



2012

American Power Boat Association

Rules for Offshore Racing

2/27/12

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

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AMERICAN POWER BOAT ASSOCIATION

2012 Rules for Offshore Racing

Table of Contents

General Racing Rules

SECTION I – GENERAL CRITERIA FOR SANCTION AND PARTICIPATION IN EVENTS	3
SECTION II – GENERAL CRITERIA FOR RACE MANAGEMENT AND APBA OFFICIALS	8
SECTION III – GENERAL PRE-RACE REQUIREMENTS FOR CONDUCT OF EVENTS	11
SECTION IV – GENERAL REQUIREMENTS, PRACTICES AND PROCEDURES FOR CONDUCTING RACES	16
SECTION V – GENERAL POST-RACE PRACTICES, PROCEDURES AND REQUIREMENTS FOR CONDUCT OF EVENTS.....	26
SECTION VI – AWARDED OF POINTS	33
SECTION VII - PRIZE MONEY AND TROPHIES	36
SECTION VIII – CHAMPIONSHIPS	37
SECTION IX - OFFSHORE TIME TRIALS (SPEED RECORDS)	39
SECTION X - RULE CHANGES	42
SECTION XI – OFFSHORE DRAG RACING	44
APBA OFFSHORE EVENT SAFETY RULES.....	46
APBA OFFSHORE EQUIPMENT GENERAL SAFETY RULES	47
SLING SAFETY REQUIREMENTS	58

Technical Rules

GENERAL REQUIREMENTS (ALL CLASSES)	61
SUPER CAT	70
SUPER CAT LITE.....	78
SUPER VEE LITE	82
SUPER STOCK	87
SUPER VEE UNLIMITED	89
POWERBOAT P1 CHAMPIONSHIP SERIES RULES.....	91
P1 SUPERSPORT.....	95
P1 SVS AND EVOLUTION	96
POWERBOAT P1 TECHNICAL REGULATIONS	93
P1 SUPERSTOCK	101
VEE EXTREME	113
TURBINE EXTREME	114
PRO-AM CLASSES	115
APBA OFFSHORE HALL OF CHAMPIONS	117
INDEX	118
ADDENDUM TO TECHNICAL RULES	120

**IF THIS RULEBOOK DOES NOT SPECIFICALLY ALLOW SOMETHING,
THEN YOU SHOULD ASSUME THAT IT IS ILLEGAL.
YOU HAVE BEEN WARNED.**

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 in the course of the race.

Entrants into the event acknowledge that 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;

- (i) To be bound by the conditions of the APBA Entry Form, Racing Instructions and the General Competition Rules of the UIM and the APBA.
- (ii) To accept the decisions of the organizing committee and officials nominated by it
- (iii) 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.

THE RESPONSIBILITY FOR A TEAM'S DECISION TO PARTICIPATE IN A RACE OR TO CONTINUE RACING IS THEIRS ALONE

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 offshore drag racing, poker runs and time/speed trials.

RULE 2 · RACE ORGANIZATION AND SANCTION

A. **Eligibility In General** - Any regular member Club or Association of the American Power Boat Association may conduct an offshore race under these rules.

B. **Races**

1. **Eligibility** - Any APBA Member Club may request a sanction for an offshore event.
2. **Race Dates** - Race date requests must be addressed to the APBA Regional Chairman. All requests must be in writing and include date, place and conducting club. Clubs with returning race dates and sites will receive precedent.

RULE 3 · RACING CLASSES OFFERED

1. The APBA Offshore Racing Committee (ORC) shall have sole discretion as to the creation and deletion of all classes offered in APBA Offshore.
2. APBA Offshore Classes shall be identified as National, Extreme or Pro-Am.
 - a. APBA Offshore National Classes offered for 2011 are:
 - Super Cat – (750/850/UIM Class 1)
 - Super Cat Lite
 - Super Stock
 - Super Vee Unlimited
 - Super Vee Lite
 - P-1 SuperSport
 - P-1 Evolution
 - P-1 SVS
 - P-1 SuperStock
 - b. APBA Offshore Extreme Classes offered for 2011 are:
 - Turbine Extreme
 - Cat Extreme
 - Vee Extreme
 - c. APBA Offshore Pro-Am Classes offered for 2011 are:
 - Class 5
 - Class 4
 - Class 3
 - Class 2
 - Class 1
 - Class PX

Requirements for each class are listed in the APBA Offshore Technical Rules.

3. A group of racers may petition the ORC at any time for the creation of a new class. If the ORC determines that there is sufficient interest, then it may approve the new class by majority vote.

4. Should any currently offered class fail to field entries for three or more consecutive races, 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.
5. 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

A. Membership Requirements -

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.
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.
3. **Local Club Membership** - Additionally, all participants must be members of a Club or Association affiliated by agreement with the APBA.
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.
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. Foreign boat crews must be racing members of APBA in order to compete and be covered by APBA participant insurance.
5. **Membership Fees** – See APBA membership application.
6. **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.
7. **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.

B. Riding Crew Requirements

1. **Number of Riding Crew** - A minimum of two (2) persons must be carried at all times on a race boat while in competition or during an official test time at an Event.
2. **Minimum Age** – Unless riding with an experienced crew member, the minimum age for a riding crew member shall be 18 years. In the event that another crew member is an experienced offshore racer, the minimum age for a riding crew member shall be 16. For the purpose of interoperating this rule, an experience

offshore racer is defined as a racer who has entered, and completed, three (3) offshore races.

3. **Medical and Safety Requirements** - All riding crewmembers must meet the following Medical and Safety Requirements with documentation of proof available at registration to be certified eligible for racing by the Referee and or Medical Director.
 - a) A current Class II FAA Physical Examination or CDL Physical Examination.
 - b) Pre-race physical examination at each event shall be administered by APBA Medical and Safety Staff prior to all test days, speed runs and race events.
 - (1) ZERO tolerance for Alcohol. Decision of Referee is final.
 - (2) Random Drug testing is allowed. There will be ZERO tolerance for illegal substances.
 - c) Self Extrication Training (Dunker) - (SET) Certification
 1. APBA SET Certification is MANDATORY for all riding crewmembers prior to competition in any APBA Offshore event.
 2. All APBA riding crewmembers must be APBA SET Certified a minimum of once each racing season . (November 1 to October 31) 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.
 3. 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.
 4. If a participant does not hold a current SET Certification with APBA, and Self Extrication (Dunker) Training is not being offered at that race site, that participant, with proof of “Dunker” training by another recognized sanctioning body, will be allowed to participate at that race only. However, that participant must be APBA SET certified prior to entry in any future APBA events.
 5. 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.
 - (d) Basic First Aid and CPR from a reliable certifying agency are highly recommended.

C. **Race Boat Ownership Requirements**

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.
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.
3. **Voting Rights** - The duly authorized representative of a partnership or corporation shall have all voting rights under the rules governing offshore racing.

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

A. Identification (Name and Number) & Hull Registration

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.
 2. **Annual Registration** - All race boats entered in a sanctioned race must be registered annually with APBA. Application is to be made to APBA national headquarters. Registered boats must display that number which has been officially assigned for the current racing year. The use of unauthorized numbers, unofficially assigned numbers or improperly registered boats is expressly forbidden. **Note: For 2012 there will be no APBA annual hull registration fee.**
 3. **Effective Dates** - Registrations and assignments of racing numbers become effective November 1 and are valid until October 31, unless rescinded or surrendered. When requested, the numbers of the previous membership year will be reassigned.
 4. **Replacement or Substitute Boat – See Awarding of Points (Section VI, Rules 8-9)**
 5. **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.
 6. **Annual Boat Registration Fees – See APBA membership application.**
- A. Numbers Criteria - All APBA Offshore Classes: Numbers on all race boats shall meet the following criteria:**
1. Numbers only, not more than 3 digits.
 2. Numbers must be:
 - a. Any whole number between 00 and 999 with the exception the number one ("1"). The Number 1 is reserved for the National Champion as designated by the ORC, and may not be used in any form by another boat in any class. 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.**
 - b. Strongly contrasting in color
 - c. A minimum of 24 inches tall with a minimum stroke of four inches
 - d. On both sides of the hull
 - e. On the deck
 - f. Legible for scoring purposes.
 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)

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:

B. 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 (regardless of sanctioning body) shall be awarded the number. The owner requesting the number must call and have the previous sanctioning organization confirm in writing the owner's earliest date of application for that number in that sanctioning body.

C. For Numbers in Use

- a. A number belongs to the owner of a boat and the owner may retain the right to that number as long as 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 an owner 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 as long as 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 Chief Referee, temporary race numbers may be assigned.

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, Chief Referee, Assistant Referee, Inspector, Chief Scorer, Medical and Safety Director and Risk Manager.

RULE 3 -- REFEREES

- A. **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.
- C. **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.
- D. **Duties and Responsibilities** -
 - 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.
 - 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. **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.
 - 4. **Multiple Roles** – Unless otherwise approved by APBA, 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.
 - 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.
 - 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
 - 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.

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;
- (b) A safe course is provided.
- (c) The event Chief Medical and Safety Director's Check List has been completed.

RULE 4 - INSPECTORS

- A. **Chief Inspector** - The Chair of the ORC shall appoint a category chief inspector who shall serve at the discretion of the Chair. The Chief Inspector shall be responsible for developing and implementing the category inspection plan, procedures, and protocols.
- C. **Presence at Events** – Each sanctioned event must have an 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.
- D. **Duties and Responsibilities** –
 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.
 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 Chief Referee.

RULE 5 - CHIEF SCORER

- A. **Chief Scorer** - The Chair of the ORC shall appoint a category Chief Scorer who shall serve at the discretion of the Chairman. The category chief scorer shall be responsible for developing and implementing the category scoring plan, procedures, and protocols.
- B. **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.
- C. **Duties and Responsibilities** -
 1. **Timing and Scoring** - The event chief scorer shall have full responsibility for timing and scoring the event.
 2. **Reporting Results** – The event chief scorer shall be responsible for posting all results of the Event in a pre-determined and announced location.
 3. **Registration at Events** – The Chief Scorer shall 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 7 - COMPETITION DIRECTOR

The Chair of the ORC may appoint a Competition Director.

RULE 8 - CHIEF MEDICAL, RESCUE & SAFETY DIRECTOR AND RISK MANAGER

- A. **Chief Medical and Safety Director** - The Chair of the ORC shall appoint a Chief Medical and Safety Director who shall serve at the discretion of the Chairman. The Chief Medical and Safety Director shall be responsible for developing and implementing the Medical, Rescue and Safety Plan, procedures and protocols for category.
- B. **Presence at Events** - Each sanctioned offshore race must have a medical, safety rescue and risk manager officer present.

C. **Duties and Responsibilities -**

3. **Support Personnel** – The event Chief Medical, Safety and Rescue Officer shall be responsible for assembling all support personnel necessary for the satisfactory execution of his duties and responsibilities.
4. **Race Day** - On the morning of each race, the event Chief Medical/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 Chief Referee must be notified immediately regarding the status of the racecourse.
5. **Local Officials** - The event Chief Medical/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 to insure that all APBA Offshore safety, medical and rescue requirements are met.
6. **Reports** - The event Chief Medical /Safety Director and Risk Manager must report any and all safety violations immediately to the event Chief Referee.

RULE 9 - UIM-OFFSHORE REPRESENTATIVE

The APBA Offshore Chairman or a representative approved by APBA ORC will represent APBA on the UIM Offshore Committee.

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.

RULE 3 - ENTRY FORM AND RACE CIRCULAR

- A. Following the issuance of an APBA sanction, APBA headquarters shall send to all appropriate and duly registered offshore racing members a race circular.
- B. **Eligibility for Points** - All classes with three (3) or more entries shall run for full points regardless of the number of entries.
- C. In cases with there are few than three (3) entries in a national class at a given event, the boats in the national class should be allowed, and encouraged, to enter the appropriate PRO-AM class.

RULE 4 · RACE ENTRY AND CREW REGISTRATION

- A. **Entry Fees** - Race entry fee amounts shall be established at the discretion of the conducting club.
 - 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 conduction club.
 - 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 conduction club.
 - 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. 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 conduction 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 Chief Referee before the start of the race, the boat will automatically be awarded last place points. The Chief 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.
 - 5. All entries to the race must be properly registered according to the procedures set forth by the APBA Offshore for that race.
 - 6. The Chief Referee’s decision shall be final.
 - 7. Last minute entries are at the discretion of the Chief Referee and or Chief Scorer.
 - 8. No boat may be launched for testing or race entry until all insurance waivers have been properly executed by all riding crewmembers.

C. Race Registration (On-Site)

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 Chief Referee. Entrants not completing all registration requirements prior to entering the racecourse on race day **shall be disqualified**.

2. Procedures – The following on-site registration procedures shall be employed at all Events:

- a. **Fees and Paperwork** – 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 immediately to APBA headquarters upon completion of the event.
- 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. The conducting club retains club fees.
- e. **Insurance Releases** - The event chief scorer and/or the registrar for the event shall make sure that all APBA /K and K / Conducting Club insurance releases/waivers are signed.
- g. **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

A. Requirements –

1. All race boats entered in a sanctioned race are subject **to a pre-race safety and technical inspection** by an approved Inspector.
2. The time and place of such inspection shall be published in the Driver's Packet.
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.
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. 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.

- B. **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 Chief Referee shall have the right to re-determine the entrant's class.
- C. **Pre-Race Technical Rules Violations** -
1. **Notice to Owner** - In the event that a pre-race inspection finds a technical rules violation the Chief 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.
 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.
 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.

B. UNIFORMS

1. **Defined** –
 - a. **Racing uniforms** – will consist of matching team T-shirts and slacks that simulate a jumpsuit or matching jumpsuits and will be worn on race days.
 - b. **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.

RULE 7 – ESTABLISHMENT OF DESIGNATED “PIT AREAS”

- A. **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:
1. **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.
 - a. 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.)

- b. Waste oil and fuel must be disposed of in a responsible manner by all race teams.
 - c. Signs shall be posted around all hot pit areas designating "No Smoking or Drinking of Alcoholic Beverages." Violation will subject offenders to disqualification.
 - d. Enclosed footwear is mandatory in the hot pit area.
 - e. 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").
 - f. 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.
- 2. **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.
 - 3. **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

- A. **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.
- B. **Compliance with Government Regulations** - Race Teams and Race boats shall be subject to all Coast Guard, Federal, State and local regulations during testing.
- C. **Compliance with APBA Rules and Regulations** – Race Teams must comply with all APBA rules and regulations established for each particular 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.
- D. **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 race course, 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.
- G. **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

- A. **Attendance** - Drivers' meetings shall be confined to riding crewmembers, boat owners and officials only. 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. All drivers and crewmembers attending any drivers meeting must wear a team uniform.

- B. **Meeting Times –**
- a. **Initial Driver’s Meeting** - There shall be an Initial Driver’s Meeting held at the time specified in the APBA race circular. Unless otherwise noted on the official APBA Offshore race circular, the Initial Drivers’ meeting shall be held at 5:00 PM the day before the race.
 - b. **Final Driver’s Meetings** - A Final 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.
- C. **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.
- D. **Unexcused Absences** - The Referee shall call the initial roll call at the beginning of both 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 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**.
- E. **Changes to the Event –**
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.
 2. The Referee may change the course, announce any permanent rule changes, temporary rule changes or amend the instructions for the event at any time prior to the start of a race provided that the teams are notified prior thereto.
- F. **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

- A. **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.
- B. **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.
- C. **Slots** - Slots may be established on the race course to aid in scoring or enhance the safety of the racers or spectators.
- D. **Spectator boats** – Spectator Boats are not allowed inside the course and may not be closer than 500 feet to the outside race lane.
- E. **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.
- F. **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.
- G. **Course Markers** –
 - 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. **Spectator Areas** – All designated spectator areas must be at least 300 yards from any check or turn boat.
- H. **Starting Chute** –
 - 1. **Minimum Width** - The minimum starting chute width shall be 100 yards.
 - 2. **Minimum Length** - The minimum starting chute length shall be one mile. There shall be a minimum of two (2) statute miles from the start line to the first turn. Race courses with less than two (2) statute miles from the start line to the first turn may be accepted with the approval of the event chief referee.
 - 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.***

I. Race Course Length, Width and Race Distances

1. **Course Length** – The courses shall be no shorter than 3.5 statute miles and no longer than 10 statute miles.
2. **Course Width** - The minimum distance from the racecourse to any fixed object shall be 50 yards and the minimum course width shall be 100 yards.
3. **Race Distances** –

Super Cat,	100 miles
Super Cat Light	80 Miles
Super Vee Unl.	80 Miles
P-1 Evolution	80 Miles
P-1 Super Sport	60 Miles
Super Vee Light	60 Miles
Super Stock –	60 Miles
Extreme Classes –	80 Miles
PRO AM Classes PX,1,2&3	60 Miles
PRO AM Class 4, 5	45 Miles

Note: All race distances are approximate and may vary as much as +/- 5% under normal race conditions. Some of the factors (but not limited to) that may affect the total race distance are lap length, wind, weather, water conditions or circumstances beyond the control of APBA Offshore. In all cases (except Section IV, Rule 2, paragraph F above), the Chief Referee shall make the final decision concerning race distances.

RULE 3 – PRACTICES AND PROCEDURES FOR CONDUCTING THE RACE

A. General

1. The procedure for each race will be announced at the mandatory drivers’ meeting(s.) All racers must adhere to this procedure.
2. All APBA Offshore regular season races shall consist of one (1) full distance race or two (2) separate heat races for each class. Classes may be combined in races to achieve spectator appeal in the event of low boat counts, etc.
3. When the heat race format is used, the total combined distance of the two heats for each class shall not exceed the total full distance races for said class as specified in these rules. Except as noted, any changes/repairs may be made to the boat, engine(s), drive(s) or propeller(s) between heats. **No adding of fuel and no addition or removal of weight 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. Heats shall not be delayed for a competitor that is not ready when their second heat is called.

4. 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.
5. 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. The Chief Referee shall be the sole determinant in cases of unfair competitive advantage or unsportsmanlike comments and his decision shall be final.

B. Flags

1. **Size** - All signal flags shall be a minimum of two feet by three feet.
2. **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 pits 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. **DOUBLE YELLOW** - Displayed by Pace Boat. Caution Lap is underway.
 - d. **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.
 - e. **GREEN** - Starts the race. When the pace boat displays the green flag, the race has officially started.
 - f. **CHECKERED** - Finish of race. Return to pits at a safe and prudent speed via rules of the road.

- C. 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 shall 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 race course 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 Race Course. No VIP rides of the Race Course may be given without permission of the Chief Referee, Chief Starter and Director of Race Control. Advanced Notification on all the above is required.

D. Starting Procedures:

1. Pace Lap / Flying Starts:

- a. Boats shall be led from the wet pits or a designated holding area to the race course 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) will 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 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 for each race of the season and the first race at the World Championships shall be determined by lottery.
- f. If at any time during the starting procedure a red flag is raised, the start has been aborted and all boats are to slow to an idle immediately. Boats should monitor VHF Channel 78A for further instructions.
- g. Rookie drivers and/or throttlemen must start 100 yards behind the field in their start. A rookie driver or throttleman is defined as a new driver or throttleman or any driver or throttleman that has not competed in an offshore race sanctioned by a recognized sanctioning body during the last 5 years. The Chief Referee shall be the sole determinate as to whether or not the rookie driver or throttleman shall be cleared to start with their class at the next event or start 100 yards behind the field again.

2. Milling Group / Pace Boat Starts:

- a) **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 around the course** as announced by the event Chief Referee at the Final Driver's Meeting.
- b) **Milling Area – Immediately following the parade lap 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.
- c) **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 race course (towards the fleet) from the time that it arrives at the milling location until the start of the race.
- d) **3 Minutes to Start Signal (Orange Smoke)** - Orange smoke and 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. The Start –

- a. The official pace boats will start all classes individually, or grouped as announced at the drivers' meeting.

- b. The pace boat shall drive a course closest to one side or the other of the chute.
 - c. 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.
 - d. All race boats shall stay on the designated side of the pace boat.
 - e. Subsequent starts shall be made in the identical manner by pace boats 2 and 3 respectively.
 - f. If pace boat 1 is used for subsequent starts, it will return and pick up the fleet without crossing the race course. 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.
 - g. The race boats in the subsequent starts should start forming a line at idle speed to meet the pace boat for their start.
 - h. The drivers are to establish a safe zone behind the pace boat of 100 ft. and assure a safe distance between boats.
 - i. The pace boat determines the actual start by simultaneously dropping the yellow flag and raising the green flag.
 - j. 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.
 - k. Racing may only begin when the green flag is raised; however, the official start for timing purposes is when the first boat crosses the starting line.
4. **Heat Races – Second Heat Flying Starts**
- a. 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.
5. **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.
6. **Accidents during starting procedure -**
- a. In the event an accident should occur during the start or prior to the first turn/check point, the race may be stopped for safety reasons at the discretion of the chief referee. Any boat stopping to aid at the scene of the accident prior to the first turn/check point will be awarded only the time lost if the race is *not* stopped.
 - b. 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.
 - c. 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.
7. **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.

8. **Rookie Starts** -- A new driver (rookie) in any race must start 100 yards 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.

E. Racing Rules of the Road

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.
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. **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.
4. **Bearing Away** - A boat shall not bear out of her course so as to hinder another in passing to starboard or port.
5. **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.
6. **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.)
 - (a) 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. 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.

8. **Violation of any of the above rules** shall result in **three (3) minute penalty**.

F. Caution Periods – (Yellow Flag Racing)

The Yellow Flag may be used to indicate problems on the race course and/or a caution lap led by the pace boats. During a caution lap, all boats shall assume a single file formation behind the pace boats and follow the pace boats according to the instructions outlined below:

1. The Chief Referee is the only one that can direct a caution lap.
2. A caution lap is signaled by a double yellow flag flown by the pace boats, and if possible, a yellow flag at all checkpoints.
3. One pace boat will intercept the leader of each class at the start finish line or as soon as possible.
4. The lead boat in each class will slow down and fall in behind the pace boat.
5. All other boats must immediately slow to a safe speed (50-60 mph) and assemble in order in single file behind the class leader and the pace boat. Boats must be at least 50 feet behind the boat in front of them, but may be offset to either side to avoid the roostertail.
6. Boats will be contacted by race control on VHF Channel 78A and given their official position.
7. Each boat that is in the race is required to join its respective class in the position that it held prior to the caution lap unless they are having mechanical difficulties and cannot keep up the pace..
8. Boats shall not pass a competitor in their class during a caution lap unless that competitor is obviously experiencing mechanical difficulties (slower) and running on the outside of the course.
9. Any boat that is in the wrong position when the race is re-started shall be penalized one (1) lap.
10. All laps run under CAUTION count toward the required number of laps to finish the race.
11. Once the accident or reason for the caution lap is cleared, the pace boats will lower one yellow flag and lead each class to the original starting area.
12. When all boats are properly lined up in single file, the pace boats will lower the single yellow flag and simultaneously display the green flag to signal the re-start of the race.
13. Boats must start from the single file position and shall not “charge” the pace boat during the restart of the race.
14. If a race is ended under CAUTION, boats will be scored according to their position held one lap prior to the commencement of the caution lap.
15. The Chief Referee may alter this procedure at race sites in order to accommodate any special conditions that may exist at that site.

G. Scoring (Negotiating the Race Course) -

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.

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. **Legal Starts** - All boats must make a legal start within their class in order to receive finish points.
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.
5. **Missing a Turn** - 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.

H. Course Infractions

1. No Protests

- a. 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.

2. Appeals

- b. 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.

I. Finish-

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.**
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. 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.

J. Emergency Race Stoppage Procedures

In the event that 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:

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.
2. Should the race have to be stopped at any other point on the race course, 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. Emergency race stoppage by pace boat, Race Committee or Medical and Safety helicopter may occur at the discretion of the Referee.
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.
5. Only the Referee or assistant referee has authority to stop an event.

K. Postponements

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.

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 shall be permitted provided that only minor consumption occurs.

