riding crewmember must complete all registration requirements by the time set in the APBA race circular. All required signatures and any other missing information on the entry must be provided by this time.

- b. **Paperwork** - Riding crewmembers must show proper APBA membership card, APBA club membership card, UIM card if required, and documentation of all APBA Medical and Safety requirements. The boat registration card must also be checked.
 - c. **Penalties** - Entrants failing to complete registration requirements prior to the deadline shall receive a fine and/or up to a 3-minute penalty at the discretion of the event Referee. Entrants not completing all registration requirements prior to entering the racecourse on race day shall be disqualified and receive a Yellow Card.
- 4.2.2 Procedures** - The following on-site registration procedures shall be employed at all events:
- a. **Fees and Paperwork** – Per APBA General Racing Rules the conducting club shall collect all APBA fees due and complete proper application forms for boat registration or APBA racing membership. All APBA fees and completed registration and membership forms shall be forwarded and postmarked within 15 days to APBA headquarters upon completion of the event. Failure to provide such fees and documentation shall cancel all remaining sanctions for that particular club or promotional group, until such paperwork is received at APBA Headquarters. Should a club or promotional group proceed with a race while the sanction is cancelled, NO APBA National or Regional POINTS will be awarded for that event until such time as previous paperwork is received. Each late occurrence will result in a Yellow Card issued to the event Scorer after the third Yellow Card the offending scorer will be suspended for 12 months.
 - b. **Local Club** - In the event that a potential entrant is not a member of an APBA affiliated local club, they may join the conducting club or some other APBA club prior to competing in the event. The conducting club retains club fees.
 - c. **Insurance Releases** - The event chief scorer and/or the registrar for the event shall make sure that all insurance releases/waivers are signed.
 - d. **Late Entries** - Late entries at events shall be accepted at the discretion of the conducting club. A financial penalty may be assessed.

RULE 5 - PRE-RACE SAFETY AND TECHNICAL INSPECTIONS

5.1 Requirements -

- 5.1.1 All race boats entered in a sanctioned race are subject to a pre-race safety and technical inspection by an approved Inspector.
- 5.1.2 The time and place of such inspection shall be published in the Driver's Packet.
- 5.1.3 No race boat may be considered a bona fide entrant in a sanctioned race until such time as the Inspector has passed and signed the official pre-race inspection form.
- 5.1.4 It is the responsibility of the owner or riding crewmember to submit his team's equipment for his inspection. If, in the judgment of the Inspector or Referee, a boat and/or safety equipment is unseaworthy, unsafe, or unmanageable, the non-compliance must be brought to the attention of the event Referee. If the Referee determines that the condition cannot be rectified prior to the start of the race, then he shall have the right to prohibit the boat from competing.
- 5.1.5 The Inspector shall examine each entry for compliance with all safety requirements and shall also visually inspect hull, propulsion, and engine for compliance with class technical rules. The spirit as well as the letter of these rules shall be enforced equitably to all entrants.

- 5.2 Class Placement** - The responsibility for proof of legality of equipment and proper class placement rests with the boat owner. If such proof cannot be provided, the Inspector, with the approval of the Referee shall have the right to re-determine the entrant's class.

5.3 Pre-Race Technical Rules Violations -

- 5.3.1 **Notice to Owner** - In the event that a pre-race inspection finds a technical rules violation the Referee or Chief Inspector must notify the owner of the subject boat or his representative of the

specific nature of the alleged violation as soon as practical but in no instance later than the Final Driver's Meeting.

- 5.3.2 **Correction of Violations** - After a race boat owner has been notified of the violation, he shall have until the Final Driver's Meeting for his race to correct the violation, unless he has been disqualified. Should he elect to correct the violation then it shall be his responsibility to have the boat re-inspected prior to said meeting and cleared for competition. In the event the violation is not correct, the boat shall be disqualified.
- 5.3.3 **Appeals** - Should that owner or his representative choose, he may give written notice and \$500.00 appeal fee to the Referee of his intention to file an appeal to the ORC. Upon appeal the Referee shall (except in cases involving intoxicants and unmanageable and unsafe craft rulings) allow the race boat to start provided that the results of that class shall be deemed unofficial pending the outcome of the appeal hearing. Should the appeal be upheld the finish position of the subject race boat shall be declared official. Should the appeal be denied, the boat will be disqualified, the appeal fee shall be forfeited to the ORC, and the results shall be declared official.

RULE 6. - UNIFORMS

6.1 Defined –

- 6.1.1 **Driving Suit** – All Racing members in National Classes will wear approved racing driving suits while competing.
- 6.1.2 **Racing uniforms** – all non-racing crew members in National Classes will wear matching team t-shirts and slacks or shorts that simulate a jumpsuit or matching jumpsuits and will be worn on race days.
- 6.1.3 **Dress Uniforms** - should consist of a collared dress shirt, racing jacket (optional), and dress pants. This uniform will be worn at the first drivers' meeting and at all official functions.
- 6.1.4 **Penalties** – Penalties for failure to conform to the above will be at the discretion of the Chief Referee with the minimum of a Yellow Card for the first offense.

RULE 7 - ESTABLISHMENT OF DESIGNATED "PIT AREAS"

7.1 Pit Requirements - At all Events, the Race Producer must establish clearly defined, readily identifiable areas for Dry Pits, Wet Pits, and Hot Pits. In all cases these areas must be set apart from the general public by being roped off, fenced, or some other means except that the public may be admitted to the Dry and Wet Pit Areas during designated times. Only contestants, crews, officials, approved regatta workers or current members of APBA shall be admitted to the "hot pit" area. These areas require the execution of Insurance Waiver by all participants (racers, crews, family members, officials, and regatta workers - not spectators) for admission. Intoxication within any of the designated pit areas of any APBA member or a signee of the Insurance Waiver is strictly prohibited. The APBA ORC designates three mandatory pit area classifications with the following restrictions:

7.2 Hot Pit: shall be defined as an adequate area around launching cranes, fuel storage, fueling area and launching ramp. Entry into the hot pit requires APBA Offshore Racing, Crew or Official Membership.

- 7.2.1 Fueling of boats shall be allowed only in the approved fueling area(s) and designated by the race committee. Fueling or de-fueling of race boats in the water is specifically prohibited. (Fueling at commercial marina pumps on the water or commercial land-based filling stations is allowed.)
- 7.2.2 Waste oil and fuel must be disposed of in a responsible manner by all race teams.
- 7.2.3 Signs shall be posted around all hot pit areas designating "No Smoking or Drinking of Alcoholic Beverages." Violation will subject offenders to disqualification.
- 7.2.4 Enclosed footwear is mandatory in the hot pit area.
- 7.2.5 The crane area shall be highly restricted and roped or fenced off from all other areas. No persons shall be permitted to the crane area except specifically authorized personnel. (This is considered part of the "Hot Pits").

7.2.6 The presence of persons on a boat, which is being lifted by a crane, is strictly prohibited. Violation of this rule shall result in disqualification from that event.

7.3 Wet Pit: shall be defined as those docking areas, so secured by the race committee, as crew working areas and available by controlled admission pass to the general public.

7.4 Dry Pit: shall be defined as those areas where trailered craft are on display by admission pass prior to launch. This may also be posted with local authority restrictions.

RULE 8- TESTING

8.1 Inspections and Registration - Race boats must pass through pre-race technical and safety inspection, and the boat and all riding crewmembers must complete all registration requirements prior to any on water testing. The owner and all riding crewmembers must sign the Insurance Waiver prior to any on water testing. Anyone testing without signing the Waiver shall be subject to disqualification.

8.2 Compliance with Government Regulations - Race Teams and Race boats shall be subject to all Coast Guard, Federal, State, and local regulations during testing.

8.3 Compliance with APBA Rules and Regulations - Race Teams must comply with all APBA rules and regulations established for each Event, including obeying manatee zones, speed zones, testing times, and testing only in designated areas, if applicable. The teams shall be solely responsible for checking with the appropriate APBA Officials at the Event during registration as to the applicable rules and regulations for testing at the event. Violation of this rule may result in fines, time penalties and/or disqualification.

8.4 Safety Equipment - Whenever registered equipment bearing APBA numbers or designation is being operated at or in conjunction with a sanctioned event, including while testing, or at any other times while the craft is on plane, or while off-plane under its own power and within 250 feet of the outside of an active racecourse, the competitors must wear complete personal safety equipment including helmet and life jacket. This rule shall be in effect at a race site from the time of arrival and until one hour after the checkered flag of the last event of the day. Failure to comply with this rule will result in a double Yellow Card for the offending competitor.

8.5 Lifting Harnesses - All boats are required to provide their own single point lifting harness for weighing purposes. Slings may not be provided by the Race Committee other than for emergency boat retrieval or if extenuating circumstances exist. In this situation, the referee has the authority to approve such use. See Sling Safety Requirements in the General Safety Rules below.

RULE 9 - DRIVERS' MEETINGS

9.1 Attendance - Drivers' meetings shall be confined to riding crewmembers, boat owners and officials only. Non-Racing crew, friends and family members are specifically excluded from Driver's meetings. Unless otherwise provided in these rules attendance at these meetings is mandatory for every driver. The Race Committee may designate representatives, etc. to attend as observers.

9.2 Driver's Meetings - A Driver's Meeting shall be held on each race day of an Event. Attendance at this meeting is mandatory for every driver competing in that day's races. Unless otherwise noted on the official APBA Offshore race circular, the Final Drivers' meeting shall be held at 9:00 AM on race day.

9.3 Excused Absences - A Driver may be excused from attending Driver's Meeting provided that unavoidable circumstances prevent a driver's attendance and that he provides the Referee sufficient notice, a reasonable excuse and receives the Referee's permission prior to the Meeting and is fully briefed to the Referee's satisfaction prior to competing that day.

9.4 Unexcused Absences - The Referee shall call the initial roll call at the Drivers' meetings and verify the presence of each Driver. The unexcused failure of a Driver to answer roll call at either meeting may result in a \$50 fine and/or up to a 3-minute penalty. Failure to answer final roll call at the end of the meeting may result in penalties up to and including disqualification.

9.5 Changes to the Event -

- 9.5.1 Any race postponement or substitution of an alternate storm course shall be announced no later than the drivers' meeting to be held one hour prior to the starting time. The Race Committee shall adhere to the schedule set forth in the Race Packet unless some emergency shall dictate otherwise.
- 9.5.2 The Referee will confer with the Race Director and may change the course, announce any APBA rule changes with proper notification to the teams.

9.6 **Alcoholic Beverages** - Sale or consumption of alcoholic beverages is strictly prohibited at all drivers' meetings.

SECTION IV - GENERAL REQUIREMENTS, PRACTICES AND PROCEDURES FOR CONDUCTING RACES

RULE 1 - GENERAL APPLICATION TO ALL EVENTS

Unless otherwise specified the following General Racing Rules apply to all offshore events including special events such as sanctioned poker runs and time/speed trials.

RULE 2 - RACE COURSE

- 2.1 **Check Points** - All check points shall be buoys, boats, or landmarks. If the Coast Guard specifically prohibits the use of fixed buoys, then definite positioning of a checkpoint from that fixed mark may be used. Latitude and longitude coordinates for the positioning of check boats must be utilized for course verification on race morning.
- 2.2 **Check Boats** - All check boats will fly one 3' x 5' orange pennant from the highest point above the water line and one specifically designated flag. A Race Committee may designate any additional distinctive markings from time to time at their discretion to distinguish check boats readily from surrounding spectator craft or other inhibiting backgrounds. Numbering the orange flags to correspond with the check boat number is mandatory.
- 2.3 **Slots** - Slots may be established on the racecourse to aid in scoring or enhance the safety of the racers or spectators.
 - 2.3.1 Failure to maintain slots or lanes for the distance announced by the referee at the Driver's meeting will result in penalties at a minimum of one yellow card, up to a maximum of disqualification and a red card.
- 2.4 **Spectator boats** - Spectator Boats are not allowed inside the course and may not be closer than 500 feet to the outside race lane.
- 2.5 **Turns Greater Than 90 degrees** - Whenever possible any turn that is greater than 90° should be marked with a minimum of 2 buoys and 2 turn boats at least 1000' apart.
- 2.6 **Storm Course** - In the event that inclement weather conditions prevent a race from being run, the Referee, in conjunction with the U.S. Coast Guard and any other governing law enforcement agencies, may substitute a storm course. Said course must be in protected waters and afford a greater degree of safety to the race boats as well as patrol, medical and safety boats. Alternatively, storm courses may be shortened versions of the original course or run a reduced number of laps on the original course. In any event, the distance run must be at least ½ the distance advertised in the original racers packet.
- 2.7 **Course Markers** -
 - 2.7.1 Turn Buoy - Any buoy used to designate turns, chutes or slots should be a minimum of five (5) feet tall, either tetrahedron in shape (preferred) or round, orange in color, and made of vinyl or plastic material capable of withstanding conditions encountered in offshore racing. All other marks of the course should be day glow orange, yellow or pink and a minimum of two (2) feet in diameter. All turn marks of the course must be negotiated as designated by these rules, pre-published race instructions or as directed by the referee or his designee at the Final Drivers' Meeting.

2.7.2 Spectator Areas - All designated spectator areas must be at least 300 yards from any check or turn boat.

2.8 Starting Chute -

2.8.1 Minimum Width - The minimum starting chute width shall be 100 yards.

2.8.2 Minimum Length - The Starting Chute length to be determined by the Referee pending course dimensions.

2.8.3 Other Requirements - The chute must be maintained in a straight line to avoid “pushing” of the boats during the starting procedure as would happen in a turn. The Start/Finish line shall be defined by boats, buoys, or fixed points, one on either side of the course to form said line perpendicular to the direction of travel. All competing boats must cross the starting line between the markers. The finish boat shall fly an orange pennant 3' x 5', or a specifically designated flag. In the event of two such boats, only one side will be designated the “Finish” boat. Timing, scoring and checkered flagging will be done on the official Finish Boat. Race boats must finish close enough to the Finish Boat to be identified, but they shall not pass closer than 50 yards of any stationary vessel. The use of binoculars to confirm passage is permitted. The racecourse must include provisions for the “Safe Area” during starting procedures.

NOTE: Race Control must be equipped with both Aircraft VHF and Marine VHF Radio Base for Medical and Safety Communications.

2.9 Racecourse Length, Width and Race Distances

2.9.1 Course Length – Minimum length is ~~4.5~~ **5 miles** unless specified by the event referee.

2.9.2 Course Width - The minimum distance from the racecourse to any fixed object shall be 50 yards (**150ft**) and the minimum course width shall be 100 yards (**300ft**).

2.9.3 Minimum distance from the dropping of the green flag to turn 1 – 1.5 miles

2.9.4 Race Distances (**number of laps**) - At the discretion of the conducting club.

RULE 3 - PRACTICES AND PROCEDURES FOR CONDUCTING THE RACE

3.1 General

3.1.1 The procedure for each race will be announced at the mandatory drivers’ meeting(s.) All racers must adhere to this procedure.

3.1.2 All APBA Offshore regular season races shall consist of one (1) full distance race for each class. Classes may be combined in races to achieve spectator appeal in the event of low boat counts, etc. Qualification heats may be used in cases where a particular class fleet is too large.

3.1.3 When the heat race format is used, except as noted, any changes/repairs may be made to the boat, engine(s), drive(s), or propeller(s) between heats. Riding crew may not be changed between heats. Boats must return to and remain at the wet pit docks and may not be craned out of the water between heats unless they have specific permission from the APBA inspectors.

3.1.4 **Races shall not be delayed for a competitor that is not ready when their race is called.**

3.1.5 All boats in weight-regulated classes must report to the crane immediately upon completion of the race. No private cranes or scales will be utilized for official weighing. The APBA Offshore scale(s) is/are the only official scale(s) and as such may not be protested.

3.1.6 **Underweight Penalty: All boats under weight at the end of the race will receive last place points.**

3.1.7 Radio or cell phone communications between aircraft or shore crews are permitted as long as information received by the race boat does not give an unfair competitive advantage or contain unsportsmanlike comments.

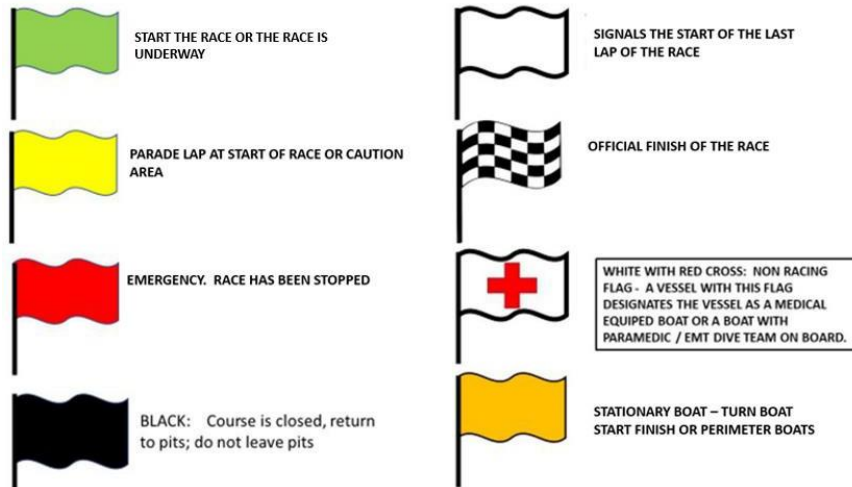
3.2 **Flags** – All official support boats, pace boats, rescue boats, turn boats must carry at least red and yellow flags.

3.2.1 Size - All signal flags shall be a minimum of two feet by three feet.

3.2.2 Direction – No flags may be displayed without a direct instruction from race control.

3.2.3 Purpose - Flags are used to give specific instructions to contestants and shall be designated as follows:

- a. RED - Emergency - Stops the race. If used at the start of a race, monitor channel 78A for restart instructions. Any other time return to the milling area at a safe and prudent speed via rules of the road. Red flares or lights may be in conjunction with red flags.
- b. SINGLE YELLOW - Caution. Also used to bring the fleet from the wet pits to the milling area and during the actual pacing of the start. May be displayed at any checkpoint or flown by rescue/patrol craft during a race to indicate an accident or hazardous situation on the course.
- c. ORANGE (OPTIONAL - DEPENDS ON STARTING METHOD) - Denotes that orange smoke has been lit and there are 3 minutes or less until the start of the race.
- d. GREEN- Starts the race. When the pace boat displays the green flag, the race has officially started.
- e. CHECKERED - Finish of race. Return to pits at a safe and prudent speed via rules of the road.



3.2.4 X2 link System: As of July 1, 2023, all APBA Offshore race sites and race boats must be equipped with the X2 link race management system from Mylaps.

WHAT IS X2 LINK



3.3 Pace Boats - Unless circumstances prevent it, one pace boat shall be employed for every start. Pace boat personnel shall be limited to a maximum of five (5) as designated by the referee: a driver, driver assistant, flagman, flagman assistant, and starter. The pace boat should be a minimum of 30' and shall be able to attain speeds of 50 to 70 mph. Back-up pace boats are limited to seven (7) personnel, two of which may represent E.M.S. personnel. The minimum age of pace boat personnel shall be 18 years. Safety takes precedence over racing so pace boat personnel should do nothing to endanger themselves, spectators, or other participants. All pace boat crew must wear their P.F.D. at all times while the pace boat is on the racecourse including during starts.

Turn & Media/ Photo Boats, VIP Rides No Media personnel or Photographers are allowed on any pace boats or turn boats without the express permission of the Director of Race Control and the named boats captain. Any Media/Photo boat wishing to be placed adjacent to the racecourse must have the permission of the Director of Race Control, execute a liability release, and will be located in a safe distance & area of the racecourse. No VIP rides of the racecourse may be given without permission of the Referee, Chief Starter and Director of Race Control. Advanced Notification on all the above is required.

3.4 Starting Procedures:

3.4.1 Pace Lap / Flying Starts:

- a. Boats shall be led from the wet pits or a designated holding area to the racecourse by one or more pace boats flying a single yellow flag.
- b. Boats from one or more classes may be grouped together for a start or classes may be instructed at the drivers meeting to follow a designated pace boat for their individual start.
- c. The pace boat(s) may lead the boats around the course at approximately 50-60 mph for one lap. Just before the pace boat reaches the pre-determined starting chute, the pace boat will slow to a maximum speed of ~~40~~ **45** mph and the boats will line up, side by side in a straight line a minimum of 300' behind the pace boat.
- d. When the boats are lined up in proper order and the starting line is straight, the pace boat will simultaneously change the flag from yellow to green and racing shall commence. Note: All boats registered for the race must be in line for the start. The starter must make sure that no boat(s) is/are behind the starting line-up unless they are making a "rookie start."
- e. Starting order (Lanes) for ~~each~~ **the first** race of the season and the first race at the World Championships shall be determined by lottery **or qualification All following race lanes will be determined by either qualification (if available) or the order of finish at the previous race. Any boats that did not compete at a prior event will be placed in the outside lanes in the order of their entry dates for that event.** These lanes are to be maintained through the completion of turn one. The referee may, depending upon course design, instruct drivers to maintain those lanes through turn two as well. Under no circumstances at any point during the race may a race boat impede the boat or boats to the inside or enter an inner lane without at least a two-boat length overlap. An aerial camera (helicopter or drone) must be in place at the first turn for any race with 5 or more starters to record lane discipline. Any driver, violating this rule will receive a 1 lap penalty. Secondary buoys may be used for larger fleets to assure separation where needed. For starting lane violation penalties, see Section IV Rule 2.3.1
- f. If at any time during the starting procedure a red flag is raised, the start has been aborted and all boats are too slow to an idle immediately. Boats should monitor VHF Channel 78A for further instructions.
- g. Rookie drivers and/or throttlemen must start ~~100~~ **150** feet and in the outside lane behind the field in their start. A rookie driver or throttlemans is defined as a new driver or throttlemans or any driver or throttlemans that has not competed in an offshore race sanctioned by a recognized sanctioning body during the last 5 years. The Referee shall be the sole determinate as to whether or not the rookie driver or throttlemans shall be cleared

to start with their class at the next event or start ~~100~~ **150** feet and in the outside lane behind the field again.

3.5 Milling Group / Pace Boat Starts:

- 3.5.1 **Leaving the Wet Pits** - The main pace boat and back-up pace boat shall leave the pits together followed by all racing craft. The pace boat shall display the Yellow Flag while leading the race craft to the milling area or on a parade lap (if any) around the course as announced by the event Referee at the Final Driver's Meeting.
- 3.5.2 **Milling Area** - Immediately following the parade lap (if any) the pace boats shall establish distinct safe area where each starting group can establish the required milling circles. In this area, boats must be off plane (bow down, no wake, 7 M.P.H.) only and must turn in the same direction, counterclockwise. The milling area shall be defined as the actual "circle" created by the boats in a specific starting group.
- 3.5.3 **Pace Boat Pre-Start Position** - Establish a Picket line, which is effectively where the pace boat turns to pick up each class to lead them down the start chute. Each pace boat designated for a particular start will be placed directly in front of the milling circle of the group it is assigned to start, bow facing the circle. The pace boats will remain with its bow pointed away from the direction of the racecourse (towards the fleet) from the time that it arrives at the milling location until the start of the race.
- 3.5.4 **3 Minutes to Start Signal** - An orange flag will be displayed in view of the milling circles from pace boat #1 to signal that the course has been cleared and the start procedure will begin in three minutes.

3.6 The Start -

- 3.6.1 The official pace boats will start all classes individually or grouped as announced at the drivers' meeting.
- 3.6.2 The pace boat shall drive a course closest to one side or the other of the chute.
- 3.6.3 After the three-minute orange smoke/flag period has expired, the pace boat will display the yellow flag, then rotate in position, and come on plane in the direction of the first leg of the course bringing the fleet on plane and in line for the start. The pace boat will not pass in front of the fleet.
- 3.6.4 All race boats shall stay on the designated side of the pace boat.
- 3.6.5 Subsequent starts shall be made in the identical manner by pace boats 2 and 3, respectively.
- 3.6.6 If pace boat 1 is used for subsequent starts, it will return and pick up the fleet without crossing the racecourse. In this case, pace boat 1 would normally return on the inside of the course, make a sharp, slow speed turn on the same side of the fleet, and bring the fleet in line for the start.
- 3.6.7 The race boats in the subsequent starts should begin to form a line at idle speed to meet the pace boat for their start. Under no circumstances will the second or third place boats raise their green flag until the pace boat in the preceding start has raised its green flag.
- 3.6.7 The drivers are to establish a safe zone behind the pace boat of 100 ft. and assure a safe distance between boats.
- 3.6.8 The pace boat determines the actual start by simultaneously dropping the yellow flag and raising the green flag.
- 3.6.9 The starter, wearing orange gloves and/or using orange batons and an orange vest (if necessary) over his P.F.D., aboard the pace boat will utilize hand signals to control the starting fleet.
- 3.6.10 Racing may only begin when the green flag is raised **and the X2 Link turns green**; however, the official start for timing purposes is when the first boat crosses the starting line.
- 3.6.11 If the pace boat is unable to create a satisfactory picket line or if boats are not maintaining their proper lanes, the pace boat will display a red flag **and the X2 link will turn red**, to begin the starting process over. (Aborted start)

3.7 Heat Races - Second Heat Flying Starts

If the first heat was started using the “flying start” method described above, then the second heat shall be started using the order of finish from the first heat. i.e.: The first-place boat starts on the pole (lane 1), the second-place boat in lane 2; the third-place boat in lane 3, etc.

3.8 Aborted Starts - If at any time during the start procedure after the orange smoke has been fired, a red flag is raised, the start has been aborted and all boats must return off plane to the milling area (safe area) for restart. All boats should then monitor VHF Chanel 78A and follow specific instructions of the pace boat.

3.9 Accidents during starting procedure -

3.9.1 In the event an accident should occur during the start or prior to the first turn/check point, or if any safety assets are engaged, the race must be stopped for safety reasons.

3.9.2 If the lead boat has completed less than one lap, the race will be stopped by red flags displayed at all turn/check boats and the start/finish line. All boats will return to the milling area immediately via rules of the road for a restart. The restarts will commence in the same order and as soon as possible using the orange three-minute smoke to denote the first start. Racers should monitor channel 78A prior to the restart for additional instructions or information.

3.9.3 If a race is stopped for safety reasons prior to the completion of the first lap and then restarted, one lap will be deducted from the required number of laps to complete the race to compensate for the distance run during the initial start.

3.10 Disabled Race Boats - A disabled boat, or one that cannot get on plane with its class, must not interfere with the next start in any manner. The disabled craft must go to one side of the chute and wait for a clear lane to commence its start. Should a boat fail to start after its class has started, it may start in a normal fashion any time prior to the checkered flag being displayed. The boat will receive credit for a start and any laps completed before the official end of the race.

3.11 ~~Rookie Starts~~—~~A new driver (rookie) in any race must start 100 feet and in the outside lane behind their class field. During the new driver's first race, the Referee will judge his ability to perform under race. Should an infraction occur, the Referee may prevent the rookie driver from future participation until the deficiencies are remedied. A rookie is a new driver or a driver that has not raced in an Offshore for the previous five years.~~

3.12 Racing Rules of the Road

3.12.1 Applicable Rules and Regulations - At all times during the execution of a race, or official test session, the applicable U.S.C.G., State and local RULES OF THE ROAD shall apply.

3.12.2 Overtaking - When two race boats are on the same course or approximately the same course, the overtaking boat shall keep clear of the boat being overtaken, and in passing, shall allow at least 50' of clear water between the stern of the overtaking boat and the bow of the overtaken boat. The overtaken boat shall not alter course so as to compel an overtaking boat to pass within this 50' limit.

3.12.3 Overlap - Overlap establishes right of way at turn buoys and marks of the course. An overlap is established when two boats are on the same course, or approximately the same course, and the cockpit of the overtaking boat is even with the cockpit of the overtaken boat. The following rules shall apply to an overlap:

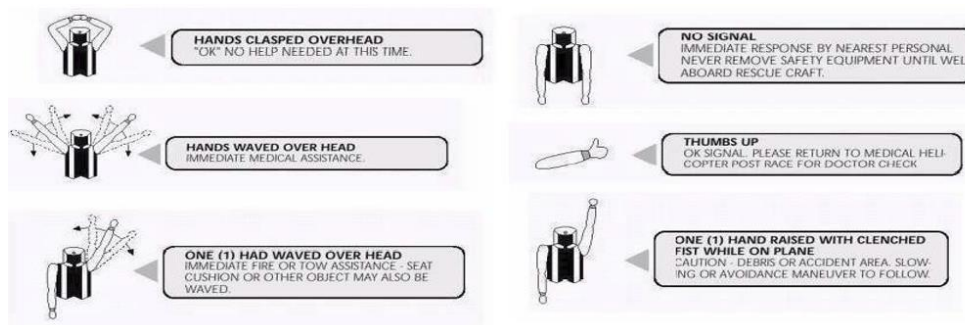
- a. The lead boat has the right of way until an overlap is established.
- b. Once an overlap is established, the overtaken boat must give the overtaking boat room to clear any course markers.

- c. The overtaking boat cannot force an overlap once the lead boat has altered her helm for the purpose of turning a mark of the course.
- d. A safe overlap is the responsibility of the overtaking boat.

3.13 Bearing Away - A boat shall not bear out of her course so as to hinder another in passing to starboard or port.

3.14 Absent or Non-Conforming Turn Boat or Buoy - Should any check boat or turn boat or buoy be absent from its proper position during the course of a race, the Race Committee shall, if possible, replace it. If this should prove to be impossible, the race boat shall negotiate that fixed mark (i.e., the position where the buoy or boat should be) of the course as per race instructions.

3.15 Accidents - All competitors reporting “out of race” must report on 78A (VHF 156.925) to Race Control directly or relay through Angel helicopters or patrol boats. Final communication with Race Control must be confirmed on arrival at crane or pits. Offshore Emergency hand signals shall prevail as published and shall be strictly adhered to. (See pictorial that follows.)



3.15.1 In the event of a racing accident which includes any occupant being: (1) ejected from a race boat, (2) involved in more than one incidental contact between boats, or (3) involved in a racing accident which in the judgment of the on-site medical personnel qualifies, shall be considered, and treated as a trauma victim. All participants involved in an accident that falls into one or more of the above categories will be properly packaged and/or immobilized and evaluated by on-site ALS personnel or medical doctor.

3.15.2 Trauma victims will not be allowed to leave the race site without being released by the ALS personnel or medical doctor. Anyone requiring hospitalization from a racing accident will be required to produce evidence of a complete physical examination prior to entry into any future race.

3.15.3 In the event of a capsized race boat, ejection from a race boat or Rescue Personnel being in the water (Wet Driver Rule) on a live racetrack, the race will be immediately stopped, and the race boats will return to the milling area at **a safe and prudent speed** ~~idle-speed~~, staying well clear of all medical and support boats tending the accident location. The Referee will decide whether a restart or curtailment will be ordered.

3.16 Scoring (Negotiating the Racecourse) -

3.16.1 Short Course - (Courses less than twelve (12) statute miles in length) – All scoring will take place at the finish line. Finishing positions for all boats will be determined at the finish line. The official finish of the race shall be when the last first place finisher in all classes crosses the finish line. Boats still remaining on the course and not having completed the required distance shall be allowed to complete the lap that they are on. Boats not running at race speed at the official finish of the race may receive credit for the lap which they are completing.

Finishing positions for boats that are not on the course at the official finish time, shall be determined at the finish line according to their total number of laps completed and total elapsed time. Those boats not completing a full lap shall receive last place finishing points. Last place finishing points shall be defined as the number of points awarded to the last place finisher as if all

entries within that class had completed the full race. (i.e.: 5 boats entered, 5th place = last place) All boats not completing a full lap shall be awarded the same number of points and shall not be awarded an actual place of finish. Their performance shall be recorded as a "START ONLY." In the event that more than one boat recording a "START ONLY" should qualify for any prizes, then the prizes shall be distributed equally among those boats.

- 3.16.2 Long Course** - (Courses exceeding twelve (12) statute miles in length) - Finishing positions will be determined at the finish line for those boats that complete the race prior to the official finish time. Finishing positions for boats not completing the race prior to the official finish of the race will be determined at the first scoring point reached at or after the official finish time. After the official finish time, all scoring boats will display a checkered flag for those boats still on the course at the official finish time. Finishing positions for boats that do not complete the course and are not on the course at the official finish time, shall be determined at the farthest scoring point reached. Those boats that do not reach any scoring point within thirty (30) minutes after the official starting time for their class shall receive last place finishing points. Scoring may not be at every checkpoint.
- 3.16.3 Legal Starts** - All boats must make a legal start within their class in order to receive finish points, except as detailed in Section III rule 4.1.4
- 3.16.4 Making the Turn** - All turn marks of the course must be negotiated as designated by the pre-published race instructions or as directed specifically by the Referee or his designee at the Final Driver's Meeting. All race boats in order to be scored must negotiate these checkpoints at a distance not greater than 300 yards or less than 50 yards from the check point boat. A buoy may be placed 300 yards from the check point boat to aid in identifying the slot. The use of binoculars to confirm passage is permitted. In the event race boats passing properly between turning marks cannot be identified, the score sheet for that checkpoint shall be so noted along with the number of boats not identified, their position, and any partial identification, such as color. The legal passage of an unidentified race boat may be confirmed through the observation of any Race Official, providing such observation is consistent with the information provided on the score sheets, or by the count of boats on the score sheet should such count indicate, a boat must have passed through the scoring point.
- 3.16.5 Missing a Turn** (Short course or lap less than 12 miles) - The course must be taken at all times in sequence. Should a checkpoint be missed, the sequence must be picked up at the next mark (no boat shall retake a missed mark), a 30 second penalty will be assessed for each mark missed. Should the missed mark result in significantly shortening the course (i.e., Missing dog leg) there will be a 1 lap penalty assessed.
- 3.16.6 Missing a Turn** (Long Course) - The course must be taken at all times in sequence. Should a checkpoint be missed, the sequence must be picked up at the point missed and repeated in order to be scored. Should a race boat fail to execute a mark of the course correctly and hence be compelled to renegotiate this mark, the driver must return and circle inside the course and pass the mark on the proper side, keeping well clear of the balance of the racing fleet in so doing. Any race boat that misses a turn buoy/check point (passes on the wrong side) and fails to renegotiate that buoy correctly shall be penalized one lap.
- 3.16.7 Hitting a buoy** - In the event that a buoy is hit by a boat there will be no penalty unless the buoy is dislodged or damaged. The boat that hit the buoy shall receive a one lap penalty and a maximum fine of \$3,000.00. ~~The exact amount of the fine is determined by the conducting club.~~

3.17 Course Infractions

3.17.1 No Protests

No contestant may protest any other contestant with regard to a failure to properly execute the prescribed racecourse. Judgments on these matters are to be rendered by the check boat judges, pace boat judge, scorer, and the Referee. No penalty for a course infraction may be imposed unless it was witnessed by an APBA Official. A contestant may provide video evidence to an APBA Official and referee after the fact, and which may constitute official "witnessing."

