



2026 RULEBOOK

American Power Boat Association

We Are Boat Racing!™

Rules for Offshore Racing

Issued 4-25-2026

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**APBA Offshore, Offshore Racing Committee, and ORC
are synonymous terms for the APBA Offshore Racing Committee.**

2026 ORC Board

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Vice-Chair, Rules Chair: Paul Rose

Administrator: Michelle Petro

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Ryan Beckley – Chief Referee, **Tom Richard** – Chief Inspector, **Bill Pyburn** – Class 1,
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Tim Linden – Super Vee, **Chris Hopgood** – Super Stock, **Steve Kildahl** – Mod Vee, **Corey Philman** – Safety,
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AMERICAN POWER BOAT ASSOCIATION RULES FOR OFFSHORE RACING

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ALL APBA GENERAL COMPETITION SAFETY AND RACING RULES APPLY TO OFFSHORE

Link: https://www.apba.org/documents/1311894074-03-16-2026-2026_GSR-GRR_3.16.26.pdf

IF THIS RULEBOOK DOES NOT SPECIFICALLY ALLOW SOMETHING, YOU SHOULD ASSUME THAT IT IS ILLEGAL.

RESPONSIBILITY FOR A TEAM'S DECISION TO PARTICIPATE IN A RACE OR CONTINUE RACING IS THEIRS ALONE.

INTRODUCTION and OVERVIEW

These rules have been promulgated by the APBA Offshore Racing Committee and govern offshore racing under its jurisdiction. These racing rules herein are to provide for the orderly conduct of offshore racing events and to set forth minimum acceptable requirements for them. By participating in these events, involved persons agree to comply with these rules, and to have accepted their priority and suitability. No express or implied warranty of safety shall result from publications of compliance with these rules and / or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, volunteers, or others. These rules are effective as of the date of printing and shall be in full force. It is the responsibility of the race member to be current and up to date with the current rules. In the case of an amendment to the rules, a new edition (Version # and date) will be included in the amended rule book.

IMPORTANT NOTICE

*Powerboat Racing is a hazardous activity. Individuals must accept that, by engaging in active water sports such as Powerboat Racing, their physical safety may be endangered.

*Anyone intending to participate in or become involved with Powerboat Racing organized by APBA affiliated clubs either as a participant, team member or otherwise does so at their own risk; and such individuals must recognize the actual and potential risks associated with their involvement, including drowning, hypothermia, and other physical injuries as well as possible death.

*Participants acknowledge that it is up to them personally to assess whether any event or activity on the water is too difficult or hazardous for them or their crew. Individuals acknowledge that the safety of their boat and its entire management, including insurance, is solely their responsibility; and that they are satisfied that the boat and the crew are adequate to face the conditions that may arise during the race.

*Entrants to the event acknowledge that the safety inspection does not constitute a condition survey of the craft and it is solely their responsibility to decide whether or not to start or to continue in any powerboat race. They acknowledge that the efficiency of the helmets and racing vests worn is solely their responsibility.

Individuals, on signing onto the event agree (on acceptance of their entry upon being permitted to take part in the meeting):

1. To be bound by the conditions of the APBA Entry Form, Racing Instructions, and the General Competition Rules of the APBA.
2. To accept the decisions of the organizing committee and officials nominated by it
3. To save harmless and keep indemnified:
 - a. The owners of the premises upon which the events or meetings are held,
 - b. The organizing club, the sponsors and the APBA and their respective officials, servants, and agents,
 - c. The other boat owners, drivers, passengers, or mechanics engaged in the event, against all actions, claims, costs, expenses and demands in respect of loss of or damage to the signatory's property or the property of his/her drivers, passengers and mechanics—whether or not such loss or damage may have been contributed to or occasioned by the negligence of the said persons or bodies, their officials, servants, representatives or agents.

IMPORTANT NOTE: Persons under the age of 18 must have written authority signed by either Parent or Guardian.

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DEFINITIONS

Abstention - A vote to Abstain is neither a yes or no vote. Robert's Rules of Order provides the following with regard to abstentions: Abstentions are counted and noted, but not as a "yes" or "no" vote. In a simple majority it counts towards a quorum, and is included in that total number of votes.

Boat-- As the context may require, any **Racing Craft** registered or to be registered with APBA Offshore: (A) for the applicable racing year, and/or (B) for the applicable Race. The capitalized term "Boat" by itself does not include any course, patrol, rescue, tow, stake, safety, fire or escort boat; or any Race Official, Course Judge or Echo Boats.

Conflict--A conflict of interest arises when a person's interests, "financial or otherwise", vested authority, or close relations unduly influence or are likely to hinder the impartial execution of their responsibilities and obligations.

Controlled Substance--An illegal or prescription drug regulated by the Controlled Substances Act (CSA) in the United States and shall include any drug that is illegal to possess, use, and/or distribute by the laws of the United States of America and/or any of its 50 states, regardless of the amount, at any time.

Crew Chief--The senior member of the Pit Crew, so designated on the APBA Annual Boat Registration,

Crew--Means and includes persons; 1.Having either hot or cold Pit access, and having signed required APBA event documentation 2. Who (whether paid or volunteer) perform services associated with operating, spotting, positioning, launching, retrieving or in any way preparing a Boat to race or that works on any Race Team's related equipment (trailer, hauler, etc.) during an APBA sanctioned Event. It shall also include any operator of any vehicle associated with your team (hauler, etc.), but only if such person operates such vehicle in the hot or cold Pit Area during such Event. The term "Crew" does not include persons only accompanying the Race Team such as Sponsors, guests, family members, marketers, caterers, trainers, etc. (provided they do not perform any function(s) described in 2 above) or any persons provided by APBA or the promoters, such as APBA Officials, crane operators, forklift drivers, fuel truck operators and the like.

Event--As set forth in the specific Sanction Agreement between APBA and the Promoter, but typically means the Race, Time Trials and testing and all other activity during the period commencing forty-eight (48) hours prior to the beginning of registration and ending twenty-four (24) hours after the completion of the Race.

Hearing – An overview of the submitted data and evidence by the ORC; with witnesses if deemed necessary.

Participant -- Means and includes each Race Team, all Drivers and Throttle persons, Pit Crew, Race Officials, Owners (including Owner Representatives) and Promoters, and their respective directors, officers, agents, employees and volunteers.

Promoter--Individual, group or groups of individuals, organization or groups of organizations who are members individually or collectively, of the APBA and who stage, or desire to stage, an APBA Offshore sanctioned Race.

Quorum – Unless otherwise designated, a quorum consists of 50% of the body authorized to vote.

Race Director--Promoter's senior on-site authority responsible for the conduct of a Race (including any Time Trials and testing) and shall be Promoter's primary interface with Race Officials for Race/Racing (non- business) matters.

Recusal --An ORC official must divulge a possible conflict of interest, or decline to participate in a matter because of a potential conflict of interest, under the Code of Ethics. Recusal means that you are not participating in discussions, deliberations or debates, making recommendations, giving advice, considering findings, or in any other way assuming responsibility for or participating in any aspect of the work or decision-making relating to the matter where there are potential conflicts of interest. It does not necessarily mean that the official must leave the room during a meeting that is open to the public. However, if the ORC is in executive session, once the official has recused, he or she may be asked to leave the room.

Shall -- Shall is an imperative command, indicating that certain actions are mandatory, and not permissive.

Simple Majority --When there are only two choices, equates to 50% plus 1 of those authorized to vote.

Slingshot Start – Attempt to hit the start at a faster speed than the rest of the boats in the race or heat.

Start Line--Is an imaginary line where each race will start. It shall be perpendicular to a point on a straightaway and designated by (A) two readily identifiable buoys (one on the inside and one on the outside of the course) or (B) a similar buoy (on the inside of the course) and a readily identifiable, fixed point , on land or an anchored boat.

Super Majority – 2/3 of the body authorized to vote must vote yes to pass the issue.

Telemetry - The remote collection of data and statistics.

APBA OFFSHORE GENERAL RACING RULES

ALL APBA GENERAL COMPETITION RACING and SAFETY RULES APPLY TO OFFSHORE

SECTION I - GENERAL CRITERIA FOR SANCTION AND PARTICIPATION IN EVENTS

SECTION 1 - RULE 1 - GENERAL APPLICATION TO ALL EVENTS

The following General Racing Rules apply to all offshore events, including special events such as sanctioned time/speed trials.

SECTION 1 - RULE 2 - RACE ORGANIZATION AND SANCTION

Championship Series Determination – The 2026 Championship Series will be determined by the ORC.

Eligibility in General - APBA recognizes Race World Offshore (RWO) and Englewood Beach Waterfest as event management clubs permitted to conduct **World, National and Championship Series** offshore racing events in 2026 under these rules.

Regional / Divisional Offshore racing events may be conducted by local APBA affiliated clubs.

2.1 National Series Eligibility Any unaffiliated entity, race association, or APBA Member Club may request a sanction through APBA. The event under sanction must be managed by an APBA approved management organization.

2.1.1 These races must include APBA approved National Series officials, safety team, tech team, and insurance.

At a minimum, these events must have a Chief Event Referee and an assistant referee. As best practice, two or more assistant referees are strongly recommended.

2.1.2 These events must have a minimum two (2) cranes.

2.1.3 These events must be able to offer a texting program that communicates with all teams.

2.2 Regional Series eligibility: Any APBA affiliated local club may conduct Regional offshore races. These races must include APBA approved officials, safety team, tech team, and insurance.

2.3 Race Dates - Race date requests must be addressed to the APBA Chairman. All requests must be in writing and include date, place and conducting club. National Championship races must have a minimum of three weeks between National Championship events. There may be exceptions to this rule based on proximity. Anything less than three weeks must receive APBA and ORC approval. Clubs with returning race dates and sites will receive precedent.

Site Protection:

2.4 Under no circumstance will a sanction be granted if or when a club or promotional group actively solicits a Race Site/ Sponsor already actively engaged with another club or promotional group. "Actively engaged" is specifically defined as having conducted an event within the past 24 months.

2.5 Race Site/ Sponsor exclusivity will expire 24 months after the last sanctioned event at the location unless written permission is extended to a different conducting club. After the 24 months have expired the Race Site/ Sponsor will be considered open to any club or promotional group.

2.6 If a Race Site/Sponsor of an event wishes to change from one club or promotional group to another club or promotional group, **FOR JUST CAUSE** (including but not limited to: failure to perform as previously agreed. Inadequate staffing and administration, safety issues, financial malfeasance, failure to observe APBA and /or community rules and standards) the following sequence of events shall occur:

2.6.1 If the currently sanctioned club or promotional group agrees to release the site/sponsor they may do so. The Commodore/President, or other authorized party from the currently sanctioned club, will inform the ORC Chairperson in writing. No further action will be required.

2.6.2 If the currently sanctioned club or promotional group does not agree to release said site/sponsor, a mutually acceptable agreement will be reached between ALL affected parties. The ORC Chair will moderate these proceedings. Since different clubs or promotional groups bring unique packages to race sites, under no circumstances will a change be made simply to reduce the cost to a race site/sponsor, since this simply devalues the product.

2.6.3 If no agreement can be reached before the sanctioning period, the ORC may vote to approve or disapprove the transfer from one club or promotional group to the other. A special meeting may be called by the Offshore Chairman, or a ballot taken by phone, mail, email, or electronically.

2.6.4 If a separate club or promotional group is found to have actively solicited, met with, attempted to persuade, or in any way sought to interfere with, displace, or replace the existing site protected club or promotional group at a site, the interfering club or promotional group shall lose ALL of their site protection for all events for a period of two years, and under no circumstances will they be allowed to sanction any event at the targeted site.

2.6.5 Any APBA member, racer, or boat owner found to have directly interfered, threatened, harassed, negotiated or in any way attempted to violate a club or promotional group's site protection either in person, by phone, or on the internet, for a given event will be immediately suspended from the APBA.

SECTION 1 - RULE 3 · RACING CLASSES OFFERED

The APBA Offshore Racing Committee (ORC) shall have sole discretion as to the creation and deletion of all classes offered in APBA Offshore.

3.1 APBA Offshore Classes shall be identified as National or Bracketed.

All National Offshore Classes must have ORC Recognized Builder Enclosed Safety Cockpits per Section XII, Page 38.

3.1.1 APBA Offshore National Classes are:

Class 1	Class 2 – (Factory Stock
Super Cat	Super Stock
Mod Vee	Extreme
Cat 300	Super Vee
Vee Limited	

3.1.2 APBA Offshore Bracketed Classes offered are: Class **200**, Class **300**, Class **400**, Class **500**, Class **600**, Class **700**
Requirements for each class are listed in this APBA Offshore Rulebook Brackets Section.

3.2 A group of racers may petition the ORC at any time for the creation of a new class provided that said class can demonstrate a minimum of 4 competing hulls in the class either existing or under construction. If, for other reasons, the ORC determines that there is sufficient interest, then it may approve the new class by majority vote.

3.3 Should any currently offered class fails to field (3) three entries for three races in a racing season (not counting World Championship events), the ORC, at its discretion, may remove the class rules from the APBA Offshore rulebook and no longer offer that class. Said action may be accomplished by a simple majority of the ORC and may be done without prior notice.

3.4 Any class that has been removed from the rulebook may petition the ORC for reinstatement should future interest in the class arise.

SECTION 1 - RULE 4 · INDIVIDUAL REQUIREMENTS FOR PARTICIPATION IN AN EVENT

4.1 Membership Requirements

4.1.1 Riding Crew/Team Owner - To compete in any sanctioned offshore racing event, all riding participants as well as the Owner of the boat to be entered, must be Racing Members of the APBA Offshore category in good standing.

4.1.2 Support Crew - All non-riding crew members, defined as participants in the Event, must be Crew Members of the APBA Offshore category in good standing. If a non APBA member serves as a non-riding crew member, the Driver of record of that boat/team will be assessed a yellow card.