RULE 3 - POST-RACE TECHNICAL INSPECTIONS

A. Post Race Technical Inspections

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 shall result in a fine, time penalty or disqualification or any combination of the three penalties at the discretion of the Chief Referee. A list of approved inspectors shall be issued annually APBA.
2. **Inspector's Discretion** – The event chief inspector has to the discretion to develop and implement an Inspection Plan for each Event, and may vary the items and boats to be inspected at each Event. The event Chief Referee may also direct the Inspectors to conduct an inspection of any competing race boat.
3. **Final Results** - No prize moneys or points shall be awarded until the legality is confirmed by the Inspector(s) to the Referee.
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.
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.
 - i. **First or Second Offense** – A first offense of a technical nature during a post race inspection shall result disqualification from the event.
 - ii. **Subsequent Offense(s)** - A subsequent offense(s) of the same nature at anytime during the annual racing registration of the boat in question will result in mandatory disqualification from the event and suspension for sixty (60) days.
 - iii. **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

After posting of unofficial results, within one hour thereof, a protest of the results may be made to the Referee. If heard, the results are final. (No fee is required.) If no protests are filed within the one-

hour limit then the results are considered official and may not be appealed. The ORC shall have the power to review any and 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.

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 Chief Referee is final.
2. Racers have the right to protest Technical rule violations within their class.
3. All protests must be in writing, state which rule has been violated, and accompanied by the correct protest fee. The protest must be signed by the legal boat owner.
4. All protests must be filed with the Chief Referee within one hour of the posting of the unofficial results. Protests may NOT be filed with any other APBA Offshore officials, officers or ORC. If a competitor is unable to file the protest within the allotted time due to unavoidable circumstances, he/she may notify the Chief referee by radio or phone of their intent to file a protest. The Chief 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 Chief Referee.
5. The Chief 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.
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.
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.
8. A protest may be filed at any time between the completion of the pre-race inspection and one hour after the posting of unofficial results for that class.
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.
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, all awards 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.
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

- A. **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.

- C. **Written Filing** – All protests must be filed in writing with the event chief referee.
- D. **Timing** - Protests must be filed in writing with the Referee not later than one hour after the completion of that race along with the required protest fee.
- E. **Specifics** - All protests shall state which rule was violated.
- F. **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.
- G. **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.
- I. **Supervision by APBA Official** – In the event of a teardown 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.
- J. **Fees** – protests must be accompanied by the proper fee in accordance with the following schedule:
 - 1. \$1000.00 for a Stage I protest.
 - 2. \$2500.00 for a Stage II protest.
 - 3. \$5000.00 for a Stage III protest.

RULE 6 - TEAR DOWN PROCEDURES -

A. FOUR CYCLE ENGINES -

1. Stage I - \$1000.00

- (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.

2. Stage II -\$2500.00

- (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.

3. Stage III -\$5000.00

- (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.

B. Two Cycle Engines

1. Stage I -\$1000.00

- (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.
- 2. **Stage II -\$2500.00**
 - (a) The owner or his crew shall remove the powerhead, exhaust plate, and lower unit from the center section, and also 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:

A. Course Infractions –

- 1. **Observed Infraction** - No course infraction penalty shall be assessed to any competitor unless an APBA official has observed the infraction.
- 2. **Reckless Driving** - Recklessly endangering any craft, patrol boat, medical boat, spectator boat, person, or property shall result in disqualification from the event.
- 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.
- 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 minute penalty and a \$750.00 fine paid to the conducting club.
- 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 and/or disqualification from the event.
- 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. **Start Violations** Infractions of starting rules are as follows:
 - a. Jumping start - 1 minute
 - 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.
- 8. **Outside Assistance -**
 - (a) 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 a 3 minute penalty.

- (b) 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.
 - (c) Any type of radio or cell phone communication from any aircraft to any race boat, other than absolute emergency safety information, shall be considered outside assistance and shall result in a 3 minute penalty. Radio communications from shore crews shall be allowed as long as the communications are conducive to the best interests of offshore powerboat racing and do not contain un-sportsman like comments or interfere with Race Control private channel, VHF or aviation frequency radios.
 - (d) In the event a competitor records a radio or cell phone conversation between an aircraft or shore crew and a race boat which violates this rule , the competitor may file a protest and submit the recording as evidence to the Chief Referee within one hour after the posting of the results. The Chief Referee will then issue a ruling as to whether the recorded communication violated this rule.
9. **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.
10. **Unsportsmanlike Conduct** –
- (a) Verbal abuse, physical assault or improper conduct toward a race official – up to \$1000.00 fine and disqualification from the event plus suspension from APBA Offshore for one year. The decision of the Chief Referee shall be final.
 - (b) 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.
 - (c) Any violation of the published APBA rules and regulations that is considered by the Chief Referee to be of major importance, consumption of alcoholic beverages on race day prior to the awards presentation, 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 Chief 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 race course, verbal abuse, public 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.) shall be considered unsportsmanlike conduct.

11. YELLOW CARD SYSTEM

1. The referee (or assistant referee) may give a yellow or red card to a driver for

- behavior at the race site during the sanction period.
2. A yellow or red card will be confirmed by the referee on the appropriate APBA form, which will be transmitted to the APBA office within three days. The cards become a permanent record at the APBA Headquarters.
 3. A yellow or red card may be protested to the race committee. A negative response can be appealed according to APBA appeal rules.
 4. 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.
 5. 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.
 6. 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 reasonably compete, and his next championship (divisional or national championship) or race series event. Then all existing cards are removed.
 7. All cards must be reported to the APBA office within three days of delivery to the driver.
 8. If a driver receives a third valid yellow card or a red card and is suspended from participation, the APBA office will notify the driver's region chairman, club commodore and category chairmen, and post the suspension notice on the APBA website.
 9. Cards and penalties in effect extend into the following season.
 10. The area designated as Race Control is only accessible to APBA Offshore Officials. No Race Teams, including owners or crewmembers are permitted in Race Control, unless requested to come to Race Control by the Chief Referee or the Director of Race Control. Any visitors, media, photographers, promoters, sponsors, or non-working Government Officials, may visit Race Control on Test Day, only with the permission of the Chief Referee or the Director of Race Control. Race Day visitors must have permission from the Chief Referee. Race control is open prior to and after Testing and Race Day. Failure to leave Race Control when requested to leave, may result in fines or disqualification for race teams.
 11. **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

- A. **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.
- B. **Hearings** - The Committee shall afford the accused a hearing on all charges. At the discretion of the Offshore Chairman a committee may be appointed by the Chairman 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.
- C. **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.

- D. **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.
- E. **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.

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.

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

Order of Finish	Points Awarded	Order of Finish	Points Awarded
1.....	100	11	50
2.....	95	12	45
3.....	90	13	40
4.....	85	14	35
5.....	80	15	30
6.....	75	16	25
7.....	70	17	20
8.....	65	18	15
9.....	60	19	10
10.....	55	20	5

B. Points Awarded For APBA Offshore Non Heat Races

Order of Finish	Points Awarded	Order of Finish	Points Awarded
1.....	100	11	50
2.....	95	12	45
3.....	90	13	40
4.....	85	14	35
5.....	80	15	30
6.....	75	16	25
7.....	70	17	20
8.....	65	18	15
9.....	60	19	10
10.....	55	20	5

C. Points Awarded For APBA Offshore Heat Races (2 Heats per Class)

1. **To use the chart below:** (for each boat in the heat)
 - a. Locate the finish position for the first heat in the column on the left side of the table.
 - b. Locate the finish position for the second heat in the row across the top of the table.
 - c. Where the row and column intersect to the right and below, read the order of finish points.
 - d. This establishes the order of finish.
 - e. Once the order of finish is established, finish points are assigned in the normal manner. i.e.: 100 points for first, 95 for second, 90 for 3rd, etc.

TO DETERMINE ORDER OF FINISH FOR TWO HEATS:

(Note: This is to determine order of finish only. NOT FINISH POSITION POINTS)

		Second Heat									
First Heat	Finish Position	1	2	3	4	5	6	7	8	9	10
		1	200	195	190	185	180	175	170	165	160
	2	195	190	185	180	175	170	165	160	155	150
	3	190	185	180	175	170	165	160	155	150	145
	4	185	180	175	170	165	160	155	150	145	140
	5	180	175	170	165	160	155	150	145	140	135
	6	175	170	165	160	155	150	145	140	135	130
	7	170	165	160	155	150	145	140	135	130	125
	8	165	160	155	150	145	140	135	130	125	120
	9	160	155	150	145	140	135	130	125	120	115
	10	155	150	145	140	135	130	125	120	115	110

D. For races consisting of more than two heats, the overall finish shall be determined base on the total points scored during all heats of the event.

1. Once the order of finish is established, finish points are assigned in the normal manner. i.e.: 100 points for first, 95 for second, 90 for 3rd, etc.

E. Ties (All Racing Series Consisting of Two or More Heats)

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 Chief 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.

F. Reporting Race Results – Event Chief Scorer’s must submit results to APBA headquarters from races within fourteen (14) days of the completion of the event.

RULE 6 – NON-TRANSFERABILITY

For all sanctioned APBA Offshore races, APBA National headquarters will tabulate points for the racing year commencing November 1 and ending October 31. 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 7 – 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.

RULE 8 – 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 9 - 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 10 – NEW NON-SUBSTITUTE OR REPLACEMENT HULLS

If a registered hull is replaced during the racing season, and paragraphs 8 and 9 are not applicable, then the new hull must pay a new hull registration fee and shall start over in points accumulation.

RULE 11 - Qualification requirements for championship races transfer to new, substitute or replacement hulls as long as all requirements of the above rules are met.

RULE 12 - 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.

RULE 13 – ACCIDENT ENCOUNTERS

The first racing craft to encounter an accident scene may stop to render assistance (and notify Race Control on 78A). If the finishing points of the assisting boat is thereby compromised, the craft shall be awarded the points outlined as follows:

- A. **First Boat to Stop** - When one boat stops to assist another boat in trouble: the boat that stops to assist receives points for the position it was in at the scoring point just prior to when they stopped.
- B. **Points and Prize Money** - That boat that actually finishes in that place receives the same amount of points as the boat that assisted, and they split any prize money that would normally be awarded to either or both of the boats.
- C. **Scoring Instructions** - The position the assisting boat actually finished in is skipped. For example, A-1 stops to help at an accident, and at that point he was in third place. There were seven boats running in the class, and A-2 actually finishes third. A-1 and A-2 both receive third place points, and they split third place prize money. The position A-1 actually had been scored in for the finish would then be omitted from the final standings.
- D. **Awarded Time** - If the boat should continue on racing after assisting and if the time out of the race is verifiable, the time out may be taken off to determine their finish. This decision is at the discretion of the Referee and may not be protested or appealed.

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

- A. **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.
- B. **Trophies** - Trophies will be awarded to the first three drivers in each class.
- C. **Prize Money** -
 - 1. **Optional** - Prize money at all races shall be optional.
 - 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.
 - 4. **Optional Prizes** - The sponsoring organization may designate any special prizes or cash awards.
 - 5. **Minimum Number of Boats in a Class** - There must be a minimum of one boat to establish a class. Any undistributed prize money shall be returned to the conducting club.

SECTION VIII – CHAMPIONSHIPS

RULE 1 - Offshore National Championship Event: One national championship event may be held each year. All APBA offshore classes must be invited to participate at this event. APBA will award double points for an APBA Offshore National Championship event. (There is no requirement that an APBA Offshore National Championship event be held.)

RULE 2 - National High Point Championship:

1. 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 plus the points awarded for the APBA National Championship Race plus shall be declared the national champion in its class.
2. The boat in Super Cat or Super Cat Light that accumulates the most regular season points at National races plus national championship points may display the number “US-1” during the following season. The boat earning the US-1 title must have attended $\frac{3}{4}$ of the regular season races and actually run or compete in the APBA National Championship race.
3. National Champions in all other APBA Classes shall display their regular racing numbers and National Champions Shield furnished by APBA.
4. The number “US-1” is an honorary award signifying the overall national champion and may be displayed for the racing year following the winning of the national championship title. Honorary numbers must be removed after one year unless that honor is earned again.
5. In order to be declared the National Champion in any class, the boat must have attended a minimum of $\frac{3}{4}$ of the regular season races and actually run or compete in the APBA National Championship race. For purposes of clarification, “attended” shall mean the boat, driver and throttleman were 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)
6. In case of a tie, see the current rule Section VI, Rule 1, paragraph C – “Ties”.

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.)

1. 2011 Offshore Divisions:

East: All states east of Texas, Oklahoma, Kansas, Nebraska, South Dakota and North Dakota.

West: All states west of Texas, Oklahoma, Kansas, Nebraska, South Dakota and North Dakota including Texas, Oklahoma, Kansas, Nebraska, South Dakota and North Dakota

RULE 5 - APBA/UIM World Championships

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

1. To qualify for the APBA Offshore World Championship, a boat must have participated in a minimum of two offshore events sanctioned by any nationally or world recognized sanctioning body between January 1 and October 31 of the current racing year. The same driver and/or throttleman must have competed in the same hull (or a hull that qualifies under Rule 27, Section C of these rules) in the same or equivalent class in which they are entered at the world championship event.

2. Only classes currently defined in the APBA Offshore rules shall be eligible to compete for World Championship titles.
3. APBA Offshore World Championships shall consist of a minimum of two separate races. Both races shall be full distance races in accordance with these rules unless one or both of the races is shortened by the Chief Referee for safety or reasons beyond control of the APBA Offshore.
4. Each race shall be scored in accordance with section IV, Rule 4, Section F, paragraphs 1 and 2 of these rules. The points from each race shall be added together and the boat in each class with the highest total number of points for both races shall be declared the World Champion in that class.
5. 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 Chief 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. 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. In the event that both races are cancelled, then no World Champions will be declared for that year.
7. Entry fees for all races are established by the APBA ORC each year. The entry fee for the APBA Offshore World Championship shall be equal to two times (2X) the entry fee for a regular season event.
8. In the event that a boat is declared unsafe or damaged beyond repair (as certified by the Chief Inspector and/or the Chief Medical 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. Assuming two days of testing and two days of racing, refunds (credits) shall be made as follows:
 - a. 100% of entry fee only prior to launching the boat or any testing on the first day
 - b. 75% of entry fee only after first day of testing
 - c. 50% of entry fee only after first day of racing
 - d. 25% of entry fee only after second day of testing

SECTION IX - OFFSHORE TIME TRIALS (SPEED RECORDS)

RULE 1 - SANCTION

Any APBA regular member Club may conduct time trials. APBA will not approve a sanction for a time trial for a single boat. 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 of the expenses of sanction and conduct of the event.

RULE 2 - ELIGIBILITY

A. Qualifications -

1. **Classes** - All APBA Offshore classes are eligible to compete for records at sanctioned Offshore time trials.
2. **Riding Crew Members and Boat - For 2012 and 2013, 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.**
3. **Substitute or Replacement Boats** - Unqualified substitute or replacement hulls, regardless of serial number, are not eligible for records. In order 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.
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

- A. **Length** - For a valid record to be established the course upon which the time trial is conducted must be a minimum of one kilometer.
- B. **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 of APBA. The course shall be measured by triangulation. 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 of the APBA and forwarded to National Headquarters with the results of the speed runs.

- C. **Fixed Landmarks** - For the purpose of a record, only courses based on fixed land marks are recognized.
- D. **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.

RULE 4 - TIMING AND SCORING EQUIPMENT AND PERSONNEL

For a record to be valid the timing of the time trial must be calculated using the APBA-Kiekhaefer Scanner System, Stocklin-Region 10 Scanner Time, Region 11 Scanner Timer, Eastman Scanner Timer, Utah Speedboat Association Timing Subcommittee, or other APBA approved timing system, 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 APBA Timing and Timing Equipment Subcommittee and shall be stated in these rules upon subsequent printing of the Rulebook. The basic components of record timing systems must include, but are not limited to the following:

- A. **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 said scanner or photoelectric devices is as specified on the Time Trial Representative's Report Form.
- B. **Timing System** - A timer system, consisting of at least two (2) electronic digital, or one (1) electronic and one (1) mechanical, or (2) mechanical stop watches, 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

- A. **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. The sum of the speeds for the two runs shall be computed and this sum shall be divided by two. The quotient will be the average speed of the boat in miles per hour. (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.
- B. **Aborted Runs** - If during the course of 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 one time in each direction without penalty.
- C. **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 entry is scratched.
- D. **Riding Crew Members (Minimum Number)** -A minimum of two persons must be in each boat during a time trial pass.
- E. **Starts** - All starts shall be "flying starts" and the timing will commence when the bow of the boat crosses the starting line.
- F. **Running Order** - Order of running shall be either by lot or by order of entry.

- G. **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.
- H. **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 Medical and Safety Director. A licensed A.L.S. ambulance must be present at the site during all speed runs and testing. A Medi-Vac A.L.S. helicopter is strongly recommended.

RULE 6 - OFFICIAL RECORDS - REQUIREMENTS

- A. **Speed Differentials** - No record shall be awarded unless the new speed equals or betters the previous speed multiplied by 1.003.
- B. **Committee Approval** - All records must be approved by the ORC to become official.
- C. **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.
- D. **Presence of Referee** - No official records shall be awarded unless an official Referee is present.
- E. **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

A. Technical Rules

1. Subject to any rule freezes, Technical Rule Changes may be initiated in one of the following ways:
 - a. By a current registered equipment owner (rule changes must be for his/her class only)
 - b. 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)
 - c. By the ORC
 - d. By the Technical Chairman
 - e. By the Chief Referee

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

2. Proposed rule changes shall be submitted to the Technical Chairman and/or Chief Referee for review and comment. Upon review of a proposed rule change, the Chief Referee and Technical Chairman shall draft the proposed rule change and submit it to the ORC for approval.
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.
4. Technical rule changes must be voted on and approved by a simple majority of the current ORC.
5. Technical Rules for the upcoming racing season shall be voted on and approved by the ORC between the day after the completion of the World Championships and February 1st of the New Year. Note: The ORC, at its discretion, may approve proposed rule changes past the February 1st deadline and still be effective for the new racing season as long as at least 60 days shall have passed between the final date of approval and the first race of the season.
6. Technical rule changes may be made at anytime during the racing season, but will not become effective until January 1 of the following racing season. (for exceptions, see paragraph 7 following immediately below)
7. Technical Rules may be changed during the season **only** if 100% of the currently registered equipment owners in the affected class petition the ORC for an immediate change.
8. Rule freezes may be lifted or changed only by a 100% majority vote of the current class members and a 100% majority vote of the ORC.
9. Upon approval by the ORC, any rule change shall become effective in accordance with these rules.
10. 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.

B. General Racing Rules

1. General racing rule changes may be initiated at any time in one of the following ways:
 - a. By the Chief Referee
 - b. By a current member or group of members in good standing of APBA Offshore

c. By the ORC

2. The ORC shall be responsible for approving all General Racing rule changes. ORC approval is accomplished by a simple majority vote of the Board. No rule change shall be considered final until approved by the ORC.
3. Upon approval by the ORC, said rule change shall become effective immediately, or at such time as the approved rule change shall specify.

SECTION XI – OFFSHORE DRAG RACING

A. General

1. Offshore Drag Racing is intended as a spectator friendly and entertaining drag race competition between two boats. Similar boats (Classes) are paired by a lottery drawing of numbers. Boats shall not be timed, speed recorded or scored other than “win” or “lose”. The winner of a match will stay on course and continue running until they are beaten or all remaining boats in the class have been beaten. The winner of the last “pairing” shall be considered the winner of the match and therefore entitled to all bragging rights until the next match. Trophies furnished by the race sponsor are optional.
2. Offshore Drag Racing is open to all regular classes of APBA Offshore. Pro-Am boats shall be allowed only at the discretion of the Chief Referee, Chief Medical and Safety Director and Technical Inspectors. Boats must meet all safety and technical requirements as set forth in the current APBA Offshore rulebook..
3. Fuel is limited to gasoline only – Octane as specified in the various class rules. 116 Octane Maximum for Cat Extreme Class. No Nitro, Alcohol or Exotic Fuels allowed. Fuel must pass standard APBA Offshore fuel test.
4. Participants must register for Offshore Drag Races during the regular posted hours of registration at any event.
5. Entry fees up to \$250.00 per event may be charged.
6. There shall be two (2) persons in each boat. No more, no less.
7. Minimum age of participants is 18 years of age.
8. Participants must be either a full annual or single event members of APBA Offshore in good standing.
9. Boats must pass safety and technical inspection as performed by APBA Offshore safety and technical inspectors and meet all current APBA Offshore safety requirements.
10. Participants must attend all drivers’ meetings and answer roll call.
11. Participants must have a current DOT or FAA physical. The Chief Medical and Safety Director shall have the authority to excuse participants joining APBA Offshore for the first time at the race site for that event only.
12. Participants must wear helmets and life jackets that meet or exceed APBA Offshore requirements. The decision of the Chief Medical and Safety director shall be final.
13. APBA Offshore reserves the right to change the Offshore Drag rules at any time for safety or competition reasons. Any changes must be approved by the Chief Referee and Chief Medical and Safety Director and may be temporary or become permanent. All participants must be notified of any changes prior to the beginning of the event.

B. Course

1. The course shall be 150 feet wide and approximately 1.75 miles in length including the 0.75 mile shut down area. The actual race distance shall not exceed 1.0 mile in length under any circumstance.
2. Course must be straight. No curves or turns.
3. The first 0.25 mile shall be considered the staging/starting area.

4. There shall be two (2) lanes. Each lane shall be 50 feet wide. The two lanes shall be separated by a distance of 50 feet.
5. There shall be an orange buoy at the beginning and the end of the first mile of the course. The orange buoy at the end of the course shall be considered the finish line.
6. Center course markers are optional.
7. There shall be a minimum of 0.75 mile after the end of course marker (finish line) designated as a shutdown area.
8. Spectators shall not be allowed within 500' of the course or shut down area on either side.

C. Procedure

1. Participants in each class having more than two (2) entries shall draw numbers at the first drivers meeting.
2. Numbers shall be sequential and range from 1 to x. (x =the number of boats within that class).
3. Participants numbers 1 and 2 shall comprise the first match.
4. A pace boat will stage the participants in their lanes in the staging area.
5. When both participants signal that they are ready, the pace boat shall display a yellow flag and bring the boats up to a maximum of 60 MPH. The pace boat shall be positioned between the two boats.
6. As soon as the boats are lined up, the pace boat shall display a green flag and broadcast over VHF Channel 78A "Green Flag". Upon this signal the boats shall begin the race to the other end of the course.
7. The Chief Referee or his designee shall be stationed at the end of the course and display a checkered flag as the winner crosses the finish line.
8. The first boat to cross the finish line at the end of one (1) mile shall be declared the winner of that match.
9. Both boats must shut down immediately and stay within the designated shutdown area until they have reached a safe speed at which they can safely exit the course.
10. The winner of the match shall return to the designated starting area and prepare for the next match.
11. The loser of the match shall return to the pits.

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

- A. **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.
- B. **Requirements** - Each Race Producer shall be required to provide the following:
 1. **Safety Check-off Sheet** - Complete and return the APBA Offshore Pre-Race Safety Check-off Sheet to the Chair of the APBA ORC 30 days prior to the event.
 2. **Required Personnel** -
 - a. **Race Medical Director** – An emergency medical technician (EMT), or local equivalent, shall serve as the Race Medical Director. (Note: This is a minimum standard.)
 - b. **Emergency Rescue Personnel** - A minimum of 8 (eight) experienced and certified underwater dive/rescue personnel, appropriately equipped for course placement at the direction of the event chief referee.
 - c. **Emergency Medical Personnel** - A minimum of six (6) EMT’s and/or RN’s and/or Paramedics assigned for the Pre-Race Morning Physicals. All personnel are required to report to the posted location 30 minutes prior to the posted time of the physicals.
 3. **Required Facilities** -
 - a. **Ambulances** - A minimum of (2) 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 Medical and Safety Director in concert with the local race physician and local EMS.
 - b. **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 Medical and Safety Director, 4 of which are A.L.S. equipped and staffed.
 - c. **Patrol and Tow Boats** – A minimum of ten (10) Patrol and Tow boats on the racecourse at all times or more if conditions warrant as determined by the APBA Offshore Chief Medical and Safety Director.
 - d. **Hospital** - An assigned trauma receiving hospital duly notified and equipped.