3.17.2 Appeals

All decisions of the referee are final regarding starting, driving and course rules, and appeals will be allowed only if disqualification or suspension is involved. Notwithstanding the foregoing, however, failure of the Race Committee or any duly appointed official of that Race Committee, or the Referee or any official designated by him to carry out any provision of these rules or any assignment given him shall have no bearing on the rights of any contestant or upon his responsibility to obey these rules. This shall apply in cases of misplaced check boats, non-conforming turn buoys, failure to control spectator fleets, starting procedures, etc. In these instances, it is the right of the racers to be heard. It is the responsibility of the racer to adhere to rules and instructions. All cases to be heard shall be brought before the Referee.

3.18 Finish

3.18.1 In order to be scored as an official finisher, a race boat must make a legal start within his class. THE DRIVER AND THROTTLEMAN MUST REMAIN IN THE BOAT DURING THE ENTIRE RACE.

3.18.2 No Patrol Boat, Check Boat or Turn Boat shall be released from his station until the official in charge at Race Control has given clearance to that specific boat.

3.18.3 After crossing the finish line, a race boat shall not interfere with any other boat still in the race so as to affect the time of such boat at the finish or endanger its crew.

3.19 Emergency Race Stoppage Procedures

If unsafe weather, water, or other conditions either not known or not existing at the time of the start of a race necessitate the stoppage of that racing event, the following procedure shall be used:

3.19.1 When such stoppage is to be indicated as race boats pass through a start/finish lane, a checkered flag shall be waved from either the start/finish boat or a patrol boat located in the approximate center of the finish lane. Positions of finish shall be recorded at that point.

3.19.2 Should the race have to be stopped at any other point on the racecourse, a red flag shall be waved and/or a red flare fired from the turn/check boat. When the race has been stopped at a given turn/check point, all race boats are to return directly to Race Headquarters at a safe and prudent speed. Finish positions shall be recorded as they were at the finish line just prior to the stoppage of the race.

3.19.3 Emergency race stoppage by pace boat, Race Committee or Medical and Safety helicopter may occur at the discretion of the Referee.

3.19.4 Should an emergency stoppage be necessary, the medical helicopter, turn/check boats and/or pace boat will display a red flag and/or discharge red flares or a thumbs down signal. All boats will then return under safe and prudent Rules of the Road, and finish positions shall be recorded as they were at the finish line just prior to the stoppage of the race. The Chief Scorer decision on restart positions is final.

3.19.5 Only the Referee or assistant referee has authority to stop an event.

3.20 Postponements

3.20.1 Suspension of Event - Any race that cannot be run due to inclement weather or other unforeseen circumstances may be run at such other time and/or in another location at the discretion of APBA ORC Chairman.

3.20.2 Wave Height and Visibility - Hourly postponements will be permitted when weather or other conditions make it unsafe to commence a race at its designated starting time, but where there is a reasonable chance that such conditions will improve. However, in no case shall a race be started after that time which will leave race boats on the course after one half hour before sunset. This decision shall be made by the event Referee, using 6' average wave height and a minimum 2-mile visibility throughout the course as a guideline.

SECTION V - GENERAL POST-RACE PRACTICES, PROCEDURES AND REQUIREMENTS FOR CONDUCT OF EVENTS

RULE 1 - GENERAL APPLICATION TO ALL EVENTS

Unless otherwise specified the following General Racing Rules apply to all offshore events, including special events such as sanctioned poker runs and time/speed trials.

RULE 2 - CONSUMPTION OF ALCOHOL AND /OR ILLEGAL DRUGS

No contestant shall participate in a race, nor shall any official serve in an official capacity, while under the influence of intoxicants, or any dangerous drug which shall include narcotics, depressants, stimulants, or hallucinogenic drugs. The Referee shall suspend for minimum of six (6) months any competitor or official whom he believes to be under the influence of intoxicants or dangerous drugs as defined above or during the time the competitor arrives at the race site, on race day, until the competitor has been cleared through post-race inspection and for one hour after the race is over. Ceremonial champagne or equivalent usage in the winner's circle or podium shall be permitted provided that only minor consumption occurs.

RULE 3 - POST-RACE TECHNICAL INSPECTIONS

3.1 Post-Race Technical Inspections

- 3.1.1. All Boats Subject To** - All boats are subject to a post-race technical inspection conducted by an approved Inspector. Unless otherwise announced at either of the drivers' meetings, the 1st, 2nd, and 3rd place boats must report to inspection. Failure to report to inspection within 1 (one) hour after the finish of the contestant's race, (or a reasonable time allowed by the referee depending upon conditions, logistics, and hindrances on the course or returning to the pits,) shall result in a fine, time penalty or disqualification or any combination of the three penalties at the discretion of the Referee. A list of approved inspectors shall be issued annually by APBA.
- 3.1.2 Inspector's Discretion** - The event chief inspector has the discretion to develop and implement an Inspection Plan for each event and may vary the items and boats to be inspected. The event Referee may also direct the Inspectors to conduct an inspection of any competing race boat.
- 3.1.3 Final Results** - No prize moneys or points shall be awarded until the legality is confirmed by the Inspector(s) to the Referee. To facilitate this and to adhere to awards ceremony schedules, as each race on a schedule is completed, post-race inspection should begin immediately upon return to the pits. As a result, Inspectors shall have no on course duties.
- 3.1.4 Refusal of Inspection** - Any APBA member refusing an inspection after having been notified by the Referee or Inspector that equipment within his control must be checked for conformance with safety and/or technical specifications shall be disqualified from that event and suspended for sixty (60) days.
- 3.1.5 Violations** - In addition to the penalties provided in Rule 5, above, the following procedures and penalties shall apply to post race technical inspections and violations.
- a. **First ~~or Second~~ Offense** - A first offense of a technical nature during a post-race inspection shall result in disqualification from the event.
 - b. **Subsequent Offense(s)** - A subsequent offense(s) of the same nature at any time during the annual racing registration of the boat in question will result in mandatory disqualification from the event and suspension for sixty (60) days.
 - c. **Owner Responsibility** - The owner shall be responsible for the condition of the engine and hull as raced. Errors on part of the manufacturer, boat builder, engine builder, mechanic or previous owner shall not excuse noncompliance with the rules.

RULE 4 - PROTESTS - GENERAL

- 4.1** After posting of **referee approved** unofficial results, within three (3) hours thereof, a written or emailed protest of the results ~~may~~ **must** be made to the Referee. If no protests are filed within the three (3) hour limit, then the results are considered official and may not be appealed. The ORC shall have the power to review all decisions or paperwork resulting from APBA Offshore races and time trials, without a formal appeal or protest and shall have the power to correct any errors up to ninety (90) days after the event.
- 4.1.1** **Any racer** who has consumed or is under the influence of alcohol or controlled substances is barred from filing a protest or testifying in a protest or appeal. The decision of the Referee is final.
- 4.1.2** **Racers** have the right to protest technical rule violations within their class.
- 4.1.3** All protests must be in writing, state which rule has been violated, and accompanied by the correct protest fee. The legal boat owner must sign the protest.
- 4.1.4** All protests must be filed with the Referee within three (3) hours of the posting of the unofficial results. Protests may NOT be filed with any other APBA Offshore officials, officers, or ORC unless the Referee is unavailable or cannot be found. If a competitor is unable to file the protest within the allotted time due to unavoidable circumstances, he/she may notify the Referee by radio or phone of their intent to file a protest. The Referee shall accept the protest pending delivery of the written protest and protest fee by the protestor within a reasonable time limit as set by the Referee.
- 4.1.5** The Referee shall render a decision as soon as possible but, if necessary, may delay the decision at the race site pending gathering and review of additional information.
- 4.1.6** If the protest is successful, the protest fee will be refunded. If the protest is not successful, the protest fee goes to the boat having been protested.
- 4.1.7** All expenses associated with the protest (tear down, impounding and shipping of parts or any other expenses necessary to adjudicate a protest) shall be paid by the loser. Additionally, the loser will pay for the re-assembly of the engine.
- 4.1.8** A protest may be filed at any time between the completion of the pre-race inspection and three hours after the posting of unofficial results for that class.
- 4.1.9** A post-race protest may not be filed if the protestor was aware of the infraction prior to the start of the race. Protests of this nature must be filed at the earliest possible time to allow adjudication prior to the start of any racing activities for the day. No protests of this type shall be accepted once the first race of the day for any class has begun.
- 4.1.10** If a protest is filed prior to the start of a race or between a series of races consisting of two or more separate races, if necessary, the boat that is being protested shall be allowed to compete in the race(s) prior to the matter being adjudicated and without filing an appeal. The protest shall be resolved after the race or completion of the series of races and, if possible, before all awards are made publicly. If the protest cannot be resolved at the race site, or an appeal is filed based on the outcome of the protest, then all awards and prizes for that class shall be withheld until such time as the protest and any subsequent appeals have been decided. If the protest is upheld, the performance of the protested boat shall be denied for all races that the boat competed in after the protest was initially filed. If the protest is found to be invalid, then the performance(s) shall be upheld. This rule shall in no way inhibit the right of a competitor to file a protest against another competitor or a competitor that has been disqualified, suspended, or expelled to file an appeal in accordance with these rules.
- 4.1.11** Frivolous protests and/or false accusations will not be tolerated in APBA Offshore. Such actions shall subject the protestor to unsportsmanlike conduct penalties.

RULE 5 - PROTESTS - TECHNICAL RULES VIOLATIONS

- 5.1** Protests - Contestants within the same class shall have the right to protest technical violations of these rules by a competitor in the same class. Technical rules shall be interpreted to be those governing the

qualifications of the race boat itself, its engines, its structure, and its conformance with descriptive rules established to describe its eligibility to complete in its class

- 5.2 Written Filing – All protests must be filed in writing or by email with the event referee.
- 5.3 Timing - Protests must be filed in writing with the Referee not later than three hours after the **posting of referee approved unofficial** results ~~completion of that race~~ along with the required protest fee.
- 5.4 Specifics - All protests shall state which rule was violated.
- 5.5 Notification - Should the Referee determine that all requirements for a protest have been satisfied, he shall accept the protest and immediately take whatever action is necessary to resolve the protest as soon as possible. Upon acceptance the written protest or a copy thereof shall be provided to the protested team owner or his representative as soon as practical. The decision of the Referee shall be made as quickly as possible and communicated to all parties concerned.
- 5.6 Handling of Protest Fees - If the protest is upheld the protest fee shall be returned to the protesting party. Should the protest be denied a portion of the protest fee shall be paid to the owner of the boat protested to defer the cost of any tear down with the balance to be retained by APBA.
- 5.7 Supervision by APBA Official - In the event of a tear down under these rules an approved inspector must be present during and supervise the teardown process and file a written report detailing the findings with the ORC.
- 5.8 Fees - protests must be accompanied by the proper fee in accordance with the following schedule:
 - a. \$1000.00 for a Stage I protest.
 - b. \$2500.00 for a Stage II protest.
 - c. \$5000.00 for a Stage III protest.

RULE 6 - TEAR DOWN PROCEDURES -

6.1 FOUR CYCLE ENGINES-

6.1.1 Stage I - \$1,000.00

- a. The owner or his crew shall prepare engine for P & G and remove the intake manifold and/or exhaust manifold(s) as instructed by the inspector.
- b. The inspector may check any part of the engine for compliance with technical rules limited only by the extent of tear down indicated by paragraph 1 above.

6.1.2 Stage II - \$2,500.00

- a. The owner or his crew shall prepare the engine for Stage I inspection as well as remove one or both cylinder heads as instructed by the inspector.
- b. The inspector may check any part of the engine for compliance with the technical rules limited only by the extent of tear down as indicated by paragraph (a) above.

6.1.3 Stage III - \$5,000.00

- a. The owner or his crew shall remove the engine from the boat and disassemble the engine completely as instructed by the inspector.
- b. The inspector may check any part of the engine for compliance with technical rules.

6.2 TWO CYCLE ENGINES -

6.2.1 Stage I - \$1,000.00

- a. The owner or his crew shall remove an intake manifold and a cylinder head as instructed by the inspector.
- b. The inspector shall measure port sizes, displacement, compression, venturi sizes, and check for compliance with all or any technical rules and/or specifications at his discretion, limited only by the extent of tear down indicated by paragraph 1 above.

6.2.2 Stage II -\$2,500.00

- a. The owner or his crew shall remove the powerhead, exhaust plate, and lower unit from the center section, and remove the intake manifold, both cylinder heads, and all pistons from the powerhead.
- b. The inspector shall measure or otherwise check any or all parts of the motor to determine compliance with all or any technical rules and/or specifications at his discretion, limited only by the extent of tear down indicated by paragraph 1 above.

RULE 7 -PROHIBITED CONDUCT -

In addition to the rules violations and associated penalties described above, the following constitutes a list of prohibited conduct and the associated penalties:

7.1 Course Infractions -

- 7.1.1 **Observed Infraction** - ~~No course infraction penalty shall be assessed to any competitor unless an APBA official has observed the infraction.~~ A contestant may provide video evidence to an APBA Official and referee after the fact, and which may constitute official "witnessing."
- 7.1.2 **Reckless Driving** - Recklessly endangering any craft, patrol boat, medical boat, spectator boat, person, or property shall result in disqualification from the event.
- 7.1.3 **Helmets and Jackets** while on Plane - Any driver or riding crew member who participates on plane in a race, or test session, without wearing an approved life jacket and crash helmet shall be disqualified and receive a double yellow card.
- 7.1.4 **Damaging, Dislodging or Destroying a Turn Buoy** - Every boat must go fairly around the course without damaging, dislodging, or destroying any turn buoy unless forced to do so by another boat. In that event, only the offending boat will receive a one-lap penalty and up to \$ 3,000.00 paid to the conducting club.
- 7.1.5 **Government Regulations** - Any owner, driver, assistant or official, whether competing or not, who shall violate a published local Coast Guard, or Harbor Department regulation or in any way interferes with the racing event may receive a time penalty of up to 3 minutes, a Yellow Card, and/or disqualification from the event.
- 7.1.6 **On plane in spectator area** - Should a race boat fail to come off plane and maneuver with caution out of a designated spectator fleet, a penalty of 3 minutes shall be assessed
- 7.1.7 **Start Violations** Infractions of starting rules are as follows:
 - a. Jumping start - 1 minute, repeat offender in a single season -2 minutes
 - b. Crowding pace boat - 1 minute
 - c. Turning wrong direction in milling area - 1 minute
 - d. Interference with starting procedure - 1 minute
 - e. On plane in milling area - disqualification for the event.

7.2. Outside Assistance -

- 7.2.1 Once a race boat has begun the parade lap or taken the green flag to start the race, accepting any outside assistance to make any changes, taking on fuel, supplies or equipment of any description, to effect repairs, to dislodge craft after having run aground, or any assistance that would thus enable a disabled race boat to continue the race, such as accepting a tow or negotiating any part of the course using any facility except its own power shall result in the boat no longer being scored.
- 7.2.2 All race boats must report to the starting area under their own power. Acceptance of a tow or any outside assistance between the wet pit and the starting line will result in disqualification from the event.
- 7.2.3 Radio communications from shore crews shall be allowed if the communications are conducive to the best interests of offshore powerboat racing and do not contain unsportsmanlike comments or interfere with Race Control private channel, VHF, or aviation frequency radios.

- 7.3 Post-Race Communication with Race Control** - Any contestant who fails to report to Race Control their inability to finish as soon as communication facilities permit shall result in a fine up to \$500. Should electrical failure or radio damage preclude transmission, it is the contestant's responsibility to report to the nearest check boat, patrol boat, or official helicopter that he is withdrawing from the event and confirm it with the Race Control as soon as possible.
- 7.4 Unsportsmanlike Conduct -**
- 7.4.1** Verbal abuse, physical assault, or improper conduct toward a race official -up to \$1,000 fine and disqualification from the event plus suspension from APBA Offshore for one year
- 7.4.2** Participation by owner, riding crewmember, crewmember or APBA race official in any Calcutta, wager or bet concerning the outcome of an APBA offshore event shall be suspended from APBA for a period of one-year subject to review by the ORC.
- 7.4.3** Any violation of the published APBA rules and regulations that is considered by the Referee to be of major importance, including, any action determined to be against the best interests of APBA Offshore, or unsportsmanlike conduct shall subject the offender to probation, loss of points, fines, disqualification from the event, suspension from APBA or any combination of the afore mentioned penalties at the discretion of the Referee. (Unsportsmanlike conduct shall be defined as but not limited to public intoxication or under the influence of any drug substance that causes impairment of physical or mental functions, fighting, intentional aggressive or reckless driving on the racecourse, verbal abuse, public criticism, INTERNET CRITICISM, malicious or false accusations or improper conduct toward any APBA member or official and public criticism of APBA Offshore.) Note: Negative comments, criticism, or threats of any kind, directed towards APBA Offshore, its employees, officials, or members on any public forum (public forums shall be defined as, but not limited to, newspapers, radio, television, public or private internet websites/forums/chat rooms, etc.) at any time, shall be considered unsportsmanlike conduct. All negative public or internet comments against, deriding, or impacting the APBA, RWO, P1, OPA, or Ocean Cup will result in immediate Yellow Card(s) for each offense or may refer to APBA By-Laws Article XV- Discipline Section 15.1
- 7.4.4** All efforts to recruit uninvolved racers, the media, or race promoters and clubs, in any protest issue will result in the issuance of a yellow card or may refer to APBA By Laws Article XV- Discipline Section 15.1. to the recruiting party for each instance.
- 7.5 Yellow Card System**
- 7.5.1** The referee, assistant referee, Board of Directors member, Officer of the Association, or Category Chairperson may give a yellow or red card to a member for unsportsmanlike conduct at the race site during the sanction period.
- 7.5.2** For unsportsmanlike conduct on the racecourse, the referee shall issue a yellow/red card within a reasonable time period depending on circumstances.
- 7.5.3** On boat-to-boat contact ~~resulting in transport to a hospital~~, the following procedure shall take place. A decision on whether to issue a red/yellow card shall be allowed up to 72 hours after the incident. Should more time be needed by the referee, the category chairman can grant an additional 3 days from the end of the 72 hours.
- 7.5.4** A yellow or red card may be protested to the race committee. A negative response can be appealed to the appropriate racing commission or committee. In the event an appeal is filed, any penalties shall abate until the appeal is decided.
- 7.5.6** Additionally, up to two yellow cards can be given at one time for dangerous driving, and a red card can be given for extremely dangerous driving.
- 7.5.7** All cards will remain valid through the four events (entire week/weekend) in which the driver competes following the date on which the last card was delivered. If there are no cards given during those four events, all cards expire.

- 7.5.8** A driver who has a valid red card or three valid yellow cards will lose the right to take part in the next APBA competition event (full weekend) in which he would compete, and his next championship (North American or World Championship) or race series event. Then all existing cards are removed.
- 7.5.9** All cards must be reported to the APBA office within three days of delivery.
- 7.5.10** If a driver receives a third valid yellow card or a red card and is suspended from participation, the APBA office will notify the APBA Chief Referee, driver's region chairman, club commodore and category chairmen, and post the suspension notice on the APBA website.
- 7.5.11** Cards and penalties in effect extend into the following season.
- 7.5.12** Payment of Fines - All fines must be paid prior to entry into any future APBA events. If the fine has been issued in conjunction with penalties qualifying for appeal, then the appeal must be written and properly filed within the specified time limit for appeals.

RULE 8 - APPEALS

- 8.1** Filing and Timing Requirements - An appeal of a penalty imposed under these rules must be filed in writing with the Chair of the ORC and accompanied by a \$1,000.00 appeal fee, within 10 days of the offending party's receiving notice of the penalty. Failure to appeal within this time will constitute a waiver of all appellate rights.
- 8.2.** Hearings - The Committee shall afford the accused a hearing on all charges. At the discretion of the Offshore Chairman the Chairman may appoint a committee to investigate the facts surrounding the alleged rules violations and report their findings and/or recommendations back to the Committee prior to any hearing on the matter.
- 8.3** Appeal Fees - will be returned to the member only if the appeal is upheld. After the stipulations above have been met, the Committee shall have the power to take such action as it deems appropriate under the circumstances.
- 8.4** Decisions - The decision of the ORC shall be final and subject only to review by the APBA National Committee and the APBA Board of Directors. Decisions shall be rendered no later than 30 days after the hearing.
- 8.5** Shipment of Parts - If the resolution of an appeal requires the shipment of a part or parts to a technical committee, then the owner of said part(s) shall be responsible for all shipping and handling charges.

RULE 9 – LEGAL ACTION

- 9.1** Any threats of legal action will cause the immediate termination of communication between anyone involved in APBA and revert directly to the respective attorneys of APBA and the threatening party. In the event of legal action, the threatening party, and their team will be suspended from competition until the litigation is resolved.

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SECTION VI - AWARDING OF POINTS

RULE 1 - GENERAL APPLICATION TO ALL EVENTS

Unless otherwise specified, the following General Racing Rules apply to all offshore event, including special events such as sanctioned poker runs and time/speed trials.

- 1.1 For the purpose of calculating national high points, the overall finish for all heats run as part of each event (a weekend) shall be scored as one (1) race. Points awarded per event are given below.

Beginning in the 2023 season points will be awarded and belong to the registered boat and owner. If there is a crew change, the points will stay with the registered boat and owner. ~~For 2022, only the points will continue to be awarded to the driver of record. Changes in throttleman will not affect the points total.~~

Order of Finish Points Awarded	Order of Finish Points Awarded
1..... 100	9..... 43
2..... 90	10..... 39
3..... 81	11..... 35
4..... 73	12..... 31
5..... 66	13..... 28
6..... 59	14..... 25
7..... 53	15..... 23
8..... 48	

- ~~1.1.1~~ In addition to the above, one additional point shall be awarded for each boat that is beaten in each race. For example, a boat that finishes ahead of 5 other boats will receive 5 additional points.
- ~~1.1.2~~ In order to receive full APBA Points there must be a minimum of three boats registered and crossing the starting line or taking the green flag in the class at that race to qualify. In the event that only 2 boats register and cross the starting line, half points will be awarded for that race. In the case of a single boat registering and crossing the starting line, no points will be awarded.
- ~~1.1.3~~ ~~To be eligible for the APBA Hall of Champions, the same crew of two (2) (Pilot, Driver/ Throttleman / Navigator) must compete in the said registered boat with the same race number all season.~~
- ~~1.1.4~~ High Point National Championships and APBA HOC eligibility is awarded to APBA members only. Non APBA Drivers registered in foreign countries may not qualify for these Championships.
- ~~1.1.5~~ Participants at the APBA/UIM World Championship events will not earn points towards the APBA National High Point Championship for that event.

- ~~1.2~~ ~~For races consisting of more than two heats, the overall finish shall be determined based on the total points scored during all heats of the event. Once the order of finish is established, finish points are assigned in the normal manner. i.e.: 100 points for first, 90 for second, 81 for 3rd, etc.~~

~~1.3 Ties (All Racing Series Consisting of Two or More Heats)~~

- ~~1.3.1~~ ~~In the event of a tie in points between any two boats, the tie shall be broken using the following criteria:~~
 - ~~a. The boat having the greatest number of racing miles (most laps completed) for both races shall be declared the winner.~~
 - ~~b. If a tie still exists, then boat having the least amount of elapsed time (fastest average speed) for both races shall be declared the winner.~~

~~c. — If a tie still exists, then the Referee shall declare the race an official tie. In case a tie still exists at a championship event, both boats shall be declared champions and awarded duplicate trophies. Prize money shall be split equally between the two boats.~~

1.3 Reporting Race Results - Event Chief Scorers must submit results to APBA headquarters from races within fifteen (15) days of the completion of the event. Race results from Web pages may be forwarded if they results show the names of all persons in the boat at the time of competition. Results not reported within the fifteen (15) days will result in a fine of \$1000 paid by the race conducting club to APBA. No points will be totaled by APBA for the competitors until that fine is paid. All subsequent sanctions for the race conducting club or promotional group will also be suspended until the results are received

RULE 2 - NON-TRANSFERABILITY

For all sanctioned APBA Offshore races, APBA National headquarters will tabulate points for the racing year commencing December 1 and ending November 30. Points are awarded to the registered hull listed on the official entry form and may not be transferred except as allowed by these rules. If a race boat is leased or sold during the racing season, the boat must start over in high point accumulation.

RULE 3 - REGISTERED HULLS

In all classes, a separate record of points shall be maintained for each registered hull as tabulated by APBA. Each hull registered shall be given a separate racing number to be used for that season. The number will be utilized in all scoring to maintain records of points earned. Starting with the 2023 season all competing hulls must be registered with APBA prior to the first race each year. The annual fee for registration will be ~~\$40 per boat~~ **\$100 for all classes except Bracket. Bracket class fees will be \$50.**

RULE 4 - REPLACEMENT HULLS (Lost or Damaged Boats)

Should the registered hull become damaged, lost, or destroyed, (as certified by three (3) members of the ORC or an approved marine surveyor, in writing, at the expense of the owner), it may be replaced by like kind only for completion of that racing season or, if damaged, until restoration of the original hull.

RULE 5 - SUBSTITUTE HULLS (New Boats)

If a new boat, ordered and promised for delivery in writing by the builder, is unavoidably delayed in its delivery due to circumstances documented in writing by the builder, a boat of like kind may be substituted until the new boat is delivered with the substitute hull's points being transferable up to July 1 of the current racing year. The Offshore Racing Committee shall have the authority to grant extensions beyond the July 1 deadline in extenuating circumstances.

RULE 6 - NEW NON-SUBSTITUTE OR REPLACEMENT HULLS

If a registered hull is replaced during the racing season, and rules 4 and 5, then the new hull must pay a new hull registration fee and shall start over in points accumulation.

RULE 7 - Qualification requirements for championship races transfer to new, substitute or replacement hulls if all requirements of the above rules are met.

RULE 8 - For purposes of clarification, where two or more races are held as a series such as the World Championship event, all races in that series must be started with the same hull. No changing, substituting, or replacing of hulls between races in a series is allowed regardless of loss or damage to the registered hull initially entered in that series.

SECTION VII - PRIZE MONEY AND TROPHIES

RULE 1 - GENERAL APPLICATION TO ALL EVENTS

Unless otherwise specified the following General Racing Rules apply to all offshore events, including special events such as sanctioned poker runs, offshore drag racing and time/speed trials.

RULE 2 - DISTRIBUTION OF PRIZE MONEY AND TROPHIES

2.1 Protests - No trophies or prizes shall be awarded to any driver until such time as all protest fees have been paid and the official results are posted.

2.2 Trophies - Trophies will be awarded to the first three drivers in each class.

2.3 Prize Money -

2.3.1 Optional - Prize money at all races shall be optional.

2.3.2 Official Results - Prize money shall be the sole responsibility of the conducting club. No trophies or prizes will be awarded until all protests or appeals are settled and the official results are posted.

2.3.3 Optional Prizes - The sponsoring organization may designate any special prizes or cash awards.

SECTION VIII – CHAMPIONSHIPS AND HALL OF CHAMPIONS

RULE 1 – Offshore North American Championship Event: One North American championship single event may be held each year as part of the APBA National Series. APBA may award double points for an APBA Offshore North American Championship event. (There is no requirement that an APBA Offshore North American Championship event be held.) Sanction fee will be doubled for any North American Championship Event. Certificates will be distributed to the winning teams at the year-end awards banquet in place of the traditional APBA plaques. If the host club would like to award the traditional APBA plaques they can be purchased for \$300/class (includes one plaque for the driver and one for the throttleman of the winning team). A Minimum of four (4) legal starters is required to receive the awards and bonus points. The North American Championship may be a UIM event as well if desired by the Race committee. The North American Championship is for National Series Classes only.

RULE 2 - National High Point Championship:

2.1 For ~~National~~ **all APBA Offshore** Classes (~~Class 1, Super Cat, Factory Stock 450, Super Stock, VX, Mod Vee, Stock Vee, & Extreme~~) the APBA National High Point Championship shall be awarded to the team within each class that scores the highest point total in all APBA National Series Races only. Specific classes may elect a “Drop Race” format (see Rule 4 below).

~~**2.2** For Bracket classes the APBA National High Point Championship shall be awarded to the team within each class that scores the highest point total in all regular season races. The winner of the National High Point Championship shall receive the US1 award for their class and will be allowed to use the number 1 in that class for the next racing season, after the APBA Annual meeting.~~

2.3 Starting in the 2023 season, to be declared the National Champion in any class, the APBA registered boat must have attended a minimum of ~~¾~~ **80%** of the APBA National Series races ~~for National Series classes or ¾ of the entire regular season races for Bracket classes (the ¾ race rule is suspended for the 2022 season~~ for purposes of clarification, “attended” shall mean the boat was present, ready to run with all entry fees paid. If a race was cancelled due to circumstances beyond control or the boat broke down prior to the start of the race, then the “attended” requirement shall be considered satisfied.

~~**2.4** — In case of a tie, see the current rule Section VI, Rule 1, paragraph 1.3 “Ties” (page 36).~~

- 2.5 If a tie cannot be broken using the above, the high point championship shall be awarded to the team that finished in the highest position at the APBA North American Championship event. If no North American Championship event is held, the title shall be awarded to the team with the highest point average across all their races where points were received.
- 2.6 High Point National Championship and APBA HOC eligibility is awarded to APBA members only. Non APBA Drivers registered in foreign countries may not qualify for these Championships.
- 2.7 Participants at the APBA/UIM World Championship events will not earn points towards the APBA National High Point Championship.

RULE 3 - Divisional Championship Event: One divisional championship event may be held each year in each division. All APBA divisional offshore classes must be invited to participate at this event. (There is no requirement that an APBA Offshore Divisional Championship event be held.)

3.1. Offshore Divisions:

- North: All New England, Midwest, and Mid-Atlantic States and Canada
- South: All Southern, and Southwest States, and the Caribbean Region
- West: All other states

RULE 4 – ~~APBA National Series classes: For purposes of determining the~~ DROP RACE FORMAT

- 4.1 ~~National Classes (Class 1, Super Cat, Super Stock, 450R Factory Stock, VX, Mod Vee, Stock Vee & Extreme)~~
- 4.2 High Point Champions: the total of all points attained in each of the National series races will determine the Class winner, UNLESS the Class Representative provides written notice to the APBA of a “Drop Race” format. This notice must be received by the APBA prior to ~~May~~ **March** 1st of that calendar year.
- ~~4.2.1 For the 2022 season the Super Cat and Superstock classes have elected a “drop race” format. Each team shall remove their lowest scoring or one non-attended race from their total points.~~

RULE 5 – Award recognition

- 5.1 No APBA Offshore National, National Series Championships, or **Hall of Champions nominations** will be recognized by APBA until after the year ends on December 1st, AND after all race results and registrations are received and tallied at APBA Headquarters.
- 5.2 All protests of these Championships, if any, must be presented by the protesting party to the APBA ORC Chairman, in writing within 7 days of announcement. This will be escalated if needed to the ORC, or APBA President and BOD, per APBA rules.
- 5.3 All Awards of APBA Offshore National High Points or Series Championships will not be presented, nor recognized until the APBA Annual Meeting in January of the following year.

RULE 6 - APBA/UIM World Championships

All APBA or UIM classes shall be eligible to participate in UIM World Championships hosted by an APBA club.

- 6.1. To qualify for the APBA Offshore World Championship, a boat must have participated in a minimum of two other offshore events sanctioned by any nationally or world recognized sanctioning body between January 1 and November 30 of the current racing year. The same driver and/or throttleman must have competed in the same hull (or a hull that qualifies under Section VI rule 4 of these rules) in the same or equivalent class in which they are entered at the world championship event.
- 6.2 Only classes currently defined in the APBA **or UIM** Offshore rules shall be eligible to compete for World Championship titles.
 - 6.2.1 **For UIM World Championship recognition, a minimum of three races is required at the event or series.**
- 6.3 Each race shall be scored in accordance with section IV, Rule 3.16 and following rules. The points from each race shall be added together and the boat in each class with the highest total number of points for all races shall be declared the World Champion in that class.
- 6.4 In the event of a tie in points between any two boats, the tie shall be broken using the following criteria:

- 6.4.1 The boat having the greatest number of racing miles (most laps completed) for all races shall be declared the winner.
- 6.4.2 If a tie still exists, then boat having the least amount of elapsed time (fastest average speed) for all races shall be declared the winner.
- 6.4.3 If a tie still exists, then the Referee shall declare the race an official tie. Both boats shall be declared World Champions and awarded duplicate trophies. Prize money shall be split equally between the two boats.
- 6.5 In the event that weather or any other conditions beyond the control of APBA Offshore force the cancellation of one of the races, the World Championship will be decided based on the outcome of one race only. If both races are cancelled, then no World Champions will be declared for that year.
- 6.6 Entry fees for all races are established by the conducting APBA club.
- 6.7 In the event that a boat is declared unsafe or damaged beyond repair (as certified by the Chief Inspector and/or the Chief Medical or Rescue and Safety Director) at any time during the World Championship event, that boat may request a pro-rated refund (credit) of their entry fee. All refunds shall be made in the form of a credit towards entry fees at an APBA offshore race prior to (but not including) the next year's World Championship Event.