4.1.3 Local Club Membership - Additionally, all participants must be members of a Club or Association affiliated by agreement with the APBA. Per APBA rules, a current paid member of any APBA Club may participate in any other APBA club's event without being required to join that club, if proof of current club membership is provided.

4.1.4 Conducting Club - Participants agree to be bound by all rules of the conducting club. In the event of a conflict between the conducting club rules and APBA Offshore rules, the APBA rules shall prevail.

4.1.5 Foreign Entries - Any foreign boat crew may enter an Event provided all members of the riding crew are members in good standing of their U.I.M nationally recognized organization and provided further that they and their boat comply with all other requirements set forth in these rules.

4.1.6 APBA Membership Fees - Riding team member (Owner, Driver, Throttleman, and Navigator). Non-Riding team member (Crew): Visit www.apba.org for a list of current fees.

4.1.7 Releases - All participants in each APBA event must execute a liability release to APBA and/or the conducting club prior to racing. No Owner, Contestant, Crew Member, or their representatives or any race official shall hold any other Owner, Contestant, Crew Member or his representatives or any race official liable for any personal injuries or damage resulting from an accident occurring during a sanctioned race.

4.1.8 Eligibility

a. Suspension, Expulsion – No individual who has been expelled from APBA or who is currently under suspension by APBA shall be permitted to officiate, serve as a race committee member, act in any capacity of assistance, participate as a boat Owner, Driver, Throttleman, Navigator or crew member in any sanctioned racing event. No boat belonging to that individual shall be allowed to compete nor shall it be chartered or otherwise transferred except by final sale to render it eligible for a sanctioned race.

4.2 Riding Crew Requirements

4.2.1 Number of Riding Crew - A minimum of two (2) and a maximum of three (3) APBA racing member persons must be on the race boat while in competition or during an official test time at an Event. Failure to observe this rule will result in a disqualification of that boat/team for that event.

4.2.2 Minimum Age - Unless riding with an experienced Riding Crew member, the minimum age for a riding crew member shall be 18 years. If another Riding Crew member is an experienced offshore racer, over the age of 18, the minimum age for a Riding crew member may be 16 (with written Parental Consent). For the purpose of interpreting this rule, an experienced offshore racer is defined as a racer who has entered, and completed, three (3) offshore races.

4.2.3 Minimum Age Class 700 – Class 700 shall have a minimum age of 14 with the following requirements: This is for Class 700 ONLY, as any faster/larger classes must be reserved for people over the age of 18 (or 16 with Parental Consent).

a. This is limited to no more than one 14+ year old in the cockpit, who must be accompanied by either. parent or legal Guardian, or an adult (over 21) racer who has participated in at least 5 prior starts in an APBA Offshore Race.

b. The boat and crew which includes the 14+ year old must start 100 yards/300 feet behind the start boat in their first event.

c. Henceforth 14 is the minimum age WITHOUT EXCEPTION.

d. At each event, the minor racer (under the age of 18) must provide a signed release/minor waiver from his or her parent or legal guardian during registration.

e. Before his or her first event, the minor racer must provide evidence of completion of a Coast Guard approved Boating Safety Course.

f. Before his or her first event, the minor racer and the adult co-driver must be interviewed and approved by the event Referee to assure that they understand all of the APBA Safety Requirements and Rules of the Road.

4.3 Medical and Safety Requirements - All riding crew members must meet the following Medical and Safety Requirements and provide documented proof at registration to be certified as eligible to race by the Referee and or Rescue and Safety Director.

4.3.1 A current, non-expired, FAA Medical Physical or DOT Medical Physical is required of all racers. Medical physicals are good for the length of the term indicated on the medical physical form.

4.3.2 A Pre-race physical examination at each event shall be administered by APBA Medical or Safety Staff prior to all test days, speed runs and race events. Pre-race physicals may include breathalyzer, blood pressure, heart rate, and coordination assessments.

a. ZERO tolerance for Alcohol for all participants. The decision of the Referee is final. Breathalyzer tests may be administered to any APBA participant at any given point from the start of the sanctioning period to the drop of the flag.

b. Random Drug testing is allowed. There will be ZERO tolerance for illegal substances.

4.3.3 Self-Extrication Training (Dunker) - (SET) Certification

a. APBA SET Certification is MANDATORY for all riding crew members prior to competition in any APBA Offshore event.

b. All APBA riding crew members must be APBA SET Certified a minimum of once each racing season. (December 1 to November 30) by the APBA Medical and Safety Staff. The maximum elapsed time between SET training shall be no more than 12 months from the previous SET date.

c. Failure to receive SET Certification in accordance with this rule shall disqualify any Riding Crew member from participation in any current or future APBA Offshore event until such time as certification is received.

4.4 Race Boat Ownership Requirements

4.4.1 Ownership - Offshore race boats may be leased or owned by an individual, a partnership, or a corporation provided that the individual, partnership, or corporation complies with the APBA membership requirements.

4.4.2 Corporate - If an offshore race boat is leased or owned by a partnership or corporation, that partnership or corporation must designate an individual who complies with the APBA membership requirements set forth by these rules as its duly authorized representative. This representative shall assume full responsibility for the boat, the boat equipment, and the crew at each race site.

4.4.3 Voting Rights - The duly authorized representative of a partnership or corporation shall have all voting rights under the rules governing offshore racing.

SECTION 1 - RULE 5 · RACE BOAT REGISTRATION REQUIREMENTS FOR PARTICIPATION IN AN EVENT (Non-Safety and Non-technical)

5.1 Identification (Name and Number) & Hull Registration

5.1.1 Names of Boats - Any race boat may carry a boat name selected by the owner, but such name shall be subject to the approval of the APBA Executive Director. Lewd, suggestive, or vulgar names and/or graphics will not be permitted on race boats. Should such approval be withheld, that boat shall be ineligible to compete in any sanctioned APBA event until cleared by APBA. The decision of the APBA executive director shall be final on such matters.

5.1.2 Effective Dates - Registrations and assignments of racing numbers become effective December 1 and are valid until November 30, unless rescinded or surrendered. When requested, the numbers of the previous membership year will be reassigned.

5.1.3 Replacement or Substitute Boat - See Awarding of Points (Section VI, Rules 4 - 7)

5.1.4 Transferability of Number - No owner may use the same racing number on more than one hull. When race boats are sold, they must be re-registered by the new owner and new numbers assigned, except in those cases wherein the former owner shall consent to the transfer of his number to the new owner.

5.1.5 Annual Boat Registration Fees - See APBA membership application.

5.1.6 Numbers Criteria - All APBA Offshore Classes: Numbers on all race boats shall meet the following criteria:

a. Bracket boats, three (3) digit numbers only. Any whole number between 200 and 799, with the exception of the number one (1) as the last number, which is reserved for the National Champion as designated by the ORC. The first number designates the Class assigned to the boat. National class boats may use any whole number between 00 and 99 with the exception of the Numbers 1 and 01, which are reserved for the National Champion as designated by the ORC. The number may be preceded by a letter or letters designating class if approved by the ORC, and shall contain 3 digits maximum. Current approved letter designations are S for the Super Stock class and C for the Cat 300 class. Letters designating the National Class boats are approved for all National Champions as designated by the ORC. No duplicate numbers are allowed. Numbers may include a single zero (0) in front of a single number to differentiate the race number from an otherwise duplicate number. (Some examples of legal numbers are: 2, C2, 02, C02, 20, C20, 200, etc.)

Foreign APBA racing boats in the APBA will be reviewed on an individual basis. (ie; current approved, 222 & NZ11)
In memory of Randy Linebach, the number "24" is permanently retired from APBA Offshore.
#4-13 was retired from Class 400 in 2012. Boats cannot obtain #4-13 in Class 400.

5.1.7 Numbers must be:

- a. Black on White or White on Black, see following diagram
- b. A minimum of 18 inches tall with a minimum stroke of three inches
- c. On both sides of the hull
- d. On the deck
- e. Legible for scoring purposes

f. All boat numbers that are not black on white background, or white on black background, and/or do not meet the minimum 18" tall requirement, must be approved for clarity by either the Chief Referee, the Chief Scorer, or their designates. Boat numbers not adhering to these criteria will not be scored.

5.1.8 Duplicate racing numbers are not allowed. Within all classes of APBA Offshore, every boat shall have a unique identifying number. (No two boats shall have the same number regardless of class)

5.1.9 In the event that two or more boats request the same number, the requested number shall be awarded to the boat using the following criteria:

For unused numbers:

- a. The boat having requested the number first. The first request shall be determined by date (postmark or headquarters fax time stamp - no phone calls) of properly executed boat registration and membership application - note: all required fees must be paid in full).
- b. Should two or more applications arrive at the same time, the applicant having raced under that number the longest shall be awarded the number.

For numbers in use:

- a. A number belongs to the owner of a boat and the owner may retain the right to that number if he/she keeps their boat registration and APBA Offshore membership current. (Does NOT have to campaign a boat with that number in order to keep the number.)
- b. Should a boat owner fail to register the hull and continue membership in APBA Offshore by the end of the first race of a new year, the number held by that owner shall become available immediately.
- c. An owner may relinquish a number at any time by notifying APBA headquarters in writing that they no longer intend to race under that number. Upon receipt of written notification at APBA Headquarters, that number shall be available to the first person submitting properly executed hull registration and APBA membership forms along with all required fees. (See paragraph 7 immediately below.)
- d. If a number is awarded an "honorary" number, that number is temporary and the original number belonging to the owner of that boat is reserved for that owner if they meet the annual hull registration requirements outlined above. (No additional fees are paid to keep the original number)
- e. No owner may use the same racing number on more than one hull.
- f. If a race boat is leased or sold, the boat must be re-registered by the new owner. New numbers must be assigned, except when the former owner transfers the number in writing to the new owner.
- g. At the discretion of the Referee, temporary race numbers may be assigned

CLASS NUMBER ASSIGNMENT FOR NUMBERS NOT IN USE ANY NUMBER ENDING WITH A "1" IS CONSIDERED IN USE NATIONAL CLASSES		
DESIGNATION	NUMBER	NATIONAL CHAMPION
CLASS 1	00– 99	1 or 01
SUPERCAT	00 - 99	US 1
FACTORY STOCK	00 - 99	F 1 or F 01
SUPERSTOCK	S 00 – S 99	S 1 or S 01
-SUPER VEE	00 - 99	SV 1 or SV 01
MOD VEE	00 - 99	V 1 or V 01
CAT 300	C 00 – C 99	C 1 or C 01
EXTREME	00 - 99	
VEE LIMITED	VL 00 – VL 99	VL 1 or VL 01

BRACKET CLASSES		NATIONAL CHAMPION
CLASS 200	200 – 299	201
CLASS 300	300 - 399	301
CLASS 400	400 – 499	401
CLASS 500	500 – 599	501
CLASS 600	600 – 699	601
CLASS 700	700 - 799	701

5.1.10 The National Championship boat in each class will be the only boat allowed to carry the number 1 or 01 for the following season. If the #1 is NOT chosen to be used by the National High Point Champion in the class, NO boat will be permitted to use #1 as their number. (Example: If Team A is the 2023 National Champion but chooses to use their register # of 111 in the 2024 season, and Team B who was the National Champion in 2022 and used #101 for the 2023 season, Team B will NOT be permitted to use #101 again for the 2024 season. They must use their previously registered number).

a. Bracket class boats must follow the boat number rule of a 3-digit number in which the first number represents the class in which the boat runs in. Ex. #101, #201 etc.

b. Super Stock must follow the boat number rule of the Alpha-Numeric numbering, Ex. S-1

c. All other Classes must follow their class numerical system as approved by the ORC.

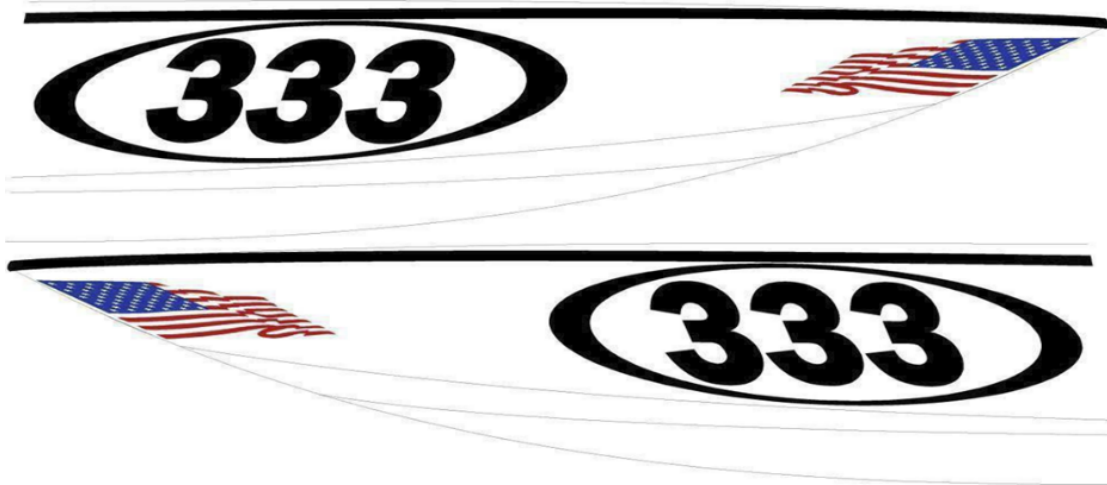
5.1.11 American Flags – Are required on all hulls. The flags must be painted or in decal form. American Flag must be a minimum size of 9"x12". Recommended placement of the American Flags is bow forward and displayed on each hull side. (See below diagram).

5.1.12 Foreign Entry Flags – Will place the appropriate flag on the bow in lieu of the American Flag with the same criteria in place. In addition, an American Flag must be placed on the rear corner of the hull where the side and deck meet with a minimum size of 4" x 6".

5.1.13 World Championships – All boats competing for UIM/APBA World Championships must display two 6" x 9" UIM decals adjacent to the APBA decals

5.1.14 APBA decals – Must be present on both sides of the hull or deck, with a minimum size of 6" x 9". The location of the decal is at the rear corner of the hull where the side and deck meet. For Foreign entries, the APBA decal will be placed immediately beneath the American Flag. Decals to be furnished by APBA.

5.1.15 Failure to comply with the numbering and decal rules will result in no points scored.



SECTION II – GENERAL CRITERIA FOR RACE MANAGEMENT AND APBA OFFICIALS

SECTION II - RULE 1 - GENERAL APPLICATION TO ALL EVENTS

The following General Racing Rules apply to all offshore events including special events such as sanctioned time/speed trials.

SECTION II - RULE 2 - RACE MANAGEMENT AND APBA OFFICIALS

The following APBA officials will be present at all Events to assist with the production and conduction of the Event: Race Chair, Event Chief Referee, Assistant Referees , Event Chief Inspector, Event Chief Scorer, Rescue and Safety Director and Risk Manager.

SECTION II - RULE 3 - REFEREES

3.1 ORC Chief Referee - The Chair of the ORC shall appoint an ORC Chief Referee who shall serve at the discretion of the ORC. Among other things, the ORC Chief Referee shall be responsible for the preparation and grading of the annual offshore referee test.

3.2 Presence at Events - Each sanctioned offshore race must have an Event Chief Referee and at least one assistant referee present, two assistant referees should be present if at all possible. Should an officially designated Event Chief Referee be unable to attend any sanctioned racing event, any member of the ORC may appoint a qualified alternate Event Chief Referee to serve at that racing event.

3.3 Duties and Responsibilities –

3.3.1 Driver's Meetings - The Event Chief Referee shall preside over all drivers' meetings. They shall see that all questions related to racing rules are properly answered and that the conduct of the race itself is in accordance with all racing rules.

3.3.2. Enforcement of Rules - The Event Chief Referee shall see that all racing and technical rules are enforced during the conduct of an Event. It shall be the sole responsibility of the Event Chief Referee to communicate with any team member or other party who has been charged with the violation of any rule as well as the proposed action that APBA shall take as a result of said violation as soon as possible.

3.3.3 Post-Race Reports –

a. The Event Chief Referee will notify teams via text as soon as possible that their team has been assessed a penalty.

b. If a race is under review due to a penalty review, all participants in that race must be informed, via text as soon as possible. If the issue has not been settled by the awards, the awards will be issued as provisional pending review.

c. The Event Chief Referee shall file a report in writing to APBA headquarters within 10 days of the event, detailing any accidents or other incidents such as disciplinary actions, and technical disqualifications.

d. The Event Chief Referee shall report ALL accidents, even though no injuries are involved, to the APBA National Headquarters within 10 days of the event. This does not pre-empt local authorities from reporting those accidents, as required by State and Federal law to be reported. Race Officials will assist local authorities in completing their reports where necessary.

3.3.4 Multiple Roles - Unless otherwise approved by the APBA ORC Chair, the Event Chief Referee shall not serve in any other official capacity such as Timer, Inspector, etc. nor shall he act as a member of any committee charged with the actual management of the racing event while also serving as the Event Chief Referee.

3.3.5 Interpretation of Rules - Should any questions regarding the interpretation of racing rules arise, the Event Chief Referee shall rule on these. If the Race Committee makes an erroneous decision or interpretation, the Event Chief Referee is authorized to overrule that decision.

3.3.6 Special Events and Records - In those racing events wherein records are claimed, the Event Chief Referee must ascertain the presence and performance of competent inspectors, timers and timing equipment and course surveyors. The Event Chief Referee must submit a complete report of his findings to APBA headquarters within 10 days of the event.

3.3.7 Unsafe Equipment - The Event Chief Referee or Event Chief Inspector shall have the right to refuse any entry at any time prior to the start that in his/her opinion is not designed, built, nor equipped to standards of seaworthiness and safety required for any adverse weather and water conditions during the race. This shall also be extended to equipment that, in his opinion, hinders adequate competitor extrication and rescue.

3.3.8 Other - The Event Chief Referee of a sanctioned event also must ensure that:

a. All proper officials be present and function during the conduct of an event;

b. A safe course is provided.

c. The Event Rescue and Safety Director's Check List has been completed.

SECTION II - RULE 4 – CHIEF INSPECTORS

4.1 Presence at Events - Each sanctioned event must have an Event Chief Inspector present. Should an officially designated Event Chief Inspector be unable to attend any sanctioned racing event, any member of the ORC may appoint a qualified alternate Event Chief Inspector to serve at that racing event.

4.2 Duties and Responsibilities –

4.2.1 Compliance with Technical and Safety Rules - The Inspector's main responsibility is to inspect the competitors' racing equipment for compliance with the applicable technical, equipment and safety rules and document their findings on each piece of equipment inspected at an event.

4.2.2 Reporting Infractions - Inspectors shall inspect racing equipment for compliance with the technical and safety rules. If they find what they believe to be a violation of any rules, then they shall report the infraction to the Event Chief Referee.

SECTION II - RULE 5 - CHIEF SCORER

5.1 Presence at Events - Each sanctioned Event must have an Event Chief Scorer present. Should an officially designated Event Chief Scorer be unable to attend any sanctioned racing event, any member of the ORC may appoint a qualified alternate Event Chief Scorer to serve at that racing event.

5.2 Duties and Responsibilities –

5.2.1 Timing and Scoring - The event chief scorer shall have full responsibility for timing and scoring the event.

5.2.2 Reporting Results - The event chief scorer shall be responsible for posting all results of the Event in a predetermined and announced location.

5.2.3 Registration at Events - The Event Chief Scorer may also work as the Chief Registrar and assist in the Event Registration process including the collection, organization and accounting of all entry forms, boat registration forms and membership forms.

SECTION II - RULE 6 – RESCUE & SAFETY DIRECTOR, AND RISK MANAGER

6.1 Presence at Events - Each sanctioned offshore race must have a Rescue and Safety Director and Risk Manager present.

6.2 Duties and Responsibilities –

6.2.1 Support Personnel - The Event Rescue and Safety Director shall be responsible for assembling all support personnel necessary for the satisfactory execution of his duties and responsibilities.

6.2.2 Race Day - On the morning of each race, the Event Rescue and Safety Director and Risk Manager or his designee shall be responsible for conducting a survey of the course to verify that all check, turn, medical/rescue and patrol boats are on station. The Event Chief Referee must be notified immediately regarding the status of the racecourse.

6.2.3 Local Officials - The Event Rescue and Safety Director and Risk Manager is responsible for coordinating with and directing the Risk Manager, as well as the local medical, rescue and safety personnel during the Event to ensure that all APBA Offshore safety, medical and rescue requirements are met.

6.2.4 Reports - The Event Rescue and Safety Director and Risk Manager must report any and all safety violations immediately to the Event Chief Referee.

SECTION II - RULE 7 – CLASS RULES: REPRESENTATIVES AND VOTES

7.1 All Class Votes, for representatives, rule changes, dropped races and other issues must be sent in writing to the ORC required personnel, per the current rule change proposal form, and conducted through APBA HQ or the ORC administrator to assure that only active-APBA owner members who have participated in at least 50% of the previous 12 months APBA National races in their respective classes are polled, and that all votes are documented to have followed proper procedures.

SECTION II - RULE 8 - UIM-OFFSHORE REPRESENTATIVE

8.1 The APBA Offshore Chair, or a representative approved by APBA ORC, will represent APBA on the UIM Offshore Committee. (COMINOFF)

SECTION II - RULE 9 – Offshore Race Committee Makeup

9.1 The APBA Offshore Race Committee (ORC) consists of the following positions:

Chair, Appointed by the APBA President, Votes only to break ties

Vice Chair, Appointed by the Chair, Votes only as Chairman Proxy to break ties

Administrator, Appointed by the Chair, does not Vote

Promoters with Multiple Active Events, Automatic Membership, Vote

Promoters with One Active Event, Automatic Membership, Do not Vote

Chief Referee, Appointed by the Chair, Vote
Chief Inspector, Appointed by the Chair, Vote
Class Representatives, Elected by the Class Members in good standing, All Vote:
Individual National Classes Have 1 Rep, Bracketed Classes combined have 1 Rep
Safety Team Representative, Appointed by the Safety Director, Vote

SECTION III - GENERAL PRE-RACE REQUIREMENTS FOR CONDUCT OF EVENTS

SECTION III - RULE 1 - GENERAL APPLICATION TO ALL EVENTS

Unless otherwise specified, the following General Racing, Rules apply to all APBA Offshore events, including special events such as sanctioned time/speed trials.

SECTION III - RULE 2 - DRIVER'S PACKETS

Driver's Packets may be downloaded from the APBA or conducting club's web site. Drivers Packets are required to be provided 30 days in advance for all UIM events or Championships.

SECTION III - RULE 3 - ENTRY FORM AND RACE CIRCULAR

Following the issuance of an APBA sanction, APBA Headquarters shall send to all appropriate and duly registered offshore racing members a race circular. The Race circular will be sent upon receipt of the sanction fee at the APBA headquarters, which must be received no later than 14 days before the event.

SECTION III - RULE 4 - RACE ENTRY AND CREW REGISTRATION

4.1 Entry Fees - Race entry fee amounts shall be established at the discretion of the conducting club.

4.1.1 Refund of Entry Fees - Boats voluntarily withdrawing from a race prior to testing shall receive a full refund or have the option of "rolling" the entry fee over to the next race put on by the same conducting club.

4.1.2 Boats voluntarily withdrawing after testing and before race day shall receive 50% of their entry fee or have the option of "rolling" the balance over to the next race put on by the same conducting club.

4.1.3 Boats voluntarily withdrawing on race day shall receive 25% of their entry fee or have the option of "rolling" the balance over to the next race put on by the same conduction club.

4.1.4 In the event that a boat shows up at an event ready to race, all riding crew members are present, and the boat is unable to start the race due to circumstances beyond their control (i.e.: mechanical failure, hull damage, safety issues, etc.), the owner shall have the option of receiving last place points in their class OR "rolling" the entry fee over to the next event put on by the same conducting club (not both). If the owner chooses the points, the entry fee is considered spent. This option is available only to currently registered APBA Offshore boats that have competed in a prior APBA offshore event during the current season and have paid all registration and entry fees for that event. The decision to take last place points or "roll" the entry fee over must be made prior to the start of the race. Receiving last place points in accordance with this rule does constitute having actively participated in a race and count towards qualifying for the APBA Offshore World Championship event. In the event a decision is not communicated to the Event Chief Referee before the start of the race, the boat will automatically be awarded last place points. The Event Chief Referee's decision in this matter shall be the final. Note: Boat must remain at the race site until the completion of their class race to be awarded "hardship" points.

4.1.5 All entries to the race must be properly registered according to the procedures set forth by the APBA Offshore officials for that race.

4.1.6 Last minute entries are at the discretion of the Event Chief Referee and/or Event Chief Scorer.

4.1.7 No boat may be launched for testing or race entry until all insurance waivers have been properly executed by all riding crew members.

4.2 Race Registration (On-Site)

4.2.1 Requirements -

a. Deadline - At all events, each Riding Crew member must complete all registration requirements by the time set in the APBA race circular. All required signatures and any other missing information on the entry must be provided by this time.

b. Paperwork – Riding Crew members must show proper APBA membership card, APBA club membership card, UIM card if required, and documentation of all APBA Medical and Safety requirements. The boat registration card must also be checked.

c. Penalties - Entrants failing to complete registration requirements prior to the deadline shall receive a fine and/or up to a 3-minute penalty at the discretion of the Event Chief Referee. Entrants not completing all registration requirements prior to entering the racecourse on race day shall be disqualified.

4.2.2 Procedures - The following on-site registration procedures shall be employed at all events:

a. Fees and Paperwork – Per APBA General Racing Rules the conducting club shall collect all APBA fees due and complete proper application forms for boat registration or APBA racing membership. All APBA fees and completed registration and membership forms shall be forwarded and postmarked within 15 days to APBA headquarters upon completion of the event. Failure to provide such fees and documentation shall cancel all remaining sanctions for that club or promotional group, until such paperwork is received at APBA Headquarters. Should a club or promotional group proceed with a race while the sanction is cancelled, NO APBA National or Regional POINTS will be awarded for that event until such time as previous paperwork is received. Each late occurrence will result in a Yellow Card issued to the Event Chief Scorer after the third Yellow Card the offending scorer will be suspended for 12 months.

b. Local Club - If a potential entrant is not a member of an APBA affiliated local club, they may join the conducting club or some other APBA club prior to competing in the event. The conducting club retains club fees.

c. Insurance Releases - The Event Chief Scorer and/or the registrar for the event shall make sure that all insurance releases/waivers are signed.

d. Late Entries - Late entries at events shall be accepted at the discretion of the conducting club. A financial penalty may be assessed.

SECTION III - RULE 5 - PRE-RACE SAFETY AND TECHNICAL INSPECTIONS

5.1 Requirements -

5.1.1 All race boats entered in a sanctioned race are subject to a pre-race safety and technical inspection by an approved Inspector.

5.1.2 The time and place of such inspection shall be published in the Driver's Packet.

5.1.3 No race boat may be considered a bona fide entrant in a sanctioned race until such time as the Inspector has passed and signed the official pre-race inspection form.

5.1.4 It is the responsibility of the owner or riding crew member to submit his team's equipment for his inspection. If, in the judgment of the Event Chief Inspector, a boat and/or safety equipment is unseaworthy, unsafe, or unmanageable, the non-compliance must be brought to the attention of the Event Chief Referee. If the Chief Referee determines that the condition cannot be rectified prior to the start of the race, then he shall have the right to prohibit the boat from competing.

5.1.5 The Event Chief Inspector shall make sure each entry is examined for compliance with all safety requirements and shall also visually inspect hull, propulsion, and engine for compliance with class technical rules. The spirit as well as the letter of these rules shall be enforced equitably to all entrants.

5.2 Class Placement - The responsibility for proof of legality of equipment and proper class placement rests with the boat owner. If such proof cannot be provided, the Event Chief Inspector, with the approval of the Event Chief Referee shall have the right to re-determine the entrant's class or participation in the event.

5.3 Pre-Race Technical Rules Violations -

5.3.1 Notice to Owner - If a pre-race inspection finds a technical rule violation, the Event Chief Referee or Event Chief Inspector must notify the owner of the subject boat or his representative of the specific nature of the alleged violation as soon as practical but in no instance later than the Final Driver's Meeting.

5.3.2 Correction of Violations - After a race boat owner has been notified of the violation, he shall have until the Final Driver's Meeting for his race to correct the violation, unless he has been disqualified. Should he elect to correct the violation then it shall be his responsibility to have the boat re-inspected prior to said meeting and be cleared for competition. In the event the violation is not correct, the boat shall be disqualified.

5.3.3 Appeals - Should that owner or his representative choose, he may give written notice and \$500.00 appeal fee to the Event Chief Referee of his intention to file an appeal to the ORC. Upon appeal the Event Chief Referee shall (except in cases involving intoxicants and unmanageable and unsafe craft rulings) allow the race boat to start provided that the results of that class shall be deemed unofficial pending the outcome of the appeal hearing. Should the appeal be upheld the finish position of the subject race boat shall be declared official. Should the appeal be denied, the boat will be disqualified, the appeal fee shall be forfeited to the ORC, and the results shall be declared official.

SECTION III - RULE 6. - UNIFORMS

6.1 Defined –

6.1.1 All team members - must be in professional team colors, or uniforms, while attending Drivers Meetings, parades, test /practice sessions, and anytime operating the race boat.

6.1.2 Dress Uniforms - should consist of a collared dress shirt, racing jacket (optional), and dress pants. This uniform will be worn at all official functions.

6.1.3 Penalties – Penalties for failure to conform to the above will be at the discretion of the Chief Referee.

SECTION III - RULE 7 - ESTABLISHMENT OF DESIGNATED “PIT AREAS”

7.1 Pit Requirements - At all Events, the Race Director must establish clearly defined, readily identifiable areas for Dry Pits, Wet Pits, and Hot Pits. In all cases these areas must be set apart from the general public by being roped off, fenced, or some other means except that the public may be admitted to the Dry and Wet Pit Areas during designated times. Only contestants, crews, officials, approved event workers or current members of APBA shall be admitted to the “hot pit” area. These areas require the execution of Insurance Waiver by all participants (racers, crews, family members, officials, and event workers - not spectators) for admission. Intoxication within any of the designated pit areas of any APBA member or a signee of the Insurance Waiver is strictly prohibited. The APBA ORC designates three mandatory pit area classifications with the following restrictions:

7.2 Hot Pit: shall be defined as an adequate area around launching cranes, fuel storage, fueling area and launching ramp. Entry into the hot pit requires APBA Offshore Racing, Crew or Official Membership.

7.2.1 Fueling of boats shall be allowed only in the approved fueling area(s) and designated by the race committee. Fueling or de-fueling of race boats in the water is specifically prohibited. (Fueling at commercial marina pumps on the water or commercial land-based filling stations is allowed.)

7.2.2 Waste oil and fuel must be disposed of in a responsible manner by all race teams.

7.2.3 Signs shall be posted around all hot pit areas designating “No Smoking or Drinking of Alcoholic Beverages.” Violation will subject offenders to disqualification.

7.2.4 Enclosed footwear is mandatory in the hot pit area.

7.2.5 The crane area shall be highly restricted and roped or fenced off from all other areas. No persons shall be permitted to the crane area except specifically authorized personnel. (This is considered part of the “Hot Pits”).

7.2.6 The presence of persons on a boat, which is being lifted by a crane, is strictly prohibited. Violation of this rule shall result in disqualification from that event.

7.3 Wet Pit: shall be defined as those docking areas, so secured by the race committee, as crew working areas and available by controlled admission pass to the general public.

7.4 Dry Pit: shall be defined as those areas where trailered craft are on display by admission pass prior to launch. This may also be posted with local authority restrictions.

SECTION III - RULE 8- TESTING

8.1 Inspections and Registration - Race boats must pass through pre-race technical and safety inspection, and the boat and all riding crew members must complete all registration requirements prior to any on water testing. The owner and all riding crew members must sign the Insurance Waiver prior to any on water testing. Anyone testing without signing the Waiver shall be subject to disqualification.

8.2 Compliance with Government Regulations - Race Teams and Race boats shall be subject to all Coast Guard, Federal, State, and local regulations during testing.

8.3 Compliance with APBA Rules and Regulations - Race Teams must comply with all APBA rules and regulations established for each Event, including obeying manatee zones, speed zones, testing times, and testing only in designated areas, if applicable. The teams shall be solely responsible for checking with the appropriate APBA Officials at the Event

during registration as to the applicable rules and regulations for testing at the event. Violation of this rule may result in fines, time penalties and/or disqualification.

8.4 Safety Equipment – Whenever APBA registered equipment is being operated at or in conjunction with a sanctioned event, including while testing, or at any other times while the craft is on plane, or while off-plane under its own power and within 250 feet of the outside of an active racecourse, the competitors must wear complete personal safety equipment including helmet and life jacket. This rule shall be in effect at a race site from the time of arrival and until one hour after the checkered flag of the last event of the day. Failure to comply with this rule may result in penalties being assessed by the Event Chief Referee.

8.5 Lifting Harnesses - All boats are required to provide their own single point lifting harness for weighing purposes. Slings may not be provided by the Race Committee other than for emergency boat retrieval or if extenuating circumstances exist. In this situation, the Event Chief Referee has the authority to approve such use. See Sling Safety Requirements in the General Safety Rules below.

SECTION III - RULE 9 - DRIVERS' MEETINGS

9.1 Attendance - Drivers' Meetings shall be confined to Riding Crew members, boat Owners and officials only. Non-Racing crew, friends and family members are specifically excluded from Drivers' Meetings. Unless otherwise provided in these rules attendance at these meetings is mandatory for every driver. The Race Committee may designate representatives, etc., to attend as observers.

9.2 Driver's Meetings - A Drivers' Meeting shall be held on each race day of an Event. Attendance at this meeting is mandatory for every driver competing in that day's races. Unless otherwise noted on the official APBA Offshore race circular, the Final Drivers' Meeting shall be held on race day.

9.3 Excused Absences - A Driver may be excused from attending Driver's Meeting provided that unavoidable circumstances prevent a driver's attendance and that he provides the Referee sufficient notice, a reasonable excuse and receives the Event Chief Referee's permission prior to the Meeting and is fully briefed to the Referee's satisfaction prior to competing that day.

9.4 Unexcused Absences – The Event Chief Referee shall call the initial roll call at the Drivers' Meetings and verify the presence of each Driver. The unexcused failure of a Driver to answer roll call at either meeting may result in a **\$50** fine and/or up to a 3-minute penalty. Failure to answer final roll call at the end of the meeting may result in penalties up to and including disqualification.

9.5 Changes to the Event -

9.5.1 Any race postponement or substitution of an alternate storm course shall be announced no later than the drivers' meeting to be held one hour prior to the starting time. The Race Committee shall adhere to the schedule set forth in the Race Packet unless some emergency shall dictate otherwise.

9.5.2 The Event Chief Referee will confer with the Race Director and may change the course, announce any APBA rule changes with proper notification to the teams.

9.6 Alcoholic Beverages - Sale or consumption of alcoholic beverages is strictly prohibited at all Drivers' Meetings.

SECTION IV - GENERAL REQUIREMENTS, PRACTICES AND PROCEDURES FOR CONDUCTING RACES

SECTION IV - RULE 1 - GENERAL APPLICATION TO ALL EVENTS

Unless otherwise specified the following General Racing Rules apply to all offshore events including special events such as sanctioned time/speed trials.

1.1 RACE CONTROL: The assigned radio channel for the race event shall be utilized by race control, start boat, referee, and competitors only. All other communications must be on a separate channel.

SECTION IV - RULE 2 - RACE COURSE

2.1 Check Points - All check points shall be buoys, boats, or landmarks. If the Coast Guard specifically prohibits the use of fixed buoys, then definite positioning of a checkpoint from that fixed mark may be used. Latitude and longitude coordinates for the positioning of check boats must be utilized for course verification on race morning.

2.2 Check Boats - All check boats will fly one 3' x 5' orange pennant from the highest point above the water line and one specifically designated flag. A Race Committee may designate any additional distinctive markings from time to time at their discretion to distinguish check boats readily from surrounding spectator craft or other inhibiting backgrounds. Numbering the orange flags to correspond with the check boat number is mandatory.

2.3 Slots - Slots may be established on the racecourse to aid in scoring or enhance the safety of the racers or spectators.

2.4 Spectator boats - Spectator Boats are not allowed inside the course and may not be closer than 500 feet to the outside race lane.

2.5 Turns 90 degrees or greater - Any turn that is 90 degrees or greater shall be marked with a minimum of 3 buoys.

2.6 Storm Course - In the event that inclement weather conditions prevent a race from being run, the Event Chief Referee, in conjunction with the U.S. Coast Guard and any other governing law enforcement agencies, may substitute a storm course. Said course must be in protected waters and afford a greater degree of safety to the race boats as well as patrol, medical and safety boats. Alternatively, storm courses may be shortened versions of the original course or run a reduced number of laps on the original course. In any event, the distance run must be at least ½ the distance advertised in the original Racers' Packet.

2.7 Course Markers -

2.7.1 Turn Buoy - Any buoy used to designate turns, chutes or slots should be a minimum of five (5) feet tall, either tetrahedron in shape (preferred) or round, orange in color, and made of vinyl or plastic material capable of withstanding conditions encountered in offshore racing. All other marks of the course should be day glow orange, yellow, pink, or green start buoys and a minimum of two (2) feet in diameter. All turn marks of the course must be negotiated as designated by these rules, pre-published race instructions or as directed by the referee or his designee at the Final Drivers' Meeting.

2.7.2 Spectator Areas - All designated spectator areas must be at least 300 yards from any check or turn boat.

2.8 Starting Chute -

2.8.1 Minimum Width - The minimum starting chute width shall be 100 yards.

2.8.2 Minimum Length - The Starting Chute length to be determined by the Event Chief Referee pending course dimensions, (reference 2.9.3 following).

2.8.3 Other Requirements - The chute must be maintained in a straight line to avoid "pushing" of the boats during the starting procedure as would happen in a turn. Both the Start Line, and the Finish Line shall be defined by boats, buoys, or fixed points, one on either side of the course to form said line perpendicular to the direction of travel. All competing boats must cross the starting line between the markers. The finish boat shall fly an orange pennant 3' x 5', or a specifically designated flag. In the event of two such boats, only one side will be designated the "Finish" boat. Timing, scoring and checkered flagging will be done on the official Finish Boat. Race boats must finish close enough to the Finish Boat to be identified, but they shall not pass closer than 50 yards of any stationary vessel. The use of binoculars to confirm passage is permitted. The racecourse must include provisions for the "Safe Area" during starting procedures.

NOTE: Race Control must be equipped with both Aircraft VHF and Marine VHF Radio Base for Medical and Safety Communications.

2.9 Racecourse Length, Width, and Race Distances

2.9.1 Course Length – Minimum length is 5 miles.

2.9.2 Course Width - The minimum distance from the racecourse to any fixed object shall be 50 yards (**150ft**) and the minimum course width shall be 100 yards (**300ft**).

2.9.3 Minimum distance from the dropping of the green flag to turn 1 – 1.5 miles.

2.9.4 Race Distances (number of laps) - At the discretion of the conducting club.

SECTION IV - RULE 3 - PRACTICES AND PROCEDURES FOR CONDUCTING THE RACE

3.1 General

3.1.1 The procedure for each race will be announced at the mandatory Drivers' Meeting(s.) All racers must adhere to this procedure.

3.1.2 All APBA Offshore regular season races shall consist of one (1) full distance race for each class. Classes may be combined in races to achieve spectator appeal in the event of low boat counts, etc. Qualification heats may be used in cases where a particular class fleet is considered too large.

3.1.3 When the heat race format is used, except as noted, any changes/repairs may be made to the boat, engine(s), drive(s), or propeller(s) between heats. Riding Crew may not be changed between heats. Boats must return to and remain at the wet pit docks and may not be craned out of the water between heats unless they have specific permission from the Event Chief Referee.

3.1.4 Races shall not be delayed for a competitor that is not ready when their race is called.

3.1.5 All boats in weight-regulated classes must report to the crane immediately upon completion of the race. No private cranes or scales will be utilized for official weighing. The APBA Offshore scale(s) is/are the only official scale(s) and as such may not be protested.

3.1.6 Underweight Penalty: All boats underweight at the end of the race will receive last place points

3.1.7 Radio or cell phone communications between aircraft or shore crews are permitted if information received by the race boat does not give an unfair competitive advantage or contain unsportsmanlike comments.

3.2 Flags – All official support boats, pace boats, rescue boats, turn boats must carry at least red and yellow flags.

3.2.1 Size - All signal flags shall be a minimum of two feet by three feet.

3.2.2 Direction – No flags may be displayed without a direct instruction from Race Control.

3.2.3 Purpose - Flags are used to give specific instructions to race participants and shall be designated as follows:

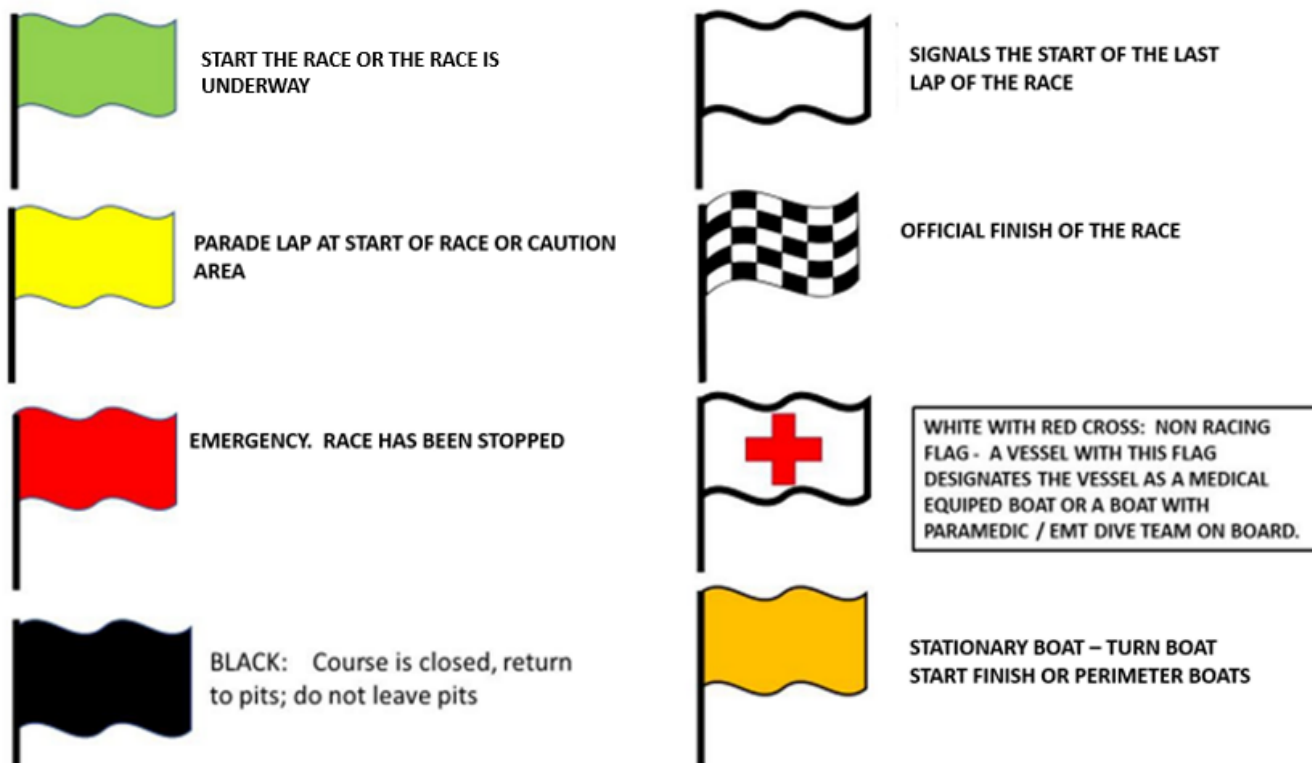
a. RED - Emergency - Stops the race. If used at the start of a race, monitor channel 78A for restart instructions. Any other time return to the milling area at a safe and prudent speed via rules of the road. Red flares or lights may be in conjunction with red flags.

b. SINGLE YELLOW - Caution. Also used to bring the fleet from the wet pits to the milling area and during the actual pacing of the start. May be displayed at any checkpoint or flown by rescue/patrol craft during a race to indicate an accident or hazardous situation on the course.

c. ORANGE (OPTIONAL - DEPENDS ON STARTING METHOD) - Denotes that orange smoke has been lit and there are 3 minutes or less until the start of the race.

d. GREEN- Starts the race. When the pace boat displays the green flag, the race has officially started.

d. CHECKERED - Finish of race. Return to pits at a safe and prudent speed via rules of the road.



3.3 Pace Boats - Unless circumstances prevent it, one pace boat shall be employed for every start. Pace boat personnel shall be limited to a maximum of five (5) as designated by the Event Chief Referee: a driver, driver assistant, flagman, flagman assistant, and starter. The pace boat should be a minimum of 30' and shall be able to attain speeds of 50 to 70 mph. Back-up pace boats are limited to seven (7) personnel, two of which may represent E.M.S. personnel. The minimum age of pace boat personnel shall be 18 years. Safety takes precedence over racing so pace boat personnel should do nothing to endanger themselves, spectators, or other participants. All pace boat crew must wear their P.F.D. at all times while the pace boat is on the racecourse including during starts. All pace boats shall have a video camera recording every start to watch for racers crowding the pace boat or jumping/sling-shotting the start.

3.4 Turn & Media/ Photo Boats, VIP Rides: No Media personnel or Photographers are allowed on any pace boats or turn boats without the express permission of the Director of Race Control and the named boats captain. Any Media/Photo boat wishing to be placed adjacent to the racecourse must have the permission of the Director of Race Control, execute a liability release, and will be located in a safe distance and area of the racecourse. No VIP rides of the racecourse may be given without permission of the Event Chief Referee, Chief Starter and Director of Race Control. Advanced Notification on all of the above is required.

3.5 Starting Procedures: All courses will utilize two starting buoys, preferably green, or one buoy and a distinct point on land or a positioned boat, as a starting line which must be perpendicular to the course.

3.5.1 Pace Lap / Flying Starts:

- a. Boats shall be led from the wet pits or a designated holding area to the racecourse by one or more pace boats flying a single yellow flag.
- b. Boats from one or more classes may be grouped together for a start or classes may be instructed at the Drivers' Meeting to follow a designated pace boat for their individual start.
- c. The pace boat(s) will lead the boats around the predetermined start distance up to one lap at approximately 50-60 mph, or a speed determined by race control and the class. Shortly before the pace boat reaches the predetermined starting chute, the pace boat will slow to a predetermined maximum speed and the boats will line up, side by side in a straight line a minimum of 1 boat length behind the pace boat. The boat closest to the pace boat, the Pole Position boat, shall line up and maintain one boat length behind, and one boat length to the side, of the pace boat. All other boats shall line up one boat width to the side of the boat assigned to the next lane between them and the next boat towards the pace boat. Failure to properly maintain positions will result in penalties.
- d. All race boats must maintain their one boat length behind the pace boat, when the pace boat's transom passes the starting buoys /markers, the start of the race shall occur unless the pace boat has raised a red flag. At that time the pace will raise the green flag coinciding with their transom passing that point unless a red flag condition has occurred. Any boat whose bow is in front of the pace boats transom at that time will receive a penalty. This will be enforced through videos and photos.
- e. Starting order (Lanes) for the season will be determined by each class. Options include drawing lanes by cards or chips, order of finish in the previous race, reverse order of finish in the previous race, etc.
- f. Under no circumstances at any point during the race may a race boat impede the boat or boats to the inside or enter an inner lane without at least a two-boat length overlap. An aerial camera (helicopter or drone) must be in place at the first turn for any race with 5 or more race boats to record lane discipline. Any race boat violating this rule will receive a penalty as determined by the Event Chief Referee. Secondary buoys may be used for larger fleets to assure separation where needed.
- g. If at any time during the starting procedure a red flag is raised, the start has been aborted and all boats are to slow to idle immediately. Boats should monitor VHF Channel 78A for further instructions.
- h. Rookie drivers and/or throttlemen must start 150 feet and in the outside lane behind the field in their start. A rookie driver or throttlemans is defined as a new driver or throttlemans or any driver or throttlemans that has not competed in an offshore race sanctioned by a recognized sanctioning body during the last 5 years. The Referee shall be the sole determinate as to whether or not the rookie driver or throttlemans shall be cleared to start with their class at the next event or start 150 feet and in the outside lane behind the field again.

For starting violation penalties, see Section V Rule 7.1.7

3.5 Milling Group / Pace Boat Starts:

3.5.1 Leaving the Wet Pits - The main pace boat and back-up pace boat shall leave the pits together followed by all racing craft. The pace boat shall display the Yellow Flag while leading the race craft to the milling area or on a sight lap (if any) around the course as announced by the Event Chief Referee at the Final Driver's Meeting.

3.5.2 Milling Area - Immediately following the sight lap (if any) the pace boats shall establish a distinct safe area where each starting group can establish the required milling circles. In this area, boats must be off plane (bow down, no wake, 7 M.P.H.) only and must turn in the same direction, counterclockwise. The milling area shall be defined as the actual "circle" created by the boats in a specific starting group.

3.5.3 Pace Boat Pre-Start Position - Establish a Picket line, which is effectively where the pace boat turns to pick up each class to lead them down the start chute. Each pace boat designated for a particular start will be placed directly in front of the milling circle of the group it is assigned to start, bow facing the circle. The pace boats will remain with their bow pointed away from the direction of the racecourse (towards the fleet) from the time that it arrives at the milling location until the start of the race.

3.5.4 3 Minutes to Start Signal - An orange flag and/or orange smoke will be displayed in view of the milling circles from Pace Boat #1 to signal that the course has been cleared and the start procedure will begin in three minutes.

3.6 The Start -

3.6.1 The official pace boats will start all classes individually or grouped as announced at the Drivers' Meeting.

3.6.2 The Pace Boat shall drive a course closest to one side or the other of the chute.

3.6.3 After the three-minute orange smoke/flag period has expired, the Pace Boat will display the yellow flag, then rotate in position, and slowly pick up speed to allow the fleet to come on plane in the direction of the first leg of the course, bringing the fleet on plane and in line for the start. The Pace Boat will not pass in front of the fleet.

3.6.4 All race boats shall stay on the designated side of the Pace Boat.

3.6.5 Subsequent starts shall be made in identical manner by Pace Boats #2 and #3, respectively.

3.6.6 If Pace Boat #1 is used for subsequent starts, it will return and pick up the fleet without crossing the racecourse. In this case, Pace Boat #1 would normally return on the inside of the course, make a sharp, slow speed turn on the same side of the fleet, and bring the fleet in line for the start.

3.6.7 The race boats in the subsequent starts should begin to form a line at idle speed to meet the pace boat for their start. Under no circumstances will the second or third Pace Boats raise their green flag until the Pace Boat in the preceding start has raised its green flag.

3.6.8 The boat closest to the Pace Boat, the Pole Position boat, shall line up and maintain one boat length behind, and one boat length to the side, of the Pace Boat. All other boats shall line up one boat width to the side of the boat assigned to the next lane between them and the next boat towards the Pace Boat. Failure to properly maintain positions will result in penalties.

3.6.9 All race boats must maintain their one boat length behind the Pace Boat, when the Pace Boat's transom passes the starting buoys /markers, the start of the race shall occur unless the Pace Boat has raised a red flag. At that time the Pace Boat will raise the green flag, coinciding with their transom passing that point. If the Pace Boat displays a red flag refer to Aborted Starts Section 3.8 below.. Any boat whose bow is in front of the Pace Boat's transom at that time will receive a penalty. This will be enforced through videos and photos

3.6.10 The starter, wearing orange gloves and/or using orange batons and an orange vest (if necessary) over his P.F.D., aboard the Pace Boat will utilize hand signals to control the starting fleet.

3.7 Heat Races - Second Heat Flying Starts

If the first heat was started using the "flying start" method described above, then the second heat shall be started using the order of finish from the first heat. i.e.: The first-place boat starts on the pole (lane 1), the second-place boat in lane 2; the third-place boat in lane 3, etc.

3.8 Aborted Starts - If at any time during the start procedure after the orange smoke has been fired, a red flag is raised, the start has been aborted and all boats must return off plane to the milling area (safe area) for restart. All boats should then monitor VHF Chanel 78A and follow specific instructions of the Pace Boat.

3.9 Accidents during starting procedure -

3.9.1 In the event an accident should occur during the start or prior to the first turn/check point, or if any safety assets are engaged, the race must be stopped for safety reasons.

3.9.2 If the lead boat has completed less than one lap, the race will be stopped by red flags displayed at all turn/check boats and the start/finish line. All boats will return to the milling area immediately via rules of the road for a restart. The restarts will commence in the same order and as soon as possible using the orange three-minute smoke to denote the first start. Racers should monitor channel 78A prior to the restart for additional instructions or information.

3.9.3 If a race is stopped for safety reasons prior to the completion of the first lap and then restarted, one lap will be deducted from the required number of laps to complete the race to compensate for the distance run during the initial start.

For starting violation penalties, see Section V Rule 7.1.7

3.10 Disabled Race Boats - A disabled boat, or one that cannot get on plane with its class, must not interfere with the next start in any manner. The disabled craft must go to one side of the chute and wait for a clear lane to commence its start. Should a boat fail to start after its class has started, it may start in a normal fashion any time prior to the checkered flag being displayed. The boat will receive credit for a start and any laps completed before the official end of the race.

3.11 Racing Rules of the Road

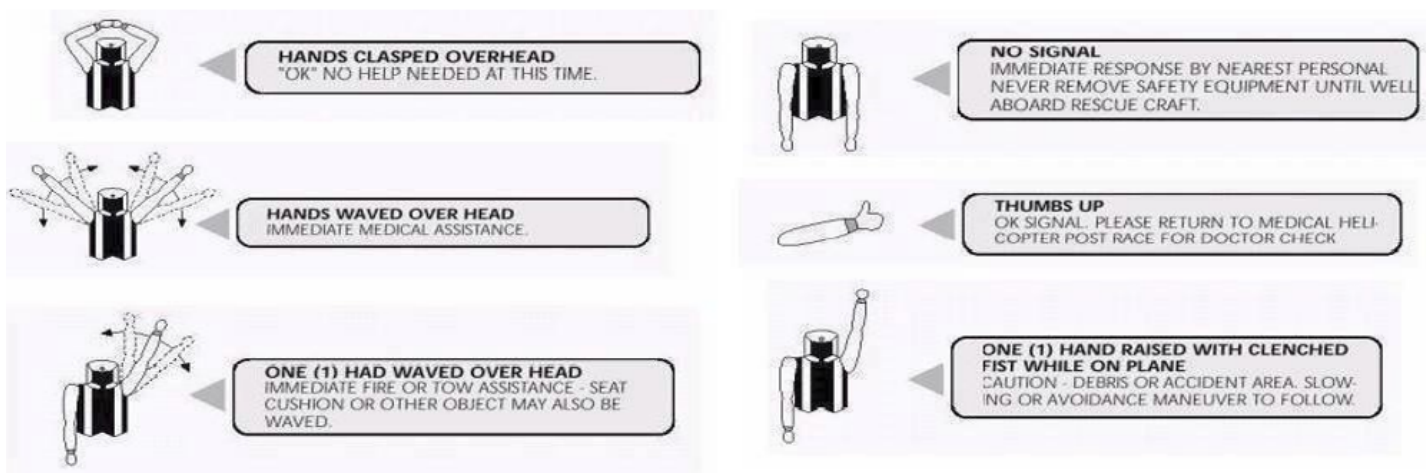
3.11.1 Applicable Rules and Regulations - At all times during the execution of a race, or official test session, the applicable U.S.C.G., State and local RULES OF THE ROAD shall apply.

3.11.2 Overtake/Overlap – Under no circumstances at any point during the race may a race boat impede the boat or boats to the inside, or enter an inner lane, without at least a two-boat length overlap.

3.12 Bearing Away - A boat shall not bear out of their course so as to hinder another in passing to starboard or port.

3.13 Absent or Non-Conforming Turn Boat or Buoy - Should any check boat or turn boat or buoy be absent from its proper position during the course of a race, the Race Committee shall, if possible, replace it. If this should prove to be impossible, the race boat shall negotiate that fixed mark (i.e., the position where the buoy or boat should be) of the course as per race instructions.

3.14 Accidents - All competitors reporting “out of race” must report on 78A (VHF 156.925) to Race Control directly or relay through Angel helicopters or patrol boats. Final communication with Race Control must be confirmed on arrival at crane or pits. Offshore Emergency hand signals shall prevail as published and shall be strictly adhered to. (See pictorial that follows.)



3.14.1 In the event of a racing accident which includes any occupant being: (1) ejected from a race boat, (2) involved in more than one incidental contact between boats, or (3) involved in a racing accident which in the judgment of the on-site medical personnel qualifies, shall be considered, and treated as a trauma victim. All participants involved in an accident that falls into one or more of the above categories will be properly packaged and/or immobilized and evaluated by on-site ALS personnel or medical doctor.

3.14.2 Trauma victims will not be allowed to leave the race site without being released by the ALS personnel or medical doctor. Anyone requiring hospitalization from a racing accident will be required to produce evidence of a complete physical examination prior to entry into any future race.

3.14.3 In the event of a capsized race boat, ejection from a race boat or Rescue Personnel being in the water (Wet Driver Rule) on a live racetrack, the race will be immediately stopped, and the race boats will return to the milling area at a safe and prudent speed, staying well clear of all medical and support boats tending the accident location. The Referee will decide whether a restart or curtailment will be ordered.

3.15 Scoring (Negotiating the Racecourse) -

3.15.1 Short Course - (Courses less than twelve (12) statute miles in length) – All scoring will take place at the finish line. Finishing positions for all boats will be determined at the finish line. The official finish of the race shall be when the last first place finisher in all classes crosses the finish line. Boats remaining on the course and not having completed the required distance shall be allowed to complete the lap that they are on. Boats not running at race speed at the official finish of the race may receive credit for the lap which they are completing.

Finishing positions for boats that are not on the course at the official finish time, shall be determined at the finish line according to their total number of laps completed and total elapsed time. Those boats not completing a full lap shall receive last place finishing points. Last place finishing points shall be defined as the number of points awarded to the last place finisher as if all entries within that class had completed the full race. (i.e.: 5 boats entered, 5th place = last place) All boats not completing a full lap shall be awarded the same number of points and shall not be awarded an actual place of finish. Their performance shall be recorded as a “START ONLY.” In the event that more than one boat recording a “START ONLY” should qualify for any prizes, then the prizes shall be distributed equally among those boats.

3.15.2 Long Course - (Courses exceeding twelve (12) statute miles in length) - Finishing positions will be determined at the finish line for those boats that complete the race prior to the official finish time. Finishing positions for boats not completing the race prior to the official finish of the race will be determined at the first scoring point reached at or after the official finish time. After the official finish time, all scoring boats will display a checkered flag for those boats still on the course at the official finish time. Finishing positions for boats that do not complete the course and are not on the course at the official finish time, shall be determined at the farthest scoring point reached. Those boats that do not reach any scoring point within thirty (30) minutes after the official starting time for their class shall receive last place finishing points. Scoring may not be at every checkpoint.

3.15.3 Legal Starts - All boats must make a legal start within their class in order to receive finish points, except as detailed in Section III rule 4.1.4

3.15.4 Making the Turn - All turn marks of the course must be negotiated as designated by the pre-published race instructions or as directed specifically by the Event Chief Referee or his designee at the Final Driver’s Meeting. All race boats in order to be scored must negotiate these checkpoints at a distance not greater than 300 yards or less than 50 yards from the check point boat. A buoy may be placed 300 yards from the check point boat to aid in identifying the slot. The use of binoculars to confirm passage is permitted. In the event race boats passing properly between turning marks cannot be identified, the score sheet for that checkpoint shall be so noted along with the number of boats not identified, their position, and any partial identification, such as color. The legal passage of an unidentified race boat may be confirmed through the observation of any Race Official, providing such observation is consistent with the information provided on the score sheets, or by the count of boats on the score sheet should such count indicate, a boat must have passed through the scoring point.

3.15.5 Missing a Turn (Short course or lap less than 12 miles) - The course must be taken at all times in sequence. Should a checkpoint be missed, the sequence must be picked up at the next mark (no boat shall retake a missed mark), a 30 second penalty will be assessed for each mark missed. Should the missed mark result in significantly shortening the course there will be a 1 lap penalty assessed.

3.15.6 Missing a Turn (Long Course) - The course must be taken at all times in sequence. Should a checkpoint be missed, the sequence must be picked up at the point missed and repeated in order to be scored. Should a race boat fail to execute a mark of the course correctly and hence be compelled to renegotiate this mark, the driver must return and circle inside the course and pass the mark on the proper side, keeping well clear of the balance of the racing fleet in so doing. Any race boat that misses a turn buoy/check point (passes on the wrong side) and fails to renegotiate that buoy correctly shall be penalized one lap.

3.15.7 Hitting a buoy - If a buoy is hit by a boat there will be no penalty unless the buoy is dislodged or damaged. The boat that dislodged or damaged the buoy shall receive a one lap penalty and a maximum fine of \$3,000.00.

3.16 Course Infractions

3.16.1 Protests - Racers will be allowed to protest another racer for race infractions with regard to a failure to properly execute the prescribed racecourse. Judgments on these matters are to be rendered by the check boat judges, pace boat judge, Event Chief Scorer, Assistant Referees and the Event Chief Referee. No penalty for a course infraction may be imposed unless it was witnessed by an APBA Official. A contestant may provide video evidence to an APBA Official and Event Chief Referee after the fact, and which may constitute official "witnessing." Video evidence must be provided within 3 hours of the unofficial posting of results. 360 degree camera video will not be accepted for protests.

3.16.2 Appeals - All decisions of the Event Chief Referee are final regarding starting, driving and course rules. Appeals will be allowed only if disqualification or suspension is involved. Notwithstanding the foregoing, however, failure of the Race Committee or any duly appointed official of that Race Committee, or the Event Chief Referee or any official designated by him to carry out any provision of these rules or any assignment given him shall have no bearing on the rights of any contestant or upon his responsibility to obey these rules. This shall apply in cases of misplaced check boats, non-conforming turn buoys, failure to control spectator fleets, starting procedures, etc. In these instances, it is the right of the racers to be heard. It is the responsibility of the racer to adhere to rules and instructions. All cases to be heard shall be brought before the Event Chief Referee. 360 degree camera video will not be accepted for appeals.

3.17 Finish

3.17.1 - In order to be scored as an official finisher, a race boat must make a legal start within his class. THE DRIVER, THROTTLEMAN AND NAVIGATOR MUST REMAIN IN THE BOAT DURING THE ENTIRE RACE.

3.17.2 - No Patrol Boat, Check Boat or Turn Boat shall be released from his station until the official in charge at Race Control has given clearance to that specific boat.

3.17.3 - After crossing the finish line, a race boat shall not interfere with any other boat still in the race so as to affect the time of such boat at the finish or endanger its crew.

3.18 Emergency Race Stoppage Procedures - If unsafe weather, water, or other conditions either not known or not existing at the time of the start of a race necessitate the stoppage of that racing event, the following procedure shall be used:

3.18.1 - When such stoppage is to be indicated as race boats pass through a start/finish lane, a checkered flag shall be waved from either the start/finish boat or a patrol boat located in the approximate center of the finish lane. Positions of finish shall be recorded at that point.

3.18.2 - Should the race have to be stopped at any other point on the racecourse, a red flag shall be waved and/or a red flare fired from the turn/check boat. When the race has been stopped at a given turn/check point, all race boats are to return directly to Race Headquarters at a safe and prudent speed. Finish positions shall be recorded as they were at the finish line just prior to the stoppage of the race.

3.18.3 - Emergency race stoppage by Pace Boat, Race Committee or Medical and Safety helicopter may occur at the discretion of the Event Chief Referee.

3.18.4 - Should an emergency stoppage be necessary, the medical helicopter, turn/check boats and/or Pace Boat will display a red flag and/or discharge red flares or a thumbs down signal. All boats will then return under safe and prudent Rules of the Road, and finish positions shall be recorded as they were at the finish line just prior to the stoppage of the race. The Event Chief Scorer decision on restart positions is final.

3.18.5 - Only the Event Chief Referee or assistant referee has authority to stop an event.

3.19 Postponements

3.19.1 Suspension of Event - Any race that cannot be run due to inclement weather or other unforeseen circumstances may be run at such other time and/or in another location at the discretion of APBA ORC Chair.

3.19.2 Wave Height and Visibility - Hourly postponements will be permitted when weather or other conditions make it unsafe to commence a race at its designated starting time, but where there is a reasonable chance that such conditions will improve. However, in no case shall a race be started after that time which will leave race boats on the course after one half hour before sunset. This decision shall be made by the Event Chief Referee, using 6 feet average wave height and a minimum 2-mile visibility throughout the course as a guideline.

SECTION V - GENERAL POST-RACE PRACTICES, PROCEDURES AND REQUIREMENTS FOR CONDUCT OF EVENTS

SECTION V - RULE 1 - GENERAL APPLICATION TO ALL EVENTS

Unless otherwise specified the following General Racing Rules apply to all offshore events, including special events such as sanctioned time/speed trials.

SECTION V - RULE 2 - CONSUMPTION OF ALCOHOL AND /OR ILLEGAL DRUGS

No contestant shall participate in a race, nor shall any official serve in an official capacity, while under the influence of intoxicants. The Event Chief Referee shall suspend for minimum of six (6) months any competitor or official whom he believes to be under the influence of intoxicants or dangerous drugs as defined above or during the time the competitor arrives at the race site, on race day, until the competitor has been cleared through post-race inspection and for one hour after the race is over. Ceremonial champagne or equivalent usage in the winner's circle or podium shall be permitted provided that only minor consumption occurs.

SECTION V - RULE 3 - POST-RACE TECHNICAL INSPECTIONS

3.1 Post-Race Technical Inspections

3.1.1 All Boats Subject To - All boats are subject to a post-race technical inspection conducted by an approved Inspector. Unless otherwise announced at either of the drivers' meetings, the 1st, 2nd, and 3rd place boats must report to inspection. Failure to drive directly to the designated crane or ramp or to report to inspection shall result in a fine, time penalty or disqualification or any combination of the three penalties. Plus, a yellow or red card at the discretion of the Event Chief Referee may also be attached. A list of approved inspectors shall be issued annually by APBA.

3.1.2 Inspector's Discretion - The Event Chief Inspector has the discretion to develop and implement an Inspection Plan for each event and may vary the items and boats to be inspected. The Event Chief Referee may also direct the Inspectors to conduct an inspection of any competing race boat.

3.1.3 Final Results - No prize money or points shall be awarded until the legality is confirmed by the Inspector(s) to the Event Chief Referee. To facilitate this and to adhere to awards ceremony schedules, as each race on a schedule is completed, post-race inspection should begin immediately upon return to the pits. As a result, Inspectors shall have no on course duties.

3.1.4 Refusal of Inspection - Any APBA member refusing an inspection after having been notified by the Event Chief Referee, Assistant Referees or Event Chief Inspector that equipment within his control must be checked for conformance with safety and/or technical specifications shall be disqualified from that event and suspended for two (2) events

3.1.5 Violations - In addition to the penalties provided in Section IV above, the following procedures and penalties shall apply to post race technical inspections and violations.

a. First Offense - A first offense of a technical nature during a post-race inspection shall result in disqualification from the event. Data logger or V-Box failure will result in last place points, no trophy, and no prize money. Subsequent data logger or V-Box failures see b and c below. Intentional manipulation of data loggers or V-Boxes will result in disqualification.

b. Subsequent Offense(s) - A subsequent offense(s) of the same nature at any time during the annual racing registration of the boat in question will result in mandatory disqualification from the event and suspension for two (2) races.

c. Owner Responsibility - The owner shall be responsible for the condition of the engine and hull as raced. Errors on the part of the manufacturer, boat builder, engine builder, mechanic or previous owner shall not excuse noncompliance with the rules.

SECTION V - RULE 4 - PROTESTS - GENERAL

4.1 After posting of referee approved unofficial results, within three (3) hours thereof, a written or emailed protest of the results must be made to the Event Chief Referee and the race secretary/Event Chief scorer. All protests must be entered into a log. If no protests are filed within the three (3) hour limit, then the results are considered official and may not be appealed. The ORC shall have the power to review all decisions or paperwork resulting from APBA Offshore

aces and time trials, without a formal appeal or protest, and shall have the power to correct any errors up to ninety (90) days after the event.

4.1.1 Any racer who has consumed or is under the influence of alcohol or controlled substances is barred from filing a protest or testifying in a protest or appeal. The decision of the Event Chief Referee is final.

4.1.2 The Event Chief Referee shall render a decision as soon as possible but, if necessary, may delay the decision at the race site pending gathering and review of additional information.

4.1.3 If the protest is successful, the protest fee will be refunded. If the protest is not successful, If the protest is not successful, the protest fee goes to the boat having been protested.

4.1.4 Racers have the right to protest technical rule violations within their class.

4.1.5 All protests must be in writing, state which rule has been violated, and accompanied by the correct protest fee. The legal boat owner must sign the protest.

4.1.6 All protests must be filed with the Event Chief Referee within three (3) hours of the posting of the unofficial results. Protests may NOT be filed with any other APBA Offshore officials, officers, or ORC unless the Event Chief Referee is unavailable or cannot be found. If a competitor is unable to file the protest within the allotted time due to unavoidable circumstances, he/she may notify the Event Chief Referee by radio or phone of their intent to file a protest. The Event Chief Referee shall accept the protest pending delivery of the written protest and protest fee by the protestor within a reasonable time limit as set by the Event Chief Referee.
to the boat having been protested.

4.1.7 All expenses associated with the protest (tear down, impounding and shipping of parts or any other expenses necessary to adjudicate a protest) shall be paid by the loser. Additionally, the loser will pay for the re-assembly of the engine.

4.1.8 A protest may be filed at any time between the completion of the pre-race inspection and three hours after the posting of unofficial results for that class.

4.1.9 A post-race protest may not be filed if the protestor was aware of the infraction prior to the start of the race. Protests of this nature must be filed at the earliest possible time to allow adjudication prior to the start of any racing activities for the day. No protests of this type shall be accepted once the first race of the day for any class has begun.

4.1.10 If a protest is filed prior to the start of a race or between a series of races consisting of two or more separate races, if necessary, the boat that is being protested shall be allowed to compete in the race(s) prior to the matter being adjudicated and without filing an appeal. The protest shall be resolved after the race or completion of the series of races and, if possible, before all awards are made publicly. If the protest cannot be resolved at the race site, or an appeal is filed based on the outcome of the protest, then all awards and prizes for that class shall be withheld until such time as the protest and any subsequent appeals have been decided. If the protest is upheld, the performance of the protested boat shall be denied for all races that the boat competed in after the protest was initially filed. If the protest is found to be invalid, then the performance(s) shall be upheld. This rule shall in no way inhibit the right of a competitor to file a protest against another competitor or a competitor that has been disqualified, suspended, or expelled to file an appeal in accordance with these rules.

4.1.11 Frivolous protests and/or false accusations will not be tolerated in APBA Offshore. Such actions shall subject the protestor to unsportsmanlike conduct penalties.

SECTION V - RULE 5 - PROTESTS - TECHNICAL RULES VIOLATIONS

5.1 Protests - Contestants within the same class shall have the right to protest technical violations of these rules by a competitor in the same class. Technical rules shall be interpreted to be those governing the qualifications of the race boat itself, its engines, its structure, and its conformance with descriptive rules established to describe its eligibility to complete in its class.

5.2 Written Filing – All protests must be filed in writing or by email with the event referee.

5.3 Timing - Protests must be filed in writing with the Event Chief Referee not later than three hours after the posting of referee approved unofficial results along with the required protest fee.

5.4 Specifics - All protests shall state which rule was violated.

5.5 Notification - Should the Event Chief Referee determine that all requirements for a protest have been satisfied, he shall accept the protest and immediately take whatever action is necessary to resolve the protest as soon as possible. Upon acceptance, the written protest or a copy thereof shall be provided to the protested team owner or his

representative as soon as practical. The decision of the Event Chief Referee shall be made as quickly as possible and communicated to all parties concerned.

5.6 Handling of Protest Fees - If the protest is upheld the protest fee shall be returned to the protesting party. Should the protest be denied a portion of the protest fee shall be paid to the owner of the boat protested to defer the cost of any tear down with the balance to be retained by APBA.

5.7 Supervision by APBA Official - In the event of a teardown under these rules an approved Inspector must be present during and supervise the teardown process and file a written report detailing the findings with the ORC.

5.8 Fees - protests must be accompanied by the proper fee in accordance with the following schedule:

5.8.1 \$1000.00 for a Stage I protest.

5.8.2 \$2500.00 for a Stage II protest.

5.8.3 \$5000.00 for a Stage III protest.

SECTION V - RULE 6 - TEAR DOWN PROCEDURES -

6.1 FOUR CYCLE ENGINES-

6.1.1 Stage I - \$1,000.00

a. The owner or his crew shall prepare an engine for P & G and remove the intake manifold and/or exhaust manifold(s) as instructed by the approved Inspector.

b. The Inspector may check any part of the engine for compliance with technical rules limited only by the extent of tear down indicated by paragraph (a) above.

6.1.2 Stage II -\$2,500.00

a. The owner or his crew shall prepare the engine for Stage I inspection as well as remove one or both cylinder heads as instructed by the approved Inspector.

b. The Inspector may check any part of the engine for compliance with the technical rules limited only by the extent of tear down as indicated by paragraph (a) above.

6.1.3 Stage III -\$5,000.00

a. The owner or his crew shall remove the engine from the boat and disassemble the engine completely as instructed by the approved Inspector.

b. The Inspector may check any part of the engine for compliance with technical rules.

6.2 TWO CYCLE ENGINES -

6.2.1 Stage I -\$1,000.00

a. The owner or his crew shall remove an intake manifold and a cylinder head as instructed by the approved Inspector.

b. The Inspector shall measure port sizes, displacement, compression, venturi sizes, and check for compliance with all or any technical rules and/or specifications at his discretion, limited only by the extent of tear down indicated by paragraph (a) above.

6.2.2 Stage II -\$2,500.00

a. The owner or his crew shall remove the powerhead, exhaust plate, and lower unit from the center section, and remove the intake manifold, both cylinder heads, and all pistons from the powerhead.

b. The approved Inspector shall measure or otherwise check any or all parts of the motor to determine compliance with all or any technical rules and/or specifications at his discretion, limited only by the extent of tear down indicated by paragraph (a) above.

SECTION V - RULE 7 -PROHIBITED CONDUCT - In addition to the rules violations and associated penalties described above, the following constitutes a list of prohibited conduct and the associated penalties:

F7.1 Course Infractions -

7.1.1 Observed Infraction - A contestant may provide video evidence to the Event Chief Referee after the fact, and which may constitute official "witnessing." 360 degree camera video will not be accepted as evidence.

7.1.2 Reckless Driving - Recklessly endangering any craft, patrol boat, medical boat, spectator boat, person, or property shall result in disqualification from the event.

7.1.3 Helmets and Jackets - Any Driver, Throttleman, Navigator, or crew member, who participates in a race, test session, or transport of boat while on the water without wearing an approved life jacket shall be disqualified.

Helmets must be worn by all occupants when the race boat is within 250' of the racecourse anytime the course is active. Anyone standing on the deck or outside of the designated open or closed cockpit while the boat is on plane,

will result in immediate disqualification of boat and crew and will be issued a yellow or red card at the discretion of the Event Chief Referee.

7.1.4 Damaging, Dislodging or Destroying a Turn Buoy - Every boat must go fairly around the course without damaging, dislodging, or destroying any turn buoy unless forced to do so by another boat. In that event, only the offending boat will receive a one-lap penalty and up to \$ 3,000.00 paid to the conducting club.

7.1.5 Government Regulations - Any Owner, Riding Crew member, Race official, crew member; whether competing or not, who shall violate a published local Coast Guard, or Harbor Department regulation or in any way interferes with the racing event may receive a time penalty of up to 3 minutes, a Yellow Card, and/or disqualification from the event.

7.1.6 On plane in spectator area - Should a race boat fail to come off plane and maneuver with caution out of a designated spectator fleet, a penalty of 3 minutes shall be assessed.

7.1.7 Boat to Boat Contact – Any boat-to-boat contact, causing visible damage, will automatically cause a yellow card to be issued to all boats involved. A 3 person referee review team will access if any penalties should be issued per Rule 7.5.1 in addition to the yellow card(s), or if the yellow card(s) should be withdrawn.

7.1.8 Start Violations Infractions of starting rules are as follows:

- a. Jumping start - 1 minute, repeat offender in a single season -2 minutes
- b. Crowding pace boat - 1 minute , see start procedure rules.
- c. Turning wrong direction in milling area - 1 minute
- d. Interference with starting procedure - 1 minute
- e. On plane in milling area - disqualification for the event.
- f. Sling-shotting – determined Per Rule 7.5 following

7.2 Outside Assistance -

7.2.1 Once a race boat has begun the parade lap or taken the green flag to start the race, accepting any outside assistance to make any changes, taking on fuel, supplies or equipment of any description, to effect repairs, to dislodge craft after having run aground, or any assistance that would thus enable a disabled race boat to continue the race, such as accepting a tow or negotiating any part of the course using any facility except its own power shall result in the boat no longer being scored.

7.2.2 All race boats must report to the starting area under their own power. Acceptance of a tow or any outside assistance between the wet pit and the starting line will result in disqualification from the event.

7.2.3 Radio communications from shore crews shall be allowed if the communications are conducive to the best interests of offshore powerboat racing and do not contain unsportsmanlike comments or interfere with Race Control private channel, VHF, or aviation frequency radios.

7.3 Post-Race Communication with Race Control - Any contestant who fails to report to Race Control their inability to finish as soon as communication facilities permit shall result in a fine up to \$500. Should electrical failure or radio damage preclude transmission, it is the contestant's responsibility to report to the nearest check boat, patrol boat, or official helicopter that he is withdrawing from the event and confirm it with the Race Control as soon as possible.

7.4 Unsportsmanlike Conduct -

7.4.1 Verbal abuse, physical assault, or improper conduct toward a race official is subject to a fine up to \$1,000 and disqualification from the event plus suspension from APBA Offshore for one year

7.4.2 Participation by Owner, Riding Crew member, crew member or APBA race official in any Calcutta, wager or bet concerning the outcome of an APBA offshore event shall be suspended from APBA for a period of one-year subject to review by the ORC.

7.4.3 Any violation of the published APBA rules and regulations that is considered by the Event Chief Referee to be of major importance, including, any action determined to be against the best interests of APBA Offshore, or unsportsmanlike conduct shall subject the offender to probation, loss of points, fines, disqualification from the event, suspension from APBA or any combination of the afore mentioned penalties at the discretion of the Event Chief Referee. (Unsportsmanlike conduct shall be defined as but not limited to public intoxication or under the influence of any drug substance that causes impairment of physical or mental functions, fighting, intentional aggressive or reckless driving on the racecourse, verbal abuse, public criticism, INTERNET CRITICISM, malicious or false accusations or improper conduct toward any APBA member or official and public criticism of APBA Offshore.) Note: Negative comments, criticism, or threats of any kind, directed towards APBA Offshore, its employees, officials, or members on any public forum (public forums shall be defined as, but not limited to, newspapers, radio, television, public or private internet websites/forums/chat rooms, etc.) at any time, shall be considered

unsportsmanlike conduct. All negative public or internet comments against, deriding, or impacting the APBA and any Offshore partners, will result in immediate Yellow Card(s) for each offense or may refer to APBA By-Laws Article XV- Discipline Section 15.1

7.4.4 All efforts to recruit uninvolved racers, the media, or race promoters and clubs, in any protest issue will result in the issuance of a yellow card or may refer to APBA By Laws Article XV- Discipline Section 15.1. to the recruiting party for each instance.

7.5 Yellow Card and Non-Technical, Non-Detailed Violations Penalty System

7.5.1 Specific penalties for course infractions, which are not defined with a penalty elsewhere in this rulebook, will result in penalties described here. As examples; Jumping the start, sling-shotting the start, crowding the pace boat, etc. will be determined to be a minor infraction, a moderate infraction, or a major infraction. There will be no penalty if overturned upon referee team review.

- a. Minor infractions will result in a 1 minute penalty
- b. Moderate infractions will result in a 1 lap penalty
- c. Major infractions will result in a disqualification.

7.5.2 Any boat's rules infraction causing a red flag to occur during a race will receive last place points

7.5.3 The Event Chief Referee, assistant referee, ORC Chief Referee, APBA Board of Directors member, APBA Officer, or ORC Chair may give a yellow or red card to an APBA member for unsportsmanlike conduct at the race site during the sanction period.

7.5.4 For unsportsmanlike conduct on the racecourse, the Chief Event Referee shall have the right to issue a yellow/red card within a reasonable time period depending on circumstances.

7.5.5 On boat-to-boat contact, the following procedure shall take place. A decision on whether to issue a penalty shall be allowed up to 72 hours after the incident. Should more time be needed by the Event Chief Referee, the ORC chair can grant an additional 3 days from the end of the 72 hours.

7.5.6 A yellow or red card may be protested to the race committee. A negative response can be appealed to the ORC. In the event an appeal is filed, any penalties shall abate until the appeal is decided.

7.5.7 Additionally, up to two yellow cards, or a red card, can be given for major infractions at the Chief Event Referee's discretion if warranted.

7.5.8 All cards will remain valid through the entire week/weekend in which the driver competes following the date on which the last card was delivered. If there are no cards given during those events, all cards expire.

7.5.9 A Racer who has a valid red card or three valid yellow cards will lose the right to take part in the next APBA competition event (full weekend) in which he would compete, and his next championship (North American or World Championship) or race series event. Then all existing cards are removed.

7.5.10 All cards must be reported to the APBA Headquarters within three days of delivery.

7.5.11 If a Racer receives a third valid yellow card or a red card and is suspended from participation, the APBA Headquarters will notify the APBA Chief Referee, Racer's region chairman, club commodore and ORC Chair, and post the suspension notice on the APBA website.

7.5.12 Cards and penalties in effect per 7.5.11 extend into the following season.

7.5.13 Payment of Fines - All fines must be paid prior to entry into any future APBA events. If the fine has been issued in conjunction with penalties qualifying for appeal, then the appeal must be written and properly filed within the specified time limit for appeals.

SECTION V - RULE 8 - APPEALS

8.1 Filing and Timing Requirements - An appeal of a penalty imposed under these rules must be filed in writing with the Chair of the ORC and accompanied by a \$1,000.00 appeal fee, within 10 days of the offending party's receiving notice of the penalty. Failure to appeal within this time will constitute a waiver of all appellate rights.