APBA OFFSHORE EQUIPMENT GENERAL SAFETY RULES

Note: Safety Rules are not protestable. Competitors may not protest other competitors with regards to non-compliance with APBA Offshore General Safety Rules.

SECTION I – 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)

- (A) **Lavin Guidelines** – The reinforced restrained cockpit systems used in all boats with seat restraints (open or closed cockpit) should be constructed in accordance with the latest Mark Lavin Foundation R.R.C./E.R.C. Cockpit Guidelines. (“Lavin Guidelines”) It shall be the sole responsibility of the owner of the race boat to maintain a copy of the applicable Lavin Guidelines.
- (B) **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 Referee, Competition Director and Chief Medical 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.

RULE 3 – ALL BOATS

- A. **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 APBA Offshore prior to being used in competition. Standard marine production seats are prohibited.

SECTION II – 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.

- A. **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.
- B. **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. An Offshore survival kit, or other similar kit to consist of:
 - a. Soft Plastic floatable-air tight 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
 - 2. 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.

3. Minimum 100 feet of suitable tow line
4. Inflatable dinghy with bottle inflation large enough to carry all riding members of the crew.
5. One (1) Emergency in Position Indicating Radio Beacon (EPIRB) type "C" in working order is highly recommended.

6. **Storage of Safety Equipment –**

- a. 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.
- b. 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.

C. **Personal Safety Equipment -**

1. **"Cool Suits"** - may contain any proven safe fluid or gas cooling agent other than Freon.
2. **Cervical support devices** - may be worn in RRC's and ERC's subject to approval of the APBA Offshore Chief Medical and Safety Director.
3. **Footwear** - All participants and crewmembers must wear closed footwear when working in the pit area or riding in boats.
4. **Eye protection** - shall be mandatory for all racing and be constructed of shatterproof material. Eyeglasses shall not be accepted as eye protection.
5. **The Referee** - or Inspector may prohibit use of any equipment he deems unfit for service.
6. **Violation** - of safety rules will result in disqualification.

D. **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 manor. 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. All decisions of the Chief Referee are final.

1. **Helmets** – Anytime an APBA Offshore registered race boat is being operated on plane or within 250' of an active race course 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.

2. Helmets must meet the specifications set forth by any of the following: Department of Transportation, American National Standards Institute, Inc., Snell, or military specification helmet designed from military aircraft—Mil-Spec helmets CGFLA100, LH050, LH150; Gentex HGU84P) and Peltor helmets (Rally Pro EN ECU 04 or 05) are acceptable. Helmets may display logos and/or decals on the lower 50% of the helmet for promotion purposes. Ultimately, all helmets are the responsibility of the wearer.
 - a. The upper half (1/2) 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.
 - b. The Chief Referee / Chief Medical and Safety Director shall disallow any helmet that he deems unfit for the rigors of offshore racing.
 - c. The Chief Referee / Chief Medical 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. **Life Jackets** - Anytime an APBA registered race boat is being operated on plane or within 250’ of an active race course at or away from a sanctioned event, all riding crewmembers must wear an approved life jacket.

A. General Requirements:

1. All life jackets must have permanently affixed labels from the manufacturer or re-certifier stating the manufacturer’s or recertifier’s business or company name and the date of manufacturer or re-certification of the life jacket.
2. All life jackets must be re-certified every three (3) years or sooner if they show signs of damage or abnormal wear. The Chief Medical and Safety Director’s decision on more frequent re-certification shall be final.
3. The Chief Referee / Chief Medical and Safety Director shall disallow any life jacket that he deems unfit for the rigors of offshore racing.
4. The Chief Referee / Chief Medical 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)

B. For the Restrained Cockpit - (All Classes Except P-1 Supersport and Pro-AM)

1. Category Type C (Note APBA Offshore allows only type C in restrained cockpits)
2. Lifejackets are approved for use in a restrained cockpit that employs a supplemental life support (air system) as required by APBA.
3. All straps and components of the life jacket must be present on the life jacket as manufactured.
4. The inflatable type C vest must be of independent twin cell construction and have 2 means of inflation with one being oral inflation.
5. When inflated, the vest must be capable of self righting and floating an unconscious person with a minimum of 35 pounds of buoyancy.
6. No auto inflating, positive buoyancy or inflatable pouch type vests are allowed.
7. All life jackets when inflated must be international orange or yellow.

C. For the Unrestrained Cockpit – (P-1 Supersport and Pro-AM Classes)

1. Category Type A is required for P-1 Supersport Class and OSS Pro-AM Classes 3 and 4.

2. Category Type A-100 is required for Pro-AM Classes 1 and 2 (Note: Category A-100 is also approved for use in Pro-AM Classes 3 and 4)
 3. Lifejackets must be designed for racing, including leg straps or thigh skirts securely attached to the jacket.
 4. 70% of the upper portion of all lifejackets and skid collars must be orange or yellow in color.
 5. There must be a minimum of 1/4" thickness of impact material covering the back and sides of the lifejacket.
 6. All zippered seams must be covered by Velcro or similar safety tape.
 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.)
 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.
 9. Lifejackets must be equipped with skid collars. The skid collar must contain a single piece of Ethofoam 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.
4. **Suitability of Safety Equipment** - 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 Chief Referee/Medical 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.
 5. **Refusal of Entry** – The Chief 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.
 6. **Pit Areas** – (See Section III, Rule 7)
 7. **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:
 - a. Spectators must be kept back a minimum of 50' from any boat being fueled / defueled in the dry pits.
 - b. Absolutely no smoking within 50' of the boat during the fuel transfer process.
 - c. Permanent fuel tanks in the boats and temporary tanks used to fill the boat must be grounded during fuel transfer process.

- d. 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.
- e. 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.
- f. Fire extinguishers must be re-certified and dated each year.
- g. Fire extinguishers may not be more than 5 years old.
- h. 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.

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 against the violator. Fuel transfer violations must be observed by an APBA Offshore Official in order to penalize the violator. The decision of the Chief Referee shall be final on all fuel transfer penalties.

- 8. **Fuel Cells** - are highly recommended for the storage of fuel in all race boats.
- 9. **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. **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.
- 11. **Pace Boats** – A minimum of two (2) and preferably three (3) pace boats is 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 of 5 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 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 Chief 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.
- 12. **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 so as 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 as long as 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 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 shall be levied by the Chief Referee upon offending crewmembers.
- 13. **Tie Bars** - All boats running twin outdrives must have an external tie bar constructed and attached to withstand stresses created in offshore racing.

14. **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.
15. **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.
16. **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.
17. **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.
18. **U.S. Coast Guard Compliance** – All race boats must comply with current U.S. Coast Guard regulations.
19. **Bow Eyes** – All boats must be equipped with a permanently installed bow eye suitable for towing said craft.
20. **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, 1/4" 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.
21. **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.
22. **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 so as 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.
23. **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.
24. **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.

25. **Propeller Safety** – All boats parked in the dry pits must have propellers removed or covered with prop covers so as to prevent injury to any persons. Spare propellers, installed on the hull, shall be covered by an inflexible protective shield.
26. **Grab Handles** – All boats must be equipped with closed end grab handles on the transom to facilitate rescue personnel or riding crew members boarding from the water.
27. **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.
28. **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.
29. **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.
30. **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 Chief Medical and Safety Director prior to the event.
31. **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.
 - a. Intoxicated is defined as “under the influence of:”
 1. Alcohol
 2. Controlled or illegal substances including (but not limited to) narcotics, depressants, stimulants or hallucinogenics.
 3. 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.
32. **Intoxication** – Intoxication within any of the APBA Offshore defined pit areas 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 penalties up to a \$1,000.00 fine and/or disqualification from the event.
33. **Canopy Lid Release, Cockpit Emergency Escape Hatch** – Canopy and escape hatch handles, inside and out, must be painted fluorescent orange or 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
34. **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.

35. **Cockpit Safety** – It is highly recommended 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 flying missiles during any violent actions by the boat.
36. **Windshields/Windcreens** – In PRO-AM open cockpit boats, fitted windcreens or windshields shall be well supported and all exposed edges must be adequately padded. The use of glass is prohibited. Wind deflectors of any type must be shatterproof.
37. **Marine Compass** – All PRO-AM open cockpit boats must have a marine navigational compass installed in a highly visible position
38. **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.
39. **Rev Limiters** - All PRO-AM boats must have rev limiters.
40. **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 mouth piece 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.
 - (a) **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. 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.
 - (b) **Tank Valves** – The tank(s) shall be equipped with DIN type screw in valves.
 - (c) **DIN Adapters** – DIN to yoke conversion adapters are not acceptable.
 - (d) **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.)

- (e) **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.
- (f) **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.
- (g) **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 so as to not entangle the crewmember and cause a hazard in the cockpit. This storage can be accomplished thru 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.
- (h) **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 Medical 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.
- (i) **2nd Stage Regulator** – It is highly recommended 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 Medical 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.
- (j) **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.

(k) **Nitrox Systems or Full-Time Systems** – All Nitrox (NO) or 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 crewmember. The Nitrox (NO) system shall consist of a enriched air supply system meeting or exceeding the requirements of the Enriched Air Nitrox Training and Certification Agency (A.N.D.I.), or the International Association of Nitrox and Technical Divers**, DOT and/or TC regulations. For either a Nitrox (NO) or 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. All Nitrox (NO) or Full-Time Air (FTA) systems shall be activated prior to entry onto an APBA Offshore controlled racecourse or testing area.

(l) **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 Medical 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.

**A.N.D.I.: American Nitrox Divers International (or any Manufacturer recognized and endorsed Enriched Air Nitrox Training Agency with Oxygen Service requirements and procedures which parallel at least those currently practiced by A.N.D.I., or the International Association of Nitrox and Technical Divers. Further Internet info can be found at the following website links: <http://www.andihq.com/pages/mainpage.html> or at <http://www.iantd.com>

41. **Carbon Monoxide (CO) Detectors** – 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. It is further recommended that the detector, in addition to the audio alert, have 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.

42. **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.

- (a) Non-Life Threatening – For non-life threatening safety issues (i.e. no non-skid, safety decals etc.), the penalty for the first offense is a warning. Second and 3rd offense will be a fine*.
- (b) Life Threatening – For life threatening safety issues the Chief Referee, Chief Inspector, and Chief Medical 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.

* Fines (2nd and 3rd offense) to be determined by the Chief Referee in concert with the Chief Inspector, and the Chief Medical and Safety Director. Said fines shall not exceed \$500.00 for the 2nd offense, or \$1,000.00 for a 3rd offense. Monies collected will be used to fund equipment, maintenance, repair, or replacement for the APBA Offshore Medical and Safety Team. All funds collected for said violations will be maintained by the APBA Offshore Chairman and approved for distribution by the ORC.

43. **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.

44. **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.

SLING SAFETY REQUIREMENTS

A. In General -

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.
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.
3. Commercially manufactured slings must meet the following requirements:

B. 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.

1. Sling Identification:
2. Marking Requirements:
3. Each sling shall be marked to show:
 - i. name or trademark of manufacturer
 - ii. manufacturer's code or stock number
 - iii. rated load for the types of hitch(s), and the angle upon which it is based
 - iv. type of synthetic web material
 - v. sling identification shall be done by the sling manufacturer.
4. Maintenance of Sling Identification: Sling identification should be maintained by the user so as to be legible during the life of the sling.
5. Type of Inspection:
 - i. 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.
 - ii. Frequent Inspection: This inspection should be made by the person handling the sling each day the sling is used.
 - iii. Periodic Inspection: This inspection should be conducted by designated personnel. Frequency of inspection should be based on:
 - (1) frequency of sling use;
 - (2) severity of service conditions; an
 - (3) experience gained on the service life of slings used in similar applications.
6. 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.

7. Repairs:
 - i. 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.
 - ii. Temporary repairs of either webbing, fittings, or stitching shall not be permitted.
 - iii. Repaired sling shall be proof tested to two times its assigned rated load before being put back into service.
8. 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:
 - i. missing or illegible sling identification.
 - ii. acid or caustic burns;
 - iii. melting or charring of any part of the sling.
 - iv. holes, tears, cuts, or snags;
 - v. broken or worn stitching in load bearing splices;
 - vi. excessive abrasive wear;
 - vii. knots in any part of the sling;
 - viii. excessive pitting or corrosion, or cracked, distorted, or broken fittings; other visible damage that causes doubt as to the strength of the sling.

C. **Synthetic Round Slings** - Selection, Use, and Maintenance (ASME B30.9c-2000)

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.
2. Removal Criteria: A round sling shall be removed from service if damage such as the following is visible:
 - i. missing or illegible round sling identification
 - ii. melting or charring of any part of the round sling or fittings including damage from weld spatter;
 - iii. holes, tears, cuts, abrasive wear, or snags that expose the core yarns of the round sling;
 - iv. broken or worn stitching in the cover which exposes the core yarns;
 - v. fittings when damaged, stretched, cracked, worn, pitted, or distorted in any way;
 - vi. round sling that are knotted;
 - vii. other conditions including visible damage that cause doubt

AMERICAN POWER BOAT ASSOCIATION

TECHNICAL RULES

The APBA ORC reserves the right to create or delete classes without notice. Classes offered at each race site shall depend mainly on racer participation. The ORC may incorporate class rules and offer classes from other racing organizations when races are jointly sanctioned or run in conjunction with other racing organizations.

These rules are part of the APBA General Rules.

**IF THIS RULEBOOK DOES NOT SPECIFICALLY ALLOW SOMETHING,
THEN YOU SHOULD ASSUME THAT IT IS ILLEGAL.
YOU HAVE BEEN WARNED.**

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.

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.

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 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.

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.

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

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.

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

7. **Boats Eligible for Racing** – As a general rule, all boats that were legal for competition in the 2004 racing season at APBA Offshore in classes comparable to currently offered classes shall be considered legal in APBA Offshore. Final determination must be made on an individual basis.

8. **Serial Number** - Each hull must have a unique engraved serial number as required by law.

9. **Canopies** – All boats, except P-1 Super Sport and PRO AM boats, competing in APBA Offshore events must be equipped with canopy safety systems, including canopy hatches (lids) fitted with positive open and positive close mechanisms, five point restraint harness systems and on-board air systems.

Compliance with Lavin Guidelines – It is strongly recommended that all canopied boats use structurally sound canopy safety systems that meet or exceed the latest Mark Lavin Foundation R.R.C. /E.R.C. Cockpit Guidelines. (“Lavin Guidelines”)

Effective beginning in 2005, all newly constructed boats must have a single canopy, seating two, side by side. The canopy must be located on the centerline of the boat

Contact Information - The Mark Lavin Foundation R.R.C. /E.R.C. Cockpit Guidelines are available for \$25.00 per copy from

the Mark Lavin Memorial Safety Foundation;

P.O. Box 116, Glen Arbor, Michigan 49636, Phone: 231-334-8184.

10. **Safety Hatch** – Effective 1/1/ 2005: a bottom escape hatch located in the tunnel of the boat will be mandatory for all newly constructed **Super Cat (750) and Super Cat Light** boats. Existing boats do not have to be retrofitted.

Effective 1/1/2007: a bottom escape hatch located in the tunnel of the boat will be mandatory for all newly constructed **Super Cat (850)** boats. Existing boats do not have to be retrofitted.

Effective 1/1/ 2008: a bottom escape hatch located in the tunnel of the boat will be mandatory for all newly constructed **Super Stock and Cat Extreme** boats. Existing boats do not have to be retrofitted.

11. **Braking Systems** - Not allowed.

12. **Bolsters** - In all APBA Offshore classes racing bolsters or approved racing seats must be used.

13. **Engine Compartment** –

- a. Only engine compartments with ridged covers/hatches and a highly visible color underneath may be used.
- b. All engine and fuel compartments need to be properly ventilated and meet all United States Coast Guard safety regulations.

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

15. **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.

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

17. **Fuel** – At certain National or Pro Series 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.

Minimum Fuel Purchase Requirements

Super Cat	80 Gallons
Super Cat Lite	50 Gallons
Super Vee Lite	25 Gallons
Super Stock	25 Gallons
Super Vee Unlimited	50 Gallons
Cat Extreme	100 Gallons
Vee Extreme	100 Gallons
Turbine Extreme	100 Gallons
Pro-AM Classes PX & 1	50 Gallons
Pro-Am Classes 2 & 3	40 Gallons
Pro-Am Classes 4 & 5	30 Gallons

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 gasoline powered boats must install a “T” or other suitable fitting in the fuel system of each engine. The “T” or other suitable fitting shall easily facilitate fuel sampling before, during or after a race.

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. Cat Extreme and Turbine Extreme boats may purchase race or turbine fuel from local suppliers. Competitors may not supplement¹ 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.

- a. Specific gravity must be $\geq .715$ and $\leq .765$ 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, Aminodiphenyl, Aniline, Benzene, Benzidine, Beryllium compounds, Bromine compounds, Chloromethyl ether, Chlorine compounds, Ethylene oxide, Hydrazine compounds, Manganese compounds, Nitrobenzene, Nitrochlorobenzene, Nitrogen compounds, Nitrodiphenyl, 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.
- k. 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

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

¹ “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.

18. **Handrails** - Handrails (max. height of 6"), or hand holes, extending fore and aft must be fitted. Cables and lifelines are not allowed.

19. **Approval of Equipment**

- a. Boats and engines must be approved by the APBA Offshore 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 Offshore.
- b. Engines must be based on a automotive block sold through normal distribution channels and available to the general public. Gasoline type engines only.

20. **Hull and Deck Measurement** - All race boats shall be measured from the top of the bow to the top of the transom on the centerline of the hull with the keel level to the ground. Swim platforms, rubrails and any parts attached to the transom are not to be included in the measurement.

21. **Hull Extensions** – No extensions to meet minimum length.

22. **Lap belts** - not allowed.

23. **Single Point Lifting Harness** - required for all boats.

24. **Non-Skid** – required on deck surfaces. – see APBA Offshore Safety Rules

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

26. **Trim Tabs, Tunnel Tabs** - a fixed or adjustable - legal. See individual class rules

27. **Weight.**

- a. Post Race - All boats must report to the official APBA Offshore scale as required.
- b. Penalties - 1 minute for each 100 pounds under weight. No scale tolerance.

28. **Air Conditioning**

- a. Air Conditioning Allowed – Any air conditioning is allowed in all APBA Offshore Classes utilizing canopies or enclosed cockpits. An automotive type 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.
- b. Fuel or engine compartments may NOT be cooled in any manner with the air conditioning system.
- c. Installation Approval - Installation of any air conditioning system must be approved by the APBA Offshore Chief Inspector or his designee.

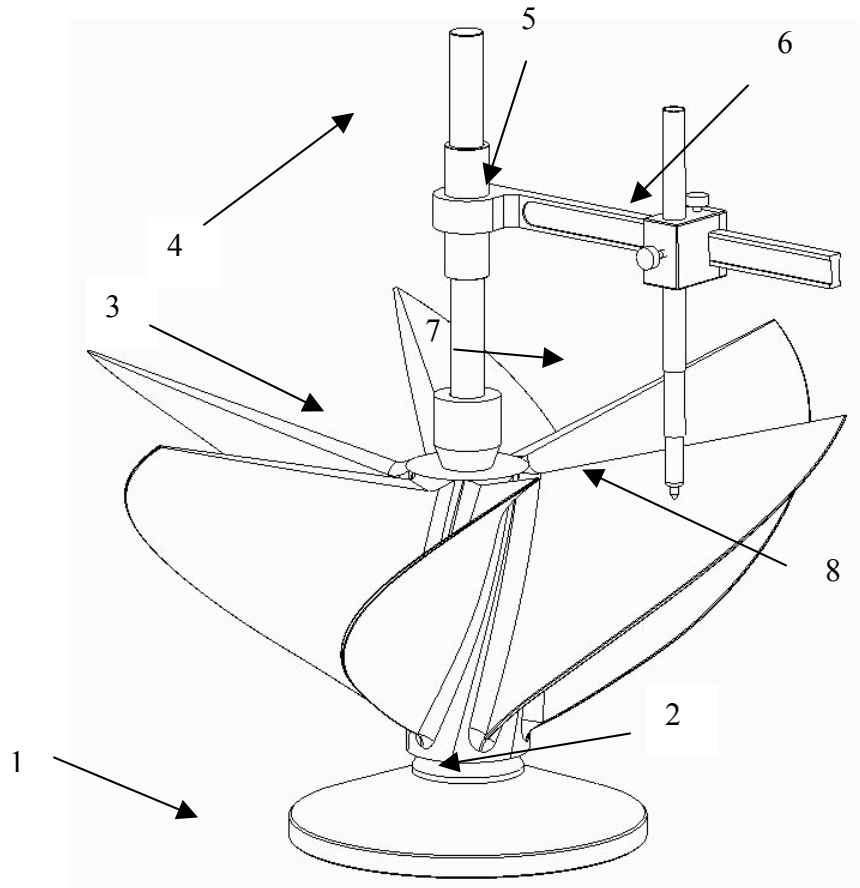
29. **Anti Stuff Bow Planes** - not allowed.

30. **Propellers**

- a. Propellers must be of the type approved by APBA Offshore.
- b. Manufacturers may apply to APBA Offshore for approval.
- c. Propellers must be manufactured from castings. No forged, billet, or other propeller types.

- d. 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. Propeller blade thickness shall conform to the criteria provided in the charts and diagrams in these rules.
- e. All propellers must pass APBA Offshore inspection standards for blade thickness.
- f. There is no minimum thickness for CX, VX, and TX classes.
- g. Propellers must be intended for sale to the public at commercially reasonable prices.
- h. Propellers are further specified in individual class rules.
- i. Note: The Mercury CNC propellers shall be legal for competition in APBA Offshore as long as they meet the current APBA Offshore propeller thickness specifications.

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	Pen holder tube
8	Marking pen (Sharpie with tip modified to mark at steep angles)

MERCURY BRAVO I LAB FINISHED PROPELLER MINIMUM THICKNESSES

Measure leading edge only

Radius (in)	3	4 ³ / ₄	6 ¹ / ₂
Distance from leading edge (in), measured along scribe line	1 ³ / ₈	1 ³ / ₈	1
Thickness (in)	0.170	0.110	0.065

MERCURY RACING VI SSM CLEAVER PROPELLER MINIMUM THICKNESSES

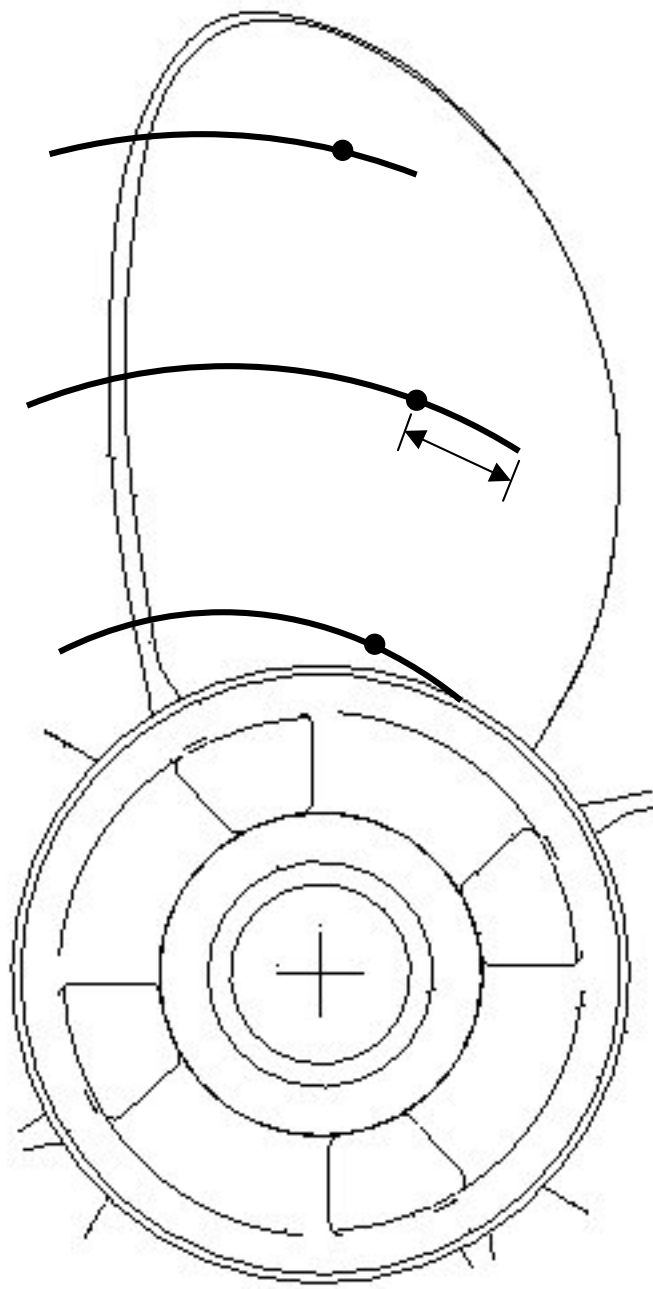


Table 1. Inspection Radii

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 Lab Finished Propeller Blade Thicknesses

Inspection Radius	Leading Edge		Trailing Edge	
	Distance from Edge (in)	Minimum Thickness (in)	Distance from Edge (in)	Minimum Thickness (in)
Root	1 3/8	0.320	1 1/2	0.580
Middle	1 1/2	0.220	1 1/2	0.380
Tip	1 11/16	0.135	1	0.150

Table 3. SCL (525HP) VI SSM Lab Finished Propeller Blade Thicknesses

Inspection Radius	Leading Edge		Trailing Edge	
	Distance from Edge (in)	Minimum Thickness (in)	Distance from Edge (in)	Minimum Thickness (in)
Root	1 3/8	0.295	1 1/2	0.495
Middle	1 1/2	0.190	1 1/2	0.315
Tip	1 11/16	0.120	1	0.135

31. **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 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.