Rule 7 - APBA OFFSHORE HALL OF CHAMPIONS

To qualify for consideration for the APBA Hall of Champions (HOC), an offshore team, designated by boat, ~~(driver and throttleman)~~ must win a national high point championship. Among the teams that are qualified for possible inclusion in the HOC ~~two members (driver and throttleman)~~ **one team** shall be selected from the National Classes. ~~two members (driver and throttleman) shall be selected from the Bracketed Classes. Candidates must be from the same team, racing in the same boat. Substitute drivers or throttlemen are not allowed for HOC except in cases of extreme hardship. Hardship is defined as serious injury to a driver or throttleman that puts the driver or throttleman out for the rest of the season, a death of a driver or throttleman, or a death in the immediate family of a driver or throttleman.~~ The award is bestowed on drivers and throttlemen ~~only~~ **who have raced in the same boat for the majority of races.** A minimum of one APBA offshore team will be inducted into the APBA Hall of Champions each year. To be considered for the HOC, a class must have a minimum of three (3) distinct boats participate in the class during the course of the season (December 1 - November 30).

7.1 National Classes HOC:

The driver and throttleman chosen from the National Classes are based on the following criteria:

- 7.1.1 National High Point Championship: 50 points
- 7.1.2 UIM World Championship: 45 points
- 7.1.3 APBA North American Championship: 30 points
- 7.1.4 Kilo record: 25 points
- 7.1.5 High Point Championship in National Class with highest number of participating teams within APBA: 10 points.

7.2 National Bracketed Classes HOC:

The driver and throttleman chosen from the Bracketed Classes are based on the following criteria:

- 7.2.1 National High Point Championship: 50 points,
- 7.2.2 UIM World Championship: 45 points
- 7.2.3 High Point Championship in the Bracketed Class with highest number of participating teams within APBA: 10 points.

7.3. Offshore Hall of Champions Tie Breaker:

Ties in Hall of Champions points shall be resolved according to the following criteria:

- 7.3.1 The team that has participated in the largest number of APBA offshore events shall be considered as having defeated those boats with equal HOC point totals that have competed in fewer events.
- 7.3.2 In the event that a tie still exists after a) is applied, the team that has defeated the largest number of boats during the season shall be considered as having defeated those boats with equal HOC point totals that have defeated fewer boats.

- 7.3.3 In the event that a tie still exists after a) and b) have been applied, the team that has completed the greatest number of racing miles shall be considered as having defeated those boats with equal HOC point totals that have completed fewer racing miles. The racing miles completed by a boat in a race shall be determined by the distance covered from the starting line to the last checkpoint at which the boat was officially scored.
- 7.3.4 In the event a tie still exists after a), b), and c) have been applied, the team with the largest number of first place finishes shall be considered as having defeated those boats of equal HOC point totals that have fewer first place finishes.
- 7.3.5 High Point National Championships and APBA HOC eligibility is awarded to APBA members only. Non APBA Drivers registered in foreign countries may not qualify for these Championships.
- 7.3.6 Participants at the APBA/UIM World Championship events will not earn points towards the APBA National High Point Championship for that event.

SECTION IX - OFFSHORE TIME TRIALS (SPEED RECORDS)

RULE 1 - SANCTION

Any APBA regular member Club may conduct time trials. Should there be a request for a single class time trial, sanction would be granted provided that all the rules governing time trials are adhered to. A race circular advertising the trial as open to all registered boats in that class, must be circulated. The Event Organizer receiving the sanction for a trial shall be responsible for all the expenses of sanction and conduct of the event.

RULE 2 – ELIGIBILITY

2.1 Qualifications -

- 2.1.1 **Classes** - All APBA Offshore classes are eligible to compete for records at sanctioned Offshore time trials.
- 2.1.2 **Riding Crew Members and Boat** - The combination of the driver and/or throttleman and the registered boat, as shown on the official entry form, (same serial number of hull that the driver and/or throttleman qualified in) must have competed in at least one Offshore event sanctioned by any recognized sanctioning body within the past 12 months in the same or equivalent class prior to the date of the trial. The driver and throttleman do not have to perform the same functions during the kilo run as they did in the qualifying of the registered boat. The hull must have been registered in accordance with these rules and the qualified driver and/or throttleman must have been full annual members when the qualification race was run.
- 2.1.3 **Substitute or Replacement Boats** - Unqualified substitute or replacement hulls, regardless of serial number, are not eligible for records. For substitute or replacement hulls to qualify for a kilo record, the substitute or replacement hull must meet all of the qualification criteria listed above. Substitute or replacement hulls that have qualified and are eligible for kilo records must meet all current class requirements.
- 2.1.4 **Other Requirements –**
 - a. **Compliance with Rules** - The boat shall undergo a pre-event and post event safety and technical inspection in accordance with the applicable class rules and otherwise comply with all technical and safety specifications as established for any other racing event covered by these rules.
 - b. **Ownership of Official Records** - Any official record established at a sanctioned Offshore time trial shall belong to the registered owner of the subject race boat but may be entered under the name that said owner shall designate, provided that the designee is the owner, driver or throttleman.
 - c. **Course** - Runs shall be made only on officially surveyed courses.

RULE 3 - COURSE

- 3.1 Length** - For a valid record to be established the course upon which the time trial is conducted must be a minimum of one kilometer or ¼ mile.
- 3.2 Approved Survey** - The course shall be approved by an official Surveyor holding a certificate of competence from a recognized institution under the direction of ~~a representative~~ **the Chief Surveyor** of APBA. The course shall be measured by triangulation ~~or electronic distance measuring equipment (DME), which must have a first-class certificate delivered by an Observatory or similar authority.~~ The official Surveyor shall provide a certificate in duplicate verifying the execution of the above requirements. This certificate shall be signed by the Surveyor and countersigned by the ~~representative~~ **Chief Surveyor** of the APBA and forwarded to National Headquarters with the results of the speed runs.
- 3.3 Fixed Landmarks** - For the purpose of a record, only courses based on fixed landmarks are recognized.
- 3.4 Marks of the Course** - The course shall be marked at either end by permanent markers placed on shore with approved distinguishing marks affixed to them. Steering marks may be placed wherever needed. In wide bodies of water, the width of the course may be marked off at each end with two buoys moored at a distance of one hundred yards from each other. The boats must run between these buoys.
- 3.5 Long Distance Point to Point** will not require Approved Survey but will require GPS fixed waypoints.

RULE 4 - TIMING AND SCORING EQUIPMENT AND PERSONNEL

- 4.1 The timing** shall be performed by the APBA-Kiekhaefer Scanner System, Eastman Scanner Timer, Utah Speedboat Association Timing Subcommittee, Region 10 light emitting, diode triggered Kilometer Scanning Equipment, ~~or the Region 9 Wilde Scanner timing equipment~~ and must be operated by a minimum of two qualified timers at each scanner position who are members of the APBA. Alternative methods and equipment shall be approved by the Timing and Timing Equipment Subcommittee and shall be stated in these rules upon subsequent printing of the Rule Book. The basic components of record timing systems must include, but are not limited to, the following: Scanners – Two (2) manually operated scanners or photoelectric devices, which accurately activate and deactivate timers at the exact instant a contestant's boat bow enters and leaves the trial distance. Maximum error ~~if~~ **of** said scanner or photoelectric devices is as specified on the Time Trial Representative's Report Form.
- 4.2 Timing System** - A timer system, consisting of at least two (2) electronic digital, or 2 video, ~~or one (1) electronic and one (1) mechanical, or (2) mechanical stop watches,~~ **timers** electrically activated directly by the system described in ~~paragraph (a)~~ above. ~~In the event the two watches do not agree, both times will be recorded, and the official time established from the watch with the least error factor as certified following the regatta.~~

RULE 5 – PROCEDURES FOR CONDUCTING THE TIME TRIAL

- 5.1. Timing and Scoring** - The test shall consist of two consecutive runs, one of which shall be made in one direction and one in the opposite direction. The boats shall be timed on each of these runs as provided above. ~~The times, as indicated by the watches for each run, read to the hundredths of a second, shall be averaged and the average speed for each mile or kilometer run shall be taken from the pre-computed Speed Tables available from APBA National Headquarters or computed from the formulas contained in the APBA Reference Book.~~ All times shall be measured to 1/100th second, or better, and all times shall be recorded to 1/100th second. **If the two timers do not match, the timer showing the least time shall be recorded.** The sum of the ~~speeds~~ **times** for the two runs shall be computed and this sum shall be divided by two. The quotient will be the average ~~speed~~ **time** for the trial and is used to compute the average speed of the boat in miles per hour. **For a 1-kilometer time trial distance, the record speed is calculated as follows: $V = 2,236.94/t$ [V being speed and t being the average time]. For a ¼ mile time trial distance the speed is: $V = 900/t$.**

~~(Note: From 200 kilometers an hour, or 125 mph, upwards, UIM requires that timing must be done at a 1/100th of a second, by photo-electrical apparatus if possible.) In speed records, the time elapsing between the two runs must not exceed fifteen (15) minutes. If such should be the case, the entry is scratched.~~

- 5.2 **Aborted Runs** - If during the trial a driver should desire to re-start his/her run (because of mechanical or handling difficulties, for example) he/she may do so ~~twice~~ **one time** in each direction without penalty.
- 5.3 **Time Limitation** - In speed records, the time elapsing between the two runs must not exceed fifteen (15) minutes. If such should be the case, the ~~trial is voided~~ **entry is scratched.**
- 5.4 **Riding Crew Members** (Minimum Number) -A minimum of two persons must be in each boat during a time trial pass.
- 5.5 **Starts** - All starts shall be “flying starts” and the timing will commence when the bow of the boat crosses the starting line.
- 5.6 **Running Order** - Order of running shall be either by lot or by order of entry.
- 5.7 **Number of Attempts** - Time permitting and following the completion of trial runs by the entire field, a driver may be given permission to make additional runs in an effort to better his initial trial run. The order of such reruns shall be the same as that established for the initial runs.
- 5.8 **Medical and Safety Requirements** - Four (4) patrol boats required, two (2) of which will serve as Medical Rescue with A.L.S. equipment and personnel as approved by the Rescue and Safety Director. A licensed A.L.S. ambulance must be present at the site during all speed runs and testing.

RULE 6 - OFFICIAL RECORDS - REQUIREMENTS

- 6.1 **Speed Differentials** - No record shall be awarded unless the new speed equals or betters the previous speed multiplied by 1.003.
- 6.2 **Committee Approval** - All records must be approved by the ORC to become official.
- 6.3 **Post-Race Inspection** - All boats establishing records are subject to inspection immediately following their performance runs unless the boat is entered in another racing event in the immediate future. If this be the case, the engine must be sealed and all other necessary steps to preserve the boat in its record run condition must be taken by the Inspector pending subsequent inspection.
- 6.4 **Presence of Referee** - No official records shall be awarded unless an official Referee is present.
- 6.5 **Official Reports** - All time trial officials must file the results on those forms provided for the purpose. These include the Surveyor’s certificate, certificate of accuracy of timing equipment, certificate of accuracy of scale, contestant’s entry form, Scorer’s sheet, Timer’s sheet, and Inspector’s report. The certificate of accuracy of timing equipment must contain the results of accuracy check performed on the ~~watches or~~ electronic timing equipment by a qualified watchmaker or timing equipment expert within 72 hours after the record event and must show a 24-hour rate error of no more than 26 seconds. ~~For manually wound Timing devices, accuracy must be checked after 5 minutes of running and after 10 minutes of running.~~ All speed runs shall be computed in statute miles per hour.

SECTION X - RULE CHANGES

RULE 1 – TECHNICAL RULES

1.1. Subject To any rule freezes, Technical Rule changes must be submitted in writing in one of the following ways:

- 1.1.1** By a current registered equipment owner (rule changes must be for his/her class only)
- 1.1.2** By a group of current registered equipment owners in good standing from a specific APBA Offshore class (rule changes must be for that group's class only)

Note: "Current registered equipment owners" shall be defined as those owners that are current members of APBA Offshore and have been members in good standing of an APBA Offshore class during the previous racing season and participated in at least 50% of the regular season races.

For proper class voting procedures please refer to Section II rule 7.2

Registered equipment owners may not participate in requests for rule changes in more than one class unless they are campaigning more than one boat in separate classes, have paid equipment registration fees for multiple classes and meet the requirements of this paragraph.

- 1.1.3** By **members of** the ORC
- 1.1.4** By the ~~Technical Chairman~~ **Chief Inspector**
- 1.1.5** By the Chief Referee

- 1.2 Proposed rule changes** shall be submitted to the ~~Technical Chairman~~ **Chief Inspector** and/or Chief Referee for review and comment. Upon review of a proposed rule change, the Chief Referee and ~~Technical Chairman~~ **Chief Inspector** shall draft the proposed rule change and submit it to the ORC for approval.
- 1.3 The ORC** will review all written arguments for and/or against any rule change prior to voting. The ORC will approve rule changes based on what is best for APBA Offshore, the class and the sport of offshore racing.
- 1.4** Technical rule changes must be voted on and approved by a simple majority of the current ORC.
- 1.5** Technical rule changes made after ~~May~~ **March** 1st will not become effective until January 1 of the following racing season. (For exceptions, see paragraph 6 and 7 following immediately below.)
- 1.6** Rule freezes may be lifted or changed only in an extraordinary situation by a majority vote of the current class members and a majority vote of the ORC.
- 1.7** Upon approval by the ORC, any rule change shall become effective in accordance with these rules.
- 1.8** Approved rule changes shall be posted on the official APBA website and published in the next issue of Propeller magazine immediately upon approval by the ORC.

RULE 2 – GENERAL RACING RULES

- 2.1** The ORC shall be responsible for approving all Offshore General Racing rule changes. ORC approval is accomplished by a simple majority vote of the ORC. Upon an affirmative vote by the ORC the rule changes will be submitted to the APBA Board of Directors for final approval.

SECTION XI - APBA OFFSHORE EVENT SAFETY RULES

RULE 1 - GENERAL APPLICATION

The following Safety Rules apply to all APBA Offshore events and are in addition to all safety related rules set forth above in the APBA Offshore General Racing Rules.

RULE 2 – REQUIRED SAFETY FACILITIES

2.1 In General -It shall be the Race Producer’s responsibility to perform all safety functions and secure all necessary safety facilities in accordance with these rules and the Sanction Agreement.

2.2 Requirements - Each Race Producer shall be required to provide the following:

2.2.1 REQUIRED PERSONNEL:

Rescue and Safety Director - An emergency medical technician (EMT), or local equivalent (or higher), shall serve as the Rescue and Safety Director - (Note: This is a minimum standard.)

2.2.2 Emergency Rescue Personnel - A minimum of fifteen (15) personnel that are scuba certified to rescue diver or above and EMT certification or above (PADI, NAUI, PSD, or equivalent) with experience in public safety under emergency conditions and trained in offshore powerboat safety, vetted by the safety and rescue director shall only be considered for safety staffing. ~~Each member will have the appropriate equipment (see addendum A) for use in an emergency for an on-water event.~~ The Safety and Rescue Director will be responsible for staffing.

2.2.3 Annual Skills Assessment – ~~An annual skills assessment must be performed by designated rescue personnel. The skills assessment will be performed as developed by the safety subcommittee of the ORC. All rescue personnel must complete and pass the skills assessment to serve in rescue capacity.~~

2.2.4 REQUIRED ASSETS / FACILITIES:

Ambulance - A minimum of (1) properly staffed and equipped State Licensed Advanced Life Support (A.L.S.) ambulances for transporting injured APBA racers/crew to a designated hospital/trauma center. The exact number of ALS ambulances to be determined by the Rescue and Safety Director in concert with the local race physician and local EMS.

2.2.5 Medical Rescue Boats - A minimum of six (6) Medical/Rescue boats on the racecourse at all times or more if conditions warrant as determined by the Chief Rescue and Safety Director, 4 of which must be A.L.S. equipped and staffed. (These can be a combination of local Fire Department (FD) and on water assets). Course configuration must be submitted to the Safety and Rescue Director and Referee when the event application has submitted to the USCG.

2.2.6 Patrol and Tow Boats - A minimum of eight (8) Patrol and two (2) Tow boats on the racecourse at all times or more if conditions warrant as determined by the Referee.

2.2.7 Hospital - An assigned trauma receiving hospital duly notified and equipped.

2.2.8 Medical / Rescue, Tow and Patrol Boats – LIFEJACKETS / BUOYANCY AIDS / SUITS – During all official times, all assistance / safety / rescue boat teams and all teams in support boats must wear lifejackets.

2.2.9 Helicopters- Robinson Helicopters are specifically prohibited from performing Safety Rescue and Diver Deployment.

RULE 3 - APBA AIRCRAFT FOR DIVER DEPLOYMENT

The use of helicopters for diver deployment can be a very hazardous but necessary part of a race event. It is important to place the safety of the crews and passengers at the forefront, with great considerations made for the proper platform to perform these duties. The following bullet points outline the requirements to ensure the highest standard in safety.

3.1 Aircraft

- 3.1.1 All aircraft must comply all Federal Aviation Regulations
- 3.1.2 All aircraft must be certified in the Normal/Utility category (No experimental or public service)
- 3.1.3 All aircraft must have an airworthiness certificate and current registration available for inspection
- 3.1.4 Aircraft shall be in compliance with mandatory maintenance schedules such as 100-hour, annual inspections, and airworthiness directives
- 3.1.5 All aircraft may be subject to inspection to include maintenance logbooks.
- 3.1.6 Aircraft will be flown in day, Visual Flight Rule (VFR) conditions.
- 3.1.7 All aircraft must be able to operate within the scope and boundaries of its Rotorcraft Flight Manual (RFM) to include but not limited to, Aircraft Limitations, Weight and Balance, Safety Notices and Tips and any limitation that may prevent the safe and prudent operation. Any exclusions per the RFM will negate the use of such aircraft
- 3.1.8 Aircraft must be capable of deploying a single or dual diver(s) while remaining within the center of gravity requirements of the flight manual
- 3.1.9 Aircraft will have a minimum of a single turbine engine.

3.2 Pilots

- 3.2.1 Require a minimum of a FAA Commercial Pilot Certificate
- 3.2.2 Rated in the make, model class and type of aircraft being flown.
- 3.2.3 A minimum of a 2nd class medical certificate
- 3.2.4 61.57 Recency of flight, current for the carriage of passengers shall be maintained
- 3.2.5 Pilots will adhere to all Federal Aviation Regulations

3.2 The administrator or his assignee may disallow any aircraft or pilot at their discretion in the interest of safety.

SECTION XII - COCKPIT RELATED SAFETY RULES

RULE 1 - GENERAL APPLICATION TO ALL REGISTERED RACEBOATS

EXCEPT as otherwise specifically provided herein the following cockpit related safety rules apply to all APBA Offshore registered race boats.

RULE 2 - CANOPIED BOATS (Requirements for All Canopied Boats)

- 2.1. **Lavin/UIM Guidelines** - The reinforced restrained cockpit systems used in all boats with seat restraints (open or closed cockpit) should be constructed in accordance with ~~2022~~ **the most current** Mark Lavin Foundation / UIM R.R.C./E.R.C. Cockpit Guidelines. ("Lavin Guidelines").
[1116217458-05-21-2022-2022 Lavin V2 draft as of 5-21-2022.pdf \(apba.org\)](#)
It shall be the sole responsibility of the owner of the race boat to maintain a copy of the applicable Lavin Guidelines.
- 2.2 **Non-compliance** - The Referee has the authority to deny entry to any race boat subject to these rules that has non-compliant cockpit safety systems.

RULE 3 - ALL BOATS

- 3.1. **Bolsters and Seats** - All registered race boats must have racing bolsters or racing seats with sufficient lateral support and structure to withstand the forces encountered in offshore powerboat racing. The bolsters and seats must be approved by an APBA Inspector prior to being used in competition. Standard marine production seats are prohibited.

SECTION XIII - BOAT, TRAILER, PERSONAL AND RELATED EQUIPMENT SAFETY RULES

RULE 1 - GENERAL APPLICATION TO ALL REGISTERED RACEBOATS

EXCEPT as otherwise specifically provided herein the following cockpit related safety rules apply to all APBA Offshore registered race boats and competitors.

- 1.1. **Ballast - Removable ballast** (sandbags, lead shot, etc.) must be enclosed in a permanently mounted box and lid capable of withstanding the rigors of offshore racing. All other ballast must be bolted or permanently attached to the hull.
- 1.2 **Class A Safety Equipment** - Class A safety equipment is required for all race boats racing 10 OR MORE MILES offshore and shall be defined as follows:
 - 1.2.1 An Offshore survival kit, or other similar kit to consist of:
 - a. Soft Plastic floatable airtight container
 - b. USCG approved orange smoke flares
 - c. Orange 4' x 4' flag for emergency signaling
 - d. 3 oz. foil packets of drinking water or 12 oz. in soft plastic container
 - e. (10) Sterile 4" x 4" Gauze Pads (Zip Lock bag)
 - f. (3) Chemical cold packs
 - g. (6) 1" Band-Aids
 - h. (1) 1" x 5 yards Adhesive tape
 - i. (2) 5" x 9" ABD pads
 - j. (2) Rolls of soft gauze such as Kerlix or Kling
 - k. (1) Water Sea drag anchor
- 1.3 **Two U.S. Coast Guard** Approved fully charged fire extinguishers with metal pull rings and an indication gauge showing amount of charge secured in a position readily accessible to the crew.
- 1.4 Minimum 100 feet of suitable tow line
- 1.5 **Inflatable dinghy** with bottle inflation large enough to carry all riding members of the crew.
- 1.6 **One (1) Emergency** in Position Indicating Radio Beacon (EPIRB) type "C" in working order is highly recommended.

RULE 2 - STORAGE OF SAFETY EQUIPMENT

- 2.1 This Class A safety equipment must be stowed in an area of the hull, readily accessible to the cockpit, above or in a covered deck level compartment. It is highly recommended that the flares and E.P.I.R.B. be attached to the inflatable dinghy for access from cockpit and raft.
- 2.2 All safety equipment may be kept in a sealed, but easily opened container and the contents inspected at intervals of not less than six (6) months by a qualified APBA Inspector who shall affix a dated tag with his signature and an itemized list of contents thereof. This shall serve as verification that the contents meet official specifications.

RULE 3 – PERSONAL SAFETY EQUIPMENT –

General - At all APBA races sites, while operating any race boat, riding crew members must wear all inspected and approved required personal safety equipment anytime the boat is on plane before or after a race, while testing or during an actual race. During an actual race, if a boat breaks down, the riding crew members must continue to wear all required safety equipment until they are off-plane and safely inside the course or more than 250' from the outside course line. This rule shall be effective from the time a boat arrives at a race site until one (1) hour after the conclusion of the last race of the event. If an APBA registered boat is testing at times other than scheduled test times at a race site, or away from a race site, riding crew members are required to wear all required and approved safety equipment while the boat is on plane and operate said craft in a safe and prudent manner. Race boats

testing on public waterways at times other than sanctioned test times must operate under normal rules of the road and are subject to all U.S. Coast Guard, State, and local regulations. Violation of this rule shall subject the riding crewmembers and that entry to warnings, fines, and/or disqualification from that event or a future event.

- 3.1 **“Cool Suits”** - may contain any proven safe fluid or gas cooling agent other than Freon.
- 3.2 **Cervical support devices** - may be worn in RRC's and ERC's subject to approval of the APBA Offshore Rescue and Safety Director.
- 3.3 **Footwear** - All participants and crewmembers must wear closed footwear when working in the hot pit area or riding in boats.
- 3.4 **Eye protection** - shall be mandatory for all racing and be constructed of shatterproof material. Eyeglasses shall not be accepted as eye protection.
- 3.5 **The Referee** - or Inspector may prohibit use of any equipment he deems unfit for service.
- 3.6 **Violation** - of safety rules will result in disqualification.
- 3.7 **Helmets** - Anytime an APBA Offshore registered race boat is being operated on plane or within 250' of an active racecourse at or away from a sanctioned event, all riding crewmembers must wear an approved helmet. If helmets contain radio communication speakers or earplugs, at least one crewmember must keep helmet on at all times in order to be able to communicate with race control. Helmets shall meet minimum rating specifications (SNELL **2015**, FIA or newer). Helmets may display logos and/or decals on the lower 50% of the helmet for promotion purposes. All helmets are the responsibility of the wearer.
 - 3.7.1 The upper half (½) of all helmets must be neon, fluorescent or international orange. The aforementioned area must be a single solid color with no graphics except names. Names may be painted on the upper half of the helmet provided that the letters do not exceed one (1”) inch in height.
 - 3.7.2 The Referee / Rescue and Safety Director shall disallow any helmet that he deems unfit for the rigors of offshore racing.
 - 3.7.3 The Referee / Rescue and Safety Director have the authority to require any riding crew member to demonstrate that their helmet will function properly in the water. (Safety test)
- 3.8 **Life Jackets** - Anytime an APBA registered race boat is being operated on plane or within 250' of an active racecourse at or away from a sanctioned event, all riding crewmembers must wear an approved life jacket.

General Requirements:

 - 3.8.1 All life jackets must have permanently affixed labels from the manufacturer or re-certifier stating the manufacturers or re-certifier's business or company name and the date of manufacturer or re-certification of the life jacket.
 - 3.8.2 All life jackets must be re-certified ~~every three (3) years or sooner~~ if they show signs of damage or abnormal wear. The Rescue and Safety Director's decision on more frequent re-certification shall be final.
 - 3.8.3 The Referee / Rescue and Safety Director shall disallow any life jacket that he deems unfit for the rigors of offshore racing.
 - 3.8.4 The Referee / Rescue and Safety Director have the authority to require any riding crew member to demonstrate that their life jacket will function properly in the water. (Flotation test)

RULE 4 - For the Restrained Cockpit

- 4.1 ~~Category Non-Inflatable Type C and/or~~ Capsule suit type jackets **are mandatory.**
- 4.2 Lifejackets are approved for use in a restrained cockpit that employs a supplemental life support (air system) as required by APBA.
- 4.3 All straps and components of the life jacket must be present on the life jacket as manufactured.
- 4.4 ~~The inflatable type C vest must be of independent twin cell construction and have 2 means of inflation with one being oral inflation.~~

- 4.5 ~~When inflated, the vest must be capable of self-righting and floating an unconscious person with a minimum of 35 pounds of buoyancy.~~
- 4.6 No auto inflating, positive buoyancy or inflatable pouch type vests are allowed.
- ~~4.7 All life jackets when inflated must be international orange or yellow.~~
- 4.8 All restrained cockpit ~~lifejackets and / or~~ capsule suits must be worn during the dunk test to show proficiency in its use.

RULE 5 - For the Unrestrained Cockpit

- 5.1 Category Type A is required for Bracket Classes 600 and 700.
- 5.2 Category Type A-100 is required for Bracket Classes 100-500. (Note: Category A-100 is also approved for use in Bracket Classes 600 and 700.)
- 5.3 Lifejackets must be designed for racing, including leg straps or thigh skirts securely attached to the jacket.
- 5.4 70% of the upper portion of all lifejackets and skid collars must be orange or yellow in color.
- 5.5 There must be a minimum of 1/4" thickness of impact material covering the back and sides of the lifejacket.
- 5.6 All zippered seams must be covered by Velcro or similar safety tape.
- 5.7 Lifejackets shall be covered in a ballistic material (covering must meet or exceed the following specifications: Mil Spec Flay Nylon, Mil Spec C-476, Bright High Tenacity Nylon, 210 Denier, 3.6 oz per sq. yard, Count 62x50. Break strength 225 pounds warp, 152 pounds fill.)
- 5.8 Lifejackets must be capable of meeting USCG Type II flotation as specified in the UL standard 1123 Jacket must have a minimum flotation of 18 pounds with 10% flotation imbalance.
- 5.9 Lifejackets must be equipped with skid collars. The skid collar must contain a single piece of Etho foam 900 (minimum 1/4" thick), which covers continuously from top inner edge of the jacket to a minimum of 2" past the base of the helmet when the lifejacket is worn in accordance with manufacturer's instructions, and the wearer is standing in an erect position looking straight ahead. The axial coverage shall be from 110 degrees to 250 degrees minimum, as measured from the center of the forehead. (Approximately ear to ear) The outer covering of the skid collar shall be the same material as the outer covering of the life jacket or any other synthetic material, which is fungus, and mildew proof. Material covering the skid collar must be of equal or greater strength than the material used as the jacket covering. The thread used to stitch the skid collar to the jacket must also be fungus and mildew proof.

RULE 6 - Suitability of Safety Equipment - All safety equipment (helmets, jackets, seat restraints, etc.) must be inspected annually to assure no degradation in manufactured specs over time. It is to be expressly understood and as a condition of entry into an APBA Offshore event that APBA, APBA Offshore, the ORC or officials assumes NO liability in the selection or for the performance of any required safety equipment. Offshore racing is an inherently dangerous sport and no specific life jacket or helmet can eliminate all risks. Riding crewmembers are ultimately responsible for the selection of appropriate helmets and life jackets. The Referee/Rescue and Safety Director has the right to disallow the usage of any safety equipment he believes is unsafe or may inhibit rescue or extrication from a race craft.

RULE 7 - Refusal of Entry - The Referee has the right to refuse the entry of any boat at an APBA Offshore event if he believes that said craft is unsafe, unmanageable, or improperly designed or constructed so as to meet the demands of an offshore race.

RULE 8 - Pit Areas - (See Section III, Rule 7)

RULE 9 - Fueling - Race boats may be fueled / defueled in the hot pits under the direction of the local fire department or in the dry pits as long as local fire department regulations allow and the following requirements are met:

- 9.1 Spectators must be kept back a minimum of 50' from any boat being fueled / defueled in the dry pits.
- 9.2 Absolutely no smoking within 50' of the boat during the fuel transfer process.

- 9.3 Permanent fuel tanks in the boats and temporary tanks used to fill the boat must be grounded during fuel transfer process.
- 9.4 All transfer pumps, hoses, nozzles, and temporary storage tanks must be UL or CG approved for use with gasoline, diesel, or jet fuels. Absolutely no glass containers shall be allowed to contain fuel of any kind. There must be at least one designated person standing by with a 5-pound dry chemical fire extinguisher at the point of transfer. The designated person may not have any other function. Fire extinguishers must have a minimum rating of 3A30BC and a functional gauge to indicate condition of charge.
- 9.5 Fire extinguishers must be re-certified and dated each year.
- 9.6 Fire extinguishers may not be more than 5 years old.
- 9.7 Team equipment (scooters, generators, etc.), priming fuel filters or anything else generally requiring less than 2 gallons of fuel are exempt from the above requirements.
- 9.8 Fuel may not be added or removed from race boats in the wet pits or on the racecourse for any reason. However, race boats may fuel at commercial marina pumps or land-based filling stations at any time prior to the start of the race. Violation of any portion of this rule shall subject the offender to fines from \$100.00 to \$1,000.00 and/or disqualification from the event. Competitors may report violations in progress to APBA Offshore Officials but may not file a protest the violator. Fuel transfer violations must be observed by an APBA Offshore Official in order to penalize the violator.
- 9.9 **Fuel Cells** - are highly recommended for the storage of fuel in all race boats.

RULE 10 - COURSE, PITS, BOAT SAFETY

- 10.1 **Allowed Race Times** - All racing shall be limited to the time period between official sunrise and 30 minutes prior to official sundown as forecast by NOAA.
- 10.2 **Marks of the Course** - All turns shall be made around turn buoys. All buoys shall be constructed so as to not damage a race craft accidentally striking said buoy. Boats alone may not serve as a mark of the course.
- 10.3 Any boat that goes outside of official outside course markers must drop off plane and remain off plane until the boat returns to a point inside the outside course markers. Any boat that is outside of the outside course markers that does not drop off plane will be disqualified.
- 10.4 **Pace Boats** - A minimum of two (2) and preferably three (3) pace boats are required at each APBA Offshore race site. Pace boats are to be at least 30 feet in length and capable of handling rough water at 50-70 mph. All pace boats must carry ~~a minimum~~ **no more nor less than** ~~of 5~~ 3 persons (driver, ~~driver assistant~~, starter, flagman, ~~flagman assistant~~). Boats shall be equipped with seating arrangements that do not hinder the starter and flagman while starting the race. If necessary, a fully equipped diver or EMS person may accompany the pace boat crew as a ~~6th~~ **4** crewmember. Absolutely no persons under the age of 18 are allowed on the pace boat. All persons on the pace boat must sign the insurance waiver. Under no circumstances may seats be sold or drawings held to allow spectators on pace boats. The decision of the Referee is final concerning all persons riding on the pace boats. All pace boat crewmembers must submit to APBA Offshore race day pre-race physicals.
- 10.5 **Craning of Boats** - Race boats utilizing the crane for launching must furnish their own single point lifting harness. Lifting harnesses shall be constructed or modified to lift the boat with a "bow up" attitude of 5-10 degrees for weighing purposes. Extensions to the front lifting straps may then be used to place the boat in a "bow down" attitude to facilitate loading onto a trailer if said extensions meet all lifting harness criteria. Lifting harnesses must be safety inspected at least once every three (3) years and a certification tag attached by a certified testing company. Lifting harnesses must be labeled with the team's name, boat number and "front" and "rear" straps. All persons are prohibited from riding on boats being craned into or out of the water. Fines up to \$1,000.00 per incident may be levied.
- 10.6 **Tie Bars** - All boats running twin outdrives and outboards, must have an external tie bar constructed and attached to withstand stresses created in offshore racing.
- 10.7 **Bilge Pumps** - All boats must have a minimum of two (2) bilge pumps. One of the bilge pumps shall be manually operated in case of electrical failure. Manual bilge pumps must be mounted and easily accessible

in the engine compartment. Battery operated bilge pumps shall be automatic and wired independently of battery switches to allow operation even if battery switches are off.

