



## EVENT SPECIFIC INSTRUCTIONS APBA SANCTION #14177

Pompano Beach, FL *around* SS Sapona Shipwreck, Bimini, Bahamas  
July 17-20, 2025  
(as of 4/5/2025)



Every competitor must thoroughly read and understand the applicable sections of the **UIM Pleasure Navigation Rulebook**, **APBA Offshore Rules**, and **Ocean Cup General Rules**. You are also required to adhere to these **Event Specific Instructions** and any additional directives issued before or during briefings or in bulletins. It is your responsibility to be fully informed.  
[www.OceanCup.com/resources](http://www.OceanCup.com/resources)



## **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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In these Event Specific Instructions, “shall” or “must” means mandatory, whereas “may” or “should” means recommended. Rules are available online: <https://www.oceancup.com/resources>

### 1. EVENT

Event planning is ongoing. As refinements are made, detailed information will be provided.

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

### 2. 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.

### 3. EVENT OFFICIALS AND MANAGEMENT TEAM

Race Director:	Janet Wilson	<a href="mailto:Janet@oceancup.com">Janet@oceancup.com</a>	619.733.1428
Race Control:	TBD		
Chief Scrutineer:	Keli Gunn	<a href="mailto:Keli@OceanCup.com">Keli@OceanCup.com</a>	813.731.8389
Chief Timekeeper:	Keli Gunn	<a href="mailto:Keli@OceanCup.com">Keli@OceanCup.com</a>	813.731.8389

### 4. EVENT REGISTRATION

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

### 5. PIT AREAS

**Dry Pits & Race Village**  
**TBD**

**Wet Pits**  
**TBD**

### 6. 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.

### 7. OFFICIAL PRACTICE AND TESTING ARRANGEMENTS

There will be no official practice or testing.

### 8. PIT AREAS, PARKING, AND SPECIAL CONDITIONS

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.

### 9. LAUNCHING

Cranes will not be provided.

### 10. 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.

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.

**11. NOISE AND SPEED RESTRICTIONS**

**12. TIME LIMIT**

**13. CRUISE SHIP SCHEDULE and TIDES**

**FERRY - TBD**

**TIDES - TBD**

**14. MISCELLANEOUS**

## 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.