32. **Ballast Tanks Allowed:** Ballast tanks are allowed in Turbine Extreme, Cat Extreme, Super Cat (750), Super Stock, Vee Extreme and Super Vee Lite. Any plumbing used in conjunction with the filling or emptying of ballast tanks is allowed. **Ballast tanks are not allowed in Super Cat Lite or Super Cat (850).** (See specific Class Rules)

33. **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.

34. **Non-Compliance** – Competitors may not vote to allow a boat to run in non-compliance within their class.

35. **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.

APBA OFFSHORE SUPER CAT

(Cat 750 and Cat 850)

Super Cat is the combination of Cat 750 and Cat 850 boats. All Super Cat boats must adhere strictly to the following specifications. Please also refer to the General Requirements pertaining to all APBA Offshore classes.

Everyone recognizes that the combination of different size and age of boats and engine configurations is a very difficult task. Everyone competing in this class agrees to work in a professional and positive manor to make this class a success for the future. Everyone agrees that until there is an absolute set of rules, there will be mistakes and corrections of those mistakes.

APBA Offshore shall not offer Cat 850 or Cat 750 Classes individually at 2011 APBA Offshore race sites.

Until such time as all competitors agree that the class rules are correct for the class, rules (parity measures) for each upcoming race may be changed depending on the outcome of the previous race and the size, shape and overall length of the upcoming course.

A. For the beginning of the 2011 season, the following rules shall apply:

1. All 850 Class boats shall adhere to the Supercharged Cat Class rules as set forth in the 2011 APBA Offshore Technical Rules.
2. All 750 Class boats shall adhere to the Cat 750 Class rules as set forth in the 2011 APBA Offshore Technical Rules.
3. The boat known as Persu Cat shall be allowed to seal their crankcase and replace the specified Demon carburetor with a single Holly Dominator 1050 cfm carburetor on each engine.
4. APBA Offshore may install data loggers on the 850 Class engines, furnish MSD 7600 RPM Rev Limiter Chips for the 750 Class engines or use any other means it deems necessary to control and monitor RPM on any boat.
5. Any 750/850 Class boats shall be allowed to race in the SuperCat Class. All entries shall be subject to confirmation of class conformance by the APBA Offshore Technical Inspectors. Older equipment qualifying under the 750/850 rules may be eligible for additional parity measures as determined by the APBA Offshore Technical Chairman. Parity modifications to every boat shall be determined on a case by case basis. Technical information and parity measure information shall be available to all competitors within the class prior to the start of the race.
6. Any Extreme Class boat shall be allowed to race in the Super Cat Class. Extreme Class boats shall be required to de-tune their engines in accordance with specific instructions from the APBA Offshore Technical Chairman. Due to the enormous differences in engine configuration, cubic inch displacement and horsepower, each Extreme Class boat shall race on a provisional basis for two (2) consecutive races. Extreme boats shall be eligible for prize money but not points during the first two (2) races. After the first two races, if the APBA Offshore Technical Chairman deems an Extreme boat to be competitive within the Super Cat Class, he shall allow the boat to compete in future races for both prize money and points.
7. It is agreed by all competitors that this will be the general format for the 2011 season or until such time as "hard" rules for the Super Cat Class can be established.

B. All Supercharged Cat Class (850) boats must strictly adhere to the following specifications. Please also refer to the rules pertaining to all APBA Offshore classes.

1 - Dimensions:

Hull type:	Catamaran
Length minimum	37'-0"
Length maximum:	46'-0"
Beam maximum	12'
Tunnel width maximum:(measured at keel)	66"
Height minimum: (keel to deck)	48"
Weight minimum:	10,000 LBS

2 - APBA Offshore Approved Engine:

Mercury Racing 850 SCi - Race

- A. Engine Seals: All engines must be certified and sealed according to procedures established by APBA Offshore. Only Mercury Racing may certify and seal the engine. It is the racer's responsibility to have their engines inspected and sealed. If seals are broken, or the engines must be "freshened" or repaired, the engine must be re-certified at Mercury Racing. Broken or missing seals can result in disqualification and other penalties.
- B. General Repairs: Except for the routine maintenance defined below, all other engine repairs and overhauls must be performed by Mercury Racing. Parts replaced in engines must be original OEM parts.
- C. Modifications: No modifications or changes may be made to an engine or any components on that engine unless performed by Mercury Racing and approved, in writing, by APBA Offshore.
- D. PCMs: Pre-race, PCMs may be collected at each event. The Chief Inspector will then randomly assign PCMs from this pool to the teams, who must use the assigned PCMs in the race. Additionally, the Chief Inspector has the right to impound any PCM unit at any time. Mercury Racing will supply the Chief Inspector with at least two (2) freshly certified, fully functional PCMs at all times. The Chief Inspector or any competitor may replace a competitor's PCM(s) at any time with a freshly certified, fully functional, production unit.
- E. Data Logger: The APBA Offshore Chief Inspector may install an APBA Offshore -supplied data logger on any competitor's engine prior the race. The data logger will be used to assure that the competitor's engine complies with the engine rules by measuring engine RPM and Boost. The Chief Inspector shall impound each data logger post race and may check compliance with manufacturer's production specifications by comparing the data recorded by any data logger during the subject race.
- F. Routine Maintenance: All routine/owner maintenance is limited to: Engine Oil Change, Spark Plug Change, Spark Plug Cable Change, Drive Belt Replacement, Valve Lash Adjustment and Replacement of Valve Springs and Rockers. These services must be preformed with the procedures and original parts as outlined in the Mercury Racing 850 SCi engine service manual.

3. - Fuel- Fuel shall be 91/93 octane unleaded pump fuel only with no fuel additives. Fuel may NOT be transferred between tanks during a race.

4- Exhaust System:

Headers	"CMI Big Elbow Top" – CMI Part Number 13570 (or 13590 for polished version) (Specify 2.25" I.D. primaries)
Primaries	Primary Tube Diameter to be = 2.25" I.D.
Length	Maximum 15-1/2" individual primary runner length, measured at centers of any runner, cylinder head port to common collector. Adaptors or wedges from exhaust port to the common collector not allowed.
Exhaust pipes	Exhaust must exit through transom. "Y" and "H" pipes allowed.
Modifications	Not allowed.
Cooling	Exhaust system from engine outlet to point of exit from hull or deck must be water-cooled by water jackets. "Cool Collar" design water jacket exhaust cooling is allowed.
Grinding etc.	Of header flanges only, allowed only for port matching.

5 – Transmissions:

Single speed	Allowed. Must be OEM Mercury Racing or SCS
Multi speed	Not allowed
Power	Must be derived from main engines

6– Outdrive:

Approved type	Mercury Racing VI SSM
Dropdown box	Not allowed
Shaft drives	Not allowed
Drive modifications	No modifications to skegs or drives. Entire drive must remain as originally manufactured by Mercury Marine. Repairs shall be allowed as long as drive is restored to original Mercury Specifications. Altering the original finish or polishing is not allowed.
Approved ratio	1.353:1

7- Supercharged Cat Approved Propellers-Cast propellers manufactured by Mercury, Herring, Throttle Up, Five Axis Industries and Rolla are approved. Maximum five blades; maximum propeller pitch is 36".

8– Tunnel tabs - May extend aft from the transom 32 inches maximum. Air dams or fences are allowed. The maximum width of the tunnel tab shall not exceed the width of the tunnel measured at the keel. Tunnel tabs shall be measured from the point of intersection of the tunnel tab and the transom to the furthest point aft of the tab. Measurement shall include all hinges or other forms of attachment.

9. – Minimum post race boat weight - 10,000 pounds total including a maximum of 500 pounds of moveable ballast. Note: At the end of the race, boats reporting to the scales must weigh a minimum of 10,000pounds. If the 500 lbs of movable ballast is removed from the boat, then the boat must weigh 9500 lbs *without* the movable ballast. The 9500 pound weight shall include engines, drives, propellers, rigging, fixed ballast and residual fuel left at the end of the race. Movable ballast, such as bags of lead shot, is defined as ballast that may be easily moved prior to each race to change the balance of the boat. Fixed ballast is defined as ballast that is bolted, fiberglassed or permanently affixed to the hull with the location remaining constant and may not be moved to change the balance of the boat.

10. – Ballast Tanks – Effective 01-01-09 Water Ballast Systems are NOT allowed in Supercharged Cat Class.

11. – The new Mercury Blower Belt Idler / Tensioner System approved for use on 06/21/08.

C. All Cat Class (750) boats must strictly adhere to the following specifications. Please also refer to the rules pertaining to all APBA Offshore classes.

1 - Dimensions:

Hull type:	Catamaran
Length minimum	38' 0"
Length maximum:	44' 0"
Beam maximum	12'
Tunnel width maximum: (measured at keel)	66"
Height minimum: (keel to deck)	48"
Weight minimum:	9,500 LBS

2 - Engine specs:

Displacement, maximum	510 CID
Displacement, minimum (per engine)	495 CID
Compression ratio	Maximum 12.0:1, no minimum – Measured by Whistler at race site – before or after race.

3 - 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, 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
Bushings	May be used. OEM lifter bore location may not be changed
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
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

4- Engine Blocks:

Cast iron – painting block is allowed	Must be approved by APBA Offshore
GM	Blocks with 9.8" or 10.2" deck heights approved
GM	Blocks manufactured by General Motors, World Products (Merlin), Dart, approved.
GM part #, approved	10185049, 10134367, 24502502, 24502500, 12370834, 14044808, 12370833, 10051106, 10237292

Merlin part #, approved	080100, 080110, 081100, 081110, 081102, 081112 and 081120, 085010, 085110
Dart part numbers, approved	31263344, 31263354, 31263444, and 31263454.
Other blocks	Must be approved by APBA Offshore
Cylinder bore centers	Must remain in OEM location.

5 - Internal Components:

Materials allowed	Crankshaft, connecting rods, pushrods and wrist pins must be made of steel. Wrist pins may be hard coated
Materials, not allowed	Titanium or any other materials
Main and rod journals	Not to deviate more than .040" in diameter from OEM specifications
Connecting rods	Big end width may not be reduced from OEM specifications. Width of rod big end not to be less than .980"
Wrist pins	Minimum .990" inch diameter
Pistons, allowed	Aluminum
Pistons, not allowed	Titanium, any other
Piston Rings	1st and 2nd piston rings must be a minimum of 1/16" in width.
	Oil ring assembly must be a minimum of 3/16" in width.
Thermal barrier coatings	No thermal barrier coatings allowed on any engine parts
Single plane crankshafts	Not allowed. Crankshaft throws must be timed according to OEM specifications
Angle Milling	Not allowed

6 - Cylinder Heads:

Cylinder heads	Must remain in OEM location.
Approved heads	Big block Chevrolet Brodix # SP BB – 2 PLUS
CNC	Spec heads are supplied with CNC bowl blend, intake port matching, and CNC combustion chambers.
Blending	Grinding or blending of CNC valve work or CNC chamber work is allowed. Blending not to extend more than 1/2" 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.
Cylinder head repairs	All repairs must be performed by Brodix
Head bolts	Additional head bolts legal. Any type legal.

7 - Intake Manifold:

Approved intake manifolds	Brodix part numbers HV 2001-A and HV 2005-A.
Modifications	Not allowed - The intake manifold's cylinder head mating surfaces may be milled (parallel to original surface only) to align the bolt and port holes with the in the cylinder head.
Welding	Not allowed
Porting	Allowed for 1" closest to the cylinder head
Carburetor spacers	Maximum 2.5"
Intake Manifold	The 90 degree angle between deck surface and intake manifold surface not to be altered.

8 - Induction System:

Number	Only one carburetor per engine
Approved type	King Demon RS 1095 CFM
Venturi sleeves	No modification

Venturi booster	No modification
Fuel injection	Not allowed
Air flow	Any increase of the carburetor's airflow beyond design levels not allowed
Blueprinting	Allowed

9 - 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. Adaptors or wedges from exhaust port to the common collector not allowed.
Shape	Any common collector shape allowed
Exhaust pipes	"Y" and "H" allowed
Modifications	Merge collectors, divider plates, turbulence cones or any modifications that give the effect of longer runners not allowed
Cooling	Exhaust system from engine outlet to point of exit from hull or deck must be water-cooled by water jackets. "Cool Collar" design water jacket exhaust cooling is allowed.
Grinding etc.	Allowed for ports or runners of exhaust system

10 – Transmissions:

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

11 – 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. Not more than three hoses (maximum size –12AN) shall be connected from the oil pan to the scavenging sections of oil the pump. Oil may only be scavenged from the oil pan.
Crankcase vacuum	Not allowed. Engines must be vented to the atmosphere
Crankshaft oil seals	Conventional style only
Crankshaft breathers	A minimum two breather tubes that are a minimum inside diameter of 1.25 inches are required. The purpose of this rule is to prevent complete or partial vacuum in the crankcase. If baffles are used, an equivalent area of the 1.25 inches diameter tube (1.223") of unobstructed passage must be maintained for each of the two required crankcase breathers. Any means used to reduce or restrict the opening or free flow of air is not allowed. Additional crankcase breathers are 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 Cat 750 engines shall be provided with a single –4AN fitting in a valve cover that is open to the crankcase atmosphere without obstruction and is readily accessible to APBA Inspectors. The –4AN fitting shall be JIC and be equipped with a –4AN cap that requires a 9/16" wrench for removal.

12 – 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 ignition system (primary and back up).

Back-up ignition	Are allowed. Illegal if any combination is capable to exceed specified rev limits.
Rev limiter	Mercury or MSD 7600 RPM limiter, fixed type only. The maximum RPM allowed is 7,600 RPM with no tolerance above 7,600 RPM. Engines which have ignition systems exceeding 7,600 RPM are illegal as determined by APBA Offshore test equipment,

13 – Drives:

Approved type	Mercury Racing VI SSM, Weisman, Arneson, BPM, Tri-Max, including combination fixed sterndrive and rudder.
Dropdown box	Not allowed
Shaft drives	Allowed
Drive modifications	Allowed – Drives must meet current skeg thickness, leading and trailing edge template. Blue printing is allowed.
Gear reduction, VI SSM	1.607:1 – Only ratio allowed
Approved ratios, VI SSM	1.607:1. (effective 06/12/05)
Gear reduction, shaft drive	Not to exceed 1.607.1

4 – Rudders: (Applies to shaft drive boats only)

Materials	Stainless steel or titanium only
Serial number	Unique stamped or engraved, required
Minimum thickness	0.350", any fore-aft chord
Edges, sharpening	Allowed
Rudder shape	Any
Dimensions	Rudder must extend at least 5" below keel
Depth	Fixed depth only
Trimable	Not allowed
Liftable	Not allowed
Integrity	Rudders must be checked by x-ray at least twice a year, before first race of the season, and not after 7/15
Documentation requirements	Complete x-ray certification documentation (serial # of rudder(s), test results on testing company's letterhead)
Missing documentation	Boat will be excluded from the race

15 –Cat 750 Approved Propellers:

Cast propellers manufactured by Mercury, Herring, Throttle Up, Five Axis Industries and Rolla are approved.

16 – Counter Rotated Engines - Not allowed. All engines must be common OEM rotation.

17 – Tunnel tabs - May extend into the tunnel 48 inches maximum and extend aft from the transom 32 inches maximum. Air dams or fences are allowed. The maximum width of the tunnel tab shall not exceed the width of the tunnel measured at the keel.

18. – Grandfathered Boats –

- a. **36' Skaters with wet sump drives** - Must weigh at least 8800 LBS. with Demon 795 cfm carburetor and 9000 LBS with Demon 1095 cfm carburetor.
- b. **The Current Apache Hull** registered as "Warpaint" is grandfathered in the Cat 750 Class at an overall length of 37'-11 1/2" and a 69" tunnel width.
- c. Grandfathered boat owners must maintain continuous full annual membership and hull registration with APBA Offshore in order to qualify for competition under this rule (Single Event Membership does NOT satisfy this requirement). Should a grandfathered boat owner fail to renew their annual hull registration and membership, then that boat is no longer eligible for competition in APBA Offshore. If no grandfathered boats are registered during a racing

year (November 1 – October 31), then this rule shall expire at the end of that year and be removed from the APBA Offshore rulebook.

19. – Ballast tanks – Water ballast tanks must be fixed and only allow for filling and dumping of water overboard. Water may not be transferred to another tank.

20. – Sealing engines – The following items must be sealed. Oil pan and intake manifold (both sides). It is the responsibility of the engine builder to supply the engines with holes in the bolts so that inspectors can install seals.

APBA OFFSHORE SUPER CAT LITE CLASS

All Super Cat Lite (SCL) boats must adhere strictly to the following specifications along with the general rules pertaining to all APBA Offshore classes.

1. Hull Weights and Dimensions:

Hull type:	Catamaran
Length minimum	35' 0"
Length maximum overall:	40' 0"
Tunnel width maximum measured at keel:	66"
Number of engines:	2
Height minimum (keel to deck :)	48"
Weight minimum, VI SSM drive	8350 lbs

2. APBA Offshore Approved Inboard Production Race Engines:

Engines and outdrives are required to be standard production units.

The Mercury Racing HP 525 EFI Sealed Engine is the only current production engine approved for use in SCL.

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 manufacturer meeting the minimum quantity production criteria may apply to the Technical Committee for approval of their product for competition.

A. Certification and Sealing:

1. In order to be eligible for competition in APBA Offshore, all approved inboard production race engines must be certified and sealed prior to competition by an approved sealing station. Engines must comply with all specifications as furnished by APBA Offshore. Once an engine has been certified, the approved sealing station will place a minimum of five (5) seals on each engine and furnish the engine serial number and seal numbers for that engine to APBA Offshore Inspectors.
2. Engine Seals Required are as follows:
 - a. Harmonic Balancer
 - b. Intake Manifold to Left Head
 - c. Intake Manifold to Right Head
 - d. Either Head to Block
 - e. Circulating Water Pump

B. Approved Sealing Station and Service Center:

1. For Mercury Racing 525 EFI Engines only:
Mercury Racing
 N 7480 County Rd UU
 Fond du Lac, WI
 920- 921-5330

3. APBA Offshore Approved Exhaust System Specifications -

Engine	Allowed Exhaust Manifolds
525EFI	Mercury Style CMI Header, CMI Straight Back Sweeper Header (CMI Part # 39335) or Innovation Marine Tractor Style Header

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 8" beyond transom
Cooling	Water jacket
Dry Tail Pipes	Allowed

4. APBA Offshore Approved Engine Configurations:

Rear engine mounts	Allowed
Staggered Engines	Allowed
In-line Engines	Not allowed.

5. Cooling Water - 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 Offshore may approve other exhaust installation hardware if required.

6. Engine Seals - All engines must be certified and sealed according to procedures established by APBA Offshore. It is the racer’s responsibility to have their engines inspected and sealed. If seals are broken, or the engine must be “freshened” or repaired, the engine must be re-certified by an approved sealing station. Broken or missing seals can result in disqualification and other penalties.

7. General Repairs - Except for routine maintenance as defined below, all other engine repairs and overhauls must be performed by an approved service center.

Parts replaced in engines must be original OEM parts.

8. Modifications - No modifications or changes may be made to an engine or any components on that engine unless performed by the manufacturer and approved in writing by APBA Offshore.

9. Violations - A violation of these rules can result in disqualification and a fine. Fine not to exceed the amount of the cost of a full engine rebuild.

10. ECMs - The chief inspector has the right to impound any ECM unit at any time. The manufacturer of an APBA Offshore approved engine will supply the Chief Inspector with at least 1 new fully functional ECM at all times. The chief Inspector or any competitor may replace a competitor’s ECM at any time with a new fully functional unit.

Data Logger: The APBA Offshore Chief Inspector may install an APBA Offshore -supplied data logger on any competitor’s engine prior the 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 Chief Inspector shall impound each data logger post race and may check compliance with manufacturer’s production specifications by comparing the data recorded by any data logger during the subject race.

11. Routine Maintenance – All routine/owner maintenance is limited to: engine oil change, spark plug change, spark plug cable change, power valve replacement, engine timing setting, valve lash adjustment and replacement of valve springs and rockers. These services must be performed with the procedures and the original parts as outlined in the approved engine service manuals.

12. Approved Outdrives – The only approved outdrive for APBA Offshore Super Cat Lite is the Mercury Racing VI SSM. Crash Boxes are allowed.

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 outdrive manufacturer meeting the minimum quantity production criteria may apply to the Technical Committee for approval of their product for competition.**

13. Approved Drive Ratio - Super Cat Lites using the Mercury Racing Dry Sump SSM VI shall be restricted to the 1.50:1 or 1.57:1 Gear Ratios.

14. Transom Assembly - The only transom assembly allowed is the Mercury Racing VI SSM Transom Assembly.

15. Drive modifications - The original shape of the gearcase is not to be altered.

16. Transmissions - Transmissions are allowed. **Transmissions 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 Transmission manufacturer meeting the minimum quantity production criteria may apply to the Technical Committee for approval of their product for competition.**

17. Standoff Boxes - Permitted to a maximum of 15", and each standoff box must be type approved by APBA Offshore.

18. Drive Case Housings - Upper and lower drive case housings must 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".

19. Power Steering Pumps - Stock power steering pumps can be replaced with after-market pumps. Pumps must be located in the original OEM location on the engine.

20. Approved Propellers -

- a. Any pitch or diameter four or five blade cast stainless steel propeller manufactured by Mercury, Throttle Up, Five Axis Industries or Hering is legal.
- b. No titanium, exotic metal or exotic alloy propellers allowed.

APBA Offshore reserves the right to specify and change the number of blades or restrict the pitch at any time.

21. Documentation - All SCL racers are required to provide the APBA Offshore Technical Inspectors with documentation of engine work that resulted in the replacement of any engine seals. The documentation must include all invoices, repair orders with detailed descriptions of all work performed and/or parts installed in the engine.

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

23. Tunnel Tabs – Must be attached to the transom and may not extend into the tunnel of the boat. Air dams or devises to entrap air on the tab sides are not allowed. Maximum tab dimensions: Width 66" – length from transom 32"

24. Grandfathered Boat - The 36' Skater known as "IN THE RED" is grandfathered for competition with Weisman SSM VI drives with 5 quarts of oil in the lower unit. It is universally understood that skeg thickness dimensions do not conform to current APBA Offshore templates (specifications). The skegs may not be modified from their existing condition and thickness as verified by POPRA inspectors using the APBA Offshore template and measuring equipment at the Salton Sea Kilo Event 12/2008. Minimum boat weight is 8000 pounds with the non-standard Weisman SSM 6 drives.