- 10.8 Fire Extinguishers** - All boats must meet current U.S. Coast Guard regulations for fire protection. It is strongly recommended that race boats be equipped with automatic on-board fire extinguisher systems over each engine. Auto-activated fire suppression systems are not allowed in the cockpit. Auto-activated fire suppression systems are confined to the engine compartment only. This system can be a single or multiple unit system, which must operate either automatically and / or manually. Manual overrides are highly recommended. For auto-activated systems, an early warning signal should be recognizable from the dashboard.
- 10.9 VHF Radios** - All boats are required to have a permanently mounted 25-watt VHF radio capable of transmitting and receiving on channels 6 and 78A or such channels as designated by race control and announced no later than the final drivers' meeting. All boats shall monitor the designated communications channel for race control at all times while on the water. **Portable handheld VHF Radios are specifically prohibited in open or enclosed cockpit race hulls unless secured in either the lifejacket or cockpit surface in a manner acceptable to the race inspector at the event. All communication must be through radio. No cellular communication is allowed.**
- 10.10 Cockpit Intercoms** - Interlocking connections pertaining to helmets and their respective intercom systems must be able to disconnect easily. Rigid or locking connections of any type are prohibited. All installations are subject to approval by APBA Offshore inspectors.
- 10.11 U.S. Coast Guard Compliance** - All race boats must comply with current U.S. Coast Guard regulations.
- 10.12 Bow Eyes** - All boats must be equipped with a permanently installed bow eye suitable for towing said craft.
- 10.13 Drive-Line Shields** - All boats utilizing exposed input drive lines must have a protective shield covering each drive line. Protective shields must be constructed from 1/8" steel, aluminum, or composite material (such as, but not limited to Kevlar, Carbon Fiber, etc.) of equivalent strength, adequately secured and cover the entire length and circumference (360 degrees) of the drive line plus all exposed universal joints.
- 10.14 Kill Switches** - Must conform to Lavin Foundation Guidelines for restrained cockpits. All fuel and electrical kill switches as well as any manual fire suppression system switches must be marked by neon or fluorescent orange paint or decals over or around the switch. In non-restrained (open) cockpits, individual ignitions kill switches for connection to each riding crewmember are mandatory. Kill switch cords must not exceed four (4) feet. Spare kill switch caps are the only permitted method of emergency override and are mandatory. All competitors must be connected to an individual kill switch while the boat is on plane.
- 10.15 Rear View Mirrors** - All canopied race boats must be equipped with a minimum of two (2) rear view mirrors. One mirror must be mounted on each side of the canopy to allow the driver and/or throttleman an unobstructed view behind the boat during competition. Rear facing CCTV shall not be considered a substitute for mirrors since electrical failure or equipment malfunction would leave a boat effectively blind behind the boat during competition.
- 10.16 Deck Hardware** - All cleats and deck hardware shall be recessed, padded, or constructed so as to not inflict injury to riding crewmembers or rescue personnel walking on the deck.
- 10.17 Firewalls/Vents** - No holes shall be cut in firewalls between cockpit and engine compartment. In open cockpit boats, holes in deck must have a flame trap if the hole is one (1) foot or less from the crew.
- 10.18 Propeller Safety** - All boats parked in the dry pits must have propellers removed or covered with prop covers to prevent injury to any persons. Spare propellers, installed on the hull, shall be covered by an inflexible protective shield.
- 10.19 Grab Handles** - All boats ~~must~~ **may** be equipped with closed end grab handles on the transom to facilitate rescue personnel or riding crew members boarding from the water.
- 10.20 Non-Skid** - All boats must be equipped with non-skid material on the deck from the transom up to and around the canopy or cockpit. It is highly recommended that all catamarans equipped with emergency escape hatches have non-skid in the tunnel from the transom to the escape hatch.

- 10.21 Trailer Identification** - All race boat trailers shall be permanently marked with the boat number on the forward half of the trailer. Markings shall be strongly contrasting in color and appear on both sides of the trailer.
- 10.22 Footwear** - All participants must wear enclosed footwear in the hot pit areas or while competing in a race. It is strongly recommended that any race participant wear enclosed footwear in all pit areas.
- 10.23 Medical Limitations** - Riding crew members are prohibited from competing in an APBA Offshore event with any type of artificial limb, pacemaker, pump, bag, cast, brace, or splint unless written permission from the attending medical doctor is obtained and presented to the Rescue and Safety Director prior to the event.
- 10.24 Chemical Limitations** - No competitor, crewmember, official or volunteer may participate in any APBA Offshore event while intoxicated or after consuming an alcoholic beverage, controlled or illegal substance. On non-race days, this rule shall be effective during “normal” hours of registration, race control and pit operation. On race-days from 12:01 am until one hour after the last race is completed or (if required) the entry has completed post-race technical inspection. Any owner, driver, throttleman, crew member, official or volunteer that has consumed any alcoholic beverage, controlled or illegal substance is ineligible to file, testify or participate in a post-race protest of any kind. However, minor consumption of ceremonial champagne is allowed only at the awards ceremony. Penalties for intoxication are detailed in Section V Rule 2.
- 10.24.1. Intoxicated is defined as “under the influence of:”**
- a. Alcohol
 - b. Controlled or illegal substances including (but not limited to) narcotics, depressants, stimulants or hallucinogenic.
 - c. Any substance, drug, or combination of the above causing impairment of an individual’s cognitive or physical functions so as to cause a danger to themselves or others.
- 10.25 Intoxication** - Intoxication or drinking of any alcoholic beverage within any of the APBA Offshore defined pit areas, prior to one hour after the final race of the day, by any participant (signee of the insurance waiver) will not be tolerated and will subject the entry with whom the offending person is associated with to a penalty of a \$1,000.00 fine and disqualification from the event.
- 10.26 Canopy Lid Release, Cockpit Emergency Escape Hatch** - Canopy and escape hatch handles, inside and out, must be painted fluorescent orange or be painted a contrasting yellow and have a fluorescent orange background panel to identify them. Directional arrows must indicate the method and direction to open as recommended by the Lavin Foundation
- 10.27 Engine Hatch / Cockpit Cover / Canopy Lids**- Inside engine hatch covers must be painted red, yellow, orange or a highly visible safety color for visibility. Hatch covers should be opened at all times when subject to search and rescue. Engine hatch covers should support at least 300 pounds. In open cockpit boats, when covered, the surface deck area, immediately behind the cockpit toward the transom, shall be covered by solid structure able to support 300 pounds of weight.
- 10.28 Cockpit Safety** - It is required that there be no loose items within the cockpit of the boat during on- water operation. All items (dock lines, tools, water bottles, etc.) must be secured in such a way that they will not become dislodged during any violent actions by the boat.
- 10.29 Windshields/Windcreens** – In open cockpit boats, fitted windcreens or windshields shall be well supported and all exposed edges must be adequately padded. The use of glass and acrylic is prohibited. Wind deflectors of any type must be shatterproof.
- 10.30 Racing Bolsters/Seats** - All classes require mandatory racing bolsters or racing seats; standard marine production seats are prohibited. Approval shall be based on lateral support and structure not padding.
- 10.31 Rev Limiters** - All Performance boats must have rev limiters.
- 10.32 Cockpit Emergency Air Systems** - All canopied race boats participating in an APBA Offshore event must be equipped with an on-board self-contained emergency air (scuba) system. No pure oxygen systems may be used. There shall be a minimum of one complete on-board emergency air system for each riding crewmember. The system may consist of an individual, or a multiple air source, capable of supplying the

minimum emergency air requirements for each riding crewmember. As a minimum, the system shall consist of a scuba tank, mounting bracket, pressure gauge, air supply/escape supply hose, and a first and second stage regulator with a mouthpiece and holder. An alternate full-time air system, or a nitrox system, with a face piece mask, or a unified helmet and face piece mask, meeting the minimum standards as prescribed herein is also acceptable. All systems shall be fully functional and turned on before starting a race or taking part in practice or testing. Spare air systems are not acceptable as substitutes for a cockpit emergency air system.

10.32.1 - Tank - The tank shall meet U.S. Department of Transportation (DOT) 3ALM or Transport Canada (TC) 3ALM scuba tank requirements to be approved*. Each tank shall be of sufficient size, with a minimum of a 19.0 cu. ft cylinder equivalency or more, for each member of the riding crew. Every cylinder must have been inspected and tested by either DOT or TC and meet DOT, TC, CGA (Compressed Gas Association), NIOSH and OSHA safety standards. The tank(s) capacity shall be large enough to supply each riding crewmember with a minimum of 15 minutes of supplied breathing air. These supply tank(s) can be in a single or multiple configurations. The tank(s) shall be securely mounted in an easily accessible area, in such a way that the hydrostatic test date and visual inspection sticker can be checked during the cockpit safety inspection. The tank(s) must have a minimum of 2800 psi residual pressure for either an aluminum or steel tank. No composite SCBA tanks are allowed. A current visual (VIP) documentation and hydrostatic marking(s) shall be clearly visible at the time of inspection. The tank markings and VIP documentation shall be within current DOT or TC hydrostatic pressure testing standards to pass.

10.32.2 - Tank Valves - The tank(s) shall be equipped with DIN type screw in valves.

10.32.3 - DIN Adapters - DIN to yoke conversion adapters are not acceptable.

10.32.4 - Tank Mounting Bracket - The tank mounting bracket shall conform to the specific size of the cylinder and be manufactured specifically for scuba cylinder mounting. The bracket shall be securely mounted and capable of retaining the scuba cylinder in the event of heavy sea conditions, sudden accidents, or accidental inversion. The tank-mounting bracket shall be secured with stainless steel marine quality anti-vibration hardware, such as 18-8 or 316 stainless steel, with a minimum size of 3/8 inch. The hardware shall pass completely thru the mounting surface or interior wall that the mounting bracket is bolted onto. Large area washers shall be added on the reverse side for support or a backing plate shall be utilized when the mounting walls center is made of a soft-core material, (as opposed to a solid carbon fiber, resin and multi-layered wood, or multiple composite material, etc.)

10.32.5 - Air Supply Hose(s): The air supply hose(s) utilized for all on-board emergency air supply systems, shall meet, or exceed the minimum requirements for high- and low-pressure scuba hoses as prescribed by the DOT or TC. All air systems, regardless of the type, shall have an "emergency escape hose(s)" meeting the standard as described herein.

10.32.6 - Emergency Escape Hose(s) - Emergency escape hose(s), shall be of sufficient length to reach from the occupant's seat to a point above the chine (water's surface) on the opposite side of the boat. This can be measured by extending the hose and 2nd stage regulator or mask outside of the canopy to a position equal to the bottom of the opposite side sponson or vee bottom.

10.32.7 - Escape Hose Storage and Deployment - The emergency escape supply hose shall be stowed or secured in the cockpit in such a way that it may be completely deployed without resistance or restriction when inverted during an escape. The hose must also be stowed to not entangle the crewmember and cause a hazard in the cockpit. This storage can be accomplished through the use of Velcro straps or a Velcro closed bag, attached to a mounting point with Velcro which will release when pulled on after an accidental inversion. Metal snaps are not recommended.

10.32.8 - 1st Stage Regulator - The first stage regulator shall have a DIN screw in type connector to mate with the tank. All regulators must be serviced a minimum of once a year, or if the boat has been involved in a significant accident, been submerged, or has rolled over, or as directed by the Rescue and Safety Director following an inspection where the proper function has come into question. Documentation of servicing shall be available at the time of the cockpit safety inspection.

10.32.9 - 2nd Stage Regulator - It is required that the second stage regulator be a balance model capable of equal functioning in the inverted position. System delivery mouthpieces that are part of the second stage regulator must be easily accessible to each competitor. The second stage regulator shall be secured in such a way that it will not become a flying object in the event of a sudden violent action by the boat. All second stage regulators must be serviced a minimum of once a year, or if the boat has been involved in a significant accident, or submerged, or rolled over, or as directed by the Rescue and Safety Director following an inspection where the proper function has come into question. All current documentation of servicing shall be made available at the time of the cockpit safety inspection.

10.32.10 - Pressure Gauges - There shall be a pressure gauge attached to the system to give an accurate pressure reading for the air supply tank(s). It is mandatory that the pressure gauge, or gauges for each independent system, must be visible at all times where at least one member of the riding crew can monitor the air pressure while the boat is under way. This will allow crewmembers to be aware of air leaks/loss of pressure in the emergency air system.

10.32.11- ~~Nitrox Systems or~~ Full-Time Systems - All Full-Time Air (FTA) systems shall meet or exceed the APBA Offshore minimum requirements for cockpit emergency air systems*. All race boats equipped with full time air systems must be capable of sustaining breathing for a minimum of (1) one hour for each riding crew member for either a Full-Time Air (FTA) system, a fitted mask face piece, or fitted mask face piece and helmet combination will be acceptable. The mask may also be equipped with an ambient air supply or ambient air port, and the ambient air port may be utilized until the demand for compressed air supply is required. Full-Time Air (FTA) systems shall be activated prior to entry onto an APBA Offshore controlled racecourse or testing area.

10.32.12 - Savings Clause - The final decision of any disputes involving the design, function, installation or reliability of an emergency air system, or the emergency air system components, shall be at the discretion of the APBA Offshore Rescue and Safety Director and APBA Offshore Chief Referee.

*Cylinder manufacturer specifications are available on request, or by viewing on the internet at Luxfer Scuba Products: <http://www.luxfercylinders.com/products/scuba/> or at Catalina Cylinders: <http://www.catalinacylinders.com/tsd.html> or Worthington Steel Cylinders at: http://www.worthingtoncylinders.com/high_pressure.html

10.33 Carbon Monoxide (CO) Detectors – **For Inboard or I/O powered boats,** due to the possibility of a Carbon Monoxide (CO) leak into the enclosed cockpit area of the boat, it is mandatory that all competing boats be equipped with a CO detector mounted securely in the cockpit. In addition to the audio alert has a visual activation signal (i.e., a bright red light, strobe, etc.) mounted where it is visible to the riding crew while the boat is underway.

10.34 Safety Compliance - In the interest of personal and life safety, and the promotion of good safety practices, the following guidelines for the enforcement of compliance with published APBA Offshore safety standards and practices are hereby incorporated.

10.34.1 - Non-Life Threatening - For non-life-threatening safety issues (i.e., no non-skid, safety decals etc.),

10.34.2- Life Threatening - For life threatening safety issues the Referee, Chief Inspector, Rescue and Safety Director shall determine whether or not the boat will test and /or race at that event. There shall be no appeal from their decision.

10.35 - Mandatory Medical Check After Accident - It is mandatory that all riding crew members involved in any accident requiring emergency rescue be transported to the emergency medical take-out area by the medical rescue boat and be checked out by paramedics or the race physician. Under no circumstances may a riding crew member involved in the above type of incident, participate in a subsequent heat or race without medical clearance.

10.36. - Trailers - All boat trailers must have permanent markings on the forward half of the trailer containing the boat number. The numbers must be displayed on both sides of the trailer and shall be strongly contrasting to the color of the trailer. Failure to properly mark trailers shall result in a fine and/or time penalty. The decision of the Referee is final and may not be appealed.

SECTION XIV - SLING SAFETY REQUIREMENTS

11.1 All slings used for lifting boats at offshore events must meet the following requirements. Slings not meeting these requirements shall not be used to lift boats at any Offshore events.

11.2 Homemade slings shall be proof tested annually to two (2) times the rated load of the sling by a commercial testing lab, sling certification center or sling manufacturer. The tester shall provide a certified copy of the test data sheet including the tester's company name, complete address, and phone number.

11.3 Commercially manufactured slings must meet the following requirements:

11.4 Synthetic Webbing Slings - Selection, Use, and Maintenance (ASME B30.9c-2000) Scope: This Section applies to slings fabricated by sewing woven synthetic webbing of nylon or polyester type yarns, for the purpose of hoisting, lifting operations.

11.4.1 Sling Identification:

11.4.2 Marking Requirements:

Each sling shall be marked to show:

- a) name or trademark of manufacturer
- b) manufacturer's code or stock number
- c) rated load for the types of hitch(s), and the angle upon which it is based
- d) type of synthetic web material
- e) sling identification shall be done by the sling manufacturer.

11.5 Maintenance of Sling Identification: Sling identification should be maintained by the user to be legible during the life of the sling.

11.6. Type of Inspection:

11.6.1 Initial Inspection: Before using any new, repaired, or modified sling, it shall be inspected to ensure that the correct sling is being used as well as to determine that the sling meets the requirements of this Standard.

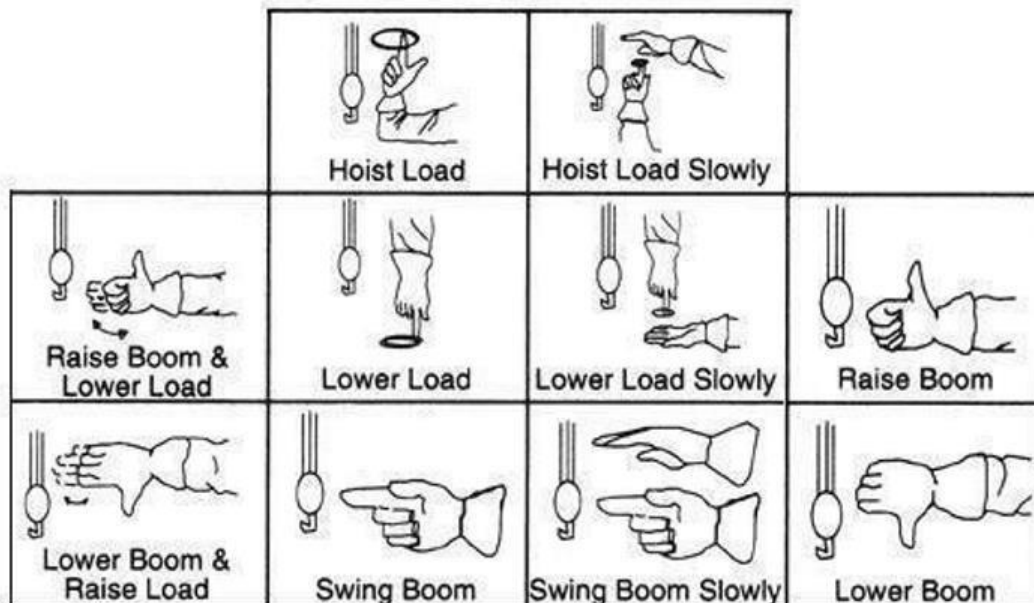
11.6.2 Frequent Inspection: This inspection should be made by the person handling the sling each day the sling is used.

11.6.3 Periodic Inspection: This inspection should be conducted by designated personnel. Frequency of inspection should be based on:

- a. frequency of sling use.
- b. severity of service conditions; and
- c. experience gained on the service life of slings used in similar applications.

- 11.7 Inspection Records:** Written inspection records, utilizing the identification for each sling as established by the user, should be kept for all slings. These records should show a description of the new sling and its condition on each periodic inspection.
- 11.8 Repairs:**
- 11.8.1** Slings shall be repaired only by a sling manufacturer or a qualified person. When repaired, a sling shall be marked to identify the repair agent.
 - 11.8.2** Temporary repairs of either webbing, fittings, or stitching shall not be permitted.
 - 11.8.3** Repaired sling shall be proof tested to two times its assigned rated load before being put back into service.
- 11.9 Removal Criteria:** A sling shall be removed from service if damage such as the following is visible and shall only be returned to service when approved by a designated person:
- 11.9.1** missing or illegible sling identification.
 - 11.9.2** acid or caustic burns.
 - 11.9.3** melting or charring of any part of the sling.
 - 11.9.4** holes, tears, cuts, or snags.
 - 11.9.5** broken or worn stitching in load bearing splices.
 - 11.9.6** excessive abrasive wear.
 - 11.9.7** knots in any part of the sling.
 - 11.9.8** excessive pitting or corrosion, or cracked, distorted, or broken fittings.
 - 11.9.9** other visible damage that causes doubt as to the strength of the sling.
- 11.10 Synthetic Round Slings - Selection, Use, and Maintenance (ASME B30.9c-2000)**
- 11.10.1** Scope: This Chapter applies to endless slings comprised of load bearing core(s) made of multifilament synthetic yarn(s), enclosed in a protective cover(s), for lifting purposes.
 - 11.10.2** Removal Criteria: A round sling shall be removed from service if damage such as the following is visible:
 - a) missing or illegible round sling identification
 - b) melting or charring of any part of the round sling or fittings including damage from weld spatter.
 - c) holes, tears, cuts, abrasive wear, or snags that expose the core yarns of the round sling.
 - d) broken or worn stitching in the cover which exposes the core yarns.
 - e) fittings when damaged, stretched, cracked, worn, pitted, or distorted in any way.
 - f) round sling that are knotted.
 - g) other conditions including visible damage that cause doubt.
- 11.11** There are basic crane hand signals used to communicate with the crane operator that must be used by race and crew members allowed in the crane area.

11.11.1 - Basic Crane Signals



SECTION XV - APBA OFFSHORE TECHNICAL RULES GENERAL REQUIREMENTS - ALL CLASSES

All APBA Offshore Class boats must strictly adhere to the following specifications. They also must observe the rules specified under their specific class headings. Any boat that is disqualified for a technical violation during the post-race inspection shall receive no prizes and zero points for the race.

RULE 1 - Interpretation - If there is a disagreement or dispute about the APBA Offshore Technical Rules, the interpretation of the APBA ORC shall prevail. Decisions must be rendered in writing.

RULE 2 - Availability - All boats as well as their parts must be (or must have been) for sale to the public at commercially reasonable prices.

RULE 3 - Enforcement - To ensure competitive balance in all APBA Offshore Classes, APBA Offshore reserves the right to take whatever action necessary to enforce these rules. Boats and parts may be impounded for inspection purposes. APBA Offshore may prohibit the use of any part which can give a team an unfair advantage. Illegal parts become the property of APBA Offshore. If the illegal part(s) are not surrendered as demanded by APBA Offshore, the boat, the boat owner and all riding crewmembers will be suspended until the illegal part(s) are under the control of APBA Offshore. It is the responsibility of the owner or his designated representative to take all actions necessary that only APBA Offshore legal parts are used.

RULE 4 - Competitive Balance (Parity) - APBA Offshore reserves the right to make adjustments at any time to these rules, or offer reduced requirements to older or non-competitive boats, if necessary, to maintain competitive balance.

4.1. All parity issues shall be directed to the APBA ORC and any adjustments shall be made by the Committee.

RULE 5 - Minimum Weight Compliance - to be determined at the end of the race with the official APBA Offshore scale. The weight includes engines, residual fuel, drives, propellers, solid ballast, and safety equipment as stated in the racing rules. Hull drain plugs must be removed; ballast tanks must be empty. The weight does not include crew, lifejackets, crash helmets and bilge water. All boats must display their minimum class weight requirement on the transom.

RULE 6 - Approved Boats - All boats, and any modifications such as strakes, rails, etc., must be approved by the APBA ORC in writing.

RULE 7 – Boats Eligible for Racing - Boat measurement certificates will be required for the 2023 racing season for all hulls competing in the National classes.

RULE 8 – Canopies - Compliance with Lavin Guidelines - It is required that all canopied boats built after May 1, 2022, use structurally sound canopy safety systems that meet or exceed the ~~2022~~ **the most current** Mark Lavin Foundation/UIM R.R.C. /E.R.C. Cockpit Guidelines. (“Lavin Guidelines”) available at www.APBA.org. All canopied boats built before that date, must be in compliance by the beginning of the 2023 season.

RULE 9 – Safety Hatch – See ~~2022~~ **the most current** Lavin/UIM standards.

RULE 10 – Braking Systems – Not allowed.

RULE 11 – Bolster – In all APBA Offshore classes racing bolsters or approved racing seats must be used.

RULE 12 – Engine Compartment -

12.1 Only engine compartments with ridged covers/hatches and a highly visible color underneath may be used.

12.2 All engine and fuel compartments need to be properly ventilated and meet all United States Coast Guard safety regulations.

RULE 13 - Exclusivity - Exclusivity agreements for boats or any component used in APBA Offshore racing are not allowed.

RULE 14 - Exhaust - Unless noted otherwise, engine exhausts must be water cooled. Water-jacketed manifolds must be employed from the engine outlet to the exit from the hull. “Cool Collar” exhaust designs are allowed. The exhaust exit from the hull must be located so that the exhaust fumes cannot affect the crew.

RULE 15 - Inspection Expense - Any unusual inspection expenses incurred by APBA Offshore shall be the responsibility of the boat owner or his designee.

RULE 16 - Fuel - At certain National or Bracketed Class Events there may be a minimum fuel purchase requirement. All boats entered in that event must purchase a minimum quantity of fuel from the official fuel supplier (fuel truck) on site at that event. Said required fuel purchase must be noted on the APBA Offshore Race notice for that event. ~~This rule shall not be enforced for boats using 87-89-91 or 93 octane fuel if the price of the on-site fuel exceeds one dollar (\$1.00) per gallon more than the average price charged for the same octane fuel available from local major oil company stations (Exxon, Mobil, Chevron, Texaco, etc.).~~ Any boat not purchasing the minimum required amount of fuel at a race site shall be fined an amount equivalent to the purchase price of the on-site fuel. All classes are required to purchase the minimum quantity of fuel from the official fuel supplier. ~~but may purchase additional fuel (standard unleaded pump gasoline) from any retail public fueling stations or marinas. However, APBA Offshore reserves the right to specify one or more “outside” fuel suppliers at each race site in an effort to minimize confusion surrounding fuel testing.~~

16.1 Competitors may not supplement standard unleaded pump gasoline with any additives that will increase the oxygen content, octane rating or enhance the power output of the engine(s) in any way. Standard unleaded pump gasoline without additives is defined as unleaded fuel that meets the standards of petroleum-based fuel as defined by American Society for Testing and Materials (ASTM), designation: D4814, with the following clarifications. (“Supplement” is defined as

physically adding (pouring) any substance other than standard unleaded gasoline into the boat's fuel tank or introducing any substance other than standard unleaded pump gasoline into the fuel system.) **Fuel must pass a test conducted at race site using the Anton Paar DMA 35 Basic fuel tester or may be sent out to an independent testing laboratory to review the following.**

- 16.1.1 Specific gravity must be $\geq .715$ and $\leq .765$ at 60 degrees F.
- 16.1.2 Maximum oxygen content is limited to 4.0% by weight.
- 16.1.3 The only allowable oxygenates are ether, alcohols or other current EPA allowed oxygenators, as listed, and characterized for oxygen mass fraction in ASTM D4814.
- 16.1.4 The ethanol content must be less than 25% by volume.
- 16.1.5 Oxygen bearing compounds are not allowed.
- 16.1.6 Epoxides (i.e., propylene oxide) will not be considered as ether.
- 16.1.7 Nitrogen bearing compounds are not allowed.
- 16.1.8 Lubrication additives are permitted, provided the resulting mixture meets all other requirements of these rules.
- 16.1.9 Unleaded gasoline may not be mixed with any commercial race fuel regardless of the source.
- 16.1.10 The following substances (including but not necessarily limited to) are limited in amount by law or not allowed in standard unleaded pump gasoline: Acrylonitrile, Aminobiphenyl, Aniline, Benzene, Benzidine, Beryllium compounds, Bromine compounds, Chloromethyl ether, Chlorine compounds, Ethylene oxide, Hydrazine compounds, Manganese compounds, Nitrobenzene, Nitrochlorobenzene, Nitrogen compounds, Nitrobiphenyl, Propylene oxide and Tert Butyl toluene. If concentrations of any of these substances greater than that allowed by the current EPA upper limits or any substances not listed as a part of commercial gasoline as defined by ASTM D4814 are found in a fuel sample, the competitor will be disqualified from the race and fined \$1,000.00. A second offense will result in a one-year suspension. A third offense will result in a lifetime ban from APBA Offshore.
- 16.1.11 The use of compressed nitrous oxide as an engine performance enhancing product is prohibited in any class.

Accepted Methods of Fuel Testing:

- a. Digitron Testing
- b. Cerium Nitrate Reagent Testing
- c. Water Solubility Test
- d. Gas Chromatography (performed by an independent outside laboratory)
- e. Any other method as recommended by independent outside laboratory or described in ASTM D4814
- f. **Anton Paar DMA 35 Basic fuel tester.**

NOTE: Fuel contents are protest able. However, the loser in the protest shall be responsible for all outside laboratory expenses associated with the protest.

RULE 17 – Handrails- Handrails (max. height of 6”), or hand holes, extending fore and aft **must may** be fitted. Cables and lifelines are not allowed.

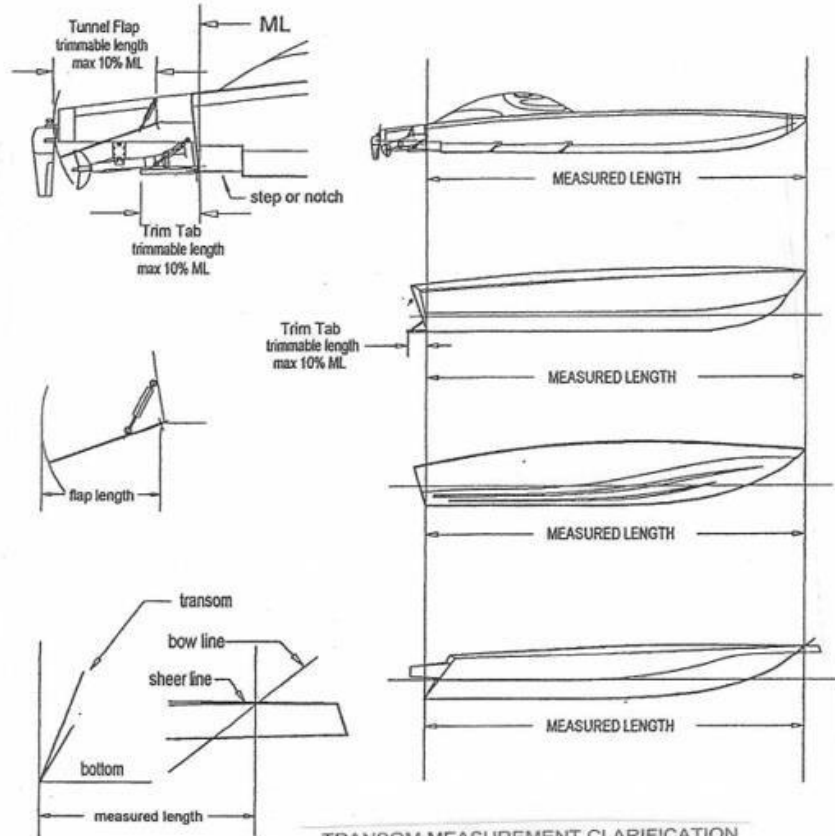
RULE 18 - Hull and Deck Measurement – All hull measurements are to be taken while the boat is ashore. The length must be measured between perpendiculars of the external molded length of the boat, taken at the extreme bow and the **base of the transom rear-most planning surface (the rear-most part of the keel including all hull planning steps (regardless of height))**, but excluding trim tabs, either fixed or movable. Hull extension beyond the transom shall be deemed to be “fixed trim tabs” and not be included in the measured length. Hull extensions added to the bow and/or any extended parts, rub rails, fenders, outboard motor brackets, stabilizing trim tabs and rudder assemblies are not to be included in the measured length.

When defining “extreme bow,” any form that constitutes the bow and its construction and contributes to the performance of the boat shall be included in the measured length. Any other attachment that is

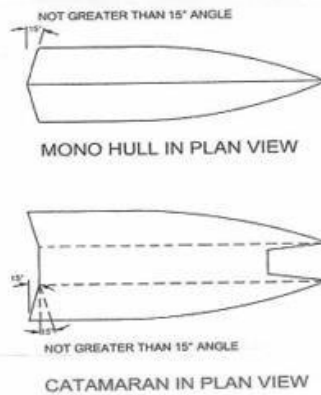
added to meet a minimum length required shall not be included in the measured length. Should the trailing edge of the planning surface of a hull or sponson terminate with an angle greater than 15 degrees measured between the keel and outer chine in plain view (birds eye view), such excess shall not be included in the measured length.

The beam measurement shall be taken at the widest part of the molded hull, excluding any extended parts, rub rails and /or fenders.

LENGTH MEASUREMENT DIAGRAM



TRANSOM MEASUREMENT CLARIFICATION



RULE 19 - Lap belts - not allowed.

RULE 20 - Single Point Lifting Harness - required for all boats.

RULE 21 - Non-Skid - required on deck surfaces - see APBA Offshore Safety Rules

RULE 22 - Aero-dynamic Devices (such as wings or moveable deck surfaces) - not allowed.

RULE 23 - Trim Tabs, Tunnel Tabs - a fixed or adjustable - legal. See individual class rules.

RULE 24 - Weight.

