



GENERAL RULES & INSTRUCTIONS

(as of 20-AUG-2026)

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1. INTRODUCTION AND GOVERNING RULES

OCEAN CUP is for those attempting Long Distance, Point-to-Point World and National endurance records.

UIM World Record attempts are governed by the UIM Pleasure Navigation & Radio-Controlled Rulebook, Section 600 Records and Performances, specifically:

615 – Homologation of Records

616 – Long Distance Offshore Motorboat World Speed Records

The UIM rules are available on the UIM's website Documents/Rulebooks page:

<https://www.uim.sport/Documents.aspx?type=1>

Ocean Cup abides by UIM §616 while also recognizing performance differences between boat lengths and fundamental design differences between types of hulls.

2. RECOGNIZED AUTHORITIES AND EVENT APPROVAL

International Authority – the Union Internationale Motonautique (UIM), through the relevant National Authority (NA), is the authority in matters concerning Long Distance World Records. U.S. World Record claims are submitted through APBA to the UIM for ratification.

National Authority – the American Power Boat Association (APBA) is the UIM National Authority (NA) in the United States and is responsible for U.S. national records and the submission of UIM World Record claims.

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

Ocean Cup events are sanctioned by APBA.

3. INTERPRETATION AND GENERAL RESPONSIBILITIES

In these rules, “shall” or “must” means mandatory, “may” means permitted, and “should” means recommended.

Throughout these Rules, “Long Distance, Point-to-Point” describes the record discipline; “record attempt” refers to an individual attempt, and “endurance event” refers more generally to an organized Ocean Cup event or activity.

Ocean Cup LLC, Event Promoter, Event Organizer, Organizing Committee, and Event Officials accept no responsibility for any misinterpretation of the Rules.

Competitors are responsible for knowing the Navigational Rules when on the water, and they must adhere to all 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/navigation-rules-amalgamated>

Each competitor is responsible for reading and understanding applicable UIM Pleasure Navigation Rulebook sections and APBA Rules for Offshore Racing, together with these General Rules and any Event-Specific Instructions issued before or at Briefings or in Bulletins.

Event Organizers reserve the right to modify Instructions at any time for safety reasons, provided any changes comply with the current rules.

Any infringement of these Rules or applicable Event-Specific Instructions may result in disqualification or other penalties applied by the Event Organizer.

Protests are not allowed. No right to appeal.

In the event of any dispute regarding these rules, the relevant National Authority's decision shall be final.

4. APPLICATION

To compete for a Long Distance, Point-to-Point World Record, the application must be made at least one month before the proposed attempt with the respective fee submitted to Ocean Cup. Failure to do so may result in application refusal.

If the attempt is on a new route, the National Authority must submit the proposed route to UIM for approval at least 90 days before the intended record attempt. The application must identify Points A and B and the course distance in kilometers, statute miles and nautical miles. No Long Distance Record Course may be less than 50 statute miles / 80 kilometers.

5. FEES, INSURANCE AND EXPENSES

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

Competitors must ensure that they have adequate insurance coverage. All competitors and team members shall be insured, and their boats shall be insured against 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, Event Promoters, and Event Organizers.

The person or organization making the record attempt is responsible for the legitimate expenses and remuneration of the National Authority-assigned officials, including the official observer, scrutineer, and/or any assistants. These expenses must be paid before any record claim can be considered.

6. SAFETY

Emergency Preparedness - It must be understood that in Point-to-Point (Endurance) events, every team/crew must be prepared for any/all eventualities with regard to their own safety. If any team experiences difficulties or an emergency, 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 onboard emergency situation until such time as rescue teams arrive.

UIM §616 Safety Requirements – The skipper is solely responsible for deciding whether to start or continue a record attempt. The vessel must maintain communication with monitoring stations along the route and carry a certified life raft and full safety equipment appropriate for the planned passage.

7. COMPETITORS' RESPONSIBILITY

Competitors must read and sign the RISK STATEMENT and the TEAM SAFETY INFORMATION at the back of these Instructions.

By signing the Official Entry Form at the event, all competitors are bound by the rules contained in or referenced in published Instructions.

Competitors are reminded that Ocean Cup record attempts are for sea-worthy, offshore craft capable of undertaking independent, extended offshore passages in unprotected waters.

The event organizer has the right to refuse any unsuitable boat that does not conform to the rules' requirements. The organizer shall submit the reasons for refusal to the team in writing.

The minimum ages for a boat driver and navigator are 18 and 16, respectively. All age regulations apply on the event date. All individuals under 18 must submit written consent from their parent or guardian to participate in an event, along with confirmation that they accept the rules governing the event. Teams are responsible for the behavior of all members and crew.

Competitors operating 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 quickly and safely extract themselves from the boat. All riding crew members in boats with restraints, canopies, and partial canopies must hold a current immersion certificate. The crew must be able to demonstrate that they can safely exit the boat, and this may be subject to scrutineer testing at the event.

Observation boats at the event may be able to assist, but all competitors must accept that this assistance cannot be relied upon and must be considered secondary to their ability to self-extract.

8. REQUIRED DOCUMENTATION

Teams without the required paperwork will not be allowed to compete.