26. Ballast Tanks– No liquid ballast tanks of any type are allowed.

27. Fuel- Fuel shall be 87/89 octane unleaded pump fuel only with no fuel additives. (Class Approved 1/9/07)

28. Fuel Sampling – All Super Cat Lite boats will be subject to fuel sampling before each race. Owners/Crew Chiefs must accompany boats to the cranes and be prepared to assist the inspectors in obtaining fuel samples.

APBA OFFSHORE SUPER VEE LITE CLASS

All Super Vee Lite (SVL) boats must adhere strictly to the following specifications along with the general rules pertaining to all APBA Offshore classes.

1. Hull Weights and Dimensions:

Hull type:	Monohull
Length minimum	26' 0"
Length maximum overall:	32' 0"
Length maximum bow to transom	30'-0"
Beam minimum:	6'-6"
Beam maximum:	8' 6"
Number of engines:	1
Weight minimum, Single Step Hulls	4750 lbs
Weight minimum, Multi Step Hulls	5250 lbs **

** Multi Step Hulls **with sealed engines** minimum weight shall be **5250** lbs at the first APBA Offshore race and then may be adjusted for parity by APBA Offshore at future races.

It is understood that other offshore sanctioning bodies have approved the use of un-sealed engines and the use of aftermarket parts. For the 2012 season, any un-sealed engine that is considered legal for competition in another generally recognized offshore sanctioning body in a similar class may compete as a legal entry in the APBA Super Vee Lite Class with an additional 250 lb. weight penalty. This penalty is in addition to any other weight penalties prescribed by these rules or assessed as a parity measure. All other rules of the class must be adhered to except as noted below. Thus, single step hulls with un-sealed engines must weigh a minimum of 5000 lbs. post-race and multi-step hulls with un-sealed engines must weigh a minimum of 5500 lbs. post-race. Notwithstanding, Sections 2, 3, 4, 8, 9, 10, 11, 13 and 23 of the rules for the APBA Super Vee Lite Class do NOT apply to entries with un-sealed engines. Additional parity measures may be levied on any entry based on their performance at any event.

Vee Lite Only:

- Newly constructed boats must be based on standard production models available to the general public within a reasonable delivery time.
- Any bottom modification shall be allowed, but boats with modified bottoms shall be subject to parity adjustments by APBA Offshore.
- Extensions of the aft deck shall be allowed. Said extensions shall be included in the overall maximum length measurements but not the minimum length measurements
- Super Vee Lite boats competing in APBA Offshore events must be equipped with canopy safety systems, including canopy hatches (lids) fitted with positive open and positive close mechanisms, five-point restraint harness systems and on-board air systems.**

2. APBA Offshore Approved Inboard Production Race Engines:

- Engines and outdrives are required to be standard production units.
- The Mercury Racing 525 EFI Sealed Engine and the Innovation Vortec HP3 Sealed Engines are the only current production engines approved for use in SVL.
- 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.

3. Certification and Sealing:

- a. In order to be eligible for competition in APBA Offshore, all approved inboard production race engines must be certified and sealed prior to competition by **Mercury Marine or Innovation Marine. Mercury HP525EFI engines must go to Mercury Marine for all major repairs/rebuilding and sealing and Vortec HP-3 engines must go to Innovation for all major repairs/rebuilding and sealing.** Engines must comply with all specifications **outlined in these rules** by APBA Offshore. Once an engine has been certified, the approved sealing station will place a minimum of **five (5)** seals on each engine. The sealing station must furnish the APBA Offshore Chief Inspector the engine serial number, horsepower, torque and seal numbers for that engine. Any engine exceeding 550 HP shall not be considered legal for competition in APBA SVL Class.
- b. The ECM the engine is dynoed with must be sealed to the engine before the engine is removed from the dyno.
- c. If a Mercury or **GM Vortec** engine has all of its Mercury seals intact and the seal numbers are verifiable, then the only other requirement is for the APBA Chief Inspector to verify the ECM and seal it to the engine.
- d. Engine Seals Required are as follows
 1. Harmonic Balancer
 2. Intake Manifold to Left Head
 3. Intake Manifold to Right Head
 4. Either Head to Block
 5. Circulating Water Pump

4. Approved Sealing Stations and Service Centers:

- a. Mercury Racing **(for Mercury HP 525 EFI only)**
N 7480 County Rd UU
Fond du Lac, WI
920- 921-5330
- b. Innovation Marine, Inc. **(for Vortec HP-3 only)**
8011 15th street
Sarasota, FL 34243
941-355-7852

5. APBA Offshore Approved Exhaust System Specifications -

Engine	Allowed Exhaust Manifolds
525EFI	Mercury Style CMI Header, CMI Straight Back Sweeper Header (CMI Part #13012) or Innovation Marine Tractor Style Header
Vortec HP3	Only the Innovation Marine style CMI Sweeper or Tractor style header is approved.

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

6. APBA Offshore Approved Engine Configurations:

Rear engine mounts	Allowed
Jack Shafts	Allowed

7. Cooling Water - 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 Offshore may approve other exhaust installation hardware if required to fill ballast tank.

8. Engine Seals - All engines must be certified and sealed according to procedures established by APBA Offshore. It is the racer's responsibility to have their engines inspected and sealed. **The APBA Chief Inspector may place additional seals on any engine at his discretion.** If seals are broken, or the engine must be "freshened" or repaired, the engine must be re-certified by an approved sealing station. Broken or missing seals may result in disqualification and other penalties.

9. General Repairs - Engines **must** be maintained, repaired or re-built by Mercury Racing or Innovation Marine (**see Rule 3.a above**). All repairs or replacement of parts must be made in compliance with the current Mercury or Innovation technical repair manuals for that specific model and serial number engine. **Cylinders requiring clean-up in either engine may not be bored or honed in excess of .003" maximum for clean-up. If more than .003" for clean-up is required, the block must be replaced. Heads for either engine may not be re-surfaced. Heads requiring re-surfacing must be replaced.**

All parts replaced in engines must be original OEM parts. If requested, receipt for parts must be presented to the APBA Chief Inspector within seven (7) days from the day of request.

10. Modifications – No modifications or changes may be made to an engine or any components on that engine unless approved in writing by APBA Offshore.

11. Violations - Violation of these rules can result in disqualification and a fine. Fine not to exceed the amount of the cost of a full engine rebuild.

12. ECMs - **All ECMs must remain completely stock. No re-programming of ECMs is allowed. The Rev Limiter is set at 5400 RPM for Mercury engines and 5600 RPM for Vortec HP-3 engines. There will be a 50 RPM instrument tolerance on either engine, thus the maximum RPM for Mercury engines is 5450 and 5650 RPM for Vortec engines. Any engine testing in excess of these specs shall result in disqualification of the entry and destruction of the ECM.** The chief inspector has the right to impound any ECM unit at any time. The manufacturer of an APBA Offshore approved engine will supply the Chief Inspector with at least one (1) new fully functional ECM at all times. The Chief Inspector or any competitor may replace a competitor's ECM at any time with a new fully functional unit.

Data Logger: The APBA Offshore Chief Inspector may install an APBA Offshore -supplied data logger on any competitor's engine prior the 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 Chief Inspector shall impound each data logger post-race and may check compliance with manufacturer's production specifications by comparing the data recorded by any data logger during the subject race.

13. Routine Maintenance – 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 made to factory specifications, rocker arms**

1.7 ratio only). These services must be performed with the procedures and the original **OEM** parts as outlined in the approved engine service manuals.

14. 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.

Outdrives	Approved for	Remarks
Mercruiser Bravo One	VL	Must comply with applicable rules
Mercruiser Bravo X, XZ	VL	Must comply with applicable rules
Mercruiser Bravo XR	VL	Must comply with applicable rules
Mercruiser Bravo XR Sportmaster	VL	Must comply with applicable rules
Mercruiser Bravo XR Short Sportmaster	VL	Must comply with applicable rules
IMCO SC and SCX	VL	Must comply with applicable rules

15. Approved Drive Ratios - All Vee Lite boats shall be restricted to 1.50:1 final drive ratio.

16. Transom Assembly - The only allowed transom assemblies are Mercruiser Bravo, Mercruiser Bravo HP, Mercury ITS and IMCO

17. Drive modifications - Allowed only to increase reliability. Examples: One-piece propeller shafts, heavy-duty bearing carriers, etc. Parts must be available to all racers at reasonable commercial prices. If excessive water pressure needs to be corrected, water intake slots on the gearcase may be **modified or restricted** by any means. **However, in all cases, gearcase water intakes must remain partially open for engine and/or drive cooling and remain in their original location.** Water pickup slots on IMCO lower units may be made shorter or longer to control water pressure. The two outside slots on the Mercury **Sportmaster** lower units may be closed off while **keeping the center slot open** to control water pressure. The original shape of the gearcase is not to be altered. Any other modifications to the outdrive or its components require written approval from APBA Offshore prior to making modifications.

18. Transmissions - Transmissions may not be used.

19. Standoff boxes - Permitted to a maximum of 12", and each standoff box must be type approved by APBA Offshore.

20. 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".

21. Power Steering Pumps - Stock power steering pumps can be replaced with after-market pumps. Pumps must be located in the original OEM location on the engine.

22. Approved Propellers -

- a. Any cast stainless steel four, five or six blade propeller manufactured by Mercury, Hydromotive, Throttle Up or Hering is legal.
- b. No titanium, exotic metal or exotic alloy propellers allowed.
- c. Maximum Pitch – 31" MerCruiser engines
- d. Maximum Pitch – 30" Vortec engines
- e. Maximum Prop Diameter – 15-5/8" (All)

APBA Offshore reserves the right to specify and change the number of blades, diameter or pitch at any time.

- 23. Documentation** - All SVL racers are required to provide the APBA Offshore Technical Inspectors with documentation of engine work that resulted in the replacement of any engine seals. The documentation must include all invoices, repair orders with detailed descriptions of all work performed and/or parts installed in the engine.
- 24. Steering** - External - Hydraulic steering is required. The original power steering pump or after-market pump must be used on all boats.
- 25. Fuel Sampling** – All Super Vee Lite boats will be subject to fuel sampling before each race. Owners/Crew Chiefs must accompany boats to the cranes and be prepared to assist the inspectors in obtaining fuel samples.
- 26. Grandfathered Boat** - The 27' Activator known as “Adrenaline Rush” is approved for competition at 4550 pounds for **2012**.
- 27. 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.
- a. Ballast water tanks are allowed and may be emptied or filled during the race.
- 28. Skegs** - There shall be a (minus) -3/16” tolerance on skeg length.
- a. Skegs may not be sanded or thinned by any means.
- 29. Flywheel Inspection** – A 1” diameter hole must be drilled on the port side of the flywheel dust cover to facilitate access and insertion of a magnet to the front side of the flywheel. Failure to provide the required inspection hole will result in the starter having to be removed each time it is necessary to inspect the flywheel.
- 30. X-Dimension.** With the keel level, the maximum drive height for all Super V-Lite boats shall be limited to the centerline of the propeller shaft being located a minimum of 1/2" below the bottom of the boat as measured with a 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.

APBA OFFSHORE SUPER STOCK CLASS

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

1 - Dimensions:

Hull type:	Catamaran
Length minimum	28' 0"
Length maximum:	32' 0"
Beam maximum	10' 6"
Tunnel width maximum (measured at keel)	65"
Weight minimum 28 feet:	3,800lb
Weight minimum 29 feet:	3,925lb
Weight minimum 30 feet:	4,050lb
Weight minimum 31 feet:	4,175lb
Weight minimum 32 feet:	4,300lb

2 - Engine specs: (Twin engines)

Displacement, maximum	n/a
Displacement, minimum	n/a
Approved engine:	Any stock outboard advertised to the public as 300HP or less.
Compression ratio	May not be altered

3 – Engine Specifics:

Engine modifications:	Not allowed. Entire engine, including powerhead, center section, lower unit, and exhaust system must remain stock as produced by the manufacturer. Media blasting and bead blasting not allowed.
Powerhead year:	Must be declared prior to the race.
Use of special or interchange parts:	Not allowed. Except as noted: Mahle and Pro-Marine part nos. W25S and W25P pistons are approved.
Balancing and Blueprinting:	Allowed – Note: Beginning January 1, 2009 Balancing and Blueprinting will not be allowed. There will be NO GRANDFATHERING of powerheads that have been balanced and blueprinted. Balancing and Blueprinting includes (but not limited to) "cleaned-up", "brought to spec", any metal added or removed to balance any reciprocating parts.
Cowlings:	May be a light weight facsimile of the production cowling. Air flow may not be altered. Original production decals must be on cowling.
Lower gear case ratio:	Any OEM gear ratio is allowed.
Nose Cones:	Allowed as cast and produced by the original gearcase manufacturer.
Remote water pick ups:	Not Allowed.
Reeds:	Any reeds are allowed. Stock reed cages must be used.
Flywheels:	No modifications or lightening is allowed. 1997 and older engines may use aluminum flywheels.
ECU boxes:	May not be modified or reprogrammed. Maximum RPM allowed 8200.
Updating of equipment:	Allowed.
Backdating of equipment:	Not Allowed.
Turbochargers/superchargers:	Engines must be naturally aspirated. No forced induction of any type is allowed.
Fuel:	Only petroleum based fuels are allowed. Octane enhancing additives are not allowed. Oxygen enhancing additives are not allowed.

4. Propellers:

- a. Any stainless steel cast 3, 4 or 5 blade propeller is legal. (Mercury, Hering, Throttle Up, Hydromotive, Mazco, etc).
- b. No titanium, exotic metal or exotic alloy propellers allowed.
- c. Six blade propellers are not allowed.

5. Steering - External - Hydraulic steering is required.

6. Tunnel tabs – May extend into the tunnel 40 inches maximum and extend aft from the transom 30 inches maximum. Air dams or fences are allowed. The maximum width of the tunnel tab shall not exceed the width of the tunnel measured at the keel.

7. Safety – All Cat Outboard boats are required to have ½ inch or thicker canopy glass and compression strut or adequate reinforcement for structure safety.

8. Movable Ballast – A closed system movable water ballast shall be allowed in the Cat Outboard Class. The closed ballast system must be constructed so that no water may be added or drained during the race. Water tanks shall be securely fastened and subject to approval by the Technical Safety Inspectors. Water may be transferred fore to aft and visa versa during the race. Any plumbing and transfer pump system shall be allowed as long as no water may be added to or removed from the closed system. The water ballast shall be included in the post race weight. Technical Inspectors shall confirm that the ballast system is sealed and note the amount or level of water in the tank(s) prior to each race. (Note: Technical Rules General Requirements –All Classes, paragraph 5 (ballast tanks must be empty for post race weight) does NOT apply to this rule)

9. Grandfathered Boat- The S-12 LA Marine “Deep V Cat” serial #LAV26006D000 shall be legal for competition in the APBA Offshore Super Stock Class with 8600 RPM ECU boxes, tunnel width not meeting class specs and no Mercury cowling decals. (effective 03/19/2010)

APBA OFFSHORE SUPER VEE UNLIMITED CLASS

All Super Vee Unlimited (SVU) Class boats must adhere strictly to the following specifications. Please also refer to the General Technical rules pertaining to all APBA Offshore classes.

1 - Dimensions:

Hull type:	Mono – (Vee-Hull)
Length minimum	38' 0" +/- 6"
Length maximum:	45' 0" +/- 6"
Beam maximum	No Restrictions
Cockpit Safety Canopy	Required
Height minimum:	No Restrictions
Weight minimum:	No Restrictions

2 - Engine specs:

Gasoline Engines Only	Diesel Engines Not Allowed
Number of Engines	Any
Displacement, maximum	No Restrictions
Displacement, minimum	No Restrictions
Cylinder Block	May Be Modified
Cylinder Heads	May Be Modified
Turbo /Super Chargers	Allowed provided total displacement does not exceed 1020 cu. in. – Over 1020 cu. in. total displacement – Turbo/Superchargers not allowed - Naturally aspirated engines only – no forced induction

3 – Propulsion: Any propulsion system utilizing the thrust of water is allowed. Must meet all safety requirements

4 - Exhaust System:

Materials	Cast or fabricated 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 or method that is pre-approved by APBA Offshore Technical Chairman

5 – Transmissions:

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

6 – Rudders:

Materials	Stainless steel or titanium only
Serial number	Unique stamped or engraved, required
Minimum thickness	0.350", any fore-aft chord
Edges, sharpening	Allowed
Rudder shape	Any
Dimensions	Rudder must extend at least 5" below keel
Depth	Fixed depth only
Trimable	Not allowed
Liftable	Not allowed

Integrity	Rudders must be checked by x-ray at least twice a year, before first race of the season, and not after 7/15
Documentation requirements	Complete x-ray certification documentation (serial # of rudder(s), test results on testing company's letterhead)
Missing documentation	Boat will be excluded from the race

POWERBOAT P1 CHAMPIONSHIP SERIES RULES



To the extent that any conflict may exist between the general racing rules outlined above and the rules outlined in for the Powerboat P1 Series, the rules for the Powerboat P1 Series shall govern.

Powerboat P1 Management, Ltd. owns the rights to the rules for the Powerboat P1 SuperStock Championship series, and reserves all rights, including but not limited to amendments or modifications to the rules set forth for the Powerboat P1 SuperStock Championship series. The rules outlined for SuperSport, SVS and Evolution within this rule book are intended for application within the APBA, and racing within the sanctioning authority of the APBA only.

DEFINITIONS

D.1 Pilot

The driver, throttle person and, if carried, the navigator, collectively the **Crew**, who operate the Boat during a Grand Prix event, Power Pole, test or practice session.

D.2 Hull

- a. For SuperSport class Boats, a Hull is defined as the one piece shell structure that is removed from a standard production mould as a whole unit or as multiple sections of the whole unit if a Hull is made in more than one standard production mould. See Rule T.6.b.
- b. For Evolution and SVS class Boats, the Hull is any part of the Boat below the edge of the deck.
- c. For P1 SuperStock class Boats, This class is a one design series with the only approved boat being the P1-28SS Panther with the approved outboard engine as specified by the promoter. No modifications from the original factory specifications are allowed.

D.5 Terminology Clarifications - Certain terminology may be used within the P1 Class rules that are consistent with the global nature of the categories.

- a. **Promoter / Organizer** - The Promoter or Organizer is defined as Powerboat P1 Management, Ltd. and its subsidiaries.
- b. **Officer of the Day (OOD)** - The term OOD is to be considered interchangeable with Chief Referee as outlined in the APBA General Rules.
- c. **Scrutineer** - The term Scrutineer is to be considered interchangeable with Inspector as outlined in the APBA General Rules
- d. **Grand Prix** - The term Grand Prix is defined as an official P1 Series event sanctioned in accordance with the APBA and UIM requirements.
- e. **P1 TCC** - The P1 Technical Compliance Committee (TCC) is the technical committee for the P1 Series, consisting of individuals from various positions within the industry and sport, and the APBA Offshore Racing Committee.

S.1 U.I.M. National Authority Licence - Pilots must possess a valid international licence issued by their National Authority U.I.M. member; if no national body is a member of the U.I.M., then that pilot must be licensed by another U.I.M. national authority member.

S.2 Points eligibility - Unless a race is curtailed, to be eligible for Race Points a Boat must have completed the minimum number of laps announced at the pre race briefing or issued in a Race Bulletin. If not stated at this briefing or issued in a Race Bulletin the minimum number of laps required to be completed shall be 70% of the total race distance rounded up to the nearest lap. Boats must take the chequered flag to be eligible for Race Points

S.3 Curtailment of a Race - A curtailment may be implemented at any time during a race. The race may be curtailed or stopped at the finish line by waving the chequered finishing flag and curtailment flags. Once the curtailment signal has been displayed all Boats will stop racing at the end of their current lap.

To be eligible for points when a race is curtailed, a Boat must have covered a minimum of 70% of the number laps completed by the first Boat to finish.

Retiring from a race will not preclude a driver from getting finishing points that would otherwise be awarded if the race is curtailed after a Boat retires.

S.4 Race Points – Race Points shall be awarded for each race. For the allocation of Race Points, the Power Pole is not considered a race. Race Points will be awarded to Boats that are eligible (see S.2) and take the chequered flag within the time limit identified at the pilot's briefing. The APBA points scheduled shall apply representing the overall Grand Prix points finish position. The individual race points within each Grand Prix shall be awarded based upon two races within each Grand Prix as with each race receiving one half of the allotted APBA event points to determine the individual event winner. Overall event finish positions will receive points in accordance with the APBA point structure.

S.5 Boat Names – It is advised that each boat name be that of the primary sponsor or Team owner. Names or graphics which are deemed to be offensive, in poor taste, or which may in the sole discretion of the Promoter effect the credibility or reputation of the sport may be refused by the Promoter.

TECHNICAL REGULATIONS

GENERAL RULES APPLICABLE TO ALL POWERBOAT P1 CLASSES

T.1 HULL

All Boats shall be monohull (see definition of Hull)

T.1.a Fluorescent Bow - All Boats must have their bows painted fluorescent orange for at least 20 inches. If the Hull is of a similar orange colour, then there must be a white separating band of at least 6 inches wide to ensure that the fluorescent orange band is obvious. The number of riding Crew members must be written in black in at least 10 inches high numbering, on the orange area of the nose and it must be on at least the deck and on both sides of the topsides of the Hull.

Any Boat wishing to test or practice with a different number of Crew to that stated on the bow must inform race control prior to leaving the harbour. Failure to inform race control may result in disqualification from the next race. Should any Boat be found to have raced with a different number of Crew to that stated on the bow, the penalty shall be disqualification from that race.

T.1.b Strobe light - A high intensity white strobe light shall be fitted to the tallest point of each Boat for the purpose of signalling race officials and other boats that it is off plane and not racing. For an Evolution and SVS category boats 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 canopy. This provision is recommended on P1 SuperStock category boats, but is not mandatory.

This strobe light may also be used as a substitute for the orange retirement flag when returning to port under reduced power.

T.1.c Mandatory Weighing – All Boat weights shall be verified by mandatory weighing after each race and after the PowerPole. No boat is permitted to refuel after racing or after the PowerPole until after they have been weighed. Failure to comply may result in disqualification from the PowerPole, the race or from the Grand Prix. The P1 TCC reserves the right to weigh Boats at any time during the event when they are being lifted into or out of the water.

T.1.d Compartment Inspection Access – All compartments or chambers within the hull shall have access panels to allow inspection of all areas of the hull, including but not limited to: fuel tank compartments, ballast tank compartment(s), below floor compartments, etc.

T.2 ENGINES

Evolution and SuperSport boats shall be limited to the use of two essentially identical engines while racing. SVS boats shall be limited to a single engine. Teams are limited to the use of a maximum of three engines per Grand Prix. For purposes of this rule an “engine” shall be defined as the cylinder block, the cylinder heads, the pistons, connecting rods and the crank shaft. For clarity this means that each Team may only change one engine during the course of a Grand Prix, and any engine changes must be notified to, and agreed by, the P1 TCC before being carried out. See rule T.8.b regarding failure to inform the P1 TCC.

T.2.a Engines Seals - All engines must be equipped with pre-drilled studs or bolts, to allow the attachment of wire seals by the P1 TCC, either at the time of the pre-season inspections, or at the first event where the engine is used. Any seals which are tampered with or broken will result in the cancellation of Reliability Points gained in the relevant part of the season or disqualification, as appropriate. The TCC will publish a list of items to be sealed prior to the pre-season inspections.

T.2.b Cradle - All Teams should have available at all times at events a cradle or casing capable of safely containing an engine of the type fitted to the Boat, to allow for the removal and shipment of an engine for testing or re-testing purposes.

T.2.c Throttles - The use of foot throttles is prohibited in SuperSport, SVS and Evolution.

T.2.d Propellers - Propellers shall be of a type that is readily available on the market at commercially reasonable prices and produced using a casting method.

Specialized high performance propellers (e.g., forged steel, fabricated, welded or propellers which have been CNC machined from solid billet) are prohibited.

Teams shall provide the Promoter with a signed affidavit from the propeller manufacturer that the propellers have been produced using a casting process and are not specialized high performance propellers.