24.1 Post-Race - All boats must report to the official APBA Offshore scale as required.

24.2. Penalties - 1 minute for each 100 pounds **or part thereof** underweight. No scale tolerance.

RULE 25 - Air Conditioning

25.1 Air Conditioning Allowed - Any air conditioning is allowed in all APBA Offshore Classes utilizing canopies or enclosed cockpits. An automotive type of air conditioning compressor may be used if said compressor has passed a Certification Test for USCG Standards Title 33 CFR 183.410 / Anti Spark and Ignition Protection. Only the driver compartment may be cooled. In the event that engine seals are broken during installation, racers must get approval from the APBA Offshore Technical Committee.

25.2 Fuel or engine compartments may NOT be cooled in any manner with the air conditioning system.

25.3 Installation Approval - Installation of any air conditioning system must be approved by the APBA Offshore Chief Inspector or his designee.

RULE 26 – Propellers – See Class Rules

RULE 27 - No Forced Air Induction: The air duct running from an external opening to the flame arrestor may not be completely sealed. Likewise, sealing or pressurizing of the engines prohibited. Fresh air ducting is not allowed to be closer than 2" in any direction to the engine and/or flame arrestor.

RULE 28 - Ballast Tanks Allowed: See class rules.

RULE 29 - Engine Hatches: May be with or without scoops. Competitors may not raise their engine hatches from the time they have completed the race until the boat is presented for inspection to an APBA Offshore Inspector. During the race, engine hatches can only be raised for emergency repairs. Violators shall be disqualified unless the APBA Offshore inspection team can verify the case of emergency.

RULE 30 - Non-Compliance - Competitors may not vote to allow a boat to run in non-compliance within their class.

RULE 31 - Changes: APBA ORC may make any technical rule changes it deems necessary at any time without prior notice unless a class has voted to freeze the rules for that class. In that case, changes can only be made with the 100% concurrence of **the current paid class members**.

OFFSHORE CLASS RULES

UIM CLASSES

Class 1, Class 3C, Class 3X

See UIM rules for Offshore and / or Class 1, Class 3C, Class 3X.

Class 3C

In the USA/APBA events 21' hulls are legal in class 3X as our hulls are wider and deeper than the European hulls. This has been discussed and approved by Mikael Lundblad, UIM Technical President, as an obrogation in 2023 and a rule change in 2024.

When raced as UIM Classes 3x and 3c with international competitors a UIM Sport and Technical Commissioner must be present to officiate.

~~In the event of a conflict between these and any current updated UIM rules, the UIM rules will apply.~~

~~RULE 1—CHAMPIONSHIP POINTS~~

~~—Championship Points will be scored the same as APBA points are earned.~~

~~RULE 2—CHAMPIONSHIP TIES~~

~~In the case of a tie in the overall Championship, the number of first places shall be considered, then the number of second places, etc.~~

~~In the case of the Championship still being a tie, the boat with the fastest average speed in any of the Championship races will be deemed the Champion.~~

~~RULE 3—PRE-RACE INSPECTIONS~~

~~3.1 — All race boats entered in a sanctioned race are subject to a pre-race inspection by a UIM approved Chief Technical Commissioner~~

~~3.2 — No race boat may be considered a bona fide entrant in a UIM race until such time as the Chief Technical Commissioner has passed and signed the official pre-race technical inspection form.~~

~~3.3 — It is the responsibility of the Team Owner and the Manager to submit his team's equipment to the Chief Technical Commissioner for his inspection. If in the judgement of the Chief Technical Commissioner, a boat and/or safety equipment is unseaworthy, unsafe, or unmanageable, the non-compliance must be brought to the attention of the UIM Commissioner. If the UIM Commissioner determines that the condition cannot be rectified prior to the start of the race, then he shall have the right to prohibit the boat from competing.~~

~~3.4 — The Chief Technical Commissioner shall examine each entry for compliance with all safety requirements and shall also visually inspect hull, propulsion, and engine for compliance with the class technical rules. The spirit as well as the letter of these rules shall be enforced equitably to all entrants.~~

~~3.5 — Any new boat entry in these classes will be verified at its first event by the UIM Technical Commissioner. If successful, the boat will be allowed to participate in the Championship.~~

~~3.6 — Any modifications to a boat shall be reported to the UIM Technical Commissioner and may require re-verification to ensure conformity. It is recommended that prior approval is sought before any modification is made.~~

~~3.7 — Failure to inform the UIM Technical Commissioner of a modification will result in a penalty to be decided by the OOD and the UIM Commissioner. Alternatively, the UIM Technical Commissioner may require that the boat be returned to its original specification to certify conformity.~~

~~RULE 4—UNIFORMS:~~

~~All team members must be in uniform while attending drivers, briefings, parades, test / practice sessions, and anytime operating the race boat.~~

~~RULE 5—ENGINES~~

The only engine that can be used in the Catamaran race boats is the QC4V Class 1 race engine which has been approved and sealed by Mercury. The only engine that can be used in the Vee Bottom race boats is the QC4V Class 1 race engine which has been approved and sealed by Mercury. The objective of one design engine is so all boats have the same power and reliability. Any change done by the team to increase the horsepower will be seen as cheating and prohibited. The policing of the QC4V engines will be performed by Mercury Racing to assure engine parity and eliminate cheating. **Other Power Plants may be used in the 2022 season as allowed by a vote of the class to create a competitive fleet due to Pandemic issues.**

~~RULE 6 – GEARBOXES~~

Only the Mercury standard transmission that is included with the Mercury race engine is allowed. Nowhere in the drive train are there to be any:

- 6.1 — multi-speeds,
- 6.2 — form of traction control, or
- 6.3 — slip plates

~~RULE 7 – DRIVE SYSTEMS: Catamarans~~

7.1 — The only approved drive systems are as follows:

- 7.1.1 — Mercury MK 6,
- 7.1.2 — Mercury MK 8,
- 7.1.3 — BPM drop box and torque tube,
- 7.1.4 — SCS drop box and torque tube (quick change ratio),
- 7.1.5 — Victory drop box and torque tube (quick change ratio),
- 7.1.6 — Arenson drop box and torque tube, or
- 7.1.7 — Buzzi Trimax drive
- 7.1.8 — For Vee Bottom hulls only — any drive

7.2 — The following are strictly prohibited:

- 7.2.1 — No Traction control.
- 7.2.2 — No steerable drives and rudder. (If you have a rudder you cannot steer with the drives as well. It must be one or the other).
- 7.2.3 — No trim-able rudders.
- 7.2.4 — No means of changing gear ratio without mechanical input (i.e., no cable or electric device to change).
- 7.2.5 — Banned metals in the drive train and rudder assemble are as follows:
 - 7.2.6 — Hastello
 - 7.2.7 — Haynes
 - 7.2.8 — Inconel
 - 7.2.9 — Molybden
 - 7.2.10 — Monel
 - 7.2.11 — Titanium
 - 7.2.12 — Tungsten
 - 7.2.13 — Waspaloy

7.3 — Race teams that have the quick change gear ratio will be limited to 4 sets of approved propellers. Race teams that do not have the quick change gear ratio can have an unlimited number of approved propellers.

~~RULE 8 – DRIVE SYSTEMS: Monohull~~

- 8.1 — Any drive propulsion system allowed
- 8.2 — Any gear ratio allowed

~~RULE 9 – TUNNEL TABS~~

Tunnel tabs shall be allowed with a weight penalty of 500 pounds.

~~RULE 10 – PROPELLERS: Catamaran~~

10.1 — As everyone has various kinds of propellers depending on where they have raced over the past few years, we would like to propose a 2-year plan so as everyone can use up their old stock of propellers and when

purchasing new ones know they can use them in the future and they will be competitive based on these points. Please find as follows:

- Minimum weight 20 pounds
- Max diameter 18 inches
- Minimum diameter 16 inches
- Maximum rake 18 degrees
- Minimum rake 10 degrees

The thickness of the blades will be finalized in a study between Herring, Mercury, and the ORC to determine a template with specific holes in it where the propellers can be measured. If another propeller manufacture wishes to enter the class they must be approved by the ORC and be available to purchase to all teams at a competitive price. Boats with fixed gear ratios have an unlimited propeller choice. Boats with a quick change gear ratio shall be limited to 4 sets of propellers.

~~10.2 PROPELLERS: Monohull~~

- Forged or Cast propellers allowed

~~RULE 11 BOAT WEIGHT – Catamaran~~

~~11.1 Minimum boat weight after race conclusion shall be 12,000 pounds for teams with no tunnel tab.~~

~~11.2 Minimum boat weight after race conclusion shall be 12,500 pounds for teams with a tunnel tab.~~

~~11.3 No water ballast tanks shall be included (tanks must be empty). There shall be no plumbing to the ballast tank. Ballast tanks must be empty at weigh-in and weigh-out~~

~~11.4 Bilges must be dry.~~

~~11.5 Weight without drivers and equipment.~~

~~11.6 A solid ballast must only be moveable manually and not controlled from the cockpit.~~

~~11.7 BOAT WEIGHT – Monohull~~

~~11.8 Minimum boat weight after race conclusion shall be 10,000 pounds for teams~~

~~11.9 Ballast tanks are permitted but must be empty at weigh-in and weigh-out~~

~~RULE 12 BOAT LENGTH~~

~~12.1 Catamaran race boats must be minimum 37' and maximum 47' as measured by Inspectors for current race boats. Any newly constructed race boat must be a minimum of 40' and maximum of 47' as measured by the Inspector. The bottom of the transom (running surface) to the nose of pickle fork is the measured distance.~~

~~12.2 Vee Bottom race boats must be minimum 40' and maximum 50' as measured by the Inspector for current race boats.~~

~~RULE 13 INSPECTION~~

~~13.1 If a race team has doubt of another race team's integrity to these Rules, they may request a second inspection be performed by an Inspector.~~

~~RULE 14 MEASUREMENT CERTIFICATE~~

~~A Boat is not allowed to take part in a local, National, or international race without a Digital Measurement Certificate as per UIM requirement. The certificate must be entered in the Class 1 Digital Logbook.~~

~~14.1 Any International or National race in which boats registered with a Data Logbook must be updated according to the events in the race. If the event is not covered by a UIM Technical Commissioner, the NA must upload the required information to the appropriate boats Data Logbook. If the NA is not capable of uploading the information, scanned copies of all the information and an entry list must be sent to the UIM Offices for uploading/updating the Data Logbooks.~~

~~14.2 The Measurement Certificate has no expiry date, but must be updated following any of the below occurrences:~~

~~14.2.1 Change of Ownership~~

~~14.2.2 Change of boat dimensions and/or structure, or major repair after an accident or any other reason.~~

14.2.3—If an NA wishes to remeasure the boat, the NA must either upload the information to the boats Data Logbook or scan and send the signed measurement results to the UIM Offices for uploading/updating the Data Logbook.

~~RULE 15— RULES FLEXIBLE TO MAINTAIN COMPETITIVENESS~~

These initial Rules are designed to create and maintain a competitive class. If after the rough water race in Cocoa Beach, the flat water race in Lake Ozarks, and the Sarasota race there exists an uncompetitive playing field we will revisit some of the Rules to be fluid and increase the competition amongst the boats.”

~~RULE 16— UIM COMPLIANCE~~

All Fees that may result in the race being compliant for UIM, will be responsibility of the CLASS 1 Class. Contact OPA Registration two weeks prior to the race for a quote of said fees.

~~RULE 17— PROFESSIONAL FEES~~

All fees/costs that may result from Mercury Racing Inspections, Compliance, etc. will be the responsibility of the CLASS 1 Class.

~~RULE 18— ENGINE HARDWARE~~

18.1—The required engine for a Catamaran is the Mercury Racing’s Competition 1100 QC4V

18.2—The required engine for a Vee Bottom is the Mercury Racing’s Competition 1350 QC4V

18.3—All engine hardware must be stock, as delivered by Mercury Racing

18.3.1—All hardware must be as per the official homologation document

18.4—Modification and/or relocation of factory engine sensors is prohibited

18.5—All engines will be mechanically sealed (tamper proofed) by Mercury Racing Factory only

18.6—The following components will be sealed with safety wire and tamper proofed locks. Modification or removal of tamper proof locks is prohibited.

18.6.1—Front cover

18.6.2—Crank encoder

18.6.3—Oil pan

18.6.4—Intake manifold

18.7—Relocation of the factory fuel pump and replacement of associated inlet and high pressure outlet lines is permitted.

18.7.1—Unmodified, factory fuel pump must be used for fuel supply

18.7.2—If relocated, customer is responsible for extending power supply leads for the pump

18.7.3—If relocated, customer is responsible for sourcing/fabricating associated fuel lines\

~~RULE 19— FUEL~~

19.1—93 octane or less

~~RULE 20— PROPULSION CONTROL MODULES (PCMs)~~

20.1—Port and Starboard PCMs for use at a competition event are to be randomly distributed to competitors on the morning of each racing day. The serial numbers of each PCM and which boat they have been designated for shall be recorded.

20.2—Customer PCMs are to be used in all practice sessions.

20.3—Upon collection of competition PCMs, calibrations will be downloaded and checked by Mercury personnel for tampering.

~~RULE 21— CONTROLLER AREA NETWORK (CAN) DATA LOGGING~~

21.1—Mercury Racing will provide a CAN interface and several easy to install monitoring sensors to each race team on days of competition events.

21.1.1—Teams shall provide at least one available port on a Smart Craft junction box for use of the logger, and it must be readily accessible.

21.1.2—Teams shall provide a horizontal, flat area for mounting the data logger with provided hook and loop tape. Dimensions of mounting area TBD.

21.1.3—Teams shall provide a specified data logger to interface with Mercury’s provided CAN interface module.

21.1.4—Data logger specifics TBD

~~21.1.5 The data logger will log PCM sensor data and additional redundant inlet air temperature (IAT) and manifold absolute pressure (MAP). These sensors will be serialized and tracked.~~

~~21.1.6 Redundant sensor locations TBD (IAT likely on back of #8 runner, MAP likely via a quick connect Legris line on cross-over manifold)~~

~~21.2 Mercury to provide personnel for analysis of collected data or will provide template files to sanctioning body officials to aid in analysis of the collected data.~~

~~21.3 Any devices attached to the Mercury Smart Craft bus shall be for measurement purposes only, such as data loggers and boat displays. Any attached devices are subject to inspection by sanctioning body officials. Purposeful modification of Smart Craft signals is prohibited.~~

~~RULE 22 – POST RACE INSPECTION~~

~~22.1 Up to top 4 finishers from each race are subject to a post-race inspection. Any or all the following areas may be checked:~~

~~**22.2 Engine electrical harness** shall be visually inspected for modifications or repairs~~

~~22.2.1 No harness modifications allowed~~

~~22.2.2 Any repairs from incidental damage must be tracked in official logbook(s) and approved by sanctioning body officials.~~

~~22.2.3 Repairs must be inspected and approved prior to a competition event.~~

~~22.2.4 Modification and/or relocation of factory engine sensors is prohibited.~~

~~**22.3 Camshaft Inspection**~~

~~22.3.1 Precise location of top dead center (TDC) of an engine cylinder will be found with a degree wheel and piston stop.~~

~~22.3.2 Camshafts will be randomly checked for lift centerline locations relative to TDC.~~

~~22.3.3 Centerline locations for all cylinder's intake and exhaust cams to be maintained in a separate scrutineering document.~~

~~22.3.4 Camshaft lobe base circle diameters will be randomly checked for correct diameter. Lobes will be checked for correct form.~~

~~22.3.5 Mercury Racing will create and provide go/no-go tools for this inspection~~

~~**22.4 Ignition Timing Advance Check**~~

~~22.4.1 Precise location of top dead center (TDC) of an engine cylinder will be found with a degree wheel and piston stop.~~

~~22.4.2 Check and mark or verify existing mark on crank encoder for TDC cylinder #1 (Mercury to provide improved timing pointer for accurately checking timing with a timing light)~~

~~22.4.3 Mercury personnel will run a test to verify timing advance relative to TDC #1. This test will require operating the engine on a hose, in neutral, at a speed above idle.~~

~~a. Measured spark location to be within $\pm 1^\circ$ of Mercury factory recorded location~~

~~b. Spark advanced to be checked with specified timing light (TBD)~~

~~22.4.4 Visually inspect all hardware seals for tampering and serialization~~

~~22.4.5 Remove cross-over manifold and inspect dummy throttle orifice size~~

~~22.4.6 Check that key up fuel pressure is under 420 Kp~~

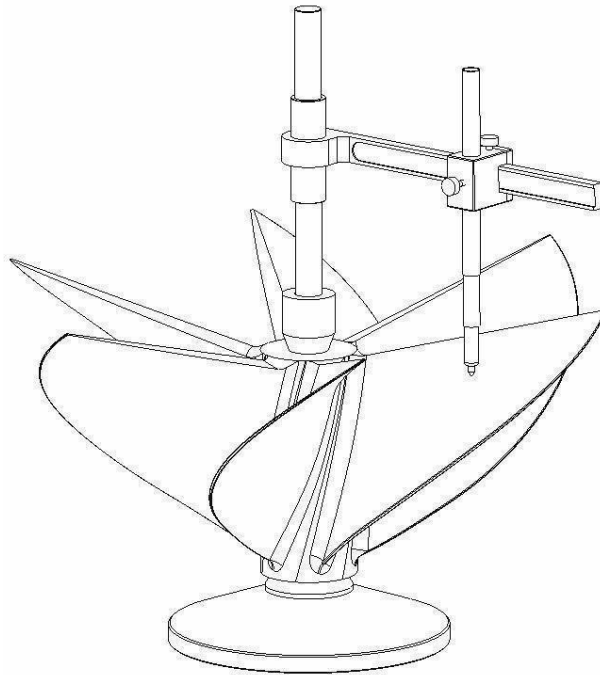
APBA CLASSES SUPERCAT

All Super Cat Class boats must strictly adhere to the following specifications. They also must observe the rules specified under their specific class headings.

Class	Numbers	Length	Engine Type	# Of Engines	Hull
SC	Numeric only	34' 35' -42'	Inboard	Twin	Cat

1. **Interpretation** - If there is a disagreement or dispute about the Offshore Technical Rules, the interpretation of the ORC shall prevail. Decisions must be rendered in writing.
2. **Availability** - All boats as well as their parts must be (or must have been) for sale to the public at commercially reasonable prices.
3. **Enforcement** - To ensure competitive balance in all Offshore Classes, the ORC reserves the right to take whatever action necessary to enforce these rules. Boats and parts may be impounded for inspection purposes. The race committee may prohibit the use of any part which can give a team an unfair advantage. Illegal parts become the property of APBA.
 - 3.1 If the illegal part(s) are not surrendered as demanded by APBA, the boat, the boat owner and all riding crewmembers will be suspended until the illegal part(s) are under the control of APBA. It is the responsibility of the owner or his designated representative to take all actions necessary that only legal parts are used.
4. **Competitive Balance** - APBA reserves the right to make adjustments at any time to these rules, or require changes to individual boats, if necessary, to maintain competitive balance.
5. **Minimum Weight Compliance** - to be determined at the end of the race with the official scale. The weight includes engines, residual fuel, drives, propellers, solid ballast, and safety equipment as stated in the racing rules. Hull drain plugs must be removed; ~~Ballast tanks must be empty.~~ The weight does not include crew, lifejackets, crash helmets and bilge water.
6. ~~Boats eligible for racing - As a general rule, all boats that were legal in the 2012 and 2013 racing seasons in classes comparable to APBA classes shall be considered legal at APBA. Final determination must be made on an individual basis.~~
7. **Serial Number** - Each hull must have an engraved serial number as required by law.
8. **Canopied Cockpit** - Compliance with the latest guidelines developed by the Lavin Foundation and respective boat builders. ~~Boats built after 2005~~ **All catamaran boats** must have a single canopy, seating two, side by side. The canopy must be located on the centerline of the boat.
9. **Safety hatch** - **All** Catamaran Boats ~~built after 2005~~ must have a bottom escape hatch located in the tunnel of the boat. ~~Existing boats do not have to be retrofitted.~~
10. **Braking Systems** - Not allowed.
11. **Engine Compartment** - Only engine compartments with ridged covers/hatches and a highly visible color underneath may be used.
 - 11.1 All engine and fuel compartments need to be properly ventilated and meet all United States Coast Guard safety regulations.
12. **Exclusivity** - Exclusivity agreements for boats or any component used in racing are not allowed.
13. **Exhaust** - Unless noted otherwise, engine exhausts must be water cooled. Water-jacketed manifolds must be employed from the engine outlet to the exit from the hull. The exhaust exit from the hull must be located so that the exhaust fumes cannot affect the crew.
14. **Inspection Expense** - Any unusual expenses incurred by APBA or the conducting APBA club shall be the responsibility of the boat owner or his designee.

- 15. Fuel** - Any additives whatsoever are strictly prohibited. Fuel will be tested. In the event that a competitor is found to have additives in the fuel, they will be disqualified from the event. All boats are required to use gasoline, maximum octane rating 93.
- 15.1 Electric fuel pump shutoff - must shut off when the kill switch is engaged.
- 15.2 Through deck fuel fills - as specified by United States Coast Guard regulations must be used. All fuel must be carried in secure tanks that are vented overboard. Transfer of fuel is not allowed during a race, except via properly installed fuel lines that supply fuel to the engines. Fuel tanks and fills must be grounded.
- 16. Handrails** - Hand rails (max. height of 6"), or hand holes, extending fore and aft **must may** be fitted. Cables and lifelines are not allowed.
- 17. Approval of Equipment** -
- 17.1 Boats and engines must be approved by the conducting club's Technical Committee. All hulls must be produced from a dedicated mold. One-of-a-kind boats are not allowed. All changes to the dedicated mold must be approved by APBA.
- 17.2 Engines must be based on an automotive block sold through normal distribution channels and available to the general public. Gasoline type engines only.
- 18. Hull and Deck Measurement** - All race boats shall be measured from the top of the bow to the **top bottom** of the transom on the centerline of the hull with the keel level to the ground. Swim platforms and any parts attached to the transom are not to be included in the measurement.
- 19. Hull Extensions** - No extensions to meet minimum length.
- 20. Single Point Lifting Harness** - required for all boats.
- 21. Non-Skid** - required for walking on deck surfaces from aft and around cockpit.
- 22. Aero-dynamic devices** (such as wings or moveable deck surfaces) - not allowed.
- 23. Trim Tabs, Tunnel Tabs** - either fixed or adjustable - legal.
- 24. Weight** -
- 24.1. Post-Race - All boats must report to the official race scale as required.
- 24.2. Penalties – Underweight boats will receive last place points. No scale tolerance.
- 25. Air Conditioning** -
- 25.1 Air Conditioning Allowed - Air Conditioning is allowed in all APBA Classes utilizing canopies or enclosed cockpits. An automotive type of air conditioning compressor must be used. Only the driver compartment may be cooled.
- 25.2. No cooling allowed - Neither fuel nor engine compartments may be cooled in any manner through the air conditioning system.
- 26. Anti-stuff bows planes** - Not allowed.
- 27. Propellers** -
- 27.1 Propellers must be of the type approved by APBA.
- 27.2 Manufactures may apply to APBA for approval.
- 27.3 Propellers must be manufactured from stainless steel castings. No forged, billet, or other propeller types. No exotic alloys such as Magnesium or titanium are allowed.
- 27.4 Propellers may be modified. Blue printing, lab finishing, polishing, grinding, welding, machining etc. are allowed. All propellers are limited to a minimum thickness required for prop integrity. Propellers must be intended for sale to the public at commercially reasonable prices. Propellers must be available to all racers within 4 weeks.
- 27.5 Propeller's thickness specifications for Super Cat are approved. Refer to table.
- PROPELLER INSPECTION PROCEDURE AND PROPELLER SPECIFICATIONS



ITEM	DESCRIPTION
1	Base
2	Lower support cone
3	Upper support cone
4	Post
5	Arm
6	Guide block
7	Marking pen (Sharpie with tip modified to mark at steep angles)

MERCURY RACING VI SSM CLEAVER PROPELLER MINIMUM THICKNESS
TABLE 1. INSPECTION RADII

Propeller Diameter (inches)	Inspection Radii (inches)		
	Root	Middle	Tip
15	2	4 1/4	6 1/2
15 1/4	2	4 5/16	6 5/8
15 1/2	2	4 3/8	6 3/4
15 3/4	2	4 7/16	6 7/8
16	2	4 1/2	7
16 1/4	2	4 9/16	7 1/8
16 1/2	2	4 5/8	7 1/4
16 3/4	2	4 11/16	7 3/8
17	2	4 3/4	7 1/2
17 1/4	2	4 13/16	7 5/8
17 1/2	2	4 7/8	7 3/4
17 3/4	2	4 15/16	7 7/8
18	2	5	8

TABLE 2. Super Cat VI SSM Propeller Blade Thickness (Minimum allowed at each measuring point)

Inspection Radius	Leading Edge		Trailing Edge	
	Distance from Edge (in)	Minimum Thickness (in)	Distance from Edge (in)	Minimum Thickness (in)
Root	1 3/8	0.283	1 1/2	0.475
Middle	1 1/2	0.182	1 1/2	0.302
Tip	1 11/16	0.115	1	0.130

28. No forced air induction: The air track running from an external opening to the flame arrestor or carburetor may not be completely sealed. Likewise, sealing or pressurizing of the engine compartment is prohibited. Fresh air ducting is not allowed to be closer than 2" to the engine and/or flame arrestor. The engine compartment vent area must be equal to, or larger than the area of the air scoop(s).
29. Ballast tanks NOT allowed: Ballast tanks are not allowed in Super Cat. Transfer of any ballast (including fuel) is prohibited in any manner while under way or remotely. Once on the racecourse, racers may stop and physically move weight bags manually if it is safe to do so.
30. Engine hatches: May be with or without scoops. Competitors may not raise their engine hatches from the time they have completed the race until the boat is presented for inspection. During the race, engine hatches can only be raised for emergency repairs. Violators shall be disqualified unless the race committee inspection team can verify the case of emergency.

TECHNICAL RULES – SUPER CAT CLASS

All Super Cat (SC) Class boats must strictly adhere to the following specifications. Please also refer to the rules pertaining to all offshore classes.

BOAT SPECIFICATIONS:

Hull type:	Catamaran
Length minimum:	35' 0"
Length maximum:	42' 0"
Beam maximum:	12'
Tunnel width maximum (measured at keel):	66"
Height minimum (keel to deck):	48"
Weight minimum:	9,500 LBS

ENGINE SPECIFICATIONS:

1. GENERAL:

Displacement, maximum	510 CID
Displacement, minimum	495 CID
Compression ratio, maximum	9.5:1 as determined by APBA approved whistler device. At its discretion, APBA may require cylinder head removal for actual cc measurement.
Engine Rotation	Standard rotation only. Counter rotation engines not allowed

2. ENGINE BLOCKS:

Cast iron	Only cast-iron blocks are approved. Billet main caps are approved.
GM Big Block Chevy type	Blocks with 9.8" or 10.2" deck heights approved
GM Big Block Chevy type	Blocks manufactured by General Motors, World Products (Merlin), and Dart Machine are approved.
Other blocks	Must be approved by APBA
Cylinder sleeves	Allowed for repair purposes
Cylinder bore centers Maximum bore size	Must remain in OEM location. 4.605"
Mercury Racing 860 800 Competition Engines	The Mercury Racing 860 800 Competition engine as manufactured and Factory sealed, is legal in the Super Cat Class. A weight/length table is affixed as Addendum "D." Weight Adjustments, if needed, will be made at the discretion of the APBA Chief Referee in concert with the current APBA registered class participants. Initial weight increase is set at 750 lbs. 650lbs for existing boat. Any changes in specifications, parts, or accessories by Mercury Racing must be homologated through APBA and voted on by the Class before use in competition.

3. INTERNAL COMPONENTS

Materials allowed	Crankshaft, connecting rods, pushrods and wrist pins must be made of steel.
Materials, not allowed	Titanium or any other materials
Wrist pins	Minimum .990" inch diameter
Pistons, allowed	Forged Aluminum
Pistons, not allowed	Titanium, or any other exotic material
Crankshaft Stroke	Maximum stroke is 4.00 inches. There is no minimum stroke. Maximum Bore is 4.605 inches.
Single plane crankshafts	Not allowed. Crankshaft throws must be timed according to OEM specifications

4. CYLINDER HEADS

Cylinder heads	Must remain in OEM location.
Approved heads	Big block Chevrolet Brodix # SP BB - 2 PLUS, as cast and provided by Brodix with the following allowed modifications. No other head is allowed.
CNC	Spec heads may have CNC or hand shaped chambers and Intake port may be matched not to exceed 3/4 inch measured from the intake manifold surface.

Blending	Grinding or blending of CNC valve work or CNC chamber work is allowed Blending not to extend more than ½” inch from the base of the seat insert into the ports.
Grinding and polishing	Except in the combustion chamber and the areas immediately adjacent to the valve seat, no grinding or polishing allowed anywhere.
Resizing of ports	No change or alteration of the shape or size of the ports or runners allowed. Addition of any material to ports, bowls, or runners is prohibited.
Cylinder head repairs	All major repairs that require welding must be performed by Brodix.
Milling	No angle milling of head surface.
Head bolts	Additional head bolts legal. Two head bolts per cylinder head are legal installed through bosses in block in the lifter valley to the underside of the head.

5. VALVE SYSTEM

Number of valves	Two valves per cylinder operated by pushrods. One camshaft located in the block, OEM location.
Intake valves, allowed:	Stainless steel, or titanium
Intake valves, not allowed	Pneumatic, hollow stem, ceramic valves
Exhaust valves, allowed	Stainless steel, Super Alloy, or Inconel
Exhaust valves, not allowed	Titanium, any other
Valve stem diameter, minimum	11/32”
Variable cam timing	Not allowed
Maximum gross cam lift	0.720-inch, zero lash, measured at the valve
Camshaft	Must remain in OEM location
Lifter bores	May not be changed from OEM location
Sleeves	May be used. OEM lifter bore location may not be changed
Lifters	Pushrod must ride in center of lifter. No offset lifters.
Pushrods	Must remain in OEM location
Valve seats and guides	Must remain as manufactured and in OEM positions.
Valve guides	Not to be cut down, shortened, tapered, or reshaped
Valve angle	As manufactured
Valve head diameter, maximum	Intake 2.300”, exhaust 1.900”
Valve spring cooling	Allowed with internal engine oil
Offset head guides	Not allowed. Head mounting location may not be altered.
Spring Retainers	Except as stated above, any material and design may be used
Rocker Arms	Except as stated above, any type or design legal
Rocker stud girdle	Legal

6. INTAKE MANIFOLD

Approved intake manifolds	Brodix part numbers HV 2001-A and HV 2005-A. Other brands are also allowed as cast from Edelbrock, World, and Dart. Fabricated intake manifolds are not allowed.
Modifications	Not allowed
Welding	Not allowed
Porting	Allowed for 1 ½” closest to the cylinder head
Carburetor spacers	Maximum 2.5”
Intake Manifold	90-degree angle between deck surface and intake manifold surface not to be altered.

7. INDUCTION SYSTEM

Number	Only one carburetor per engine
Approved type	Any Holley “Dominant” 4500 series carburetor
Fuel injection	Not allowed
Blueprinting	Allowed

8. EXHAUST SYSTEM:

Materials	Cast or fabricated allowed only
Length	Maximum 15-1/2” individual primary runner length, measured at centers of any runner, cylinder head port to common collector.
Mercury/CMI Headers	-OR- The CMI “Sweeper” style header provided as OEM header on the Mercury Racing 525EFI, 600SCI, and 700SCI, and the CMI GEN-X “Sweeper” replacement header are allowed.
Length to include	Any adapters, or wedges from the exhaust ports to the common exhaust collector
Shape	Any common collector shape allowed
Exhaust pipes	“Y” and “H” allowed
Cooling	Exhaust system from engine outlet to point of exit from hull or deck must be water-cooled by water jackets

9. TRANSMISSIONS:

Single speed	Allowed. Must be capable of neutral, forward and reverse
Multi speed	Not allowed
Power	Must be derived from main engines

10. LUBRICATION:

Wet sump	Wet sumping and internal oil pumps allowed
Dry Sump	External oil pumps / dry sumping allowed. Not more than three scavenging pump sections allowed.
Filter screens	Allowed. May not restrict the return of oil to the crankcase. Flush mounted only.
Intake valley	As cast only. No damming, no raised sections, no alterations whatsoever. All oil must return internally through original passages. Returning oil externally to the crankcase oil pan by any other method is prohibited.

11. IGNITION:

Distributor	Must remain in OEM location.
Spark distribution	Distributor rotor / cap only
Electronic ignition	Allowed
Crank triggered ignition	Not allowed
Belt drive ignition	Not allowed
Coils	Limit one ignition coil per engine.
Back-up ignition	Are NOT allowed
Rev limiter – Carburetor Motors	RPM limited to 7000 RPM. A G2X Pro Data Logger or equivalent must be installed and maintained to monitor the RPM level during the race. The RPM level during the entire race must be verifiable on the Data Logger by the event inspectors during post-race inspection. The wiring harness of the system must be readily accessible for inspection by event inspectors. No dual systems or ignition components allowed. The RPM level during the entire race must be variable on the data logger by the APBA inspector upon completion of the race.
Rev limiter – 800 Mercury Racing	Rev limiter: RPM limited to 7000 RPM. A G2X Pro Data Logger or AIM must be installed and maintained to monitor the RPM level during the race. The RPM level during the entire race must be verifiable on the Data Logger by the event inspectors during post-race inspection. The wiring harness of the system must be readily accessible for inspection by event inspectors. No dual systems or ignition components allowed. The RPM level during the entire race must be verifiable on the data logger by the APBA inspector upon completion of the race.

