



GENERAL RULES & INSTRUCTIONS

(as of 3/7/2024)

Ocean Cup® LLC
635 Hoska Dr.
Del Mar, CA 92014
+1 619 733 1428





PILOT RISK ACKNOWLEDGEMENT3

INDEMNITY3

1. EVENT APPROVAL4

2. UIM Pleasure Navigation 506.5.1 Emergencies4

3. GENERAL RULES.....4

4. INTERPRETATION4

5. COMPETITORS’ RESPONSIBILITY.....4

6. REQUIRED DOCUMENTATION5

7. SCRUTINEERING.....5

8. APBA & UIM CLASS GROUPINGS5

9. COMPETITION RULES.....6

10. AWARDS6

11. CLAIMING A RECORD6

PILOT SAFETY ACKNOWLEDGEMENT7

PILOT RISK ACKNOWLEDGEMENT

By its nature, Powerboat Competition is a dangerous sport and, therefore, inherently involves an element of risk. All competitors are responsible to know the rules and must ensure that their equipment is in good working order, which will help minimize risks. 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.

1. EVENT APPROVAL

Ocean Cup events are sanctioned by the American Power Boat Association (APBA), the United States National Authority (NA) of the Union Internationale Motonautique (UIM).

2. UIM Pleasure Navigation 506.5.1 Emergencies

It must be understood that in Point-to-Point (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, 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.

3. GENERAL RULES

Ocean Cup events are run under [APBA Rules for Offshore Racing](#), published March 29, 2023, and the [UIM Pleasure Navigation & Radio Controlled Rulebook](#) - Published February 15, 2024.

Refer to:

- Section 303 & 503 Point-to-Point Competitions
- Section 600 Records and Performances, specifically sub-sections:
 - 615 – Homologation of Records
 - 616 – Long Distance Offshore Motorboat World Speed Records

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

The Event Organizers reserve the right to change the Instructions at any time for safety reasons, provided that any change is in accordance with the current rules. Any infringement of the Rules, Instructions, or Instructions issued at Briefings or in Bulletins may lead to disqualification or other penalties being applied by the Event Organizer.

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

4. 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.

Protests are 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.

5. COMPETITORS' RESPONSIBILITY

In these Instructions, the word "shall" or "must" means mandatory, whereas the word "should" means "recommended."

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

Competitors must ensure that they have adequate insurance coverage. 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, Event Promoters, and Event Organizers.

All competitors running boats with cockpit safety cells and restraints are reminded that they are responsible for their safety and that, **in the event of a capsiz, their survival depends on their ability to 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.

Checkpoint boats at the event may be able to assist, but 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, therefore, have emergency plans, including a risk assessment setting out how they would deal with an onboard emergency situation until rescue teams arrive. PN 506.5.1

It is the competitors' responsibility to know the Navigational Rules when on the water and must adhere to all the rules & 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>

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

6. REQUIRED DOCUMENTATION

All persons must sign the indemnity form.

Teams not possessing the correct paperwork will not be allowed to compete.

- Event Entry Form
- Indemnity Form (signed at race site)
- Complete Physical/Medical Release
- Sea Survival Certificate
- First Aid Certification
- Immersion Test (enclosed cockpits only)
- State Boating License
- Team Risk Assessment Worksheet
- A signed declaration that all required equipment as per UIM rules are onboard
- Measurement Certificate (measured at race site)
- All persons under 18 years will be requested to submit the written consent of their parent or guardian to participate in a race and confirm their acceptance of the rules governing the races.

7. SCRUTINEERING

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

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.

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

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.

8. APBA & UIM CLASS GROUPINGS

Classes	Class Parameters	V-Hull	Catamaran
A Unlimited	UIM Race Class or APBA Race Class & Canopy Required	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
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

*616.02 The UIM Racing Rules do not apply during individual (non-race) record attempts.

9. COMPETITION RULES

The applicable United States Coast Guard (USCG), State, and Local Rules of the Road shall apply at all times. Unless stated otherwise, VHF Channel 78.

START PROCEDURE

The Official Timer will announce via VHF when an event's Starting Window is open. When ready, Boats must alert the Official Timers via VHF that they are prepared to begin their competition, and the Official Timer will acknowledge and release the boat. Official 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 with a minimum of 3 minutes between starts.

RETIREMENT

In the event of retirement, boats must report immediately on VHF Channel 78 or to the nearest Checkpoint boat. When reaching port, they should contact 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.

FINISHING PROCEDURE

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

10. AWARDS

APBA/Ocean Cup Records: The fastest elapsed time or best average speed by class and length.

UIM World Record: The fastest elapsed time or best average speed by class and length.

11. CLAIMING A RECORD

All established or broken records must be claimed, and payment will be made to the National Authority/UIM. Remember, this is history in the making.

REQUIRED DOCUMENTATION ON COMPLETION OF THE ATTEMPT:

1. A statement by the Skipper giving details of the vessel, the crew, and the course followed. This must include a declaration that the UIM rules have been followed, signed by the Skipper and at least one other crew member.
2. The official observer must also make a report giving details of the timing and verifying the accuracy of all observations.
3. Supporting electronic data to be supplied from GPS on craft from the start of the attempt to its conclusion.
4. Color photograph of craft.

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

Initials box with red dashed border and dotted lines for writing.

- 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 see this signal are to acknowledge the signal, proceed with caution, not overtake other boats while in the area of the incident, 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 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: _____