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. Propeller blade thickness shall conform to the criteria provided in the chart below, measured in accordance with the Propeller Inspection Procedure outlined in the APBA General Requirements section above.

	Propeller Diameter	All Measurements in Inches	Inspection Radius LEADING EDGE			Inspection Radius TRAILING EDGE		
			Root	Middle	Tip	Root	Middle	Tip
Mercury Bravo 1 Style		Minimum Thickness (in)	0.170	0.110	0.065	n/a	n/a	n/a
	ALL	Distance from Leading Edge	1 3/8	1 3/8	1	n/a	n/a	n/a
			3	4 3/4	6 1/2	n/a	n/a	n/a
Mercury VI SSM Style (Includes all Non-Bravo Style Applications)		Minimum Thickness (in)	0.320	0.220	0.135	0.580	0.380	0.150
		Distance from Indicated Edge	1 3/8	1 1/2	1 11/16	1 1/2	1 1/2	1
	15	Inspection Radii	2	4 1/4	6 1/2	2	4 1/4	6 1/2
	15 1/4	Inspection Radii	2	4 5/16	6 5/8	2	4 5/16	6 5/8
	15 1/2	Inspection Radii	2	4 3/8	6 3/4	2	4 3/8	6 3/4
	15 3/4	Inspection Radii	2	4 7/16	6 7/8	2	4 7/16	6 7/8
	16	Inspection Radii	2	4 1/2	7	2	4 1/2	7
	16 1/4	Inspection Radii	2	4 9/16	7 1/8	2	4 9/16	7 1/8
	16 1/2	Inspection Radii	2	4 5/8	7 1/4	2	4 5/8	7 1/4
	16 3/4	Inspection Radii	2	4 11/16	7 3/8	2	4 11/16	7 3/8
	17	Inspection Radii	2	4 3/4	7 1/2	2	4 3/4	7 1/2
	17 1/4	Inspection Radii	2	4 13/16	7 5/8	2	4 13/16	7 5/8
	17 1/2	Inspection Radii	2	4 7/8	7 3/4	2	4 7/8	7 3/4
	17 3/4	Inspection Radii	2	4 15/16	7 7/8	2	4 15/16	7 7/8
	18	Inspection Radii	2	5	8	2	5	8

T.3 CREW

There shall be a minimum of two (2) and a maximum of three (3) Crew members in the Boat during a race. The control of the direction of the Boat and the control of the throttles shall be considered to be two separate functions and shall be performed by two persons.

T.3.a Crash helmets - Each riding Crew member's crash helmet must be identified with their Boat number. This number must be placed on the top surface of the helmet and must be read from the rear. The number must have a minimum height of 3 inches and a maximum of 4 inches. These numbers must be painted in waterproof black paint or be made of black coloured self-adhesive material of adequate strength.

T.3.b Race Overalls - All Crew are required to have appropriate matching race overalls. Compliance with current FIA or SFI homologation is strongly recommended.

T.4 Tracking, timing and logging equipment - Teams shall fit on their Boat a supplementary GPS tracking system, and other electronic data-logging device(s), for race and technical control purposes as provided by the Promoter. Teams are obliged to fit the equipment in line with the instructions supplied. Any Team which is deemed to have tampered with this equipment in any way will be subject to disqualification. In the event that a sensor or other data-logging equipment supplied by the Promoter is broken or damaged (except for fair wear and tear), then the Team shall be responsible for the cost of repairing or replacing that equipment.

T.5 CATEGORY SUPERSPORT - USA

The class should reflect models in standard production from leisure boat manufacturers. 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:

T.5.a Be cruising or leisure boats with a Hull “CE” certification or national equivalent (and clearly displaying a CE Certification plate or national equivalent mark) with a Measured Length no less than 33 feet and no greater than 42 feet. See Rule D.4.a – Length Measurement.

T.5.b The Hull and deck must be a standard model from a production mould, demonstrably in series production and be fitted with standard production model engines offered in the Hull manufacturer’s catalogue and having common & typical “pleasure navigation” characteristics throughout. Drive systems may be any commercially available standard production model compatible with the engine.

T.5.c Be “open-top” models, configured as per the production model from which it is derived. Canopies or partial canopies are specifically prohibited. The use of windscreens or water deflectors is permitted if these are a feature of the production model. Additional windscreens and/or water deflectors may be accepted for safety reasons by the P1 TCC upon written application by the Team.

T.5.d Crews may be seated or standing as per the production model, however, tandem cockpit arrangements are specifically prohibited. Crews in SuperSport Boats may not use safety harnesses or restraints.

T.5.e 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 application to the P1 TCC, provided that the Hull manufacturer makes such modifications available on subsequent production boats as a “no cost” option to purchasers. Blueprinting is allowed and repairs, including changes to materials, may be undertaken provided they are consistent with the production mould. Cut down decks for racing purposes are specifically prohibited.

T.5.f Hulls and decks shall be a standard model with a minimum commercial production of 10 units that have been sold and titled to pleasure boat owners. The P1 TCC may grant exceptions for craft where the means and 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. Existing boats in the P1 Championship that do not meet this rule may be approved by the P1 TCC upon written application provided there is no pronounced competitive advantage. 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.

T.5.g Only solid fixed ballast is permitted. The use of water ballast is prohibited. Failure to comply with this ruling will result in disqualification.

T.5.h Boats must be fitted with standard specification engines which have a commercial production run of at least 100 units. The P1 TCC may grant an exception to this rule where the manufacturer can demonstrate an acceptable production schedule which will achieve this figure within 12 months. The standard production requirements specifically excludes engines prepared by “tuning” companies or specialists with no formal relationship to the manufacturer. However, engine blocks (basic cylinder block and cylinder head of automobile or industrial engines) that are prepared for commercial sale under a brand name and sold through regular marine distribution channels (resellers) may be considered standard if approved by the P1 TCC;

T.5.i Aftermarket spare parts for engines that are supplied from a manufacturer other than the original manufacturer are permitted provided the new parts are of the same type and configuration (i.e. essentially equal characteristics) as those replaced.

T.5.j For the drive system only, after market spare parts or special accessories generally available on the market shall be permitted, including extension boxes, nozzles, steering systems, special flaps, and power lifts provided such parts are the same (i.e. essentially equal characteristics) as the standard parts provided by the drive system manufacturer. If in doubt, Teams must refer to P1 TCC for a decision before purchasing or fitting drive equipment or systems.

T.5.k Multi-speed gear boxes are not permitted.

T.5.l Turbo-charging, super-charging, or other forced induction systems for Gasoline inboard engines is prohibited;

T.5.m Maximum engine capacity per engine shall not exceed:

- Diesel - 9500 cc (= 580c.i.);
- Gasoline - 8400 cc (= 512c.i.).

T.5.n Have a maximum DPO to weight ratio of 1hp per 8.0 lb (no tolerance). See rule T.8.c – Declared Power Output.

T.5.o There will be a maximum top speed of 90mph (as determined by the Official Timekeeper) for safety reasons. The maximum speed of Boats will be checked using GPS or other electronic speed measuring devices. During a race, any Boat found to have reached or exceeded the maximum top speed for a continual period of more than 5 seconds will be subject to a 30 second time penalty for a first offence and a 60 second penalty for each subsequent offence up to a maximum of five offences after which the Boat shall be disqualified. Any Boat found to have reached or exceeded the maximum top speed continually for 30 seconds or more, shall be disqualified.

T.5.p Maximum individual engine horsepower shall not exceed 610HP. This shall be the horse power during racing calculated from the output of the torque measurement device or approved alternative method. See T.7

T.6 CATEGORY SVS AND EVOLUTION - USA

Evolution and SVS are racing classes for modified production and/or prototype craft. Eligible Boats shall comply with the following regulations:

T.6.a Evolution Boats

- i.** Evolution boats shall have a Measured Length no less than 36 feet and no greater than 44 feet. See Rule D.4.b – Length Measurement.
- ii.** Evolution boats shall be a twin engine configuration only

iii. Evolution boats shall have a minimum weight of 8,500 lb post race.

T.6.b SVS Boats

- i. SVS boats shall have a Measured Length no less than 28 feet and no greater than 32 feet See Rule D.4.b – Length Measurement.
- ii. SVS boats shall be a single engine configuration only
- iii. SVS boats shall have a minimum weight of 4,750 lb post race.
- iv. SVS boats shall have a final drive ratio from the flywheel to the prop shaft of 1.36:1 or 1.50:1 or 1.65:1. Other ratios may be considered by the P1 TCC for Diesel applications or to insure parity.
- v. SVS boats shall not have a propeller with a diameter that exceeds 16 inches. Other diameters may be considered by the P1 TCC for Diesel applications or to insure parity.

T.6.c Engine(s) shall be inboard only.

T.6.d Spare parts are unlimited.

T.6.e Multi-speed gear boxes are prohibited.

T.6.f Engine Capacities -The maximum engine capacities shall be;

i. Evolution boats:

- Forced induction Diesel – 13,000 cc (= 793c.i.);
- Forced induction Gasoline – 9,130 cc (= 557c.i.);
- Normally aspirated Gasoline – 11,000 cc (= 671c.i.).

ii. SVS boats:

- Forced induction Diesel – 9,500 cc (= 580c.i.);
- Forced induction Gasoline – NOT PERMITTED;
- Normally aspirated Gasoline – 8,400 cc (= 512c.i.); Maximum 5800 RPM as measured from the flywheel and verified by the Torque Sensor or approved alternative method identified in T.8
- Maximum individual engine horse power shall not exceed 570HP. This shall be the horse power during racing calculated from the output of the torque measurement device. See T.8.d.

T.6.g DPO to WEIGHT RATIO

- i. Evolution boats shall have a maximum DPO to weight ratio of 1hp per 6.5 lb (no tolerance). See rule T.8.c - Declared Power Output.
- ii. SVS boats shall have a maximum DPO to weight ratio determined by the number of transverse hull steps in the boat.
 - a. Up to 1 transverse hull step configurations shall have a maximum DPO to weight ratio of 1hp per 8.5 lb (no tolerance). See rule T.8.c - Declared Power Output.
 - b. 2 or more transverse hull step configurations shall have a maximum DPO to weight ratio of 1hp per 9.0 lb (no tolerance). See rule T.8.c - Declared Power Output.

T.6.h Ballast –The use of water ballast is permitted during competition in the SVS and Evolution classes; however, such ballast shall be emptied for calculation of the DPO to weight ratio outlined in rule T.8.c. All plumbing for water ballast tanks shall be visible for inspection, allowing confirmation that the system is empty when measuring the weight of the boat. The use of water ballast is prohibited in the SuperSport class. Failure to comply with this ruling will result in disqualification.

HIDDEN BALLAST TANKS WILL NOT BE TOLERATED, AND SHALL RESULT, AT MINIMUM, IN IMMEDIATE DISQUALIFICATION FOR THE EVENT, LOSS OF ALL ACCUMULATED POINTS TO DATE, AND SUSPENSION OF THE BOAT UNTIL SUCH

TIME AS THE P1-TCC CAN VERIFY THAT THE TANK HAS BEEN PERMINANTLY DISABLED OR REMOVED FROM THE BOAT. IF IT IS DETERMINED THAT THE HIDDEN TANK WAS INSTALLED IN THE MANUFACTURING PROCESS BY THE BOAT MANUFACTURER, THE MANUFACTURER WILL BE SANCTIONED INCLUDING A FINE OF \$25,000 PER OCCURANCE. NEW BOATS PRODUCED BY THAT MANUFACTURER WILL BE INELIGIBLE FOR COMPETITION UNTIL FULLY INSPECTED BY THE P1-TCC AND ANY AND ALL FINES ARE PAID BY THE MANUFACTURER. THE UIM-OOD MAY IMPOSE ANY ADDITIONAL SANCTION AS APPROPRIATE WITHIN THE UIM RULES REGARDING CONDUCT AND SPORTSMANSHIP.

T.6.i Crew Safety - All Evolution and SVS Category Boats must be equipped with a fully enclosed reinforced cockpit(s) with a canopy or canopies for all riding Crew members. A reinforced cockpit with canopies is defined as a containment area for Crew members and shall be constructed as an integral part of the Boat. This reinforced cockpit area must be designed and constructed by the manufacturer to be capable of withstanding the forces of a water impact when running at the highest design speed of the Boat.

Refer to APBA General Safety Rules, Section I, Rule 2.A regarding the **Lavin Guidelines**.

T.7 TECHNICAL VERIFICATION AND CONTROL

T.7.a Technical Logbook - As a part of its inscription in the Championship, the Team shall provide the Championship Promoter with a fully completed Technical Logbook, containing full details of the Boat and all relevant equipment, with the signature of the Team Manager signifying the accuracy of the information contained therein.

T.8.b Technical Verification by P1 TCC - Each Team shall present their boat to P1 TCC to verify the Boat conforms to the rules. Upon successful verification the P1 TCC will issue the Boat a Certificate of Conformity allowing the Boat to participate in the Championship. Barring any alterations to the Boat, or new information that could have affected the original certification, the Certificate of Conformity confirms that the Boat is within the rules and any protest thereafter must demonstrate non-conformity with the rules.

Any modifications made to a Boat shall be reported to the P1 TCC and may require re-verification for ensure conformity. It is recommended that prior approval is sought before any modification is made except for a modification to or change of an engine used for racing which **must** be declared to the P1 TCC prior to the modification or change being carried out. All modifications to the boat shall be documented in the Technical Logbook for the boat.

Failure to inform the P1 TCC of a modification will result in a penalty to be decided by the OOD, Race Director and the U.I.M. Commissioner. Alternatively, the P1 TCC may require that the Boat be returned to its' original specification to certify conformity.

T.7.c Declared Power Output (DPO) - Each Team shall declare the engine power capacity for each of their engines. The P1 TCC shall calculate the total engine power capacity of the engines used while racing and this figure will be the Declared Power Output or DPO. The P1 TCC shall create and maintain a P1 DPO Ratio Table for all entries. The P1 DPO Ratio Table will use the DPO and the category power to weight ratio to calculate the minimum post race weight for each entry. The DPO Ratio Table will be placed on the official notice board at each Grand Prix.

Failure to meet the post race minimum weight (the DPO weight) within the tolerances set in rule D.1 will result in disqualification from that race.

Note: Teams are reminded that the power output from an engine may increase during the season even without any intervention from the Team. Given this and the fact that the DPO weight is the minimum post race weight requirement, Teams may wish to increase their DPO (and ballast their Boat accordingly) to ensure compliance with the relevant power-to-weight ratio rule.

T.7.d Torque Measurement Device - Immediately at the rear of each engine, mounted between the engine output driveline and any drive shaft, drive ratio gear box or drive system, Teams shall fit the torque measurement device provided by the Promoter. The torque measurement device shall be connected to the data logger. A Revolutions Per Minute sensor is incorporated within the torque measurement device. The torque measurement device will calculate the horse power output of the engine during racing. This reading shall be corrected using European Directive 88/195/CEE and the corrected figure will be the horse power used to confirm the DPO (see Rule T.8.c). Drawings of the location of the torque measurement device shall be provided to the P1 TCC who shall approve the mounting location of the torque measurement device. Failure to provide the drawings and subsequent incorrect mounting location of the torque measurement device will be considered as none fitment of the device and the Team will be penalised as described below.

Each torque measurement device shall be provided with a hard wired, unbroken 12V power supply from the boats electrical system and will draw no more than 15W when in operation.

Any Boat found not to have fitted or to have removed a torque measurement device, except as may be allowed in rule T.7.f, or be found to have interfered in any way with the device, its 12V power supply or any of the connectors, data logging equipment or wiring required for the correct operation of the torque measurement device will be fined forty (40) championship points per device per Grand Prix for the first offence and fifty (50) points per device per Grand Prix for each subsequent offence. Team will be ineligible for any prize purse or other award at any event where the team is found to have violated this rule.

Drawings of the torque measurement device to facilitate fitment shall be provided by the Promoter.

Promoter **MAY** approve the installation of a single torque measurement device in SuperSport and Evolution class boats due to clearances created by engine placement. Such approval will include the following additional criteria that shall apply to twin engine applications with a single torque measurement device:

- i. Use of two essentially identical engines while racing (see rule T.2). Engine displacement shall be considered in determining compliance with this criteria; however, shall not be the only measurement of compliance.
- ii. Such engines shall operate at essentially the same revolutions per minute (RPM), and not deviate by more than two percent (2%).
- iii. The engine not equipped with the torque measurement device shall be fitted with an engine RPM data logger provided by the promoter, and it is subject to the same power supply requirement and tampering criteria outlined above.
- iv. Horsepower of the engines shall not deviate by more than five percent (5%).
- v. Both drives shall have the same final drive ratio, as calculated from engine RPM to propeller shaft RPM.
- vi. Both propellers used on the boat shall be of the same style, pitch, diameter, blade count, and rake.

T.7.e Objection to Torque Measurement Device Output - If during the course of the season a Team objects to the torque measurement device output and / or its total horsepower output generated whilst racing, it shall have the right to request a dynamometer test according to the following procedure:

- i. The P1 TCC shall select the engine(s) for test, apply any required seals, and arrange for the test(s) as soon as practicable (normally within two weeks and prior to the next Grand Prix);
- ii. The dynamometer test(s) shall be run at a testing facility or location as determined by P1 TCC. The Team shall have the right to attend the test;
- iii. The engine(s) must have the same set up and calibration as under race conditions;
- iv. The Team shall be bound by the results of the dynamometer test(s),
- v. P1 TCC shall accept the results of this dynamometer test(s) for purposes of updating the DPO and for re-calibration of the torque sensor, if required.
- vi. If the dynamometer tested power output is higher than the declared power output for that engine, then the Team must pay the costs of the dynamometer test and the Team will be disqualified from **all** races previous to the test;
- vii. If the dynamometer tested power output is lower than or equal to the declared power output for that engine, then the Promoter must pay all costs and no further action will be taken.

At all times, each Team remains responsible for all risks to its engines.

If a Team is protested on suspicion of being outside the power to weight ratio or the P1 TCC requests a test or re-test of an engine, then the procedure set forth in points i – v above shall be followed. In addition;

- each Team shall have the right to attend and witness the test.
- if the dynamometer tested power output is higher than the declared power output for that engine then the losing Team must pay the costs of the dynamometer test and that Team shall be disqualified from the races of the Grand Prix at which the protest was made.
- if the new dynamometer tested power output is lower than or equal to the declared power output for that engine, then the protesting Team, or the Promoter in the case of a P1 TCC test or re-test, must pay all costs and no further action shall be taken for that protest.

At all times, each Team remains responsible for all risks to its engines.

IMPORTANT NOTE: Should an engine not complete a dynamometer test for **any reason whatsoever**, unless it can be proved beyond doubt that the fault lies with the test engineers or the test facility, that engine will be deemed to have failed the test and the team will be disqualified from the applicable races as described above.

T.7.f Torque Measurement Device Substitution – The promoter MAY, at their sole and absolute discretion, permit a dynamometer sheet or test as verification of the DPO. Should the promoter allow this variance from rule T.8.d above, promoter may use a properly calibrated propeller shaft dynamometer at the race site for use in post race inspections to confirm DPO for the purposes of rule compliance, and all competitors running under the P1 categories are subject to DPO confirmation via the provided dynamometer. If during the course of the season a Team objects to the torque measurement device output and / or its total horse power output generated whilst racing, it shall have the right to request a dynamometer test according to the procedure outlined in T.7.e above.

T.8 COMPETITIVE BALANCE

For purposes of competitive balance, the P1 TCC is entitled to determine into which Powerboat P1 class a particular Boat qualifies. It may require adjustments to the Hull, deck, engines, drives, propellers, or ancillary equipment or require that additional weight be added to the Boat to ensure a competitive balance within each category.

- SS1 CATEGORY P1 SUPERSTOCK – Rules Taken From and Governed by the UIM International SuperStock Rule Book**
- a. This class is a single design class, featuring the P1-28SS Panther, with a single outboard engine approved and identified by the series promoter.
 - b. No physical modifications may be made to the hull from the original one-design drawings or specifications but hull treatments are permitted. No modifications may be made to the engine or engine position or seat position. Original hull drawings are available from the series organiser on request and templates will be used at events to ensure compliance with the original design.
 - c. Safety takes priority over racing at all times.
 - d. **Race Courses in the SuperStock series are to be specified by the promoter specific to the individual event venue, and shall typically be between 1.5 to 2.0 miles in lap length as outlined in the event circular.**
- SS3 Offshore Powerboat Racing License - In order to enter the Stock series, all crew members must be in possession of a valid International License issued by their National Authority.
- SS4 Age Regulations – Age Regulations shall be determined by the National Authority (APBA); however, international championship events shall comply with the UIM age criteria below:
- a. The minimum age for a navigator is 16 years old.
 - b. All age regulations apply at the date of the race.
 - c. All persons under 18 years of age must be accompanied at the event by a Parent/Guardian. All competitors who are under 18 on the date of the race will be required to submit written consent of their parent or guardian to their participation in the race and confirmation of their acceptance of the rules governing the race.
- SS5 Control of the Boat
- a. Only valid License Holders are permitted to control the boat whilst racing.
 - b. Boats are allowed out on the water at the times designated in race instructions ONLY or with prior agreement with the OOD. Non-conformance may result in disqualification from the event and/or a fine of \$150 or as stipulated in race instructions
 - c. Any team with a crew member competing in his or her first four Stock races must display an orange band placed around the stern of the outboard engine. These teams will be positioned furthest from the start boat during their first four races
- SS20 Throttle Control
- P1 SuperStock is intended to be a Pilot driven and throttled class where the driving and throttle control is maintained by a single individual. **The team MAY allow for split driver and throttle operation at their discretion, and shall identify pilot duties at the time of event registration.**
- a. All foot throttles shall quickly return the engine to idling speed when released.
- SS23 Fuel – Fuel shall be governed by the fuel rules identified in the general racing rules.
- SS25 Engines
- a. No modifications are allowed to engines.
 - b. No engine cowling modifications are permitted and cowlings must be in place throughout the entire period of a race.
 - c. Infringement of Rules 25(a) or 25(b) will result in disqualification and/or yellow card and/or a fine.

- d. All engines must be inspected, performance tested and sealed prior to 31 May 2011 by the series organizers representative. This pre-season inspection, performance test and sealing will be charged. Details of these costs will be provided by the series organizer annually and prior to the start of each new season. This charge will include the production of the boat's measurement certificate which must be presented at every race event.
- e. If an engine seal is broken prior to arrival at an event, the engine cowl will be sealed in place and any points gained at the event will remain provisional until the engine has been performance tested and inspected.
- f. If the engine cowl seal(s) is broken before the engine is performance tested, all points gained in that event will be forfeit.
- g. If any work that requires an engine seal(s) to be broken is carried out it must either be done by the series organizers appointed agent or done in the presence of a series organizers appointed Inspector.
- h. It will be the competitors' responsibility to produce their log book at each event during Inspection. Failure to do so will result in a competitor not being allowed to race.
- i. Spare lower units. You may carry a spare unit which has to be certified by the series organizer prior to installation. An Inspector must verify the engine installation height and a series organizer representative will issue a new seal(s) prior to racing (*).

SS33 Propellers

- a. Race teams are only permitted to use a designated propeller for competition purposes. P1 will announce the brand name and specific propeller model before the start of the season. Each race team will be required to purchase a designated 'race propeller' and will be marked as such by P1. This propeller is retained by P1 and securely stored on the race support truck. It is only made available for the races. The propeller remains exclusively available to the team and is not part of a pool of propellers.
- b. **Race propellers will be issued by P1 in a manner determined by P1 and outlined in the race circular prior to the race. Race propellers shall be checked by the Inspector when the boat is launched and recovered.** Any competitor found using an unauthorized propeller will be disqualified from that race. On completion of the race the propeller must be removed by the competitor and handed back to the P1 Inspector who will place it in the secure P1 race truck.
- c. Racers own and keep their testing/training propellers and use and repair them at their own expense.
- d. During a race event if a racer damages the race propeller they can buy or rent another race propeller from the race truck. Teams may not use their testing or training propellers in a race.
- e. A competitor can borrow a race propeller (from the P1 race truck) to verify that his own race prop is performing to the correct standard. The competitor will be liable for any damage to borrowed or rented propellers
- f. If a competitor damages a propeller during a race P1 will offer a temporary repair service at the competitor's own risk by an authorized P1 member of staff. No repairs to the propeller may be made by the competitors or any non authorized persons.
- g. During the course of the season damaged race propellers will be returned to the preferred propeller supplier or the authorized propeller repairer to be fixed at the owners' expense.

SS35 Minimum Boat Weight

- a. All boats shall have the following minimum post race weight to be determined by the promoter in the racer instruction package. The minimum weight is the sole responsibility of the team.
- b. The minimum weight shall be calculated post race with all safety equipment on board. All or any boats may be subject to post race weighing and must be made available at the request of the Inspector and directly after racing finishes. No water or extra ballast shall be in the boat at the time of weighing nor shall any water be in the bow ballast tank.
- c. Non-conforming boats will be disqualified.

SS37.e It is MANDATORY that the radio be integrated with the intercom in the helmet to enable monitoring of race boat radio channel whilst racing, so as one team member must be able to listen for any instruction at least by use of ear piece connection to radio. Penalty for non-conformance is \$150.

SS42 Retirement Flag

- a. All boats shall carry an orange rectangular flag of a minimum size of 0.60m x 0.40m as a means of announcing retirement from a race
- b. Once a boat has retired it cannot re start or re join the race

SS45 Mandatory Markings/Decals

- a. All boats must display mandatory series and event logos, as directed by the organizers
- b. Failure to do so will result in a fine of \$225 per sticker, per race.
- c. All decals including non mandatory must be intact and in good order at the start of each race.

SS51 Engine Eligibility

- a. The organizers appointed Technical Sub Committee may appoint a number of engine inspectors who can attend any engine inspection or carry out their own checks at any event.
- b. If a Race Committee decides to check an engine in order to verify its eligibility, the cost shall be borne by the competitor if the engine fails the eligibility check otherwise the cost will be borne by the race organizer.
- c. When a competitor raises a Protest against another competitor over the eligibility of an engine and in order to prove this eligibility an engine is required to be checked, then the costs involved are to be borne by the losing party. This means that following a Protest, if the engine is found to be illegal the Protestee shall pay for the checks. If however, the engine conforms to all the rules then the cost of checking shall be borne by the Protestor. Both parties to the protest may attend the engine inspection.
- d. Parts not supplied by the original engine manufacturer shall not be fitted to any engine unless specifically allowed within the rules – See Rule 57 below
- e. Engine Inspection checks will be made in comparison with standard production parts and/or UIM engine homologation papers.

SS52 Engine Lubricants and Parts

- a. Spark plugs, engine oil and lower unit oil must be as per the specification in the owner's manual, or as supplied/provided by the organizers sponsor.
- b. Powerboat P1 will notify all teams of any parts permitted to be changed from those originally supplied by the engine manufacturer.

SS55 Starting Procedure

NOTE: The starting procedure may be altered as defined by the OOD and such alteration shall be noted in the racer information package and at the pilot briefing for each event.

- a. **MINIMUM VISIBILITY** - For Stock races there must be a minimum of one miles visibility over the whole race course and there must be no forecast or other reason to believe that there will be any lesser visibility on any part of the course or its vicinity throughout the expected duration of the race.
- b. **FROM WET PITS AREA**
 - i. Start Boat – Flashing amber lights signaling 2 minutes to commence leaving Wet Pits
 - ii. All race boats to follow start boat to Muster Area in position order as briefed at the driver’s briefing. **NO RACE BOAT MAY PROCEED AHEAD OF THE START BOAT.**
 - iii. Red flag raised at wet pits signals wet pits closed. Race boats may not leave the wet pits at this time. A late start procedure may be given at drivers briefing.
 - iv. A parade lap, where possible, around the course to the muster and/or start area will be described at the briefing.
- c. **FROM MUSTER AREA**
 - i. The Muster Area will be described in the Race Instructions.
 - ii. In the muster area, the yellow flag will be raised, meaning that the boats must follow the alignment procedure.
 - iii. Start boat - Yellow flag and flashing amber lights – when the Start Boat leaves the muster area, towards the start line, the boats will line up in the pole position order and 30m ASTERN, of the Start Boat, and must observe a safe spreading distance (minimum 3 meters approx) between boats with absolutely no contact between boats. The penalty for not staying 30m behind the start boat (jump start) will be 1 minute.
 - iv. A race official on the Start boat will use a radio channel to control the fleet prior to the start. They will have the authority to impose penalties, as detailed below. Radio channel shall be announced at drivers briefing.
 - v. When the starter is satisfied that all boats are in a satisfactory line, at a satisfactory speed, he raises the green flag and starts the flashing green lights, lowering the yellow flag simultaneously. The raising of the green flag indicates the start of the race.
 - vi. The start boat speed should be at a speed of approximately 30 knots when the green flag is raised.
 - vii. The official timing starts when the leading boat crosses the start-finish line, unless otherwise designated in racing instructions. Crossing the line constitutes the start of Lap 1 of the race.
 - viii. If at any time during the start procedure after the yellow flag has been raised, a red flag is raised, the start has been aborted and all boats must return, at a safe speed, to the muster area for restart, or follow specific instructions from the start boat.
 - ix. Any boat that fails to line up in the muster area will not be allowed to start.
 - x. Should a boat fail to start, having lined up in the muster area, it may start within ten minutes of the time of the start provided the boat:
 - xi. Gets permission from the safety officer / OOD to start
 - xii. Starts at the start position and

- xiii. Follows the start run going to the start/finish line when it is safe to do so.
- xiv. A description of the start will be published in Race Instructions.
- xv. During the start run, if a boat passes the start boat before the green flag, it will be disqualified.
- xvi. Safety takes precedence over racing AT ALL TIMES. Competitors should do nothing to endanger crew, spectators or other participants.
- xvii. Video camera evidence may be used by Race Committee for any reason.

Diagram 1 – Start procedure under yellow flag

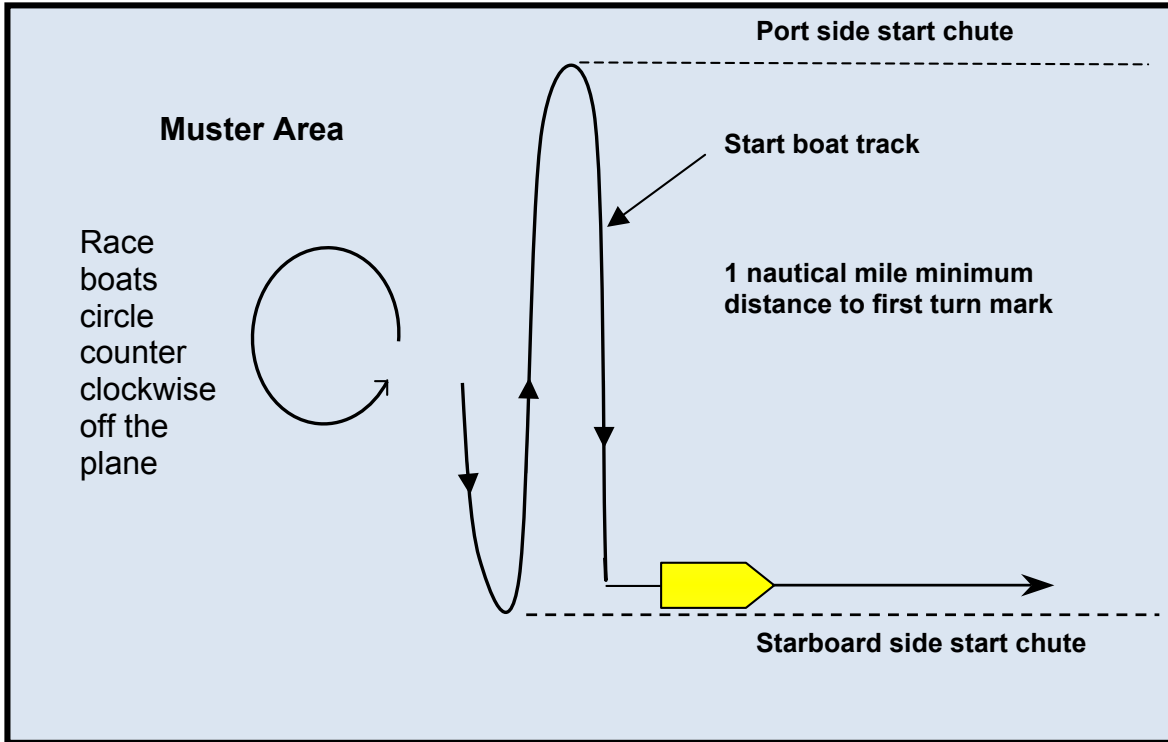
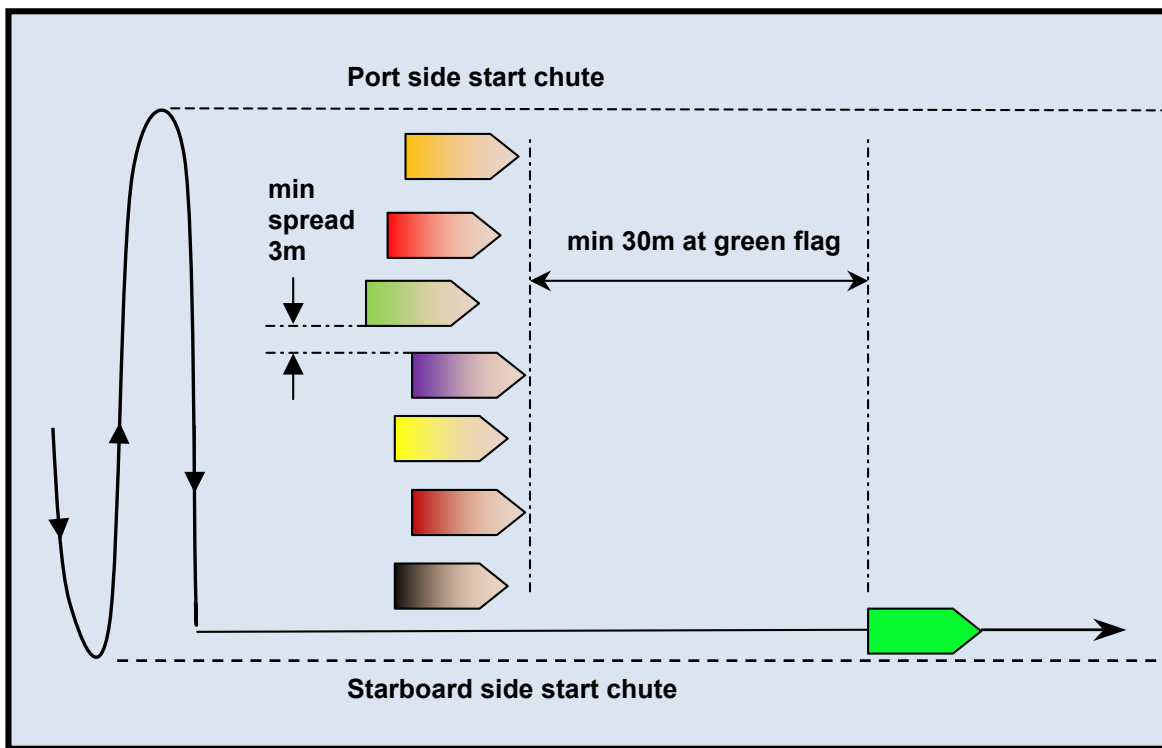


Diagram 2 – Start procedure, green flag



d. “POLE POSITION”

- i. SATURDAY AND SUNDAY RACES – BOTH CLASSES “Pole Position” will be defined by means of a lottery for the first races of the season. Thereafter boats will be allocated pole positions in accordance with their finishing position in the last race.
- ii. The series organizer reserves the right to use the lottery method of determining pole position order at any event (notified at briefing).

SS57 Outside Assistance

Outside assistance in the form of communication between a boat and its team manager is the only assistance allowed during a race.

- a. The Race Committee has the right to decide whether there was other outside assistance or not, i.e. safety grounds.

SS58 The Racing Rules

General - It is the duty of each crew member to ensure that their boat is driven in a manner that does not compromise the safety of themselves, any other competitor or any spectator. Powerboat racing is a non-contact sport and crew members may be penalized if contact occurs. Whilst not racing or participating in official practice sessions, boats are bound by the International Rules for the Prevention of Collision at Sea. All Race Boats must observe the International Rules for the Prevention of Collisions at Sea when encountering any other Non racing craft at all times.

- a. Responsibility of all crew members - It is the responsibility of each crew member to ensure they are fully aware of the consequences of their actions and to anticipate the actions of other boats in their immediate vicinity. All crew members must take any action necessary to avoid a collision, even if they have the right of way. A constant look out must be maintained and crews are reminded of the importance of good and efficient communication at all times.

- b. Flag Signals – Boats must obey all flag signals given by officials during testing, practice and racing. Failure to comply with flag signals may result in a penalty or disqualification.
- c. Overlap – An overlap can be attempted and exist on either side. An overlap exists when one boat is not clear ahead of another. See diagrams 1 and 2 below for clarity.

Diagram 1
No overlap
A is clear ahead of B

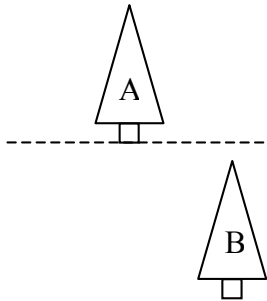
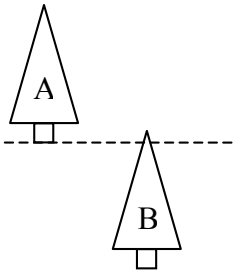


Diagram 2
Overlap exists
A is not clear ahead of B



Definitions

OVERLAP – An overlap exists when one boat is not clear ahead of another and the overtaking boat has no longer a free choice on which side it shall pass.

OVERTAKEN - An Overtaking boat is deemed to have overtaken when its aftermost point is in front of the overtaken boats bow. If the overtaken boat then closes on the other it then becomes the overtaking boat and therefore must act accordingly. **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.**

d. RULES OF THE ROAD - RIGHT OF WAY

- i. The international Regulations for the Prevention of Collisions at Sea apply at all times between race boats and non race boats

e. OVERTAKING

- i. Any overtaking boat must give way to the overtaken boat.
- ii. A Boat being overtaken must not deliberately alter its course in any way that would hinder the overtaking boat, once an overlap has been established.
- iii. An overtaking boat that has established an overlap must in all circumstances be prepared to alter its course in order to avoid collision.
- iv. During Multi-Class races, boats on the longer course may only pass outside of the boats on the shorter course.
- v. Extra caution is advisable when overtaking canopied boats that may have limited visibility to the rear.
- vi. If a boat, in consequence of its neglect of any of these rules fouls another boat it may be penalized.
- vii. All colliding Race boats will be disqualified

- f. Foulings Competing Boats - If a boat, in consequence of her neglect of any of these rules compels others to foul each other, she may be disqualified.

Definition of Fouling - By consequence of a boats actions it either collides with another boat, or causes another boat to have a collision, or causes another boat to take avoiding action to avoid a collision which may or may not result in that boat infringing another rule (e.g. - Missing or hitting a mark of the course)

- g. Foulings Marks - If a boat is forced on to a mark by another boat, the driver may lodge a protest.

SS59 Incident Procedure

- a. In the event of a hazard or incident on the course, the yellow flag procedure will be used to control the fleet – see Rule 72. The start boat may also use its yellow lights in conjunction with the yellow flags.
- b. There is NO OVERTAKING in the vicinity of the yellow flags / yellow lights.
- c. When it is deemed the course is clear, yellow flags will be removed. If the start boat is showing yellow lights these will be switched off or converted to green lights.
- d. In the event of a serious incident, the red flag procedure will apply – see Rule 72.
- e. It is the crew members' responsibility to monitor the all flag signals whilst deployed.

SS60 Accident Aid

- a. It is mandatory for a boat(s) to stop to give aid at an accident – however, drivers must only offer assistance if there is no help or insufficient help at the scene of an incident.
- b. Crews that have stopped to assist at an incident shall immediately advise Race / Safety Control of the incident.
- c. The team shall inform Race / Safety Control if they resume racing. Times relating to stopping and re-starting racing will be recorded by Race / Safety Control.
- d. Any boat which stops to render assistance because there was no help or insufficient help will be awarded the championship points related to the position they held at the time they responded to the incident. No other finishers will have their points or positions affected by this action. However, should the boat that rendered assistance restart the race and improve its position from when it stopped to render assistance, it will keep its better position and points,
- e. Podium places will only be allocated to boats that finish the race in first, second and third place.

SS61 Turn Marks and Missed Marks

- a. All marks will be laid in the approximate positions referred to in the race instructions. It is the competitor's responsibility to drive close enough to the course marks to ensure that they have been seen to pass them correctly.
- b. Unless otherwise specified in the Event Race Instructions the color of the course buoys will be as follows:
- c. All Outside Course Marks: YELLOW (to be left to port when racing anti-clockwise).
- d. All Inside Course Marks: ORANGE (to be left to starboard when racing anti-clockwise).
- e. Should a buoy go missing the driver must pass through the approximate geographical position referred to in race instructions.
- f. If a boat hits a turn mark – A Yellow Card penalty may be applied.
- g. If a boat destroys a buoy or cuts the securing line – A Yellow Card may be applied. If a boat damages a buoy a fine of up to 300 Euros will be applied.

- h. A competitor may NOT return to a missed mark. The competitor must continue to follow the designated course passing all remaining marks correctly. Dangerous driving resulting from missing marks will result in further penalties.
- i. The missed mark penalty is 1 minute per missed mark.

SS62 Stopping the Race

- a. In case of force majeure or an accident
- b. In the event of the race being aborted by the use of the Red Flag procedure
- c. On seeing red flags

SS63 Finishing a Race

- a. When the leading boat in each class completes the course and crosses the finishing line, the checkered flag will be waved. It designates the 'winner' of the race and the start of the finish procedure of the race.
- b. The checkered flag will also be given to all subsequent boats that cross the finish line after the first boat.
- c. Boats shall not begin a new lap if they cross the finish line after the leading boat has taken the checkered flag.
- d. A boat shall be timed for completing a race when her bow crosses the finishing line.
- e. All boats crossing the finishing line after the 'winning boat' will be classified as having finished the race provided they have covered the minimum number of laps.
- f. Upon completion of a race, a boat shall;
 - i. turn in to the centre of the course,
 - ii. conform with the International Regulations for Preventing Collisions at Sea,
 - iii. not hinder other boats that are still racing and
 - iv. await escort back to the Wet Pits.
- g. Time Limit: All boats have a maximum of 15 minutes from the time the winning boat crosses the finish line to complete their final lap.
- h. To be eligible for points, a boat does not need to cross the finish line after the winning boat but must have completed a minimum of 70% of the laps completed by the winning boat, rounded up to the nearest full lap.
- i. Boats will be ranked according to the number of laps completed and then the time it has taken to complete those laps.
- j. The race may be curtailed or stopped at the finish line at any time by waving the checkered flag. This designates the end of the race – see Rule 69 below.

SS64 Curtailment of a Race

A curtailment decision can be made at any time during a race provided the curtailment is signaled on the Start/Finish line to the leading boat. The leading boat shall then stop racing immediately. All other boats shall stop racing when they next cross the Start/Finish line. Retiring from a curtailed race prior to curtailment will not preclude a driver from receiving points. See Rule 72 for curtailment flags.

SS65 Retirement Procedure

- a. On retiring from a race, all boats must hoist and display an orange flag when practical to do so until the boat has been recovered from the water. The crew should attempt to contact Race / Safety Control immediately by radio and inform them of the boat's retirement. If radio communication is not possible, the nearest Safety/Patrol boat should be informed.

- b. A boat which has retired after completing 70% of the laps completed by the winning boat is eligible for the award of championship points.

SS66. Championship Points Scoring System

- a. Points will be awarded to race boats (regardless of crew embarked).
- b. Points are not transferable into other classes or between boats.
- c. No points will be awarded if a boat is disqualified for an infringement of the technical rules.
- d. Points shall be awarded based upon the National Authority Scoring system. International Events shall have points awarded as follows:

First place	20 points
Second place	17 points
Third place	15 points
Fourth place	14 points
Fifth place	13 points
Sixth place	12 points reducing by one point for each subsequent position.

SS67 Flag Signals – Shall be identified in the general Racing Rules of the National Authority and shall be identified in the pilot briefing.

SS68 Posting of Results

- a. The provisional results will be posted within an hour of the end of the races, where possible.
- b. The OOD must sign the results and state the time of posting on the provisional results. The OOD will be present for one hour from the time of posting the results to receive any protests.
- c. Provisional results will become official one hour after posting provided no protests have been received.
- d. It is the teams' responsibility to monitor the posting of the provisional results.

SS69 Medical Examination

- a. The Race Committee may instruct the Medical Officer (Doctor/Paramedic) who is present at any Powerboat Racing Event, to submit any crew member entered to a physical, alcohol or drugs test at any time during the event. If the medical officer considers that a pilot is unfit to race for any reason his decision to refuse the pilots entry to the race shall be final. Anyone refusing any test shall be suspended from the event and reported to the UIM for possible suspension. The maximum blood alcohol level for crew members, mechanics and officials is the same as that defined by the legislation, in the country in which racing is taking place, relating to driving a motor vehicle on the public highway.
- b. The results of such examinations shall be communicated to the OOD/Race Committee who, based on the report of the Medical Officer, may exclude the crew member from the competition.

SS70 Banned Substances and Banned Methods

- a. Any crew member, mechanic or race official suspected of being under the influence of alcohol should be reported to the OOD who has the authority to ask for a breath test. A driver failing or refusing a test shall be suspended from the event by the jury and reported to the National Authority/ U.I.M.

- b. Banned Substances and Banned Methods.
 - i. A competitor shall neither take a banned substance nor use a method banned by the current edition of the World Anti Doping Agency (WADA) list of Doping Classes and Methods.
 - ii. Doping control is governed by U.I.M. rule 205.02.02 and competitors are subject to the control, procedures and penalties described in the U.I.M. anti doping appendix.
- c. Control of Banned Substances and Doping Control Procedures
 - i. Competitors selected for testing must not refuse to be tested and shall appear at the Control Centre at the time appointed by the Sampling Officer.
 - ii. Any infringement of this rule will be reported immediately to the Race Jury and subsequently to the U.I.M.

No competitor shall protest another competitor for an infringement of this rule.

ANTI-DOPING – These are as per the U.I.M. 2011 regulations, amended from time to time as required.

SS71 Gross Misconduct and Unacceptable behavior

- a. In order to protect the interests all those involved in the sport, the following actions which are deemed to bring the sport into disrepute can be penalized by the OOD, the U.I.M. Commissioner or by the National Authority of the License Holder; The points below are not exhaustive and the series organizer may impose penalties for inappropriate behavior not listed below.
 - i. any deliberate act taken to gain unfair advantage,
 - ii. any false act made or statement given,
 - iii. any attempt to bribe or the taking of a bribe,
 - iv. any abusive or unsportsmanlike behavior,
 - v. any instances of verbal or physical abuse against any race or event official.
- b. Penalties may include yellow cards, red cards, suspension or disqualification from an event, exclusion from the Championship and the imposition of a points or financial penalty.

SS73. Championship Specific Penalties

At the discretion of the OOD, a yellow card penalty may also be applied in conjunction with the penalties listed below. A written penalty notice will be given and the time of the penalty written on the notice.

- a. Smoking in the defined wet or dry pits: \$300 fine.
- b. Fuel transfer outside the designated fuelling areas: \$300 fine.
- c. Launching: persons on boats whilst being lifted or craned: \$300 fine to the driver of the boat.
- d. Failure in launch/ramp discipline;
 - i. first offence: warning and/or \$150 fine,
 - ii. second offence: \$300 fine.
- e. Late or non-attendance of prize winners at the prize giving, without previously tendering apologies to Race Secretary: \$225 fine
- f. Not wearing race overalls at podium presentation: \$225 fine.
- g. Failure to present engine or craft for technical examination: disqualification.
- h. Misrepresentation or providing untrue statements: See Rule 76
- i. Failure to raise and fly retirement flag when able: \$150 fine.