A. Before the Attempt

- Completed Application Form with evidence of payment
- Valid APBA License for all riding crew (or other UIM Racing License)
- Sea Survival Certificate for all riding crew
- First Aid Certification for all riding crew
- VHF Operator's License for Radio Operator
- FAA Medical Physical or DOT Medical Physical for all riding crew
- Immersion Test (enclosed cockpits only)
- Proof of Insurance
- Team Risk Assessment Worksheet / Risk Management Plan
- Signed Scrutineer Checklist
- Measurement Certificate
- Indemnity Form (signed at race site)
- Parent/guardian consent (if applicable)
- Any additional documentation required by the Event-Specific Instructions

B. During the Attempt

The skipper is responsible for keeping a recorded Vessel Log from start to finish, including all points at which the skipper or crew stopped to refuel. A complete record must be maintained and submitted; otherwise, the attempt may be invalidated.

C. Claiming a Record

Records are recognized by elapsed time within the applicable class and length category. Qualifying records may be recognized as APBA/Ocean Cup Records and, when applicable, submitted for UIM World Record ratification.

All records established or broken must be claimed through APBA, and the applicable ratification fee must be paid. A request for ratification must reach APBA within 14 days of the completed attempt.

Pending UIM ratification, results may only be published in accordance with UIM §616.13 and must be identified as "Subject to official ratification by the UIM."

Required Documentation on Completion of the Attempt:

- The recorded Vessel Log, signed by the skipper and at least one other crew member.
- A statement by the skipper giving details of the vessel, crew, and course followed. This must include a declaration that the UIM rules were followed, signed by the skipper and at least one other crew member.
- A report from the official observer giving details of the timing and verifying the accuracy of all observations.
- Supporting electronic GPS data from the craft covering the attempt from start to finish.
- Color photograph of the craft.

9. OFFICIALS REQUIRED

When proper notice of a record attempt has been received, Ocean Cup, through APBA, will arrange for:

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

10. SCRUTINEERING

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. An incomplete entry may, at the Scrutineer's discretion, be put back to be reexamined later if time permits.

Scrutineering is limited to checking applicable equipment, documentation, and compliance requirements.

Passing scrutineering does not constitute a condition survey of a boat, nor does it constitute 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 in.

It is the sole responsibility of the skipper to decide whether the boat should start or continue in an endurance event.

11. RECORD CLASSES AND CATEGORIES

UIM 616 - Long Distance*	Point-to-Point	Parameters	V-Hull	Catamaran
up to 16'	A Unlimited	UIM Race Class or APBA Race Class & Canopy Required	up to 30'	up to 30'
16' up to 30'			30' up to 35'	30' up to 35'
30' up to 50'			35' up to 40'	35' up to 40'
50' and over			40' up to 50'	40' up to 45'
			50' and over	45' and over
	B Limited	< 100 mph*	up to 30'	up to 30'
			30' up to 35'	30' up to 35'
			35' up to 40'	35' up to 40'
			40' up to 45'	40' up to 45'
			45' and over	45' and over
	CC Center Console	Production Boat & < 90 mph*	up to 30'	up to 30'
			30' up to 35'	30' up to 35'
			35' up to 40'	35' up to 40'
			40' up to 45'	40' up to 45'
			45' and over	45' and over

*Racing rules do not apply during individual record attempts

12. COMPETITION RULES

Start Procedure

Timing commences when the boat physically breaks the plane of the starting line.

Individual Record Attempts - Boats in the same category/class must begin their attempts separately.

Retirement

In the event of retirement, boats must report immediately to Race Control or to the nearest Checkpoint boat. When reaching port, they should contact the Event Organizers in person or by telephone to "sign off". Any competitor calling for assistance via recognized distress procedures will be considered to have retired.

Finish Procedure

Timing terminates when a boat physically breaks the plane of the finish line.

Penalty Schedule

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

*Racing Rules do not apply during individual record attempts.

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

PILOT RISK ACKNOWLEDGEMENT

By its nature, Powerboat Competition is a dangerous sport and, therefore, inherently involves an element of risk. All competitors are responsible for knowing the rules and must ensure their equipment is in good working order to help minimize risk. By participating in or becoming involved with Powerboat Competitions 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 an offshore competition event
- ☐ iii. they will not participate in the event under the influence of alcohol or drugs or if 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, checkpoint boats, and other volunteers by the event organizers does not relieve them of their responsibilities
- ☐ viii. the provision of any checkpoint 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, Instructions, and the General Competition Rules of Ocean Cup and agree to buy everyone a round of drinks after the race is completed
- ☐ 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 the event has suitable insurance coverage before participating and to familiarize themselves with the event's Risk Assessments, Instructions, and Bulletins before participating.

INDEMNITY

Participants in the event will be required when 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.

PILOT SAFETY ACKNOWLEDGEMENT

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).

INITIALS

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 at all times for any marine wildlife that may be encountered in the vicinity of 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 observers near certain course marks; other course marks may be observed from the shore.

g) Any checkpoint boat may wave a yellow flag to warn of imminent danger in its vicinity. Competitors who receive this signal are to acknowledge it, proceed with caution, avoid overtaking other boats in the area of the incident, and maintain a clear distance from 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 refrain from interfering in their maneuvers. Where checkpoint boats are in the vicinity, the Yellow Flag procedure may be used to warn competitors of such hazards.

Name:

Signed:

Date:

Witness:

Signed:

Date:
