



May 2024

Proudly hosted by the

Race Instructions

(as of 11/5/2024)



Ocean Cup® LLC
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Del Mar, CA 92014
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RISK STATEMENT

Powerboat World Distance Records by its nature is a dangerous sport and therefore inherently involves an element of risk. All competitors should have a good knowledge of the rules and ensure that their equipment is in good working order which will help to minimize risks. By participating in or becoming involved with Powerboat World Distance Records organized by Powerboat P1 affiliated clubs both 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 whilst under the influence of alcohol, drugs or whilst 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 that 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 and 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 Powerboat P1 USA
- 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 in place before participating and it is also their responsibility to ensure that they 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 Powerboat P1 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. EVENT APPROVAL – Sanction #?????

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

The scheduled date for this event is May 4-7, 2023. Event planning is ongoing. As refinements are made, detailed information will be provided.

2. EVENT ENTRIES

The maximum number of entries allowed is 20 teams (*subject to change by Event Management Team*).

- All entries must be made via the Official Entry Form and all accompanying terms and conditions complied with. Email: entry@oceancup.com Phone: +1 760.473.8623
- Open cockpit boats capable of exceeding 80mph are required to submit a CV for all pilots. The CVs are subject to review/acceptance by the Ocean Cup Racing Committee.
- The entry organizer has the right to refuse any boat considered unsuitable and /or which does not conform to the requirements of the rules. The reasons for refusal shall be submitted to the team in writing.
- Pilots must possess a valid license issued by the APBA or another UIM National Authority member as well as sea survival certification.

3. APBA and 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

4. AWARDS

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.

5. EVENT OFFICIALS AND MANAGEMENT TEAM

Officials

Chief Scrutineer:

Chief Timekeeper: Keli Gunn keli@oceancup.com 760.473.8623

Event Director: Janet Wilson janet@oceancup.com 619.733.1428

Event Administration: Keli Gunn keli@oceancup.com 760.473.8623

Ocean Cup Racing Committee

Azam Rangoonwala Azam@PowerboatP1.com 252.702.2771

Roger Bell RogerBell1@gmx.com 868.789.4543

Nigel Hook Nigel@OceanCup.com 619.977.3000

6. EVENT ADMINISTRATION AND REGISTRATION

On arrival at the site, all crew members should report to the Event Administration which is located at:
TBC
Keli Gunn 760.473.8623

All crew members must produce required documentation and sign the indemnity form. Crews not in possession of the correct paperwork will not be allowed to compete.

- Event Entry Form
- Indemnity Form (signed at race site)
- A Valid APBA Racing License
- DOT or FAA physical
- Measurement Certificate
- Current Immersion Test Certificate (Enclosed Cockpits)
- Team Risk Assessment Form
- A signed declaration that all required equipment as per UIM rules are onboard

7. EVENT DISCLAIMER

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

Direct safety will not be provided by the Race Organizers. Observation boats will be on the course.

(UIM PN 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 during the race, then they must be aware and prepared to be effectively on their own until rescue teams (from whatever source) can arrive.**

The Organizers may cancel or postpone the event at any time in the event of bad weather, equipment failure or otherwise. The entry fee is not refundable.

8. COMPETITORS' RESPONSIBILITY

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

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

Competitors must ensure that they have adequate insurance cover for this event. All competitors and team members shall be insured and their boats insured against any claims for damage to other persons and boats to a level that is appropriate to their individual 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 against 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. Crew must be able to demonstrate that they can safely exit the boat and this 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. Safety coverage at the event may be able to assist, but all crews must accept that this assistance cannot be relied upon and must be considered as secondary to their own capacity for self-extraction.

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 ([Appendix 3 - Sample Team Risk Assessment Form](#)).

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

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/?pageName=regContent>

Competitors should also familiarize themselves with:

Huntington Beach Harbor

Santa Catalina Island

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

9. PILOT BRIEFINGS and WEATHER BRIEFINGS

Pilots Briefings will take place according to the timetable ([Appendix 5 - Timetable](#)). It is mandatory that each entry is represented by ALL pilots in the boat. No exceptions.

Pilots will be required to sign in at Pilot Briefings. Signing in will begin 10 minutes prior to the scheduled start of the meeting. Signing-in at the Pilots Briefing signifies that the boat entered has remained unaltered since scrutineering and is compliant with the rules.

Weather briefings for the event will take place according to the timetable.

Breathalyzers and/or drug tests may be given to Drivers and/or Officials at either the Pilots or the Weather Briefings.

10. REGULATIONS and GENERAL RULES

Ocean Cup will be run under 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

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

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

11. 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 it is to ensure that they understand the rules as published.

In any case of any dispute over any of these rules, the decision of the relevant National Authority is final.

12. 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.**

Refer to [Appendix 2.1 – Equipment Requirements](#)

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 class of boat [Appendix 2.2 - Scrutineering Checklist](#).

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 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.

13. PIT AREAS, PARKING AND SPECIAL CONDITIONS

These rules must be adhered to at all times; offenders will be penalized.

Competitors are reminded that no transfer of fuel is permitted in the pit areas or launching areas ([Appendix 1 - Penalties](#)).

Smoking is prohibited in the dry and wet pits, and the launching area. Penalty applied ([Appendix 1 - Penalties](#)).

Huntington Beach

Dry Pits & Boat Ramp
TBC

Security of boats and/or equipment is the responsibility of the entrant at all times. The host venue, or event organizers, will not be held responsible for personal effects.

Fueling arrangements:

All boats must arrive fully fueled. Fueling in the pits is strictly forbidden ([Appendix 1 - Penalties](#)).

Oil or fuel spillage in the Dry Pits must be dealt with immediately ([Appendix 1 - Penalties](#)).

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

14. NOISE AND SPEED RESTRICTIONS

Competitors must obey all local regulations (Huntington Beach and Santa Catalina Island) relating to excessive speeds and noise. Failure to observe local regulations will result in penalties being applied.

15. FLAG SIGNALS

All competitors must have a full understanding of all flag signals Pilots Briefing.

16. OFFICIAL PRACTICE AND TESTING ARRANGEMENTS

There will be no official practice and/or testing.

17. COMPETITION RULES

At all times during the execution of a race, or official test session, the applicable USCG, State and local RULES OF THE ROAD shall apply.

18. LAUNCHING

Cranes will not be provided.

19. 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 are reminded to comply with the

International Regulations for the Prevention of Collision at Sea, together with local directions and byelaws, whilst proceeding to the milling areas.

Late starters are only permitted at the discretion of Race Control.

20. START PROCEDURE

Each competitor will start independently.

During the starting procedure, Race Control will announce via VHF 78 that the course is clear. Timing commences when the boat physically breaks the plane of the starting line.

21. 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 to the nearest Safety/Observer boat. When reaching port, they should make contact with Race Administration in person, or by telephone to 'sign off'.

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

22. FINISHING PROCEDURE / TIME LIMIT

There shall be a time limit established so that the race will complete prior to the airshow commencing.

Finishing positions will be determined at the finish line for those boats that complete the race prior to the official finish time. 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.

When it is safe to do so, all race boats should make their way to wet pits observing all Harbor speed limits. Any competitor who disobeys Race Instructions from the local authorities will be subject to civil prosecution and may be disqualified.

23. PROTESTS

Not allowed. No right to appeal.

In any case of 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 made for such 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 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 member of the crew.
2. A report must also be made by the official observer 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.

25. CRUISE SHIPS and TIDES

FERRY

TIDES

27. Hotels, Marinas and Travel Information

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SAFETY INFORMATION

Safety takes priority over racing at all times

All boats MUST observe the International Rules for the Prevention of Collisions at Sea (IRPCS) when encountering any other non-racing craft.

- a) Swimmers, board sailors, private and commercial craft of all types may be encountered. Competitors are reminded to keep a sharp look-out at all times and to take the necessary action in accordance with the IRPCS rules.
- b) Competitors are reminded to keep a sharp look-out at all times for any marine wildlife that may be encountered in the vicinity of the course and take the necessary avoiding action.
- c) Competitors are warned to remember their speed and the fact that other craft may not be fully aware or able to keep clear.
- d) Competitors are asked to bear in mind that official patrol and rescue boats have no power to insist that any craft or swimmer should 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 will be patrolled by official patrol and rescue boats with official observer boats in the vicinity of certain course marks; other course marks may be observed from the shore.
- g) Any official patrol or rescue boat may wave a yellow flag to give warning of imminent danger in its vicinity. Competitors seeing this signal are to acknowledge the signal, proceed with caution, not overtake other boats whilst 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 any way with their maneuvers. Where safety/patrol boats are in the vicinity, the Yellow Flag procedure may be used to warn competitors of such hazards.

Appendix 1 – Penalties

The following penalties will apply to this event:

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