- j. Failure to report Retirement to Race / Safety Control: \$150 fine
- k. These penalties are not exclusive and do not protect the offender from further action by the organizers / UIM. Penalties will be applied by the OOD. Penalties (a) to (j) above may be protested. Protests must be lodged within one hour of the penalty being issued.

SS74 Failure to pay any fine

Teams will not be allowed to participate in the next event of the Stock series until all outstanding fines are paid. This will be carried over between seasons if applicable.

SS75 Injured Drivers

- a. If during an event a crew member is injured their license may be suspended until the competitor has been given the all clear by a suitably qualified medical doctor.

SS76 Identity Tags

- a. All crew members will be issued with waterproof temporary identification, which must be worn on the right wrist at all times during racing or testing.
- b. These identification tags may be collected at the boat retrieving ramp/crane area after the final race to validate the driver/crew/boat combination.

SS77 Podium Presentations

All podium finishers must wear their race overalls and any race winners caps provided. Failure to do so will result in penalties as detailed above.

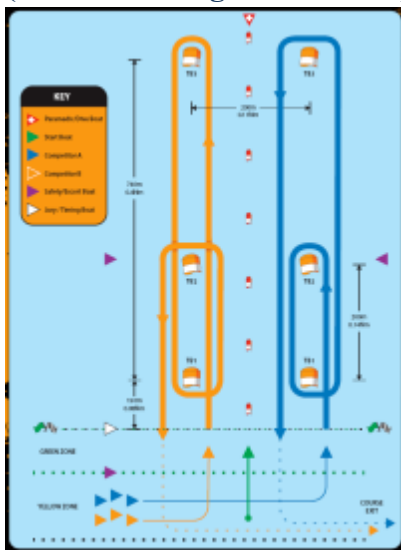
SS78 Match Racing Procedure

Event-specific details to be included in Race Instructions.

- a. The Match Racing Competition (MRC) is based on head-to-head elimination competition between two boats over set parallel courses approximately 750m in length. The course is divided in the middle by a series of central splitter buoys.
- b. All competing boats will be led out from the wet pits to a pre-agreed muster area for the MRC. Competing boats will be required to wait in the muster area off the plane circulating in an anti-clockwise direction.
- c. Boats should be sufficiently fuelled to participate for the full duration of the MRC. Returning to the pits for refuelling during the MRC is not permitted.
- d. The course for each boat consists of a lane three buoys positioned in line with one another and spaced at intervals of approximately 0m, 250m, and 500m.
- e. Depending on the number of competing boats, a qualifying session may be run with teams required to set an individual lap time over the course. The slowest boats will be eliminated, leaving only the top eight boats which progress through to the actual MRC, creating a natural quarter-final, then semi-final and ultimately the final pairing to determine the winner.
- f. Once the MRC is underway, the start boat will lead the first two boats (communication will be done by radio and large number boards) from the muster area towards the start line under a yellow flag. The two boats will be required to line up on either side of the start boat off the plane and in their respective lanes. The boat with the lowest race number is required to run the left hand lane while the boat with the higher number is required to run in the right hand lane.
- g. The start boat will build up speed in the approach to the start line (TB1) in an area designated as the 'Yellow Zone'. It is the responsibility of the competing teams to ensure they are in line with and not ahead of or behind the transom of the start boat at all times.

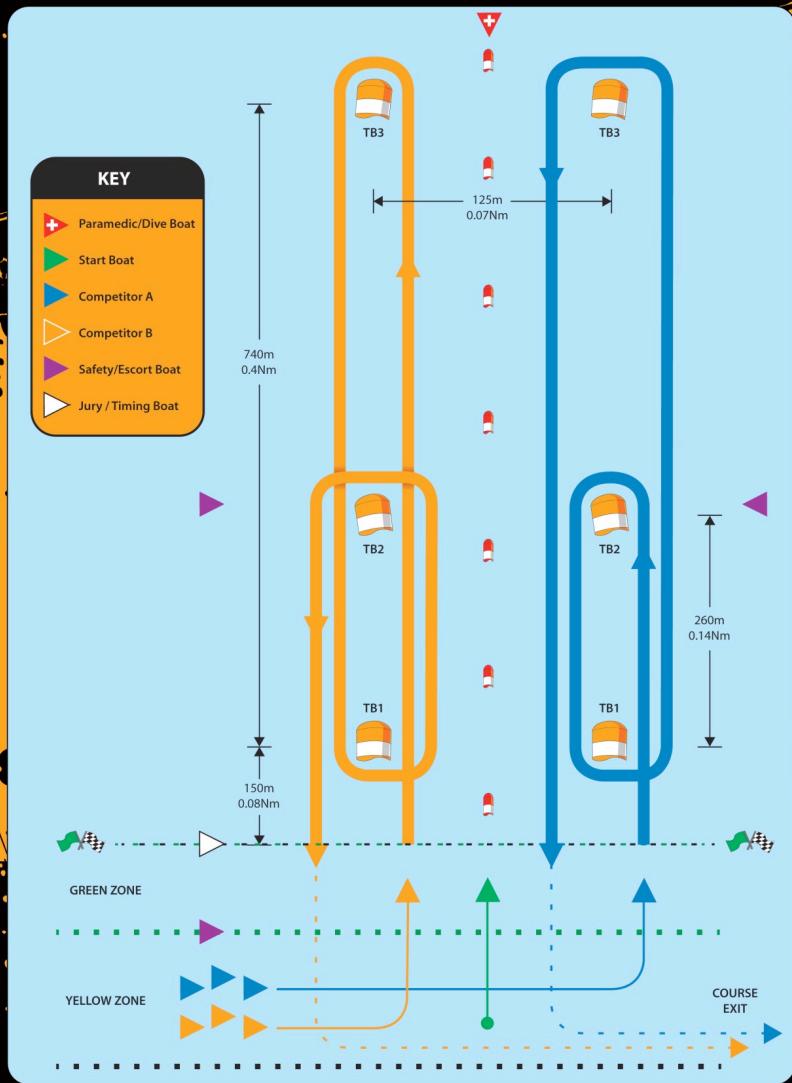
- h. If either (or both) boats are deemed to be out of line, the start procedure will be aborted. This can only happen one time to each boat before they are disqualified, with the remaining boat progressing through by default.
- i. When both boats are deemed to be in line and within the 'Green Zone' by the start boat, the green flag will be raised and the MRC is underway.
- j. The boat running in the left hand lane will be required to race from the start at TB1 to and around TB3, back to and around TB1, to and around TB2 and back to the finish at TB1. The boat running in the right hand lane will be required to race from the start at TB1 to and around TB2, back to and around TB1, to and around TB3 and back to the finish at TB1 (see attached diagram). Both boats will follow their respective courses in an anti-clockwise direction.
- k. Any boat not completing their course in the required order will be immediately disqualified.
- l. Any boat competing in the MRC that crosses over the central splitter buoys into the other boat's lane will be immediately disqualified.
- m. The winning boat is the first boat which completes the course and passes TB1 where the jury and timekeeping boat will be located.
- n. The losing team is knocked out of the competition and the winning boat progresses to the next round until a winner is declared.
- o. Boats no longer in the competition can return to the wet pits.
- p. Any boat competing in the MRC which experiences technical difficulties will be provided the necessary assistance to return to the wet pits and is no longer eligible to compete in the MRC.
- q. Boats still in the competition return to the muster area and await further instructions from the start boat
- r. The two boats competing in the final of the MRC will be required to run their respective courses twice in immediate succession.
- s. The boat that wins the MRC secures pole position for the endurance racing on Sunday UNLESS the winner is categorized as a rookie, in which case they must still start in the furthest outside lane.

(See course diagram overleaf)





MATCH RACING COURSE MAP



All penalties and fines collected by Powerboat P1 will be paid to a registered charity, which will be nominated on an annual basis; or, may be applied to a high-points championship fund at the discretion of Powerboat P1 Management, Ltd.

APBA OFFSHORE VEE EXTREME CLASS

All Vee Extreme (VX) Class boats must strictly adhere to the following specifications. Please also refer to the rules pertaining to all APBA Offshore classes.

1 - Dimensions:

Hull type:	Mono
Length minimum	40' 0"
Length maximum:	50' 0"
Beam maximum	No Restrictions
Height minimum:	No Restrictions
Weight minimum:	No Restrictions

2 - Engine specs:

Displacement, maximum	Gasoline - No Restrictions / Diesel 2000 CID Maximum
Displacement, minimum	No Restrictions

3 - Exhaust System:

Materials	Cast or fabricated 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 or method that is pre-approved by APBA Offshore Technical Chairman

4 – Transmissions:

Single speed	Allowed. Must be capable of neutral, forward and reverse
Multi speed	Allowed. Must be capable of neutral, forward and reverse
Power	Must be derived from main engines

5 – Rudders:

Materials	Stainless steel or titanium only
Serial number	Unique stamped or engraved, required
Minimum thickness	0.350", any fore-aft chord
Edges, sharpening	Allowed
Rudder shape	Any
Dimensions	Rudder must extend at least 5" below keel
Depth	Fixed depth only
Trimable	Not allowed
Liftable	Not allowed
Integrity	Rudders must be checked by x-ray at least twice a year, before first race of the season, and not after 7/15
Documentation requirements	Complete x-ray certification documentation (serial # of rudder(s), test results on testing company's letterhead)
Missing documentation	Boat will be excluded from the race

APBA OFFSHORE TURBINE EXTREME CLASS

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

1 - Dimensions:

Hull type:	Any *
Length minimum	40' 0"
Length maximum:	No Maximum
Beam maximum	No Restrictions
Tunnel width maximum	No Restrictions
Height minimum:	No Restrictions
Weight minimum:	No Restrictions

* - No 3 or 4 point hydroplanes allowed

2 - Engine specs:

Allowed Turbine Engines	Lycoming T-53, T-55, Pratt & Whitney PT, GE T-58
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3 – Transmissions:

Single / Multi Speed	No Restrictions
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4 – Rudders:

Materials	Stainless steel or titanium only
Serial number	Unique stamped or engraved, required
Minimum thickness	0.350", any fore-aft chord
Edges, sharpening	Allowed
Rudder shape	No Restrictions
Dimensions	No Restrictions
Depth	Rudder must extend at least 5" below keel @ max lift
Trimable	Allowed
Liftable	Allowed
Integrity	Rudders must be checked by x-ray at least twice a year, before first race of the season, and not after 7/15
Documentation requirements	Complete x-ray certification documentation (serial # of rudder(s), test results on testing company's letterhead)
Missing documentation	Boat will be excluded from the race

5. –Engine Specs – Any modifications are allowed to enhance operation in a marine racing environment.

6. - No flame show or after burners allowed.

7. - An electric or manual emergency fuel shut off or bypass must be in place on each turbine engine.

8. - A minimum of one Coast Guard certified fire extinguisher per engine compartment. Extinguisher must be sized according to Coast Guard regulations.

9. – Fuels – Turbines - Jet A, kerosene and/ or diesel only.

10. - A Kevlar containment blanket must be used on the hot section of every engine to contain any GP or PT rotor failure.

11. - Any number of engines may be installed as long as safety requirements per engine are met.

12. - Any drive or propulsion configuration utilizing the thrust of water. Any drive ratio may be used.

13. – Exhaust – Turbines - entire exhaust systems must be water cooled, insulated or coated.

APBA OFFSHORE PRO-AM CLASSES

Mission Statement

The Pro Am Series is designed for the high performance boat owner to compete in professional offshore racing in a large variety of boat configurations. The competition rules will be based on the boat's top speed in perfect water conditions. This format will serve as a showcase for new racers and seasoned professionals to compete on an equal playing field. Welcome to APBA Offshore PRO-AM Offshore Racing.

1. All PRO AM boats are required to comply with all APBA Offshore General Membership & Racing Rules and APBA Offshore Safety Rules.
2. Required Information - When registering for a race the owner of the boat must report the following correct engine and outdrive information. False information is grounds for disqualification.
 - a. Each engine horsepower
 - b. Drive manufacture and model
 - c. Drive gear ratio
 - d. Top engine rpm at full throttle drive trimmed out
 - e. Propeller you will race with diameter and pitch
 - f. Boats ultimate top speed in perfect water conditions
3. APBA Offshore inspectors will place all boats in a class using a mathematical formula to determine the boat's top speed on perfect water conditions. Class placement may also be determined by an APBA Offshore inspector and a racing crew member of the boat by making a speed run with the boat in question.
4. Class Reassignment - If the Inspector or Director of Performance Class determines a particular boat will exceed its preregistered class that inspector will use the following method to determine the correct class.
 - a. Mathematical formula.
 - b. Inspector will make a speed run with a riding crew member.
 - c. Prior knowledge of the boat's speed

Compliance with PRO AM top speeds shall be governed by GPS, computer timing, Racepak product G2X (available for lease), IQ3 Logger Dash, G2X Pro, G2X Black Box. Riding crew must share their data card with an APBA after each race, a race official inputs all data onto one screen for analysis, any break out or course violations are in plain sight. Average lap and race speeds may also be determined by computer scoring programs. Handicap racing as developed by Pacific Offshore Powerboat Racing Association (POPRA) may also be used. A complete copy of the handicap racing instructions may be obtained from POPRA (brad@pigironracing.com). During a race, any boat found to have reached or exceeded the maximum top speed for a continual period of more than 5 seconds and less than 30 seconds will be subject to a 30 second time penalty for a first offence and a 60 second penalty for each subsequent offence up to a maximum of three offences after which the boat shall be disqualified. Any boat found to have reached or exceeded the maximum top speed continually for 30 seconds or more, shall be disqualified. If a boat is disqualified, the boat 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 to the next class nor will they need to pay another equipment registration fee. If there is a disagreement of boat's top speed or the application of the Pro Am rules, the decision of the Chief Referee shall be final.

APBA Offshore, at its sole discretion, may at any time use radar or require the purchase and installation of specific GPS units or any other electronic speed measuring devices to further regulate maximum top speeds within the Pro-Am Classes.

APBA Offshore shall require each Pro-Am boat owner to purchase and install a GPS: The following Garmin GPS models are allowed: 172,172c,182,182c,192,192c,398, 498, and any newer Garmin GPS units that have an SD or Micro SD slot and are capable of recording a trip.

Note: The GPS's listed are available with internal and external antennas. We advise using the external antenna models with canopy boats.

Some of these models are not available in the marine stores and they will advise you that they are no longer made. However they are available new and refurbished with a 1-year warranty from Garmin on Ebay and in several Ebay stores.

5. PRO AM CLASSES

CLASS 5 Single inboard engine or single outboard boats only,
21 ft. minimum to 30 ft. maximum (+/- 6" Tolerance)

Maximum Top Speed = 75 MPH

CLASS 4 Maximum Top Speed = 85 MPH

CLASS 3 Maximum Top Speed = 95 MPH

CLASS 2 Maximum Top Speed = 105 MPH

CLASS 1 Maximum Top Speed = 117 MPH

CLASS PX Maximum Top Speed = 125 MPH

Notes:

- 1) In order to maintain parity and a competitive balance APBA Offshore may change or modify these class guidelines at any time as deemed necessary. Technical rule changes shall be governed by APBA Offshore General Racing Rule Section X, Paragraphs A 1 through A 10.
- 2) Boats shall be a minimum length 21 ft. With the exception of Class 5, boat shall be a maximum length 55 ft.
- 3) Class 1 boats are limited 117 MPH as a top speed. However, this speed may be adjusted on a race-by-race basis depending upon conditions at each race site.

6. PRO AM Class Combinations

The race committee may elect to combine PRO AM classes for the purpose of putting on a better "show" for the sponsor and spectators. Slower boats in each grouping will receive a handicap. The handicap system must be announced at the drivers meeting. In the event that PRO AM classes are combined, they shall be scored separately for the purpose of national high points. However, the race committee may elect to award one set of prizes to each grouping.

Suggested groupings: Combine every other class: PX & P1, P2 & P3, and P4 & P5. In the case of these grouping, the race committee would have P1, P3, and P5 start ahead, with the PX, P2, and P4 running in the second start. This would put the faster boats behind at the start. By the end of the race it would even out the field for the classes for the spectators. The race committee will use a handicap for each pair of classes combined based on a perfect run in each class.

APBA OFFSHORE HALL OF CHAMPIONS

In order to qualify for consideration for the APBA Hall of Champions (HOC), an offshore team (driver and throttleman) must win a national high point championship (minimum of four APBA sanctioned races) or a divisional high point championship (minimum of 3 APBA sanctioned races). Among the teams that are qualified for possible inclusion in the HOC two members (driver and throttleman) shall be selected from the SS classes; two members (driver and throttleman) shall be selected from the Performance Classes. Candidates must be from the same team, racing in the same boat. Substitute drivers or throttlemen are not allowed for HOC. The award is bestowed on drivers and throttlemen only.

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

- 1) national high point championship (minimum of four APBA sanctioned races): 50 points
- 2) UIM world championship: 45 points
- 3) championship at the APBA national championship event: 30 points
- 4) Kilo record: 25 points
- 5) high point championship in National Class with highest number of participating teams within APBA: 10 points.

Pro-Am Classes HOC: The driver and throttleman chosen from the Pro-Am Classes are based on the following criteria:

- 1) national high point championship (minimum of four APBA sanctioned races): 50 points,
- 2) UIM world championship: 45 points
- 3) championship at the APBA national championship event: 30 points
- 4) high point championship in the Pro-Am Class with highest number of participating teams within APBA: 10 points.

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

- 1) The team that has participate 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.
- 2) In the event that a tie still exists after 1 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.
- 3) In the event that a tie still exists after 1 and 2 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.
- 4) In the event a tie still exists after 1, 2, and 3 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.

Index

A

accident scene	35
Accidents during starting procedure	20
additives	87
Air Conditioning	64
Air Induction	69
alcoholic beverages	15
all safety requirements	12
Anti Stuff Bow Planes	64
APBA fees.....	12
APBA OFFSHORE CHIEF MEDICAL /SAFETY DIRECTOR.....	9
APBA/A.S.I.S.insurance releases	12
appeal	13, 31, 32
APPEALS	32
Approved Boats	61
Approved Inboard Engines	78, 82
Availability	61

B

Bearing Away	21
boat extensions.....	64
boat name	6
Boat Registration Fees	6
Boats Eligible for Racing	61
Bolsters	62
bottom escape hatch	62
Braking Systems	62
Bravo	84
buoy.....	16, 21, 23, 29
buoys	16, 17, 21, 40

C

Canopies	61
canopy	61
Casings	80, 85
caution lap	22
check points.....	16
CHIEF SCORER.....	9
class rules	12
Coast Guard and local harbor regulations.....	14
COCKPIT, HULL, ENGINE, TRAILER AND DRIVE SAFETY	47
COMPETITION DIRECTOR.....	9
cooling.....	64, 72, 73, 75, 79, 83
Cooling Water	79, 83
Counter rotated engines	76
COURSE INFRACTIONS	23
crane area	14
crash helmet	29
Crowding pace boat	29
Cylinder Heads	74

D

Dimensions	71, 73, 76, 78, 82, 87, 89, 113, 114
disabled boat	20

Documentation	76, 80, 85, 90, 113, 114
Drive Ratios	80, 84
Drivers' meetings.....	14, 15
Dry Pit	14

E

ECM	79, 84
ECU	87
EMERGENCY RACE STOPPAGE	24
Endangering any craft	29
Enforcement	61
Engine Blocks	73
Engine Compartment	62
Engine Hatches	69
Engine Seals	79, 84
Engine specs	71, 73, 87, 89, 113, 114
ENTRY FEES	11
Exhaust	62, 79, 83
Exhaust System	72, 75, 89, 113
expelled	4
Eye protection	48

F

FLAGS	18
flame arrestor	69
footwear	14, 48
foreign boat	4
foreign boat crews	4
Fuel.....	62
Fuel Testing	63

G

General Repairs	79, 84
------------------------------	--------

H

Handrails	64
helmet.....	14, 49
Homologation of Equipment	64
Hot Pit	13
Hull and Deck Measurement	64
hull become damaged, lost or destroyed.....	35
Hull Extensions	64
HULL REGISTRATION	6

I

Ignition	75
Illegal parts.....	61
IMCO	84
inability to finish	30
inclement weather	24
Induction System	74
Inspection	62
INSPECTORS.....	9
Intake Manifold	74
Interference with starting procedure	29
Internal Components	74
Interpretation	61

intoxicants	13, 26
<i>J</i>	
Jumping start	29
<i>L</i>	
Lap belts	64
Last minute entries	12
Lavin	61
liability release	4
life jacket	14, 29
Lifting Harnesses	64
Lubrication	75
<i>M</i>	
Mandatory Insurance Testing Waiver	14
Medical and Safety Requirements	5
minimum age	4, 18
Modifications	72, 74, 75, 79, 84
<i>N</i>	
new boat	35
Non-Skid	64
Numbers	6
<i>O</i>	
octane	62
official finisher	24
Official Records	41
Offshore Emergency hand signals	21
Offshore Racing Commission	4, 13, 31, 32, See Commission, See Commission, See Commission
OFFSHORE TIME TRIALS	2, 39
On plane in milling area	29
orange flags	16
OSS Cat Lite	78, 81
OSS Classes	61, 64
OSSC	69, 72, 73
OSSCL	69, 78, 80, 84
OSSCO	65
OSSCX	65
OSSTX	65, 69
OSSV	84
OSSVL	69, 82, 84, 85
OSSVX	65, 69, 89, 113
Outdrive	72, 76
Outdrives	84
Outside Assistance	29
Overlap	21
overtaking	21
owner	4, 6, 13, 14, 26, 28, 29, 32, 35, 39, 47
<i>P</i>	
Pace boat personnel	18
pace boats	19, 20, 22
parity	61
passing properly between timing marks	23
PERSONAL SAFETY EQUIPMENT	48
physical	22

POSTPONEMENTS	24
Power steering pumps	80, 85
PRE-RACE SAFETY INSPECTION	12
PRIZE MONEY AND TROPHIES	2, 36
probation	31
Propellers	64, 65, 72, 76, 88
PRO-SERIES SAFETY RULES	2, 46
PRO-SERIES RACE COURSE	17
PROTESTS - LEGALITY OF EQUIPMENT	27
<i>R</i>	
Race Boat Ownership	5
Race Packet	11, 15
race postponement	15
racing bolsters	47
Racing Members	4
racing year	6, 34, 35
radio or cell phone communication	30
record of points	35
REFEREES	8
refusing an inspection	26
registration requirements	12, 14
Removable ballast	47
rookie	21
Routine Maintenance	79, 84
Rudders	76, 89, 90, 113, 114
<i>S</i>	
safe zone behind the pace boat	20
Safety Hatch	62
safety inspection	12
same racing number	6
SCORING	22
Sealing engines	77
seat restraints	47, 61
seaworthiness	8
Serial Number	61
signal flags	18
SLING SAFETY REQUIREMENTS	58
spectator fleet	29
spectators	13, 18
Standoff boxes	80, 85
start line to the first turn	16
Start/Finish line	17
starting chute	16
STARTING PROCEDURE	19
Steering	80, 85, 88
storm course	15, 24
survival kit	47
suspension	4, 30
<i>T</i>	
team uniform	14
TEAR DOWN PROCEDURES	28
TECHNICAL INSPECTIONS	26
TESTING	14
Transmissions	72, 75, 80, 85, 89, 113, 114
Transom Assembly	80, 84
Trim Tabs	64

Tunnel Tabs 64, 72, 76, 80, 88
Turbine 114
turn marks 16, 23
Turning wrong direction 29

U

unauthorized numbers 6
unexcused absence 15
unsportsmanlike conduct..... 30, 31

V

Valve System..... 73

W

Weight..... 61, 64, 71, 72, 73, 78, 82, 87, 89, 113, 114
Wet Pit..... 14
World Championships 37

Y

Yellow Flag..... 19, 22

Addendum(s) to APBA Offshore Technical Rules

Any questions, concerns or challenges must be formally directed to:

**American Power Boat Association
ORC**

**IF THIS RULEBOOK DOES NOT SPECIFICALLY ALLOW SOMETHING,
THEN YOU SHOULD ASSUME THAT IT IS ILLEGAL.
YOU HAVE BEEN WARNED.**