



EVENT SPECIFIC INSTRUCTIONS

Miami *around SS Sapona* Shipwreck
August 23-25, 2024
(as of 6/21/2024)

DRAFT



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RISK STATEMENT

Powerboat racing, by its nature, is a dangerous sport and, therefore, inherently involves an element of risk. All competitors must know the rules well and ensure that their equipment is in good working order, which will help minimize risks. By participating in, or becoming involved with powerboat racing organized by APBA affiliated clubs as a participant, team member, or otherwise, individuals agree and acknowledge that:

- i. they are aware of the inherent risk involved in the sport and accept responsibility for exposing themselves to such inherent risk, including risks to their person, their property, drowning, hypothermia, collision injuries, burns, and other physical injuries as well as possible death
- ii. they have satisfied themselves that they have the necessary skill and knowledge to take part in the event and deal with the conditions that may arise in the course of a powerboating competition event
- iii. they will not participate in the event while under the influence of alcohol or drugs or while otherwise unfit to participate
- iv. they are responsible for the safety of themselves, their crew, their boat, and their property, whether afloat or ashore, and the management of their boat, including insurance, is solely their responsibility
- v. scrutineering does not constitute a condition survey of the boat, and it is solely their responsibility to decide whether or not to start or to continue in any powerboat competition
- vi. ensuring the efficiency and suitability of the helmets and racing vests worn is solely their responsibility
- vii. the provision of an event management team, patrol boats, or other volunteers by the event organizers does not relieve them of their responsibilities
- viii. the provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances
- ix. to be bound by the conditions of the Entry Form, Race Instructions/Advance Programs, and the General Competition Rules of APBA
- x. they will accept the decisions of the organizing committee and officials nominated by the organizing committee
- xi. they understand that it is their responsibility to ensure that they have suitable insurance coverage before participating, and that they should also familiarize themselves with event risk assessments and race instructions/advance programs and bulletins before participating.

INDEMNITY

Participants in the event will be required on signing on to the event to save harmless and keep indemnified:

- a. The owners of the premises at which the event is held;
- b. The organizing club, the sponsors, and Ocean Cup and their respective officials, servants, and agents; and,
- c. The other boat owners, drivers, passengers, or mechanics engaged in the meeting (together with the "Indemnified Parties") AGAINST all actions, claims, costs, expenses, and demands in respect of loss of or damage to the property of or personal injury sustained to the Indemnified Parties to the extent caused by the participants, their crew, their boat, their mechanics, support team, representatives or agents.

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

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1. APBA Sanction #13877

Sanctioned by the American Power Boat Association (APBA) and run under Union Internationale Motonautique (UIM) rules and regulations.

This event's scheduled date is August 23-25, 2024. Event planning is ongoing. As refinements are made, detailed information will be provided.

Competitors are reminded that Point-to-Point races are for sea-worthy, offshore craft capable of undertaking independent, extended offshore passages in unprotected waters.

UIM PN 506.5.1 Emergencies

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

The Race Organizers will not provide safety. Observation boats may be on the course.

The Organizers may cancel or postpone the event at any time due to bad weather, equipment failure, or other circumstances. The entry fee is not refundable.

2. EVENT ENTRIES

- The maximum number of entries allowed is 12 teams (*subject to change by Event Management*).
- All entries must be made via the Official Entry Form, and all accompanying terms and conditions must be complied with.
- The entry organizer has the right to refuse any unsuitable boat that does not conform to the rules' requirements. The reasons for refusal shall be submitted to the team in writing.
- Pilots must possess a valid APBA License (or other UIM Racing License), a Sea Safety Certification, and a First Aid Certificate.
- The minimum age for a boat driver is 18, and for a navigator, 16. All age regulations apply on the date of the race. All persons under 18 will be requested to submit written consent from their parent or guardian for their participation in a race and confirmation of their acceptance of the rules governing the races. Teams are responsible for the behavior of all members and crew.
- By signing the Official Entry Form at the event, all competitors are bound by the rules and/or referenced in these Instructions.

3. EVENT OFFICIALS AND MANAGEMENT TEAM

Officials

| | | | |
|-------------------|--------------|--|--------------|
| Race Director: | Janet Wilson | janet@oceancup.com | 619.733.1428 |
| Race Control | | | |
| Chief Scrutineer: | Keli Gunn | Keli@OceanCup.com | 813.731.8389 |
| Chief Timekeeper: | Keli Gunn | Keli@OceanCup.com | 813.731.8389 |

4. RULES

In these Instructions, “shall” or “must” means mandatory, whereas “may” or “should” means recommended.

Ocean Cup will be run under the 2024 UIM Pleasure Navigation & Radio Controlled Rulebook
Section 303 Point-to-Point Competitions and 305 Point-to-Point Competitions
Section 600 RECORDS AND PERFORMANCES,
specifically, sections:

615 – HOMOLOGATION OF RECORDS

616 – LONG DISTANCE OFFSHORE MOTORBOAT WORLD SPEED RECORDS

Applicable US Coast Guard, State, and local RULES OF THE ROAD shall apply.

The Event Organizers reserve the right to change these Instructions at any time for safety reasons, provided that any change will be by the current rules. Competitors will be notified of any changes in a bulletin and, if possible, announced at the pilot's briefing. Any infringement of the Rules, these Instructions, or Instructions issued at Pilots Briefings or in Bulletins may lead to disqualification or other penalties being applied by the event organizer.

5. INTERPRETATION

Ocean Cup LLC, Event Promoter, Event Organizer, Organizing Committee, and Event Officials accept no responsibility for any misinterpretation of the Rules by any individual whose responsibility is to ensure that they understand the Rules as published.

If there is any dispute over any of these rules, the decision of the relevant National Authority is final.

Rules are available online: <https://www.oceancup.com/resources>

6. COMPETITORS RESPONSIBILITY

Competitors must read the [RISK STATEMENT](#) at the front of these Instructions and the [SAFETY INFORMATION](#) at the back of these Race Instructions.

It is the competitor's responsibility to read and understand the UIM Pleasure Navigation Rulebook sections together with these Instructions and any other Instructions issued before or at Pilots Briefings or in Bulletins.

Competitors must ensure that they have adequate insurance coverage for this event. All competitors and team members shall be insured, and their boats shall be insured against any claims for damage to other persons and boats to a level appropriate to their personal circumstances and responsibilities. All competitors and team members waive any claims against Ocean Cup LLC and its staff and agents, Powerboat P1 USA and its staff and agents, and the Event Promoter(s) and the Event Organizer(s).

All competitors and crew members in boats with restraints, canopies, and partial canopies must hold a current immersion test certificate. The crew must also demonstrate that they can safely exit the boat, which may be subject to scrutineer testing at the event.

All competitors running boats with cockpit safety cells and restraints are reminded that they are responsible for their own safety and that, in the event of a capsize, their survival depends on their ability to extract themselves from the boat. Checkpoint boat coverage at the event may be able to assist. Still, all crews must accept that this assistance cannot be relied upon and must be considered secondary to their capacity for self-extraction.

Every team must have emergency plans, including a risk assessment for dealing with onboard emergencies until rescue teams arrive.

The competitors must know the Navigational Rules when on the water and must adhere to all the rules and guidelines. Available online:

U.S. Coast Guard's Navigation Rules:

<http://www.uscgboating.org/regulations/navigation-rules.php>

Federal Navigation Regulations: <https://www.navcen.uscg.gov/?pageName=regContent>

It is the competitor's sole responsibility to decide whether or not to start or continue in this event.

7. BOAT & CREW EQUIPMENT

Scrutineering relates only to technical rules. It is the sole responsibility of the competitors to decide whether the boat should start or continue in an endurance event.

Passing scrutineering does not constitute a condition survey of a boat, nor is it a statement of belief by the scrutineer, any organizer, any Event Official, or promoter that the boat is in a condition that is safe to participate.

The scrutineering sheet may not necessarily cover every item that a Scrutineer may wish to check on a particular boat, nor does every item necessarily refer to every boat class.

8. REGISTRATION

On arrival at the site, all crew members should report to the Event Administration, which is located at:
TBC

Every crew member working on the boat or during launch must be an active member of APBA.

9. PIT AREA and SPECIAL CONDITIONS

Dry Pits & Race Village

Wet Pits

11. FUELING

All boats must arrive fully fueled. Fueling in the pits is strictly forbidden.

Oil or fuel spillage in the Dry Pits must be dealt with immediately.

Competitors are reminded that fuel transfers are prohibited in pit or launching area.

12. OFFICIAL PRACTICE AND TESTING ARRANGEMENTS

There will be no official practice or testing.

13. PILOT BRIEFINGS/DRIVER'S MEETING

Every riding crew member must attend briefing/driver's meeting. No exceptions.

Pilots will be required to sign in. Signing in signifies that the boat entered has remained unaltered since scrutineering and is compliant with the rules.

Drivers and officials may be given breathalyzers or drug tests at the Pilot Briefing.

14. COMMUNICATION

VHF 78

VHF 16 – Emergency – International Distress

15. PIT AREAS, PARKING AND SPECIAL CONDITIONS

These rules must always be followed; offenders will be penalized.
Competitors are reminded that fuel transfers are prohibited in pit or launching area.
Smoking is prohibited in the dry and wet pits and the launching area.

The entrant is responsible for the security of boats and/or equipment at all times. The host venue or event organizers are not responsible for personal effects.

Harbors can be extremely busy, with many vessels seeking to navigate this area. These craft can range from large passenger boats to sailing dinghies and sometimes kayaks. All competitors must proceed cautiously and keep to a safe speed.

16. NOISE AND SPEED RESTRICTIONS

17. LAUNCHING

Cranes will not be provided.

18. DEPARTURE AND TRANSIT TO THE MILLING AREAS

During transit between the wet pits and the milling areas, all competitors should monitor VHF channel 78 for warnings of shipping movements, late course alterations, and delays. Competitors must comply with the International Regulations for the Prevention of Collision at Sea and local directions and bylaws while proceeding to the milling areas.

19. START PROCEDURE

Each competitor will start independently.
Timing commences when the boat physically breaks the plane of the starting line.

20. RETIREMENT

In the event of retirement, boats must report immediately to 'Race Control' on VHF Channel 78 or by telephone to the Event Safety Officer or the nearest Safety/Observer boat. They should contact Race Administration in person or by phone to sign off when reaching the port.

Any competitor calling for assistance via recognized distress procedures or from Safety Control will be considered to have retired.

21. FINISHING PROCEDURE / TIME LIMIT

Timing terminates when a boat physically breaks the finish line's plane. Boats will be ranked according to the time it has taken to complete the course.

All race boats should go to wet pits when safe, observing all speed limits. Any competitor disobeying the local authorities' Race Instructions will be subject to civil prosecution and may be disqualified.

22. PROTESTS

Not allowed. No right to appeal.
If there is any dispute over any of these rules, the decision of the relevant National Authority is final.

24. CLAIMING A RECORD

All records established or broken are to be claimed, and payment will be made to Ocean Cup representing the National Authority/UIM.

25. CRUISE SHIPS and TIDES

FERRY
TIDES

SAFETY INFORMATION

Safety takes priority over racing at all times.

When encountering other non-racing craft, all boats MUST observe the International Rules for the Prevention of Collisions at Sea (IRPCS).

- a) Swimmers, board sailors, and private and commercial craft of all types may be encountered. Competitors are reminded to keep a sharp lookout at all times and take the necessary action in accordance with the IRPCS rules.
- b) Competitors are reminded to keep a sharp lookout for any marine wildlife encountered near the course and take the necessary action to avoid it.
- c) Competitors are warned to remember their speed and that other craft may not be fully aware or able to keep clear.
- d) Competitors are asked to remember that checkpoint boats have no power to insist that any craft or swimmer keep clear of the course. Advice can only be given for the safety of other craft and swimmers.
- e) International Code Flag 'A' denotes DIVERS. Competitors must give as wide a clearance as practical.
- f) The course may be patrolled by checkpoint boats with official observer boats near certain course marks; other course marks may be observed from the shore.
- g) Any official patrol boat may wave a yellow flag to warn of imminent danger in its vicinity. Competitors who see this signal are to acknowledge the signal, proceed with caution, not overtake other boats while in the incident area, and keep clear of the danger area. Any competitor who ignores or abuses the yellow flag may be penalized.
- h) Fleets of sailing yachts may be encountered anywhere on the course. Competitors must give such fleets a wide berth and not interfere in their maneuvers. Where patrol boats are in the vicinity, the Yellow Flag procedure may be used to warn competitors of such hazards.