12. OUTDRIVE:

Approved type	Mercury Racing SSM VI The skeg thickness must comply with the inspection template.
Dropdown box	Not allowed
Shaft drives	Not Allowed
Drive modifications	Not allowed-Must remain internally as produced by Mercury racing using all gears and shafts.
Gear reduction, SSM VIPropeller aerators	1.61:1 (1.607:1) is the only approved gear ratio for Super Cat Allowed

SUPERCAT 800 MERCURY RACING HOMOLOGATION	
Displacement	555 cid / 9,089 cc
Compression Ratio	9.8:1
Cylinder block	Mercury Racing 8M0124391 or equivalent
Block material	Cast aluminum, A356
Cylinder liner	NICOM Plated
Wrist pin diameter	1.024" / 26 mm
Crankshaft stroke	4.212" / 107 mm
Cylinder heads	Mercury Racing 8M0101267 or equivalent
Valvetrain	4 valve per cylinder, DOHC with sliding finger follower
Valve stem diameter	.309" / 7.85 mm
Cam lift, Intake	.467" / 11.87 mm
Cam lift, Exhaust	.473" / 12.00 mm
Valve head diameter, Intake	1.896" / 48.15 mm
Valve head diameter, Exhaust	1.502" / 38.15 mm
Intake manifold	Mercury Racing 8M0121556 or equivalent
Induction	EFI, 2 injectors per cylinder
Ignition	PCM controlled, 1 coil per cylinder
Rev limit	7000 rpm

SUPER CAT CLASS – ADDENDUM D – 860 PLATFORM MEASUREMENT / WEIGHT TABLE

LENGTH	WEIGHT
42'	10,050
41'	10,150
40'	10,250
39'	10,350
38'	10,450
37'	10,550
36'	10,650

Measurements will be rounded up to meet the weight table.

(Example a boat that measures 39'1" = 40' measurement table, a boat that measures 38' 8" = 39')

450R FACTORY STOCK

This class is for factory class racing, no custom-built engines permitted. All boats must be out of a production mold, certified by APBA, no custom-built boats will be permitted. This class will run with full safety canopies only.

LENGTH	35'-40'
BEAM	11'6"
TUNNEL WIDTH	72"
WEIGHT	6,500lbs
ENGINES	Mercury 450R
MAX RPM	6,400 RPM
HEIGHT	44"

1- DIMENSIONS

1.1 - Tunnel Width maximum is measured at the keel of the boat.

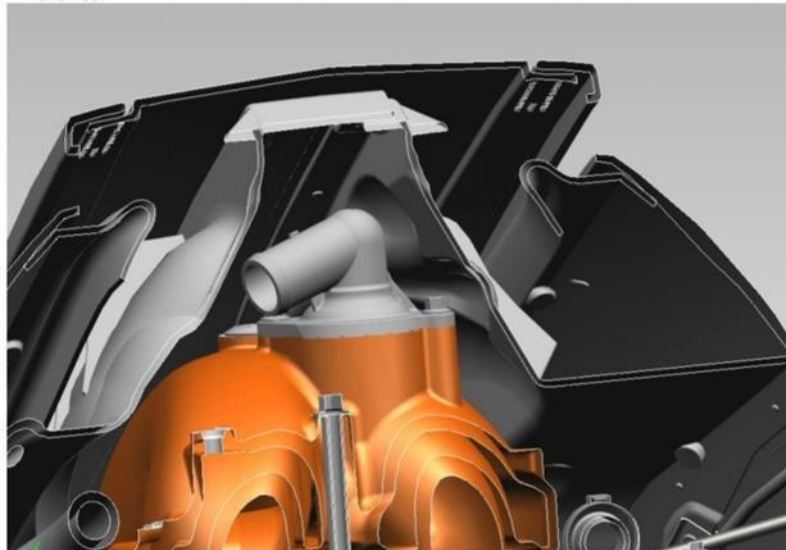
1.2 - Height All new boats homologated for the 450R Class must measure at least 44" from the keel to the deck forward of the canopy (not including the canopy).

2. Engine Specs (Twin Engines)

2.1 - Mercury Racing 450R engines are the only engines permitted in the class. The engines must be in their stock factory configuration. No modifications are permitted.

2.2 - Cowlings may be a lightweight facsimile of the production cowling. Manufacturers' decals must be on the cowling. ~~External air intakes may be added.~~ See diagram below for Mercury Homologation number **00537** for approved modifications to the 450R cowling.

6. Internal Cowl Air Ducts: Adding a clearance cut around the thermostat housing is allowed.



- 2.3 - Powerhead** must remain stock, as produced by the manufacturer.
- 2.4 - Balancing and Blueprinting** is not allowed. Balancing and Blueprinting shall be defined as (but not limited to) “cleaning up,” “bringing to spec,” removing or adding any metal or any other material to balance any reciprocating parts. Media blasting and bead blasting is not permitted.
- 2.5 - Compression Ratio** may not be altered, under any circumstances.

2.5.1 Fuel - Any additives whatsoever are strictly prohibited. Fuel will be tested. In the event that a competitor is found to have additives in the fuel, they will be disqualified from the event. All boats are required to use gasoline, maximum octane rating 93.

Electric fuel pump shutoff - must shut off when the kill switch is engaged. Through deck fuel fills - as specified by United States Coast Guard regulations must be used. All fuel must be carried in secure tanks that are vented overboard. Transfer of fuel is not allowed during a race, except via properly installed fuel lines that supply fuel to the engines. Fuel tanks and fills must be grounded.

- 2.6 - ECU's** may not be modified or reprogrammed, under any circumstances.
- 2.7- Rev limiter:** RPM limited to 6400 RPM. A G2X Pro Data Logger or AIM must be installed and maintained to monitor the RPM level during the race. The RPM level during the entire race must be verifiable on the Data Logger by the event inspectors during post-race inspection. The wiring harness of the system must be readily accessible for inspection by event inspectors. No dual systems or ignition components allowed. The RPM level during the entire race must be verifiable on the data logger by the APBA inspector upon completion of the race.
- 2.8- Flywheels** must remain stock, no modifications or lightening is permitted.
- 2.9 - Lower Units** must remain factory stock, any OEM gear ratio is allowed. Blueprinting or truing is not permitted. Media or bead blasting is also not permitted. The leading edge of skeg may be blended 1" max. Water pickups max diameter 5/16"

3. Propellers:

- 3.1** - Must be OEM **Mercury Racing #4 or #5 series only.**
- 3.2** - No forged propellers.

4. Steering:

- 4.1 External** - Hydraulic Steering is required.

5. Transom Brackets:

- 5.1- Transom** brackets are allowed but may not be adjustable during competition.

6. Interpretation of Rules:

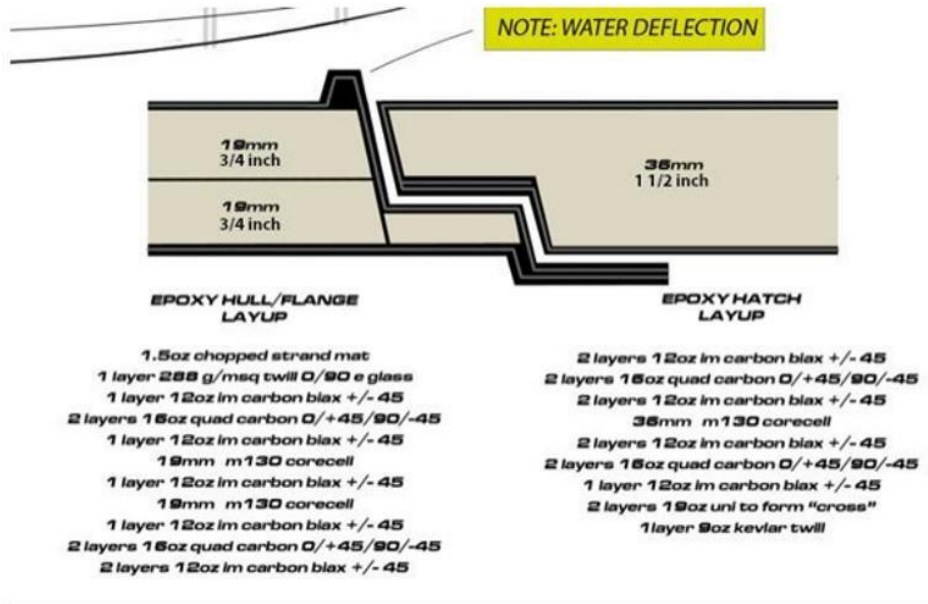
- 6.1** - If there is a disagreement or dispute regarding the meaning or application of these Rules, the interpretation and application of APBA shall prevail.

7. Canopies:

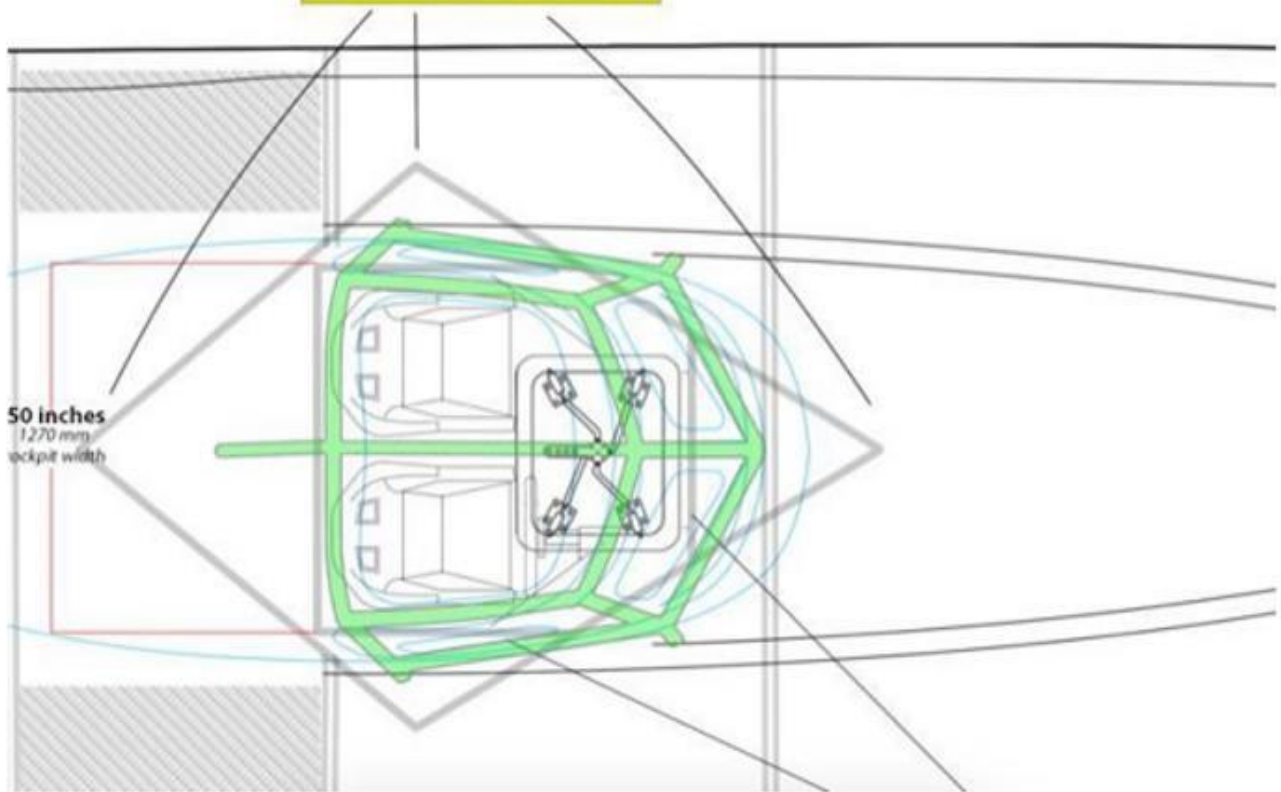
- 7.1 Compliance with 2022 UIM/Lavin Guidelines** - All Probationary 450R Class boats must use canopy safety systems that comply with the latest UIM / Lavin Cockpit Guidelines. It shall be the sole responsibility of the owner of the race

boat to maintain a copy of the applicable UIM/ Lavin Guidelines.

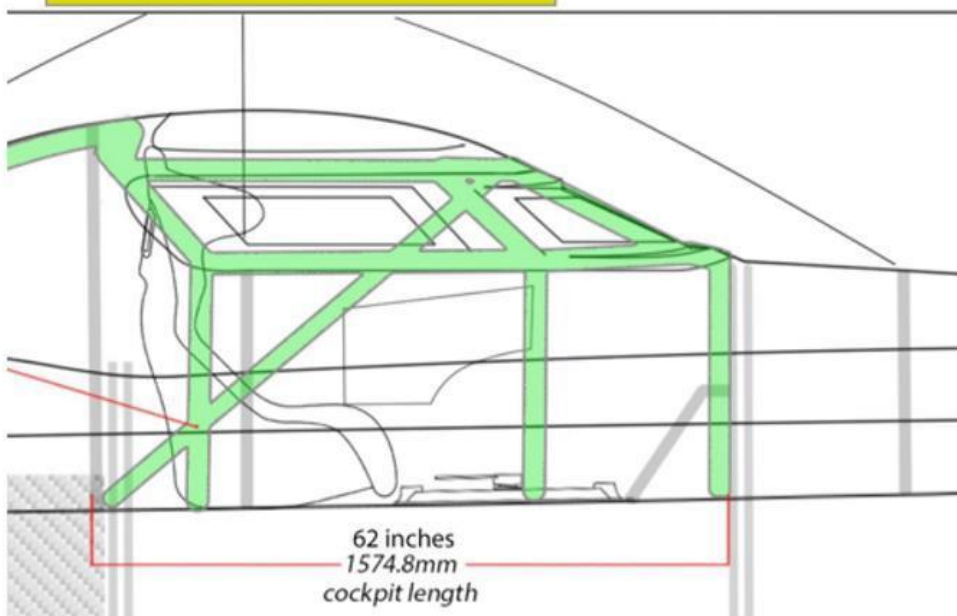
7.2 - Non-compliance – The Chief Referee has the authority to deny entry to any race boat subject to these rules that has non-compliant cockpit safety systems. The Chief Referee also has the authority to allow a non-compliant boat to compete provided that after consultation with the Chief Inspector, Competition Director and Rescue and Safety Director he determines that the intent of the guidelines has been met and that the safety of the riding crew and fellow competitors is not jeopardized.



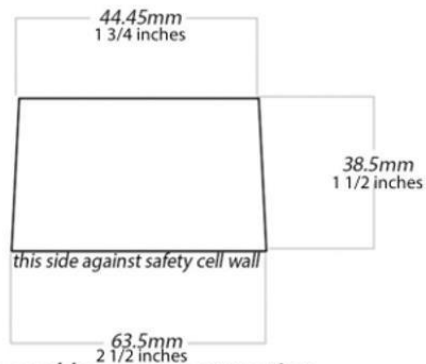
NOTE: WATER DEFLECTION



NOTE: WATER DEFLECTION



rib and beam of safety cell



*rib and beam construction
m100 corecell
3 layers 12oz im carbon biax +/- 45
carbon extends 101.6mm on both
sides of cell*

8. Purpose – The purpose of the foregoing is to ensure competitive balance between racing teams within the 450R Factory Stock class. APBA thus reserves the right to take whatever action it deems necessary to enforce these rules, including, but not limited to, impounding any boat and/or parts and components thereof for inspection purposes, and/or prohibiting the use of any part or component which it deems to give a team an unfair competitive advantage, in its sole and absolute discretion. All illegal parts or components become the property of the APBA.

SUPER STOCK

All Super Stock Class boats must adhere strictly to the following specifications. Please also refer to the rules pertaining to all APBA Offshore classes.

1. Dimensions: 28' to 32' Catamaran

2. Minimum weight: ~~28' minimum 3,900-4,400lbs~~ **4900lbs**

~~29' minimum 4,025-4,525lbs~~

~~30' minimum 4,125-4,625lbs~~

~~31' minimum 4,275-4,775lbs~~

~~32' minimum 4,400-4,900lbs~~

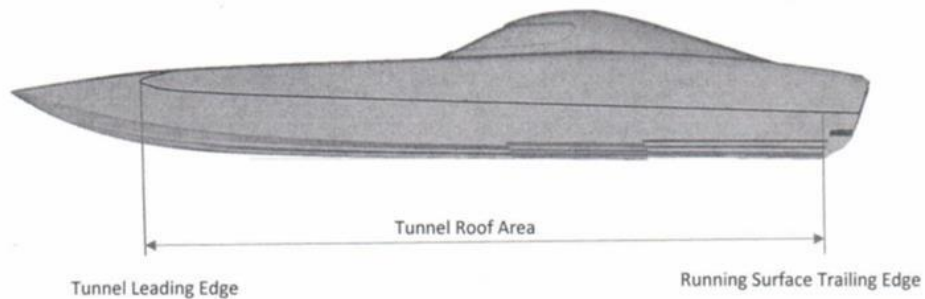
2.1 – The maximum tunnel width is 63". ~~any boat with less than a 63" tunnel may reduce its overall weight by 25lbs. per inch of tunnel width.~~

SUPER STOCK TUNNEL DETAIL



Tunnel width under the tunnel roof measured perpendicular to the longitudinal centerline cannot exceed 63 inches. "Under the tunnel roof" is defined as the area beginning at the leading edge of the tunnel top between the sponsons, to the trailing edge of the running surface that is in contact with the water at racing speed.

For tunnel designs differing from the above example, the maximum width of any portion shall not exceed 63"



2.2 – Any boat built prior to May 1st of 2022 must be retrofitted to the Lavin/UIM Standards prior to the 2023 Racing Season.

2.3 **No external wings, air foils, (fixed or adjustable) or movable deck surfaces are allowed.**

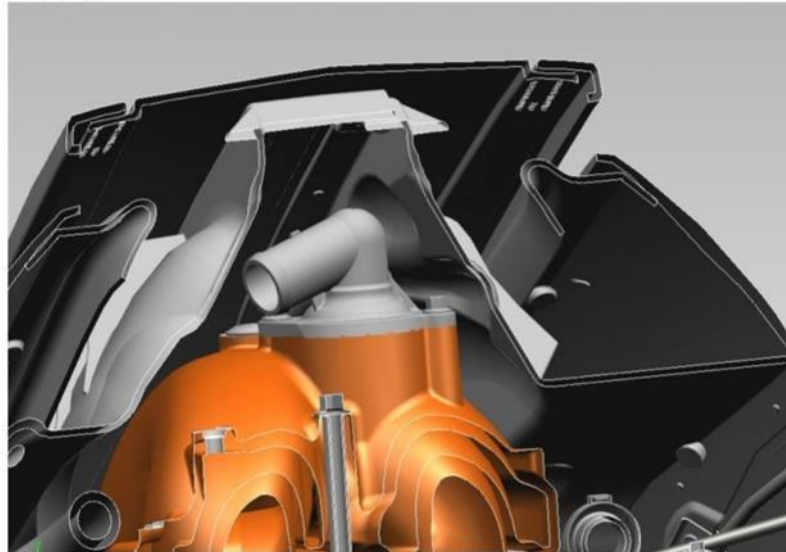
2.4 **All Ballast must be properly secured and not adjustable while racing. Transferable liquid ballast is allowed provided that the ballast system has no capability to fill or empty while underway. Any violation or attempt to circumvent this rule will result in immediate disqualification and double yellow card.**

3. Engine Specs: (Twin engines)

3.1 - **Approved Engine:** Mercury 300xs, 2006-current, 300 hp, 3.2L (193 CID) with Sportmaster lower unit. Mercury 300R with 20" midsection as delivered or with most recent approved stock upgrade from Mercury Racing only. Homologation papers can be found by clicking [HERE](#).

3.2 - **Cowlings:** May be a lightweight facsimile of the production cowling. Manufacturers decals must be on cowling. **See diagram below for Mercury Homologation number 00537 for approved modifications to the 300R cowling.**

6. Internal Cowl Air Ducts: Adding a clearance cut around the thermostat housing is allowed.



3.3 - **Powerhead:** Must remain stock as produced by the manufacturer. ~~The year must be declared prior to the race.~~

3.4 - **Balancing and Blueprinting** is not allowed. Balancing and Blueprinting shall be defined as (but not limited to) "cleaning -up," "bringing to spec," removing or adding any metal or any other material to balance any reciprocating parts. Media blasting and bead blasting not allowed.

3.5 - **Compression ratio:** May not be altered.

3.6 - ECU boxes: May not be modified or reprogrammed. Maximum RPM allowed ~~6400~~ **6500**. Mercury **300XS** certified ECU boxes will be issued Prerace and collected Postrace.

3.7 - Flywheels: No modifications or lightening is allowed.

3.8 - Reeds: Any reeds are allowed. Stock reed cages must be used.

3.9 - Lower unit: Must remain stock as produced by the manufacturer. Any OEM gear ratio is allowed. Blueprinting and Trueing are not allowed. Media blasting and bead blasting not allowed. **Lower unit must remain in its stock OEM configuration. No modifications are allowed.**

The optional water pump plate, mercury part number 8M0168838, is allowed as shown below.



4. Engine Specifics: The center section/mid-section for the 300xs only may be converted to the Mad EFI 15" offshore (3L top to 3L bottom). The exhaust system must remain stock as produced by the manufacturer however the "Muffler" must be cut off to fit inside 15" center section.

- Updating of equipment: Allowed
- Backdating of equipment: Not Allowed

5. Rev limiter: RPM limited to 6500 RPM. A G2X Pro Data Logger or AIM must be installed and maintained to monitor the RPM level during the race. The RPM level during the entire race must be verifiable on the Data Logger by the event inspectors during post-race inspection. The wiring harness of the system must be readily accessible for inspection by event inspectors. No dual systems or ignition components allowed. The RPM level during the entire race must be verifiable on the data logger by the APBA inspector upon completion of the race.

6. Propellers:

5.1 - All propellers must be approved by APBA prior to and after the use during an approved official race.

5.2 - Propellers must be cast stainless steel, NO forged or titanium propellers allowed.

5.3 - Approved propeller manufacturers are:

Mercury

Hydromotive

Spinelli

Mazco

Dewald

Herring

Chopper Perf.

All other propellers must be approved by APBA Officials prior to use.

7. **Steering** – External – Hydraulic steering is required

8. **Remote Water pickups:** Not allowed

9. **A water balance tube to connect water cooling systems between engines is permitted. All plumbing for the balance tube must be external from the hull.**

10. **Fuel:** Only petroleum-based fuels are allowed. Octane enhancing additives are not allowed. Oxygen enhancing additives are not allowed.

11. **Tunnel tabs** – Only fixed tunnel tabs are permitted.

12. **Safety** – All Super Stock boats built after May 1, 2022, are required to meet, or exceed the latest Lavin/ UIM safety cockpit construction standards. All SuperStock boats built before May 1st, 2022, must conform to the UIM /Lavin Standards before the 2023 season.

13. **Adjustable Motor Brackets:** Jack plates ~~must be manually adjusted and may~~ **must** not be movable while the boat is under power racing.

STOCK V

Technical Rules –STOCK V

APBA Officials may interpret these rules, based on circumstances at the time.

1. Engine Build Requirements

- 1.1 - Stock V team can have their engine rebuilt by any builder of their choice. APBA MUST be notified in advance.
- 1.2 - After the rebuild, the engine MUST pass APBA Prerace tech inspection to determine it is legal for competition.
- 1.3 - Maximum cubic inch limitation of 510 cu in
- 1.4 - All internal parts must remain as OEM spec.
For example, if a team uses an aftermarket crankshaft, it must meet OEM spec as far as weight, stroke, journal size, external balance, keyway location etc.
 - a. Rods: OEM 525 or Manley #14060L series H- Beam with 6.135 length.
 - b. Pistons: 30 over part #SRP281919
 - c. Cam Shaft: 525Mercury OEM part # or Teague part #16HR00004-AP
 - d. Lifters: Remain STOCK diameter of .843", dog bone or tie bar are allowed NO SOLID LIFTERS
- 1.5 - Crankshafts: Manley part #190170 or OEM 525 crankshaft with a 4-inch stroke
- 1.6 - Block Chevy Gen V or VI block
- 1.7 - Materials including Crankshaft, flywheel, connecting rods, pushrods and wrist pins must be made of steel. Titanium or other materials are NOT ALLOWED
- 1.8 - No alterations to the cylinder heads will be allowed. surfacing to the deck of the head is allowed, but the maximum compression ratio of 9.0:1. must not be exceeded. NO PORTING ALLOWED
- 1.9 - Fuel system and intake plenum must remain as produced by Mercury Marine.

2. Computer Regulations.

- 2.1. **At the discretion of the APBA Technical inspector, ECUs may be collected at each event and checked for proper calibration** and sent to Mark Boos of Precision Marine. ~~The top three finishers in each race, plus a random pick (draw straws) will make their ECUs available to Mark Boos.~~ Failure to either make the ECU available, or if the ECU is found upon inspection to have been previously tampered with or adjusted, will result in an immediate disqualification for the race, and a yellow, or red card, and a fine of up to \$1000 at the discretion of the event referee.
- 2.2 NO MODIFICATIONS TO SPEC. ECU'S. The conducting club reserves the right to swap ECUs with any boat at any time. (Team will be allowed time to test the new ECU to make sure it works properly.)

3. STOCK V Data Logger

All STOCK V boats are required to have a 5450 RPM limit and a G2X Data Logger or equivalent Data Logger and must be verified by inspector upon completion of race.

4. Hull Specifications:

All STOCK V teams must adhere to the following specifications along with the general rules pertaining to all offshore classes.

- 4.1 - Any new boat racing with APBA for the first time must notify APBA at least 60 days prior to the race they plan to attend. The boat will have to pass an inspection and sea trials prior to qualification to race with APBA. All bottom modifications allowed, but Parity will be addressed at this time and throughout the season for all teams.

4.2 - Extensions to the deck of the boat both fore and aft are allowed. Any additions will be included in the overall measurement of the hull.

4.3 - Hull extensions may not be used to meet minimum length.

5. Weights and Dimensions:

~~Under Weight: This will result in a last place finish for the day.~~

5.1 - Hull type: Monohull Length minimum 26' 0"
Length maximum - Bow to Transom - 30' 0" Length maximum Overall: 32' 0"
Beam minimum: 6' 6"
Beam maximum: 8' 6" Number of Engines: 1

5.2 - Single Step Hulls Weight minimum, Bravo, IMCO drive 4750 lbs.

5.3 - Twin Step Hulls Weight Minimum, Bravo, IMCO drive 5000 lbs. at first race - adjusted for parity by APBA.

5.4 - Triple Step Hulls Weight Minimum, Bravo, IMCO drive 5250 lbs. at first race- adjusted for parity by APBA.

~~5.5 - Penalties: Under Weight: This will result in a last place finish for the day. Multiple Offenders. Place will be determined by amount of weight under. No scale tolerance.~~

6. Canopies: All boats must be equipped with canopy safety systems, including canopy hatches (lids) fitted with positive open and positive close mechanisms, side by side only. No inline seating allowed. Five-point restraint harness systems and on-board air systems are required.

7. Single Point Lifting Harness: Required for all boats.

8. Braking Systems: Not allowed

Grandfathered Boat(s): Grandfathered status will expire if the boat remains idle and has not raced for two (2) consecutive seasons starting in 01/01/2023.

27' Activator, hull #, is approved for competition at 4550lbs.

32' Bad Boy, hull #, APBA has amended the length rule in the STOCK V class to allow the 32' Bad Boy hull#, to compete in the STOCKV class indefinitely. This hull and only this hull will be allowed to compete within the class. The hull in question was manufactured in 2007 when the class rules allowed a 32-ft. boat to compete within the class. The length rule has since been changed to 30 ft. Reason for the decision is based upon date of manufacture, and single step hull design. APBA has every intention of maintaining the integrity of the STOCK V class and felt that this particular hull would be an asset to the class and fall within the performance basis of the other STOCK V hulls. If this hull is ever damaged beyond repair, another cannot replace it unless shortened to the 30-ft. length limit rule. Although there are no penalties added to this boat, APBA reserves the right to adjust weight, if necessary, to obtain and control parity within the class. The boats will have to meet all other class restrictions that exist within the STOCK V rules.

30' Lavey Craft, hull #, which is a twin stepped hull, is approved for competition at 4750 pounds.

10. Aero-dynamic Devices (such as wings or moveable deck surfaces) - not allowed. Anti-Stuff Bow Planes- not allowed.

11. Non-Skid - All boats must be equipped with non-skid material on the deck from the transom up to and around the canopy.

12. Engine Compartment - Only engine compartments with ridged covers/hatches and a highly visible color underneath may be used.

13. Exclusivity - Exclusivity agreements for boats or any component used in racing are not allowed.

14. ~~Handrails~~—Handrails (max. height of 6”), or hand holes, extending fore and aft must be fitted to deck of hull. ~~Cables and lifelines are not approved.~~
15. **Approved** Inboard Production Race Engine: The approved engine is the Mercury 525 EFI. All engines must pass Pre and Post race tech inspections. ~~All rebuilds MUST be sealed by an approved APBA Inspector.~~
16. **NO MODS TO STOCK ECU.** The conducting club reserves the right to swap ECUs with any boat at any time. (Team will be allowed time to test new ECU to make sure it works properly.)
17. **Whistler:** Must Whistle Test below 9.0:1 compression ratio.
- No aluminum flywheels
 - All sensors must remain OEM
 - RPMS are limited at 5450 for Mercury Engines
18. **No Forced Air Induction:** The air track running from an external opening to the flame arrestor may not be completely sealed. Likewise, sealing or pressurizing of the engine compartment or engine air intake is prohibited Fresh air ducting is not allowed to be closer than 2” in any direction to the engine and/or flame arrestor.
19. **Approved Exhaust System Specifications:** Engine Allowed Exhaust Manifolds 525EFI

ENGINES	Allowed Exhaust Manifolds
525 EFI	Mercury Style CMI Header, Only the CMI sport tubes are legal for competition (part #13012), CMI straight back sporttube (part # 13020), CMI Gen-X Header or Innovation Marine Tractor Style Header

20. The header measurement from the header flange top that bolts to the cylinder head, to the header collector flange bottom is 7.5”

Exhaust tips	Any elbow top, tail pipe or exhaust tips
Tail pipes	Any length - Individual tail pipes required; H & Y tail pipes not allowed
Tail pipe exit	Through gunnel, deck, or transom, not to extend more than 12” beyond transom
Cooling	Water Jacket
Dry Tail Pipes	Allowed

21. **Rear engine mounts** are allowed.
22. **Jack Shafts** are allowed, max dist. 15”.
23. **Cooling Water:** Cooling water must come through outdrive pickups, the use of a hull pickup is also permitted, the drive pickups must stay open. The cooling water flow to the exhaust system must remain in production configuration. Engine cooling water must travel from the exhaust elbow or tail pipe into the exhaust, or to a thru hull fitting. Water may not be diverted for exit elsewhere. APBA may approve other exhaust installation hardware if required to fill ballast tank.
24. **Ballast Tanks** are approved.
25. **Fuel Testing:** all STOCK V boats must install a “T “or other suitable fitting in the fuel system of the engine The “T” or other suitable fitting shall easily facilitate fuel sampling before, during or after a race. All STOCK V class boats may purchase fuel (standard unleaded pump gasoline) from any retail public fueling stations or marinas However, the conducting club reserves the right to specify one or more “outside” fuel suppliers at each race site in an effort to minimize confusion surrounding fuel testing. Competitors may not supplement standard unleaded pump gasoline with any additives that will increase the oxygen content, octane rating or enhance the power output of the engine in anyway. “Supplement” is defined as physically

adding (pouring) any substance other than standard unleaded gasoline into the boat's fuel tank or introducing any substance other than standard unleaded pump gasoline into the fuel system.) Standard unleaded pump gasoline without additives is defined as unleaded fuel that meets the standards of petroleum-based fuel as defined by American Society for Testing and Materials (ASTM), designation D4814, with the following clarifications:

- a) Specific gravity must be ≥ 715 and ≤ 765 at 60 degrees F
- b) Maximum oxygen content is limited to 4.0% by weight.
- c) The only allowable oxygenates are ether, alcohols or other current EPA allowed oxygenators, as listed, and characterized for oxygen mass fraction in ASTM D4814.
- d) The ethanol content must be less than 25% by volume.
- e) Oxygen bearing compounds are not allowed.
- f) Epoxides (i.e., propylene oxide) will not be considered as ether.
- g) Nitrogen bearing compounds are not allowed.
- h) Lubrication additives are permitted, provided the resulting mixture meets all other requirements of these rules.
- i) Unleaded gasoline may not be mixed with any commercial race fuel regardless of the source.
- j) The following substances (including but not necessarily limited to) are limited in amount by law or not allowed in standard unleaded pump gasoline: Acrylonitrile, Aminobiphenyl, Aniline, Benzene, Benzidine, Beryllium compounds, Bromine compounds, Chloromethyl ether, Chlorine compounds, Ethylene oxide, Hydrazine compounds, Manganese compounds, Nitrobenzene, Nitrochlorobenzene, Nitrogen compounds, Nitrobiphenyl, Propylene oxide and Tert Butyl toluene. If concentrations of any of these substances greater than that allowed by the current EPA upper limits or any substances not listed as a part of commercial gasoline as defined by ASTM D4814 are found in a fuel sample, the competitor will be disqualified from the race and fined \$1,000.00. A second offense will result in a one-year suspension. A third offense will result in a lifetime ban from APBA.
- k) The use of compressed nitrous oxide as an engine performance enhancing product is prohibited.
- l) Accepted Methods of Fuel Testing:
 - 1) Digitron Testing
 - 2) Cerium Nitrate Reagent Testing
 - 3) Water Solubility Test
 - 4) Gas Chromatography (performed by an independent outside laboratory)
 - 5) Any other method as recommended by independent outside laboratory or described in ASTM D4814

Anton Paar DMA 35 Basic fuel tester.

NOTE: Fuel contents are protestable. However, the loser in the protest shall be responsible for all outside laboratory expenses associated with the protest.

26. ~~**Data Logger:** The race committee reserves the right to install a sealed data logger on any competitor's engine prior to a race. The data logger will be used to assure that the competitor's engine complies with the engine rules by measuring engine RPM and/or engine spark timing. The conducting club's inspector will remove the data logger after the race and compare the recorded data to the manufacturer's specifications. Any engine found out of specification will be disqualified.~~

27. **Routine Maintenance:** All routine/owner maintenance; ~~is limited to~~ engine oil change, spark plug change, spark plug cable change, replacement of fuel pressure regulator-must be set at factory specifications, engine timing setting, valve lash adjustment and replacement of valve springs and rockers, (valve adjustments must be set to factory specification, using only 1.7 ratio rocker arms). These services must be performed with the procedures and the original parts as outlined in the approved engine service manuals.

28. **Approved Outdrives:** Outdrives are required to be standard production units. A production unit is defined as one that is available to the general public for recreational use, and is produced in quantities of 25, or more units per year. Any engine or outdrive manufacturer meeting the minimum quantity production criteria may apply to the Technical Committee for approval of their product for competition. Approval is subject to production quantity verification and determination that no competitive advantage will be realized.

Approved Outdrives:

MerCruiser Bravo One- Must comply with applicable rules.

MerCruiser Bravo X, XZ- Must comply with applicable rules.

MerCruiser Bravo XR- Must comply with applicable rules.

MerCruiser Bravo XR Sportmaster- Must comply with applicable rules.

MerCruiser Bravo XR Short Sportmaster- Must comply with applicable rules IMCO SC and SCX- Must comply with applicable rules.

29. SKEGS MAY NOT BE SANDED OR THINNED IN ANY WAY. There shall be a minus 3/16" tolerance on skeg length.

30. **Approved Drive Ratios:** All STOCK V boats shall be restricted to 1.50:1 final drive ratio.

Gear tooth count

XR Upper 19/16

XR Lower 15/19

XZ Upper 32/27

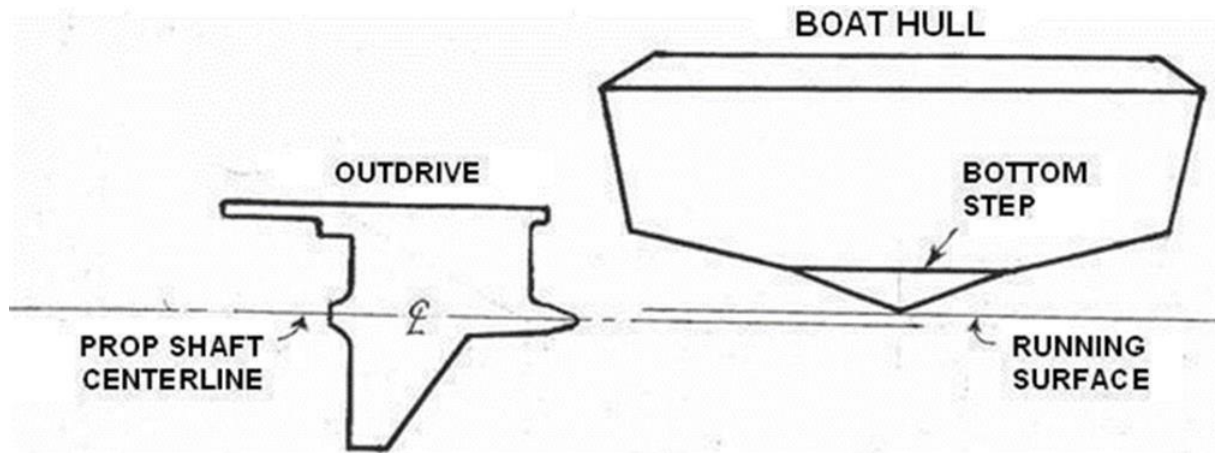
XZ Lower 15/19

31. **Transom Assembly:** All Bravo Style Outdrives MerCruiser Bravo, Bravo HP, IMCO or MerCruiser ITS.

32. **Transmissions:** Transmissions may not be used.

33. **Standoff boxes:** Permitted to a maximum of 12 inches. All bottom modifications allowed, and each standoff box must be type approved by APBA.

34. X- dimension: Maximum X-dimension is one half inch below the bottom of the boat when checked with the straight edge from the lowest point of the aft running surface directly in front of the drive and behind the last step of the hull (notches and rockers excluded). For purposes of measurement, the centerline of the propeller shaft must be parallel with the aft running surface.



35. **Drive Case Housings:** Upper and lower drive case housings need to remain as manufactured. Housings may not be modified. An approved spacer between the upper and lower drive housing can be utilized. Spacer may not exceed 3". Water pickup slots can be made longer or shorter, on IMCO lower to control water pressure. Mercury Sport Master lower unit may close off two outside slots, while maintaining center slot to control water pressure to engine.

36. **Power Steering Pumps:** Stock power steering pumps can be replaced. Pumps must be located in the original OEM location on the engine.

37. **Approved Propellers:** Any cast stainless steel propeller with six or less blades manufactured by Mercury, Hydromotive, Throttle Up, Herring and Chopper Perf. Propellers are legal.

MAX PROP PITCH - 31", MAX PROP DIAMETER - 15 5/8". Propellers must be intended for sale to the public at commercially reasonable prices.

NO OVER THE HUB EXHAUST TYPE PROPELLERS ALLOWED.

38. **Steering - External:** Hydraulic steering is required. The original power steering pump or after-market pump must be used on all boats.

39. **Ballast:** All movable ballast must be fixed in place at the beginning of a race. No movable ballast weight may be transferred or relocated while the boat is under way. Ballast water tanks are allowed and may be filled and emptied during the race.

Any boat to compete in Stock V must have the following, with no exceptions and ZERO tolerance:

1. Must WHISTLE BLOW below 9.0:1 at any given time ZERO TOLERANCE

2. Must meet all rules of Stock V at all time with no exceptions

If any boat is to be found outside of any and all rules stated, this boat will not be allowed to take the green flag in that race. If a boat is found outside of any and all rules after a race their point standing, trophy and prize purse will be revoked. This boat will be allowed to run in class 4 until all violations are resolved.

MOD V

Rule Changes to Maintain Competitive Balance: The ORC recognizes that there are considerable differences in boat design; accordingly, the ORC reserves the right to make adjustments to boats, engines, drives, or propellers, etc., individually, or categorically, based upon experience in race conditions.

1. Hull Specifications

All ~~Super~~ MODIFIED V (~~SVX~~) teams must adhere to the following specifications along with the general rules pertaining to all APBA Offshore classes.

- ~~Any new team racing with an APBA club for the first time must notify the conducting club at least 60 days prior to the race they plan to attend. The boat will have to pass the conducting club's inspection and sea trials prior to qualification to race. All bottom modifications are allowed, but parity will be throughout the season for all teams.~~
- Extensions to the deck of the boat both fore and aft are allowed. Any additions will be included in the overall measurement of the hull.
- Hull extensions may not be used to meet minimum length.

2. Weights and Dimensions

Hull type: Monohull

Length minimum ~~26' 0"~~ **29' 0"**

Length maximum – Bow to Transom – 32' 0"

Beam maximum: 8' 6" (The maximum beam shall be no more than 2' wider than the beam measured at the transom chine to chine)

Number of engines: 1

3. **Hull steps** - are allowed and must be vented to the atmosphere either internally or externally.

4. Weight Minimums

- Single Step Hulls: Bravo, IMCO drive- 4750 lbs.
- Twin Step Hulls: Bravo, IMCO drive- 5000 lbs. at first race – ~~adjusted for parity by the conducting club.~~
- Triple Step Hulls: Bravo, IMCO drive- 5250 lbs. at first race – ~~adjusted for parity by the conducting club.~~

5. **Grandfathered in Boats:** **Grandfathered status will expire if the boat remains idle and has not raced for two (2) consecutive seasons starting in 01/01/2023.**

29' Outerlimits hull # which is a triple stepped hull approved for ~~completion~~ **competition** at 5000 lbs.

32' Phantom/JRA hulls made prior to 2020 hull #'s which is a twin stepped hull is approved for ~~completion~~ **competition** at 4750 lbs.

6. Penalties

Minimum Weight Measurement will be determined at the end of the race. The weight will be an all-up weight including engines, residual fuel, drives, propellers, fixed ballast (i.e., that which is used from start through completion of race), all hull drain plugs removed, and safety equipment as stated in the racing rules. The following is not included in the all-up weight: crew, lifejackets, crash helmets, bilge water and lifting harness.

A single point lifting harness is mandatory for all boats. It shall be the responsibility of the crew to ensure that the single point lifting system harness positions the race boat so as to drain all onboard ballast tanks per the rule.

Canopies: All boats must be equipped with canopy safety systems, including canopy hatches (lids) fitted with positive open and positive close mechanisms, side by side only. No inline seating allowed. Five-point restraint harness systems and on-board air systems are required. No boat will be permitted to participate without a canopy. The conducting club has the authority to deny entry to any race boat subject to these rules that has non-compliant cockpit safety systems. All Canopied boats must comply with the 2022 Lavin/UIM canopy standards before the 2023 season.

Braking Systems: Not allowed

Aero-dynamic Devices (such as wings, **airfoils**, or moveable deck surfaces) – not allowed.

Anti-Stuff Bow Planes - not allowed.

Non-Skid- All boats must be equipped with non-skid material on the deck from the transom up to and around the canopy.

Engine Compartment- Only engine compartments with ridged covers/hatches and a highly visible color underneath may be used.

Exclusivity agreements for boats or any component used in racing are not allowed.

~~**Handrails** (max. height of 6"), or hand holes, extending fore and aft, must be fitted to deck of hull. Cables and lifelines are not approved.~~

7. ENGINE SPECIFICATIONS

APBA Approved Inboard Production Race Engine

- Mercury Racing 525 EFI Motor, with its OEM Stock Specifications, with the following exceptions a maximum cubic inch limitation of 510 Cubic Inches and a maximum RPM limitation of ~~5400RPMs~~ **5600 RPMS Any solid lifter roller CAM with a maximum intake lift of .610 inch and exhaust lift of .632 inch measured at the valve with zero lash is the only cam allowed**
- The Mod V Class 510 CID Motor with the following specifications:
- Displacement: Maximum 510 CID, with a 4" stroke crankshaft only. Crankshaft throws must be in accordance with OEM specifications.
- Compression Ratio: Maximum compression ratio of 9.0:1.
- CAM: Any ~~hydraulic~~ **solid lifter** roller CAM with a maximum intake lift of .610 inch and exhaust lift of .632 inch measured at the valve with zero lash is the only cam allowed, with an OEM stock gear timing chain, no belt driven timing chain systems are allowed. Variable cam timing not allowed. ~~SOLID ROLLER CAMSHAFT REQUIRED FOR 2021 RACE SEASON; SAME LIFT AS STATED PREVIOUSLY IN THIS STATEMENT.~~

- Block: Chevrolet designed blocks, with their OEM specifications, NO MODIFICATIONS, manufactured by General Motors, World Products and Dart must be approved by the **APBA ORC** ~~conducting club.~~
- Materials: Crankshaft, Flywheel, connecting rods, pushrods, and wrist pins must be made of steel. Titanium or other materials are not allowed.
- **Heads:** The approved cylinder head is the Dart Pro I Head, Part Number 19100010M (bare head) or 19100112M (complete head with valves and springs) with their stock OEM specifications, no modifications allowed. 1.7 ratio rocker arms on stud mounted rocker arm shafts only. The head serial numbers must remain on the head and may not be defaced or altered. The Stock Mercury 525 OEM Head **with spring pressure modifications may be used with the solid lifter CAM.** ~~with its OEM specifications and no modifications may be used.~~
- Intake Manifold: Any stock cast intake manifold with a Holly carburetor 4150 style (size) base may be used. No fabricated or tunnel ram type manifolds may be used. **Intakes may be port matched** up to 1 ½ inches to match cylinder heads. ~~Carburetor Induction System: One Holley carburetor 4150 style (size) only is allowed. Naturally aspirated only, no forced induction allowed.~~
- Lubrication (Engine): External oil pumps or dry sump systems **and scavenging pumps** are not allowed. Intake valley must remain as cast, no modifications, raised sections, or alterations. **Induction System: one Holley carburetor 4150 style (size) only is allowed. Naturally aspirated only, no forced induction allowed. Carburetor spacers or adapters are NOT ALLOWED.**
- Ignition System: Engines are required to use the MSD Digital or Analog Ignition system **or the Daytona CD 1 Marine Box,** limited to ~~5400~~ **5600** RPMs. Crank triggers and belt drive ignitions are not allowed.

Ignition System: All engines are required to have the ignition system limited to ~~5400~~ **5600** RPMs and have a **race pack G2-Pro** Data Logger **or equivalent** installed and maintained to monitor the RPM level during the race. The RPM level during the entire race must be verifiable on the Data Logger by the inspector upon the completion of the race, during the post-Race inspection. ~~No dual systems or ignition components are allowed.~~

Maximum RPM Limit: Any boat competing in MODIFIED V that exceeds the above listed MAXIMUM RPM LIMIT, as determined by the event's Inspector "WILL BE" awarded last place points and will not be eligible for trophies, flags, or prize money.

Engine maintenance and rebuilds: The respective motors can be maintained and rebuilt, utilizing stock OEM parts and specifications, with a maximum cubic inch limitation of 510 cu in and a maximum compression ratio of 9.0:1, all other engine specifications and tolerances must be as per the Original Engine Manufacturer or have approval from the ~~conducting club~~ **APBA ORC** in writing. Note: Aftermarket 502 cubic inch GM blocks may be used.

Penalties: Any violations of the above rules may result in the immediate disqualification of the subject competitor and a fine.

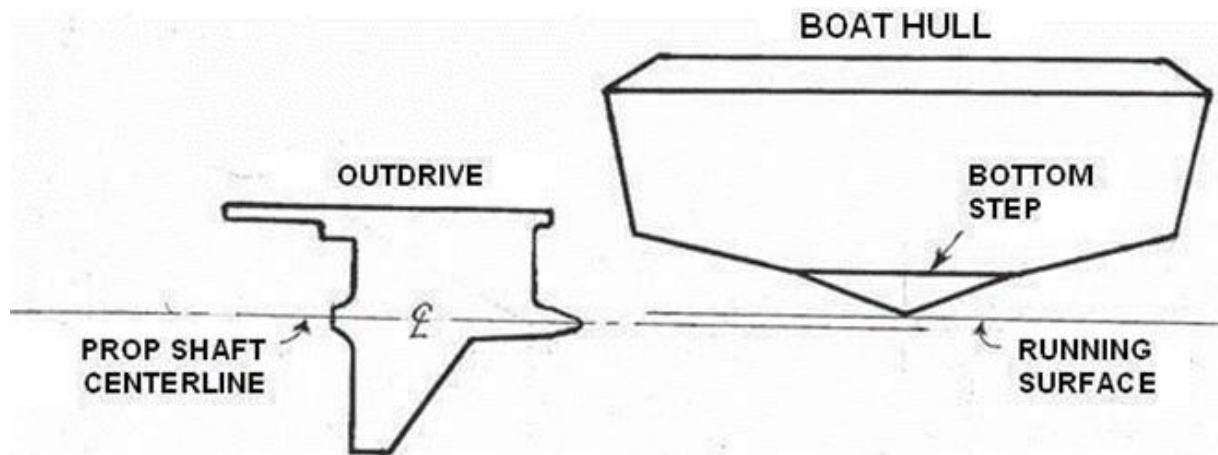
EXHAUST SYSTEM SPECIFICATIONS

- Exhaust Manifolds and Headers - Must remain as originally produced by the manufacturer and may not be modified in any way without the written approval of the **APBA ORC** ~~conducting club.~~

- HP 525 EFI Engines & the Mod V 510 CID Motor - Only CMI Gen X Style Header, the HP 525 EFI Style Header, the CMI Straight Back Sweeper Header, or the Innovation Marine Tractor Style Header is permitted.
- Tail Pipes and Exhaust Tips - Any tail pipe or exhaust tip is allowed. Tail pipes may be of any length and can exit the boat through the gunnel, deck, or transom. The engine exhaust headers and pipes from the engine outlet to point of exit from the hull or deck must be water-cooled by water jackets. The exhaust outlet/tip may not exceed more than 12 inches beyond the transom of the boat. Dry tail pipes are allowed but must be water jacketed.
- Cooling Water - Neither the method, nor the volume of cooling water flow to the exhaust system may be altered from the production configuration. All engine cooling water must pass through the exhaust elbow/tail pipe and either into the exhaust, an onboard ballast tank fill or to a thru hull fitting. No water can be diverted for exit elsewhere.
- Non-Conforming – The **APBA ORC** ~~conducting club~~ reserves the right to approve alternative additional exhaust installation hardware when required for specific boat builder installations.
- Rear Engine Mounts - are allowed.

OUTDRIVE SPECIFICATIONS:

- Approved Models – The Mercruiser Bravo One, XZ, XR, Sportmaster, Short Sportmaster XR, BMAX, and IMCO SC and SCX Drives are approved for competition.
- The Volvo DPX Duo Prop is approved for competition.
- ~~Nose Cones – Approved Nose cones are allowed. Check with the conducting club prior to using a particular nosecone to ensure it is approved for competition.~~
- Dry Sumping- of drives not allowed.
- Crash Boxes - are not allowed.
- Gear Ratios - the only gear ratio allowed is 1.50:1 at the prop shaft.
- Shifting - Drives must be capable of shifting forward, neutral and reverse with the engines running.
- Modifications - Drive modifications (i.e., one-piece propeller shafts, heavy-duty bearing carriers, etc.) only to increase reliability are allowed. Parts must be available to all racers at reasonable commercial prices. Any other modifications to the outdrive (s) or any related components must first be approved by the **APBA ORC** ~~conducting club~~ in writing prior to being used in competition.
- Transmissions - are not permitted in MODIFIED V.
- Standoff boxes - Must be of a design, size and length that have been approved in writing by the **APBA ORC** ~~conducting club~~. Check with the **APBA ORC** ~~conducting club~~ prior to using a particular standoff box to ensure it is approved for competition. Standoff boxes are limited to a maximum of 12”.
- Jackshafts - are allowed.
- X-Dimension – Weight Modification - In an effort to create parity between boats, the maximum drive height for ~~SVX~~ **MOD V** boats shall be limited to the centerline of the prop shaft being a minimum of ~~one-half inch (1/2”)~~ **(1 inch)** below the bottom of the boat, as measured with a straight edge (laser) off the aft running surface, directly in front of the drive, with the prop shaft trimmed parallel with the aft running surface. Notches, strakes, and steps will be excluded. In addition to the X-Dimension, the Minimum Weight Requirement may also be modified to create parity.



Parity—In an effort to create parity within the MODIFIED V Class, after two consecutive wins, the APBA ORC conducting club will implement one or any of the following. It will be at the APBA ORC conducting club's discretion to what degree and which of the following will be implemented.

Parity – In an effort to create parity within the MODIFIED V Class, after two consecutive wins, the APBA ORC conducting club will implement one or any of the following. It will be at the APBA ORC conducting club's discretion to what degree and which of the following will be implemented.

- X-Dimension: Adjust the X-Dimension on an individual basis. (See diagram)
- Weight Modification: Control the weight of any individual boat, in an effort to maintain the competitive balance of the class. (See diagram)
- In addition to the minimum weight adjustment, the APBA ORC conducting club reserves the right at their discretion to also modify the drive height of any boat at any time either in conjunction with the weight adjustment or separately in an effort to maintain a competitive balance in the class.

Casings - The upper and lower drive case housing must remain in its original production configuration. The drive case housing may not be shortened or modified. Blue printing is allowed; however, the casings must meet the specifications of the club APBA ORC approved manufacturer's template.

Propeller Rotation - Inboard or Outboard **Left or right** Rotation of propellers is allowed.

Water Pickups - No thru-hull water pickups will be allowed. Engine cooling water must be supplied through the stock outdrive water pickup.

PROPELLER SPECIFICATIONS:

- Castings - Propellers must be manufactured from castings.
- Modifications - Propellers may be modified from the original factory casting with grinding and machining.
- Forged, billet - or other types of propellers are not allowed.
- Availability - Propellers must be available to all racers within a reasonable delivery time.
- Approved Propellers – Cast propellers must be approved by the APBA ORC conducting club.
 1. ~~Three, four, and five blade~~ Cast propellers manufactured by Herring, Hydromotive, ~~Throttle-Up~~, Chopper Performance, **Dewald**, and Mercury are approved.
 2. ~~Six blade cast propellers manufactured by Herring, Throttle-Up, Hydromotive and Chopper Perf. are approved.~~

NO OVER THE HUB EXHAUST TYPE PROPELLERS ARE ALLOWED.

- Other manufacturers of cast propellers may apply to the **APBA ORC** ~~conducting club~~ for approval based on the following criteria:
 - a. Reasonable prices and available to all racers.
 - b. Manufacturer maintains national availability through a national dealer network.
 - c. Units are available to, and generally recognized by, approved boat manufacturers as OEM Equipment.

VX

All VX Class boats must adhere strictly to the following specifications. Please also refer to the General Technical rules pertaining to all APBA classes. (VX class may also be referenced as VEE EXTREME.)

If this rulebook does not specifically say that you can do or use something, then you must consider that the action, change, or component is illegal. No equipment or race boat in violation of these rules will be considered as having been approved by reason of having passed through pre-race inspection or post-race inspection at a prior event, “unobserved.”

Any questions about the legality of any change, or of any action, part, or component, must be submitted in writing and answered in writing by the ORC prior to the change or use. The ORC is empowered to make any technical rule changes it deems necessary to maintain competitive balance and/or safety for the boats competing in the VX class.

All boats as well as every part used in connection therewith, including but not limited to engines, outdrives, transmissions, crash boxes, and propellers (and all parts and components related thereto) must be both manufactured and intended for sale to the public at commercially reasonable prices. Exclusivity agreements of any type that have not been approved by the APBA ORC are strictly prohibited. This rule applies to competitors only and shall not be construed in any manner whatsoever to limit or restrict the conducting club from entering into exclusivity agreements such as official sponsorships involving single source vendors, suppliers, manufacturers, or producers.

If there is a disagreement or dispute about the APBA Technical Rules, the interpretation of the ORC shall prevail. Decisions must be rendered in writing.

Hull Dimensions:

HULL TYPE	Twin Engine Monohull
LENGTH MINIMUM	35' 0"
LENGTH MAXIMUM	46' 0"
BEAM MAXIMUM	9' 3"
HEIGHT MINIMUM (KEEL TO DECK)	All boats for VX class must measure at least 48" from keel to the deck forward of the canopy (not including the canopy)
WEIGHT MINIMUM	9,000lbs

Minimum Weight Measurement - is determined at the end of the race. All boats required or directed to weigh by the Chief Referee or Inspector must report to the Crane of the Day, the same crane must be used for both entering and exiting the water. It will be the responsibility of the Owner, Driver, or designated Crew Member to present the boat for post-Race weighing with the boat in the lifting harness in a level position, with the hull drain plugs removed and the boat empty of water, with all ballast tanks empty, and all helmets and jackets removed. If the Inspector or Chief Referee finds otherwise the boat will be immediately assessed a two (2) minute penalty. No private cranes or scales will be utilized for Official weighing compliance purposes. The weight will be an all-up weight including engines, residual fuel, drives, propellers, fixed ballast (i.e., that which is used from start through completion of race). No multiple weighing, one only (one in and one out).

Canopies – VX registered race boats are required to have canopies.

1. All Canopied boats **must** comply with the 2022 Lavin/UIM canopy standards before the 2023 season.
2. Any damage to canopies must have a notarized certified letter from a manufacturer of canopies authorizing the continued use in a race.
3. Non-compliance – The conducting club has the authority to deny entry to any race boat subject to these rules that has non-compliant cockpit safety systems.

1. ENGINE SPECS:

Displacement, Maximum	572 CID (per engine)
Compression Ratio	Maximum 9.5:1, no minimum - Measured by Whistler device calibrated at race site with master cylinder.

2. VALVE SYSTEM

Number of Valves	Two valves per cylinder operated by pushrods.
Variable Cam Timing	Not allowed
Maximum Gross Cam Lift	0.740-inch, zero lash, measured at the valve

3. ENGINE BLOCKS:

Cast Iron - Painting Block Is Allowed	General Motors, World Products (Merlin), and Dart blocks in their stock OEM configuration and must be approved by APBA.
GM - Chevrolet Design	Any Block with 9.8” or 10.2” deck heights approved
Sleeves or bushings	May be used providing the original OEM (GM) lifter bore location is not changed
Pushrods	Must ride in the center of the lifter. (No offset lifters)

4. INTERNAL COMPONENTS:

Materials Allowed	Crankshaft, connecting rods, pushrods and wrist pins must be made of steel.
Materials, Not Allowed	Titanium or any other materials
Single Plane Crankshafts	Not allowed. Crankshaft throws must be timed according to OEM specifications.

5. CYLINDER HEADS:

Cylinder Heads	Only the approved aluminum cylinder head is allowed.
Approved Head	Dart Pro-1, CNC Ported Aluminum Cylinder Head - Part Number#19574030. Cylinder head serial numbers must remain on the head and may not be defaced or altered.
Cylinder Head Modifications / Repairs	All repairs must be performed by Dart - No modifications to the original head castings are allowed.

6. INTAKE MANIFOLD:

Approved Intake Manifolds	Any Stock Cast Intake Manifold.
Modifications	The manifold may be port matched up to 1 ½ “to match cylinder heads
Not Allowed	Fabricated or Tunnel Ram type manifolds
Carburetor Spacers Allowed	Maximum 2.5” between the bottom of the carburetor and the top of the manifold

7. INDUCTION SYSTEM:

Type	Naturally, Aspirated Engines Only. No forced induction allowed.
Approved Type	Any Holley Dominator style carburetor is allowed
	Only 1 Carburetor is allowed per engine
Fuel Injection	Not allowed
Source	Carburetors may be purchased from any source
Fuel	91 – 93 Octane, no fuel additives or Oxygenated Fuel is allowed

8. EXHAUST SYSTEM:

Materials	Any
Shape	Any
Modifications	Any
Cooling	Exhaust system from engine outlet to point of exit from hull or deck must be water - cooled by water jackets.
Proper Ventilation	The exit from the hull must be located in such a position that exhaust fumes cannot affect the crew.

9. TRANSMISSIONS:

General – All boats competing in the VX class must have propulsion systems capable of turning the propellers in either direction or maintaining a neutral (standstill) state while the engine is running. Single Speed - Transmission / Crash box capable of forward, neutral, and reverse are allowed. Multi Speed – Transmissions Not allowed.

10. LUBRICANTS:

Wet Sump	Wet sump and internal oil pumps allowed
Dry Sump	External oil pumps or dry sumps allowed, however a maximum of three scavenging pump sections allowed.
Intake Valley	Must remain as cast with NO alterations to prevent oil flow from the valley to the crankcase. No raised sections may be attached or formed with any material around oil drain openings in the intake valley. No “damming” or collecting of oil by any means is allowed in the intake valley.

11. IGNITION:

Distributor	Must remain in factory delivered location
Spark Distribution	Distributor rotor / cap only
Electronic Ignition	All VX class Engines are required to use the MSD Digital or Analog Ignition System limited to 6600 RPM’s. A G2X Data Logger must be installed and maintained to monitor the RPM level during the race. The RPM level during the entire race must be verifiable on the Data Logger by the Inspector, upon completion of the race, during the Post-Race Inspection. The Ignitions with an internal dial up RPM limiter will be set and sealed by the Inspector. The wiring harness of the system must be accessible and provide the ability for an Inspector to examine it. No Dual Systems or Ignition Components are allowed. Any boat competing in the VX class that exceeds the above listed MAXIMUM RPM LIMIT, as determined by the Inspector will be awarded last place points and will not be eligible for trophies, flags, or prize money.
Crank Triggered Ignition	Not allowed
Belt Drive Ignition	Not allowed
Coils	Ignition systems are limited to one (1) ignition coil. Individual ignition coils per cylinder are not allowed.
ack-up Ignition System	Not Allowed.
Rev Limiter	RPM limited to 6600RPM. A G2X Data logger must be installed and maintained to monitor the RPM level during the race. The RPM level during the entire race must be verifiable on the data logger by the event inspectors during post-race inspection. The wiring harness of the system must be readily accessible for inspection by event inspectors. No dual systems or ignition components allowed. The RPM level during the entire race must be verifiable on the data logger by the APBA inspector upon completion of the race.

12. DRIVES:

Approved Type	All Mercury, Arneson and Arneson type drive systems are allowed. Drive systems must retain their original OEM configuration and specifications. No internal or external modifications are allowed. Any other type of drive system must be approved in writing by the OTC.
Surface Drives	Allowed
Gear Ratio	1.57:1 (Mercury #6) or 1.56:1 (Arneson) gear ratio at propeller

13. Engine Suppliers:

Multiple engine builders to supply engines that meet the VX class engine specifications are allowed. The Goals of the V X class – spec engine program is to:

- a. Increase competitive balance throughout the fleet.
- b. Develop an “8 race engine.”
- c. Reduce the maintenance and operating costs for the majority of the teams during an entire season.
- d. Increase reliability and durability.
- e. Increase performance and acceleration so the VX class boats can negotiate the tighter multi turn courses more effectively.
- f. Increase the number of teams that can afford to field competitive VX class entries.
- g. “Recession” proof its racing product by decreasing reliance on outside third-party suppliers for the propulsion systems used in the race boats.

14. Propellers:

- a. Only propellers manufactured by Mercury Marine, Herring, Chopper, and Rolla are approved. Other manufacturers of cast propellers may apply to APBA.
- b. Propellers must be manufactured from cast stainless steel castings. No forged, billet, titanium, or other propeller types.
- c. All propellers are limited to a minimum thickness required for prop integrity. Propeller blade thickness shall conform to the criteria provided in the charts and diagrams in these rules.
- d. All propellers must pass inspection standards for blade thickness.
- e. Propellers must be intended for sale to the public at commercially reasonable prices.

15. **Ballast Tanks** - Allowed. No transferable closed liquid ballast systems allowed.

16. **Air Scoops** – Engine hatches with or without scoops are allowed. It is illegal to completely seal the inlet air track running from external openings to the flame arrestor. Fresh air ducting must be no closer than 2” at its nearest points to the engine and/or flame arrestor. Sealing or pressurizing the engine compartment is not allowed.

17. **Illegal Parts** – Use of illegal or unauthorized parts on a VX class race boat will result in the confiscation of the said parts. Failure to surrender the illegal part(s) will lead to mandatory suspension for the boat, the boat owner, and all riding crew members until the illegal part(s) are surrendered. It shall be the responsibility of the owner or his designated representative to take whatever actions are necessary to ensure the correct components are present.

PROPELLER INSPECTION SPECIFICATIONS FOR VX SSM VI DRIVE TYPE

Propeller Diameter		Strike Radius at:		
15"	Inch	2"	4 1/4"	6 1/2"
15 1/4"	Inch	2"	4 5/16"	6 5/8"
15 1/2"	Inch	2"	4 3/8"	6 3/4"
15 3/4"	Inch	2"	4 7/16"	6 7/8"
16"	Inch	2"	4 1/2"	7"
16 1/4"	Inch	2"	4 9/16"	7 1/8"
16 1/2"	Inch	2"	4 5/8"	7 1/4"
16 3/4"	Inch	2"	4 11/16"	7 3/8"
17"	Inch	2"	4 3/4"	7 1/2"
17 1/4"	Inch	2"	4 13/16"	7 5/8"
17 1/2"	Inch	2"	4 7/8"	7 3/4"
17 3/4"	Inch	2"	4 15/16"	7 7/8"
18"	Inch	2"	5"	8"

INTERSECT RADIUS LINE AT:

Radius	Distance from Leading Edge	Thickness
2"	1 3/8"	.283"
4 1/4" to 5"	1 1/2"	.182"
6 1/2" to 8"	1 11/16"	.115"

INTERSECT RADIUS LINE AT:

Radius	Distance from Leading Edge	Thickness
2"	1 1/2"	.475"
4 1/4" to 5"	1 1/2"	.302"
6 1/2" to 8"	1"	.130"

EXTREME ~~UNLIMITED (Formally Extreme Limited)~~

All **EXTREME UNLIMITED** Class boats must strictly adhere to the following specifications.

RULE 1 - Hull Specifications:

Hull type:	Any except No 3–4-point hydroplanes allowed.
No. of Engines	Maximum Two (2) for catamarans, Three (3) for Canopied Vee Bottoms
Length minimum	40' 0"
Length maximum:	52' 0"
Beam maximum	12' - 4"
Tunnel width	76"
Height minimum:	48"
Weight minimum:	10,500 LBS.

RULE 2 - Engine Specifications:

- a) Allowed Engines: Any Piston Driven **non diesel** Engine derived from a "GM" or Mercury Marine Chevrolet type block. Any modifications are allowed to enhance operation in a Maximum RPM marine racing environment.
- b) ~~Engines shall be limited to 6800 RPM Max.~~
- c) **Turbines are expressly prohibited.**

2.1 Transmissions: Single Speed; Multi Speed Transmissions not allowed.

2.2 Drives: Any

2.3 Propellers: Cast stainless steel or forged propellers only. No billet, titanium or other type propellers allowed.

Note: Minimum blade thickness shall be based on Mercury 1350 propeller specifications.

2.4 Rudder Specifications:

Materials	Stainless steel or titanium only
Serial number	Unique stamped or engraved, required
Minimum thickness	0.350", any fore-aft chord
Edges, sharpening	Allowed (Sharpened Rudders Must be covered in the dry pit areas)
Rudder shape	No Restrictions
Dimensions	No Restrictions
Depth	Rudder must extend at least 5" below keel @ max lift
Trimmable	Not Allowed
Liftable	Not Allowed

RULE 3 - Fire Suppression: A minimum of one Coast Guard certified fire extinguisher per engine compartment. Extinguisher must be sized according to Coast Guard regulations.

RULE 4 - Fuel: ~~Only 87-93 Octane (R+M/2) petroleum-based fuels are allowed~~ **Any octane** racing gasoline is permitted. Octane and/or Oxygen enhancing additives are allowed.

LOCAL PROBATIONARY CLASS 3C

- ~~1. **GRR:** Local Probationary Class 3C is based entirely on the current and active UIM Class 3C specifications and conforms to all rules 2022 Offshore Rulebook published on 22.12.21.pdf (uim.sport) Pages 114-120 with certain engine additions.~~
- ~~2. **ENGINES:** All UIM allowed engines are legal with the addition of Stock Production 200 and 225 HP Powerheads as sold in the USA and modified up to 240 HP. **No 250, 275, or 300 HP or larger Engines of any Manufacturer are legal in this class. The anticipated Mercury Racing 200R will become the preferred engine when available.**~~
- ~~3. **Qualifications to Race:** a minimum of 3 **pre-registered** boats will be required for this class to be permitted to race at an event, and the class must be posted on the race sanction.~~
- ~~4. **National High Points:** **No National Points will be awarded until there are a minimum of 5 boats registered and attending events, and the class is approved by the APBA ORC, the APBA New Class Committee, and the APBA BOD.**~~

BRACKET CLASS RULES

DEFINITION: Bracket classes are designed to provide a venue for a variety of boats and performance capabilities. The goal is to create cost effective classes, limited by speed and budget, to increase the opportunity for more participants. The classes are framed and limited to provide well balanced, equally matched competition, and affordable racing.

- 1. The racers must stay in their bracket speed from yellow flag to the checkered flag. Breakouts will be enforced during that period of time. The use of any electronic device to control boat speed is illegal.** ~~at any time, the racecourse is deemed "hot." If a race boat exceeds the speed in any lap by less than one mile per hour, that team will receive last place points. If a race boat exceeds the top speed of its class by more than one mile per hour, the boat will be disqualified, will receive no points, and must move up a class for the remainder of the season. The race boat that moves to the next class will not take any accumulated points with the boat to that class nor will they need to pay another equipment registration fee. The speeds are based on the distance of the actual racecourse. Before the race starts, a race official will give scoring a GPS reading of the distance. This is put into the computer along with your time to compute lap speeds.~~
~~The speeds are based on the distance of the actual racecourse. Before the race starts, a race official will give scoring a GPS reading of the distance. This is put into the computer along with your time to compute lap speeds.~~
- 2. Boat length shall be as specified in specific class rules.** ~~shall be a minimum length 20', maximum length 55' (see exceptions below in specified classes).~~
- 3. Class race boats will be identified with only the class numbers as their assigned number.** ~~The Class that you will be racing in will be on your estimated speed of your boat. If you do not know what class you should be in, speak to the Referee or the Chief Inspector.~~
- 4. The same boat may not race in multiple bracket classes**
- 5. APBA reserves the right to inspect all boats competing in the bracket classes in order to determine that they are in a condition worthy of the event.**

6. Speeds will be confirmed by GPS.
 - a. Official APBA GPS units are:
 - Racelogic VBOX Sport
 - Racelogic Video VBOX Lite
 - Racelogic HD2 System
 - Racelogic HD2-HDMI
 - b. ~~VBOX units MUST be purchased through OPA. If a VBOX unit is purchased directly from Racelogic or another retailer, the unit will not work with the OPA's proprietary software.~~ If unable to read your data, you will be disqualified and receive no points for the event.
Any team found to be manipulating data will be disqualified and will receive a yellow card.
 - c. Racers MUST hand in the SD Card in which the data was recorded by the VBOX. If a card is NOT submitted for reading within a timely manner, they will be disqualified and receive no points for the event.
 - d. ~~You are not permitted to run your VBOX unit in multiple races.~~ **Each boat must have its own VBOX.**
 - e. ~~VBOX units are the ONLY GPS units that are available to purchase new.~~
 - f. ~~VBOX units cannot be rented~~
 - e. VBOX units require an SD Card to have the data recorded on. Below is the required SD file size:
 - VBOX Sport: 4GB minimum, recommended 8GB
 - Video VBOX: 16GB minimum, recommended 32GB
 - Video VBOX Waterproof: 16GB minimum, recommended 32GB
 - h. ~~You will also need to keep your Video VBOX Sport in a waterproof case.~~
 - i. It is the racer's responsibility to make sure that the GPS unit is working properly at all times. It is the racer's responsibility to make sure that there is ample room on the SD card to record the data from the GPS.
 - j. ~~GPS units will not be allowed to be moved from boat to boat.~~
 - k. ~~It is the racer's responsibility have the unit serialized with the race committee's GPS Official.~~

How a GPS Breakout is Determined

1. A GPS breakout is any speed that goes above the bracketed class speed for a duration of time that exceeds 3 seconds.
2. A GPS breakout speed with a duration time that measures 3 seconds or less will not be counted as a breakout.
3. For each boat when a breakout occurs, the total duration of time will be the measurement of the total breakout.
4. Sample breakdown of 2 teams with breakout time durations. Boat A with a total of 13.8 seconds will be scored better than that of Boat B with a duration of 16.3 seconds.
 - a. Boat A (Breakout time duration over 3 seconds)
 - i. 6.7 seconds
 - ii. 3.8 seconds
 - iii. 3.3 seconds
 Total time of breakout 13.8 seconds
 - b. Boat B (Breakout time duration over 3 seconds)
 - i. 10.1 seconds
 - ii. 6.2 seconds
 Total time of breakout 16.3 seconds
5. If there is a tie in which more than one team has the same duration of time for breakouts
 - The boat that held a breakout for the longest total distance in the race will place latter in the scoring.
 - In the event a tie remains, the boat with the single highest speed will place latter in the scoring.

Bracketed Classes

1. **Class 100: Cats and Vee bottom permitted. 36'-50'ft length**
 - a. Boats are limited 115 MPH as a top speed.
 - b. No open cockpit boats are allowed to race in Class 100
 - c. All Canopied boats must comply with the ~~2022~~ **the most recent** Lavin UIM cockpit standards before the 2023 season.

2. **Class 200: Cats and Vee bottom permitted. 36' – 42'ft length**
 - a. ~~Boats are limited 100-85 MPH as a top speed-~~
 - ~~b. Open-Cat, Twin engine, Canopy-~~
 - ~~c. All Canopied Boats Must comply with the 2022- the most recent Lavin UIM Cockpit Standards before the 2023 season-~~
 - a. Boats are limited ~~95~~ **90** MPH as a top speed.
 - b. Twin engine I/O or twin outboard. **Canopies are permitted.**
 - c. All Canopied Boats Must comply with the ~~2022~~ **the most recent** Lavin UIM Cockpit Standards before the 2023 season.

3. **Class 300: Vee bottoms. 36'-42' length or Cats 32'- 36' length**
 - a. Boats are limited 95 MPH as a top speed.
 - b. Twin engine I/O or twin outboard. **Canopies are permitted required.**
 - ~~c. This class will be subject to change, as it is new and will turn into Class 400 for 2022. Class 400 will become Class 300, with no changes to class structure.~~
 - c. All Canopied Boats Must comply with the ~~2022~~ **the most recent** Lavin UIM Cockpit Standards before the 2023 season.

4. **Class 400: Vee bottoms only. 27' - 35' length.**
 - a. Boats are limited 85 MPH as a top speed.
 - b. ~~40' max length~~
 - c. ~~Twin Engine open Vee bottom, single engine canopied Vee~~
 - c. **Outboard or inboard - Twin Engine open Vee bottom, single engine canopied Vee**
 - d. **All Canopied Boats Must comply with the ~~2022~~ the most recent Lavin UIM Cockpit Standards before the 2023 season**

5. **Class 500: Open Vee bottoms only. 26'-30' length**
 - a. Boats are limited 75 MPH as a top speed.
 - b. ~~Limited to boats 30 ft and under with-~~ Single **or twin engine outboard max engine size 300hp .**
 - c. Bravo based **outdrive**
 - d. ~~Grandfathered Boats: Coastal Boat Sales Specialized Racing Lavey Craft, and 28' Lavey Craft with twin 300 hp outboards known as "Revelation." hull # ___ is approved for completion and will stay in Class 500.~~

6. **Class 600: Vee bottoms only. 22' -26' length**
 - a. Boats are limited 70 MPH as a top speed.
 - b. No boats over 26 ft in length.
 - c. Bravo based outdrive.
 - d. Single engine only
 - e. **Naturally Aspirated engines only**

7. **Class 700: Vee bottoms only. 20' -22' length**
- a. Boats are limited 60 MPH as a top speed.
 - b. ~~APBA reserves the right to inspect all boats competing in the class in order to determine that it is in a condition worthy of the event.~~
 - c. ~~All registered hulls shall only be "Vee" hull from 20-22 ft in length.~~
 - d. ~~Hull shall be equipped with a~~ Single engine outboard up to 300 hp. **The Mercury 300R is legal for this class.**
 - e. Boats must have hydraulic steering or dual cable setup.
 - f. Class 700 will not participate in any race committee purse monies.
 - g. Class 700 will participate in an abbreviated course of 20-24 miles.
 - h. All competitors in the class are required to separate the duties within the boat. A driver may NOT throttle and a throttleman may NOT drive. At all times during completion the drivers focus is navigating the course and his or her completion.

CLASS	TOP SPEED	CLASS	TOP SPEED
CLASS 100	UP TO 115 mph	CLASS 500	UP TO 75mph
CLASS 200	UP TO 100 90mph	CLASS 600	UP TO 70mph
CLASS 300	UP TO 95mph	CLASS 700	UP TO 60mph
CLASS 400	UP TO 85mph		

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OCEAN CUP – AMERICAN POINT-TO-POINT COMPETITION

Ocean Cup – American Point-to-Point Competitions are run under the UIM Pleasure Navigation & Radio-Controlled Rulebook and the APBA Rules for Offshore Racing. It is the competitor's responsibility to read and understand these rulebooks, together with Race Instructions and any other instructions issued before or at Pilots Briefings or in Bulletins.

In the event of a conflict between these and any current updated UIM rules, the UIM rules will apply.

303 – AMERICAN POINT-TO-POINT COMPETITION

Point-to-Point racing is designed for seaworthy, offshore craft capable of undertaking independent, extended offshore passages in unprotected waters. Although a race between boats, a competitor can also achieve a Class or Overall National or World Record.

303.01 – RACE/RECORD

Point to Point Competition is held on offshore waters where competitors race from a pre-determined Point A to a pre-determined Point B. A national or world record may be set for the fastest average speed over that course during the race. This applies to Class records and the Overall record.

303.02 – RACE COURSE

Racecourses must be greater than 50 Statute Miles – 80 Kilometers.

All routes are reversible.

If a Point-to-Point record is set during a race from points A to B. This record can be beaten and replaced by a faster record whilst racing from Points B to A. The start and finish positions from A to B must be the same as B to A.

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.

303.03 – CATEGORIES AND CLASSES

- Classes: A / B / C
- Hull Categories: V Hull / Catamaran
- Length categories: see Rule 503.02
- Class parameters; see Rule 503.02

303.04 – COMPETITION RULES

303.04.01 – Missed Marks

All competitors using electronic chart plotters should enable the tracking function using settings suitable for recording their track throughout the event at an update rate of no less than one point per minute. In the event of any dispute regarding their correct completion of the course, failure to make this tracking information available to Event Officials may reduce the competitor's chance of avoiding a penalty or disqualification.

303.04.02 – Overtaking

At all times, the "Rules of the Road" shall apply. When two boats are on the same course the overtaking boat shall keep clear of the boat being overtaken and in passing shall allow at least 50

feet of clear water between them. The overtaken boats shall not alter course so as to compel the overtaking boats to pass within the 50-foot limit.

303.04.03 — Fuel

Fuel transfer at sea is only permitted between your own fixed on-board tanks. Fuel may not be stored or carried on-board in any jerry-can type of container. Ship to ship or air to ship refueling at sea is not permitted.

303.04.04 — Assistance

Unless specific in racing instructions, no outside assistance (including refueling) is allowed during a race. No changes to the boats systems may be made from outside during races (i.e., no radio command links to adjust onboard parameters to engine management systems, either air/fuel ECUs or ignition ECUs).

For all classes, it is permitted to use electronic steering compasses and/or electronic position fixing equipment. It is expressly forbidden to interface any of this equipment to the steering system. The Race Committee has the right to decide whether there was outside assistance or not.

A boat may be anchored or beached during the record attempt but any repairs must be made entirely by the crew without outside resources or materials. During any such stops, the timing of the voyage continues. Any competing boat may be towed and if a tow is accepted, then that competitor will be treated as a retirement from the event or from that particular leg of the event competition. Alternatively, when a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded “own power” position before resuming.

If a “without assistance” boat receives a tow the attempt, then fails or becomes “with assistance.” Once retired or finished with an event leg, competitors may utilize outside assistance to effect repairs to machinery, structure, navigation, or safety equipment once berthed in a recognized port or marina.

303.04.05 — Timings

The Timekeeper will determine the Official Start Time for each Competitor/Race Boat

The moment of starting and finishing a Race/record passage must be recorded to the nearest second using GMT. Details of the timepiece used must be logged and signed for by the observer or his appointee.

Records will be defined by average speed and elapsed time.

The average speed for each passage shall stand until the average speed of that record has been reduced by at least 1%. Every request to ratify a record shall be considered in time and date order.

303.04.06 — Records

Records will be recognized for passage between pre-determined points providing all relevant rules and independent observation are established, maintained, and ratified.

It is not allowed to do any records single-handed that require duration longer than 6 hours.

The World Record will be the shortest time, without handicap, which establishes the shortest elapsed time in accordance with these rules. A record achieved during a race is listed as a race record and an outright record. If, however, an individual performance over the same course betters a race and outright record, it will only be listed as an outright record.

303.04.07 — Boat Safety Open cockpit boats capable of exceeding 80mph are required to submit a CV to the Event Organizer for all pilots. The CVs are subject to review/acceptance by the Event Organizer.

The entry organizer has the right to refuse any boat considered unsuitable and/or which does not conform to the requirements of the rules. The reasons for refusal shall be submitted to the team in writing.

303.04.08 — Event Points — awarded by Class & Length

Order of Finish	Points Awarded*	Pilot Points Awarded**
1	100	50
2	90	45
3	81	40.5
4	73	36.5
5	66	33
6	59	29.5
7	53	26.5
8	48	24
9	43	21.5
10	39	19.5
11	35	17.5
12	31	15.5
13	28	14
14	25	12.5
15	23	11.5
DNF	10	5
DIS / DNS	0	0

*For each legally started boat that was beaten, add 5 points.

** For each legally started boat that was beaten, add 2.5 points.

For example, a boat that finishes ahead of 5 other legally started boats will receive 25 additional points and the pilots will be awarded 12.5 points each.

Pilot Standings — awarded by Class

Pilot Standings are awarded by class (A, B, CC).

A pilot may have a standing in more than one class.

The accumulation of the Pilot Points is by class for any three of the last five races. That total determines a Pilot's Overall Standing.

Penalties to be determined by Event Organizer.

Smoking in the defined wet or dry pits	\$
Fuel transfer in pits or outside designed fueling areas	\$
Misrepresentation or providing untrue statements	Disqualification
Missed mark	Disqualification or time penalty as decided by Event Officials
Entering an exclusion zone on the plane	Disqualification or time penalty as decided by Event Officials

Spilled fuel or oil	\$ for first offense \$ for each subsequent offense.
Launching violation	\$
Failure to return event trackers (within 2 weeks)	\$
Improper/unsportsmanlike conduct— Abusive or obscene language	Disqualification or time penalty as decided by Event Officials
Breaking out of speed bracket *	≤5 break outs → 1 minute added to finish time for every breakout reading. >5 breakouts → 2 minutes added to finish time for every breakout. >10 breakouts → Dis-qualification. Breakout reading of > 5mph above bracket immediate disqualification

*A speed breakout is any speed that goes above the class speed for a duration of time that exceeds 3 seconds. A breakout speed with a duration time that measures 3 seconds or less will not be counted as a breakout.

503 — AMERICAN POINT-TO-POINT COMPETITIONS

American Point to Point competition is open to craft capable of undertaking independent, extended offshore passages in unprotected waters.

—CATEGORIES AND CLASSES

All Point-to-Point records are divided into three classes subject to Length Over All (LOA). LOA is measured using the method for Offshore Class 1.

Class	Class Parameters	V-Hull	Catamaran
A Unlimited	UIM Race Class or APBA Race Class & Canopy Required	over 16' 5" up to 30ft	over 16' 5" up to 30ft
		30' up to 35'	30' up to 35'
		35' up to 40'	35' up to 40'
		40' up to 45'	40' up to 45'
		45' up to 164'	45' up to 164'
B Limited*	< 100 mph	over 16' 5" up to 30ft	over 16' 5" up to 30ft
		30' up to 35'	30' up to 35'
		35' up to 40'	35' up to 40'
		40' up to 45'	40' up to 45'
		45' up to 164'	45' up to 164'
CC Center Console*	Production Boat & < 90 mph	over 16' 5" up to 30ft	over 16' 5" up to 30ft
		30' up to 35'	30' up to 35'
		35' up to 40'	35' up to 40'
		40' up to 45'	40' up to 45'
		45' up to 164'	45' up to 164'

Any of the above classes could also be eligible for the fastest outright record. (For example: if an entry for the up to 30' record, beats the existing outright, then he would also be eligible for the outright record).

~~—BOAT REQUIREMENTS~~

~~503.03.02 Propulsion~~

~~Any method of mechanical force.~~

~~503.03.02 Steering~~

~~Any type of automatic steering is allowed.~~

~~503.03.03 Navigation~~

~~Any type of navigation equipment is allowed and there is no objection to any type of information or advice being transmitted to or from the vessel. However, the vessel must be driven and navigated by the onboard crew.~~

~~503.03.04 Lifting Points~~

~~Where physically possible, teams should ensure that their boat has fixed lifting points, and their own certified lifting strop, which should be carried in the boat. For all boats, the lifting positions of the boat for emergency lift by crane slings must be clearly marked on either side of the boat.~~

~~503.03.05 Buoyancy~~

~~It is recommended that boats should have enough buoyancy in the boat or in the material used for its construction to ensure that the boat floats if capsized or holed.~~

~~503.03.06 Bilge Pumps~~

~~Suitable & automatic bilge pumps shall be fitted to the boat capable of pumping out all sections of the boat even where water tight bulkheads are fitted. They shall be accessible and be fitted with a suction pipe leading to the lowest point of the bilge and with a discharge pipe overboard. There shall also be at least one manual bilge pump in the boat.~~

~~503.03.07 Deck Fittings~~

~~All boats must have guard rails or handholds as rails or handles raised above the deck of a suitable material or wire in stanchions. A single rail would suffice. A rope secured to the bow and made fast in the cockpit will not be accepted.~~

~~Non-skid is required.~~

~~503.03.08 Towing~~

~~All vessels must be fitted with a properly designed towing point of adequate construction and strength for the boat to be towed when waterlogged for extended periods. A tow line suitable in length and strength for the boat in all weathers must be carried by all boat and can be permanently attached to the strong point during the competition unless the crew can demonstrate that a towing line can be easily attached to the towing point whilst at sea. This towing line should have a fixed loop to provide ease of attachment.~~

~~In addition, each boat should carry sufficient fenders & warps as to be able to dock or raft independently in port or to be able to raft suitably to another vessel if assistance was either required or being offered.~~

~~503.03.09 Anchor~~

~~In addition to the normal anchor, a Sea anchor with adequate anchor lines must be carried at all times and shall be of a weight and type adequate to hold the boat and shall be properly stowed in an accessible place.~~

~~503.03.10 Compass~~

~~For all classes it is permitted to use electronic steering compasses and/or electronic position fixing equipment. It is expressly forbidden to interface any of this equipment to the steering system. The Race Committee has the right to decide whether there was outside assistance or not.~~

~~503.03.11 – Navigation Lights/Strobe Light~~

~~Navigation lights in working order shall be carried in accordance with International Rules for the Prevention of Collisions at Sea.~~

~~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 dual 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.~~

~~503.03.12 – Foghorn/Torch (Flashlight)~~

~~All boats shall carry an efficient foghorn and a powerful torch (flashlight).~~

~~503.03.13 – Fuel Tanks~~

~~Fuel transfer at sea is only permitted between your own fixed onboard tanks. Race fuel may not be stored or carried on board in any jerry-can type of container.~~

~~503.03.14 – Batteries~~

~~Batteries shall be housed in ventilated compartments, mounted upon a secure and solid platform, and be fitted with an isolator switch. The battery isolator switch position must be clearly marked for safety reasons.~~

~~503.03.15 – Fire Prevention~~

~~All boats with inboard engines shall carry a fixed automatic fire extinguishing system. This system shall be properly installed, engineered, and maintained. Sensors and injectors shall be in danger regions of the engine compartment/s. ALL boats, including inboards, shall carry a minimum of 2 fully charged dry powder 2kg fire extinguishers~~

~~– BOAT SAFETY EQUIPMENT~~

~~It must be understood that in Point to Point racing, every team/crew must be prepared for any and all eventualities with regard to their own safety. If any team experiences difficulties or an emergency during the race, then they must be aware and prepared to be effectively on their own until rescue teams (from whatever source) can arrive. Every team must therefore have emergency plans which must include a risk assessment setting out how they would deal with an on-board emergency situation until such time as rescue teams arrive.~~

~~503.04.01 – INFLATABLE LIFE RAFT~~

~~It is mandatory that every boat carries one certified and in-date Inflatable Life Raft capable of carrying the complete crew, together with adequate fresh water and a first-aid kit. The life raft shall be stowed in an easily accessible position so that in the event of emergency the life raft can be quickly released, particularly in the event of fire.~~

~~503.04.02 – FLARES~~

~~All boats must carry minimum of 2 approved flares/ smoke for emergency signaling. If any flares are deployed, they must be replaced before the start of the next leg.~~

~~503.04.03 – RADIO REQUIREMENTS~~

~~All competing boats must carry a fixed VHF transceiver with an aerial output of not less than 25 watts pass SWR (standing wave ratio) and power check.~~

~~A multi-channel waterproof handheld VHF radio, which should be carried by one crew member at all times.~~

~~503.04.04 – TRACKERS~~

~~All competing boats may be required to carry trackers supplied by Event Management which will assist safety control with an online map showing the position of every competitor.~~

~~503.04.05 – FIRST AID KIT~~

~~All boats shall carry an adequate medical kit to include 1 x foil blanket + thermal protective aids for each crew member.~~

503.04.05 – RADAR REFLECTOR

It is recommended that all boats carry a RADAR reflector suitable for the boat or a Search & Rescue Transponder – SART.

503.04.06 – SAFETY EQUIPMENT

All Boats must start and finish and carry throughout the race the following minimum equipment:

- Whistle
- Knife
- Medical Compress
- VHF Handheld radio
- Carbon monoxide sensors and alarms
- Manual Bilge Pump
- Foot Pump (RIBS only)
- Tow Rope
- Sea anchor and rope/chain minimum length 50 meters
- Foghorn and Torch (flashlight)
- Two 2kg dry powder fire extinguishers suitably mounted close to engines or crew.
- Orange retirements flag 0.60m x 0.40m
- Inflatable Life raft compliant with rules
- Flares
- VHF Handheld radio with channel 32 (M)
- Tracker System as specified or provided by event organizer
- Adequate first aid kit. 1 x foil blanket + thermal protective aids for each crew member.
- Radar Reflector or suitable alternative.
- Emergency Grab Bag: An Emergency Grab Bag must be carried on board at all times to include, fresh water, day and night flares, Thermal protective Aids, First Aid Kit. Recommended to include portable VHF Radio, Passports, money, and credit cards (Cuba, Bahamas, Puerto Rico)
- Compass
- Engine cut-off attachments for all crew
- Battery isolator switches easily accessible to crew
- GPS, RADAR equipment as per Racing Instructions.

APBA Center Consoles:

The purpose of the Ocean Cup series among other things is to provide boat, engine, and accessory manufacturers an opportunity to test, display and prove their products in the most demanding environments. The Center Console class should reflect models in standard production from the boat manufacturer. The use of the term “standard” in these rules is generally meant to describe components or parts that are both manufactured and intended for sale to the public at commercially reasonable prices under a manufacturer brand name. Entries must meet the requirements of standard production as set forth in these regulations. Eligible boats shall comply with the following regulations:

1. Numbering

The Center Console Production class must follow the boat number rule of Alpha-Numeric numbering. Example: CC-1

2. Hull and Deck

A. The Hull and Deck must be standard model from a production mold, demonstrably in series production and be fitted with standard production model outboard engines offered in the Hull manufacturers catalogue and having common and typical “Offshore” characteristics throughout.

~~B. Boats shall have no major modifications to Standard production model Hulls and Decks. Minor modifications to Hulls or Decks will be considered upon prior individual applications to the ORC, provided that the Hull manufacturer makes such modifications available on subsequent production boats as a “no cost” option to purchasers.~~

~~C. Hulls and Decks shall be a standard model with a minimum commercial production of 5 units that have been sold and titled to pleasure boat owners. The ORC may grant exceptions for craft where the means intent to manufacture for commercial production can be clearly demonstrated. The first example produced of a particular model will be deemed to be a “prototype” and will not be considered eligible for racing. For the avoidance of doubt the term standard model includes the material that is used in the construction of the standard production Hull and Deck.~~

~~3. Engines~~

~~Boats must be fitted with standard specification outboard engines which have a commercial production run of at least 50 units. The ORC may grant an exception to the rule where the manufacturer can demonstrate an acceptable production schedule which will achieve the figure within 12 months. The standard production requirements specifically exclude engines prepared by “tuning” companies or specialists with no formal relationship to the manufacturer.~~

OCEAN CUP

1. INTRODUCTION

The OCEAN CUP® series is for those attempting World and National endurance records as instructed in the UIM Pleasure Navigation & Radio-Controlled Rulebook. Specifically, sections

303 POINT-TO-POINT COMPETITIONS & 503 POINT TO POINT COMPETITIONS

The 2023 UIM rules are available on the UIM’s website Documents/Rulebooks page.

2. RECOGNIZED AUTHORITIES

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

National Authority – the American Power Boat Association (APBA) is responsible of the ratification of all national record in the United States of America.

Club Authority – Ocean Cup is responsible for all Point-to-Point records and is responsible for documenting and submitting results to the APBA.

3. APPLICATION

To compete for a Point-to-Point World Record, application must be made least 30 days before the proposed attempt with the respective Fee submitted to Ocean Cup. Failure to do so may result in application refusal.

4. FEES

Ocean Cup production and APBA sanctioning fees. Visit www.apba.org for a list of current fees.

5. OFFICIALS REQUIRED

When proper notice of a record attempt has been received, the Ocean Cup/APBA will

1. appoint an official to make arrangements for the start and finish to be witnessed and timed.
2. appoint a scrutineer to check that the documentary evidence provided relates to the vessel being used.

6. EXPENSES

The person or organization 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.

7. REQUIRED DOCUMENTATION

A. Prior to the Attempt

1. Completed Application Form with evidence of payment attached.
2. A Measurement Certificate for the boat (to prove eligibility) or a signed declaration by an APBA approved scrutineer.
3. Risk Management Plan.
4. A signed declaration that all safety equipment as per UIM rules are onboard.
5. Proof that all onboard have completed appropriate training and are in possession of an APBA license.

B. During the Attempt

It is the onus of the skipper to keep a recorded Vessel Log from start to finish including all those points at which he/the crew stopped to refuel.

It is crucial that a full record be maintained and submitted, otherwise the attempt may be invalidated.

C. On Completion of the Attempt

1. The recorded Vessel Log signed by the skipper and at least one other crew member.
2. 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.
3. A report must also be made by the official observer giving details of the timing and verifying the accuracy of all observations.

4. Supporting electronic data to be supplied from GPS on craft from the start of the attempt to its conclusion.

5. Color photograph of craft.

8. PILOT STANDINGS

At each Event, pilots are awarded points based upon their Class Finish for that specific Event. For each pilot, regardless of which class and length, the best 3 out of their last 5 events is accumulated.

Class Finish	Points Awarded	Pilot Points Awarded
1	100	50
2	90	45
3	80	40
4	70	35
5	60	30
6	50	25
7	40	20
8	30	15
9	20	10
10	10	5
Did Not Finish	10	5
Did Not Start	0	0
DISQUALIFIED	-10	-5

Example Pilot Standings: Tom, Dick and Harry are Ocean Cup pilots.

Event 1

Tom and Dick finish in 2nd place for Class A 40-45'.
Tom is awarded 45 points and Dick is awarded 45 points.

Event 2

Dick and Harry enter the next Ocean Cup as a CC 30-35' and finish in 5th place.
Dick is awarded 30 points and Harry is awarded 30 points.

The overall standings after 2 events:

Dick with 75 points

Tom with 45 points

Harry with 30 points.

9 PENALTIES

Event organizers have the right to apply penalties as they see fit.

Violations	Penalties
Misrepresentation or providing untrue statements	Disqualification
Missed Mark	Disqualification or time penalty as decided by Event Officials
Entering an exclusion zone on the plane	Disqualification or time penalty as decided by Event Officials
Improper/unsportsmanlike conduct	Disqualification or time penalty as decided by Event Officials
Breakouts*	
Breakout Penalties	
Exceeding speed limit by more than 5mph	Disqualification or time penalty as decided by Event Officials
Up to 5 breakouts	1 minute added to finish time
5 up to 10 breakouts	2 minutes added to finish time
10 or more breakouts	Disqualification or time penalty as decided by Event Officials

*A breakout is any speed that goes above the class speed for a duration of time that exceeds 3 seconds.
A breakout speed with a duration time that measures 3 seconds or less will not be counted as a breakout.

Violations Penalties

Misrepresentation or providing untrue statements Disqualification.

Missed Mark Disqualification or time penalty as decided by Event Officials

Entering an exclusion zone on the plane Disqualification or time penalty as decided by Event Officials

Improper/unsportsmanlike conduct Disqualification or time penalty as decided by Event Officials

Breakouts* Breakout Penalties

Exceeding speed limit by more than 5mph Disqualification or time penalty as decided by Event Officials

Up to 5 breakouts 1 minute added to finish time.

5 up to 10 breakouts 2 minutes added to finish time.

10 or more breakouts Disqualification or time penalty as decided by Event Officials

*A breakout is any speed that goes above the class speed for a duration of time that exceeds 3 seconds.

A breakout speed with a duration time that measures 3 seconds or less will not be counted as a breakout.

END



2023 OFFSHORE TECHNICAL INSPECTION FORM / PRE-RACE INSPECTION

RACE CITY: _____

DATE: _____

THIS INSPECTION IS BEING CONDUCTED TO ENSURE COMPLIANCE WITH THE 2023 TECHNICAL RULES SET FORTH BY AMERICAN POWER BOAT ASSOCIATION. THIS INSPECTION DOES NOT CONSTITUTE THE ENTIRE INSPECTION AND YOUR BOAT IS SUBJECT TO A POST-RACE INSPECTION. DO NOT CHANGE, ADD, MODIFY, REMOVE, ALTER, OR OTHERWISE AFFECT THE BOAT AFTER THIS INSPECTION UNLESS YOU RECEIVE THE PERMISSION OF THE DIRECTOR OF RACE OPERATIONS.

IF THE RULEBOOK DOES NOT SPECIFICALLY SAY THAT YOU CAN DO OR USE SOMETHING, THEN YOU MUST CONSIDER THAT THE ACTION, CHANGE, OR COMPONENT IS ILLEGAL.

NO EQUIPMENT OR RACE BOAT IN VIOLATION OF RULES WILL BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THROUGH PRE-RACE INSPECTION OR POST-RACE INSPECTION AT A PRIOR EVENT, "UNOBSERVED".

RESPONSIBLE TEAM REP SIGN AND DATE

TEAM REPRESENTATIVE – PRINT NAME

INSPECTOR NOTES

TECH INSPECTOR SIGN AND DATE

BOAT NUMBER	
BOAT NAME	
RACE CLASS	
HULL #	
LENGTH	
TUNNEL WIDTH	
MOTOR MFG	
CUBIC INCH	
COMPRESSION	
RACE PACK	
SEALS	
SPEC CAMS	
SHAFT COVERS	
DRIVE MFG	
X DIMENSION	
GEAR RATION	
PROP(S)	
BALLAST TANKS	
FIRE EXT (2)	
VHF RADIO	
HARDWARE RECESSED	
NON-SKID	
FLAG & CLUB LOGO	
SPONSOR LOGO	
MAX RPM	
SINGLE POINT LIFT HARNESS	

START TIME _____ FINISH TIME _____



2023 OFFSHORE TECHNICAL INSPECTION FORM / POST RACE INSPECTION

RACE CITY _____

DATE: _____

This post race inspection is being conducted to ensure compliance with the 2023 technical rules set forth by the American Power Boat Association.

BOAT NUMBER	
BOAT NAME	
RACE CLASS	
OBSERVED FINISH POSITION	
RACE PACK DATA	
MOTOR SEAL	
DRIVE SEAL	
PROPS	
FINAL WEIGHT	

TECH INSPECTOR SIGN AND DATE

TECH INSPECTOR PRINT NAME

START TIME _____ FINISH TIME _____