8.2 Hearings - The ORC shall afford the accused a hearing on all charges. At the discretion of the Offshore Chair, the Chair may appoint a committee to investigate the facts surrounding the alleged rules violations and report their findings and/or recommendations back to the ORC prior to any hearing on the matter.

8.3 Appeal Fees - will be returned to the member only if the appeal is upheld. After the stipulations above have been met, the ORC shall have the power to take such action as it deems appropriate under the circumstances.

8.4 Decisions - The decision of the ORC shall be final and subject only to review by the APBA National Committee and the APBA Board of Directors. Decisions shall be rendered no later than 30 days after the hearing.

8.5 Shipment of Parts - If the resolution of an appeal requires the shipment of a part or parts to a technical committee, then the owner of said part(s) shall be responsible for all shipping and handling charges.

SECTION V - RULE 9 – LEGAL ACTION

9.1 Any threats of legal action will cause the immediate termination of communication between anyone involved in APBA and revert directly to the respective attorneys of APBA and the threatening party. In the event of legal action, the threatening party, and their team will be suspended from competition until the litigation is resolved.

SECTION VI - AWARDING OF POINTS

SECTION VI - RULE 1 - GENERAL APPLICATION TO ALL EVENTS

Unless otherwise specified, the following General Racing Rules apply to all offshore events, including special events such as sanctioned time/speed trials.

1.1 For the purpose of calculating national high points, the overall finish for all heats run as part of each event (if listed as heats, not races) shall be scored as one (1) race. Points awarded per event are given below.

1.2 Season points are awarded and belong to the registered boat and owner. If there is a Riding Crew change, the points will stay with the registered boat and Owner.

1.3 In National Championship events boats will receive an additional 1 point for every boat beaten, (not at Worlds or Continental Championship events).

Order of Finish Points Awarded			Order of Finish Points Awarded		
Regional	North American Championship	National Championship	Regional	North American Championship	National Championship
1. 400	800	1200	11 . 23	45	68
2. 300	600	900	12 . 17	34	51
3. 225	450	675	13 . 13	25	38
4. 169	338	506	14 . 10	19	29
5. 127	253	380	15 . 7	14	21
6. 95	190	285	16. 5	11	16
7. 71	142	214	17. 4	8	12
8. 53	107	160	18. 3	6	9
9. 40	80	120	19. 2	5	7
10. 30	60	90	20. 2	3	5

1.3.1 APBA and UIM/APBA Points system for all classes, including Classes 1 and 2, will be as follows:

- If 3 or more boats register and cross the starting line, the full APBA points per the above will be awarded.
- If only 2 boats register and cross the starting line, the first finisher will receive 2nd place points per the above graph. The second finisher will receive 3rd place points per the above.
- If only 1 boat registers and crosses the starting line, the boat will receive 3rd place points per the above graph.

1.4 National Championships, High Point National Championships and APBA Hall of Champions (HOC) eligibility is awarded to APBA members only. Non APBA Drivers registered in foreign countries may not qualify for these Championships.

1.5 Participants at the APBA/UIM World Championship events will not earn points towards the APBA National High Point Championship for that event unless it has previously been approved by the ORC..

1.6 Race Results - Event Chief Scorers must submit results to APBA headquarters from races within fifteen (15) days of the completion of the event. Race results from Web pages may be forwarded if the results show the names of all the people in the boat at the time of competition. Results not reported within the fifteen (15) days will result in a fine of \$1000 paid by the race conducting club to APBA. No points will be totaled by APBA for the competitors until that fine is paid. All subsequent sanctions for the race conducting club or promotional group will also be suspended until the results are received

1.7 Points Awarded for UIM/APBA Class 1 and Class 2 – Points scored in the races and Pole Position at UIM World Championship races are as follows. No 1 point added per boat beaten in the UIM scoring system.

1st - 20	2nd - 15	3rd - 12	4th - 9	5th - 7
6th - 5	7th - 4	8th - 3	9th - 2	10th - 1

SECTION VI - RULE 2 - NON-TRANSFERABILITY

For all sanctioned APBA Offshore races, APBA Headquarters will tabulate points for the racing year commencing December 1 and ending November 30. Points are awarded to the registered hull listed on the official entry form and may not be transferred except as allowed by these rules. If a race boat is leased or sold during the racing season, the boat must start over in high point accumulation.

SECTION VI - RULE 3 - REGISTERED HULLS

In all classes, a separate record of points shall be maintained for each registered hull as tabulated by APBA. Each hull registered shall be given a separate racing number to be used for that season. The number will be utilized in all scoring to maintain records of points earned. All competing hulls must be registered with APBA prior to being allowed to compete. The annual fee for registration will be \$100 per boat except for bracket class 700 where the fee will be \$50.

SECTION VI - RULE 4 - REPLACEMENT HULLS (Lost or Damaged Boats)

Should the registered hull become damaged, lost, or destroyed, (as certified by three (3) members of the ORC or an approved marine surveyor, in writing, at the expense of the owner), it may be replaced by like kind only for completion of that racing season or, if damaged, until restoration of the original hull.

SECTION VI - RULE 5 - SUBSTITUTE HULLS (New Boats)

If a new boat, ordered and promised for delivery in writing by the builder, is unavoidably delayed in its delivery due to circumstances documented in writing by the builder, a boat of like kind may be substituted until the new boat is delivered with the substitute hull's points being transferable up to July 1 of the current racing year. The ORC shall have the authority to grant extensions beyond the July 1 deadline in extenuating circumstances.

SECTION VI - RULE 6 - NEW NON-SUBSTITUTE OR REPLACEMENT HULLS

If a registered hull is replaced during the racing season, and rules 4 and 5 are not applicable, then the new hull must pay a new hull registration fee and shall start over in points accumulation.

SECTION VI - RULE 7 - Qualification requirements for championship races transfer to new, substitute or replacement hulls if all requirements of the above rules are met.

SECTION VI - RULE 8 - For purposes of clarification, where two or more races are held as a series such as the World Championship event, all races in that series must be started with the same hull. No changing, substituting, or replacing of hulls between races in a series is allowed regardless of loss or damage to the registered hull initially entered in that series.

SECTION VII - PRIZE MONEY AND TROPHIES

SECTION VII - RULE 1 - GENERAL APPLICATION TO ALL EVENTS

Unless otherwise specified the following General Racing Rules apply to all offshore events, including special events such as sanctioned time/speed trials.

SECTION VII - RULE 2 - DISTRIBUTION OF PRIZE MONEY AND TROPHIES

2.1 Protests - No trophies or prizes shall be awarded to any race team until such time as all protest fees have been paid and the official results are posted.

2.2 Trophies - Trophies will be awarded to the first three race teams in each class.

2.3 Prize Money -

2.3.1 Optional - Prize money for all races shall be optional.

2.3.2 Official Results - Prize money shall be the sole responsibility of the conducting club. No trophies or prizes will be awarded until all protests or appeals are settled and the official results are posted.

2.3.3 Optional Prizes - The sponsoring organization may designate any special prizes or cash awards.

SECTION VIII – CHAMPIONSHIPS AND HALL OF CHAMPIONS

SECTION VIII - RULE 1 – Offshore North American Championship Event: One North American championship single event may be held each year as part of the APBA National Series. APBA may award double points for an APBA Offshore North American Championship event. (There is no requirement that an APBA Offshore North American Championship event be held.) Sanction fee will be doubled for any North American Championship Event. Certificates will be distributed to the winning teams at the year-end awards banquet in place of the traditional APBA plaques. If the host club would like to the award the traditional APBA plaques, they can be purchased for \$300/class (includes one plaque for the driver and one for the throttleman of the winning team). A Minimum of four (4) legal starters is required to receive the awards and bonus points. The North American Championship may be a UIM event as well if desired by the Race committee. The North American Championship is for National Series Classes only.

SECTION VIII - RULE 2 - National Championships:

2.1 For all APBA Offshore Classes the APBA National Championship shall be awarded to the team within each class that scores the highest point total in all APBA National Series Races only. Specific classes may elect a “Drop Race” format (see Rule 4 below). The National Championship will determine the use of the number 1.

2.2 For all APBA Offshore Classes the APBA National High Point Championship shall be awarded to the team within each class that scores the highest point total in all APBA Offshore Series Races. Specific classes may elect a “Drop Race” format (see Rule 4 below).

2.3 In case of a tie, see the current rule Section VI, Rule 1, paragraph 1.3 “Ties” (page 36).

2.4 To be declared the National Champion in any class, the APBA registered boat must have attended a minimum of 70% of the APBA National Series races for purposes of clarification, “attended” shall mean the boat was present, ready to run with all entry fees paid. If a race was cancelled due to circumstances beyond control or the boat broke down prior to the start of the race, then the “attended” requirement shall be considered satisfied.

2.5 In case of a tie, see the current rule Section VI, Rule 1, paragraph 1.3 “Ties” (page 36).

2.6 If a tie cannot be broken using the above, the National Championship shall be awarded to the team that finished in the highest position at the APBA North American Championship event. If no North American Championship event is held, the title shall be awarded to the team with the highest point average across all their races where points were received.

2.7 High Point National Championship and APBA HOC eligibility is awarded to APBA members only. Non APBA Drivers registered in foreign countries may not qualify for these Championships.

2.8 Participants at the APBA/UIM World Championship events will not earn points towards the APBA National High Point Championship unless previously approved by the ORC.

SECTION VIII - RULE 3 - Divisional Championship Event: One divisional championship event may be held each year in each division. All APBA divisional offshore classes must be invited to participate in this event. (There is no requirement that an APBA Offshore Divisional Championship event be held.)

3.1. Offshore Divisions:

North: All New England, Midwest, and Mid-Atlantic States and Canada

South: All Southern, and Southwest States, and the Caribbean Region

West: All other states

SECTION VIII - RULE 4 DROP RACE FORMAT

4.1 National Champions: the total of all points attained in each of the National series races will determine the Class winner, UNLESS the Class Representative provides written notice to APBA of a “Drop Race” format. This notice must be received by APBA Headquarters prior to March 1st of that calendar year.

4.2 National High Point Champions: the total of all points attained in each of the APBA Offshore approved series races will determine the Class winner, UNLESS the Class Representative provides written notice to APBA of a “Drop Race” format. This notice must be received by APBA Headquarters prior to March 1st of that calendar year.

SECTION VIII - RULE 5 – Award recognition

5.1 No APBA Offshore National, National Series Championships, or Hall of Champions nominations will be recognized by APBA until after the year ends on December 1st, AND after all race results and registrations are received and tallied at APBA Headquarters.

5.2 All protests of these Championships, if any, must be presented by the protesting party to the APBA ORC Chair, in writing within 7 days of announcement. This will be escalated if needed to the ORC, or APBA President and BOD, per APBA rules.

5.3 All Awards of APBA Offshore National High Points or Series Championships will not be presented, nor recognized until the APBA Annual Meeting in January of the following year.

SECTION VIII - RULE 6 - APBA/UIM non-Monaco Eligible World Championships Classes

All APBA or UIM classes shall be eligible to participate in UIM World Championships hosted by an APBA club.

6.1 To qualify for the APBA Offshore World Championship, a driver and / or throttleman must have participated in a minimum of two other offshore races sanctioned by an APBA or UIM recognized sanctioning body within the previous 12 months. The same driver and/or throttleman must have competed in the same hull (or a hull that qualifies under Section VI rule 4 of these rules) in the same or equivalent class in which they are entered at the world championship event. Previous year APBA defending World Champions are automatically qualified.

6.2 Only classes currently defined in the APBA or UIM Offshore rules shall be eligible to compete for World Championship titles.

6.2.1 For UIM World Championship recognition, a minimum of three races is required at the event or series.

6.2.2 No event shall be titled a World Championship without APBA recognition and approval.

6.3 Each race shall be scored in accordance with section IV, Rule 3.16, and the following rules. The points from each race shall be added together and the boat in each class with the highest total number of points for all races shall be declared the World Champion in that class.

6.4 In the event of a tie in points between any two boats, the tie shall be broken using the following criteria:

6.4.1 The boat having the greatest number of racing miles (most laps completed) for all races shall be declared the winner.

6.4.2 If a tie still exists, then the boat having the least amount of elapsed time (fastest average speed) for all races shall be declared the winner.

6.4.3 If a tie still exists, then the Event Chief Referee shall declare the race an official tie. Both boats shall be declared World Champions and awarded duplicate trophies. Prize money shall be split equally between the two boats.

6.5 In the event that weather or any other conditions beyond the control of APBA Offshore force the cancellation of one of the races, the World Championship will be decided based on the outcome of one race only. If both races are cancelled, then no World Champions will be declared for that year.

6.6 Entry fees for all races are established by the conducting APBA club.

6.7 In the event that a boat is declared unsafe or damaged beyond repair (as certified by the Event Chief Inspector and/or the Event Rescue and Safety Director) at any time during the World Championship event, that boat may request a pro-rated refund (credit) of their entry fee. All refunds shall be made in the form of a credit towards entry fees at an APBA offshore race prior to (but not including) next year's World Championship Event.

SECTION VIII - RULE 7 - APBA/UIM Monaco Eligible World Championships Classes

In the case of a tie in the overall Monaco Eligible Class World Championship, the number of first places shall be considered, then the number of second places, etc. In the case of the Championship still being a tie, the race boat with the fastest average speed in any of the Championship races will be deemed the Champion.

SECTION VIII - Rule 8 - APBA OFFSHORE HALL OF CHAMPIONS

To qualify for consideration for the APBA Hall of Champions (HOC), an offshore team, designated by boat, must win a national high point championship. Among the teams that are qualified for possible inclusion in the HOC one team shall be selected from the National Classes. The award is bestowed on Drivers and Throttlemen who have raced in the same boat for most of the races. A minimum of one APBA offshore team will be inducted into the APBA Hall of Champions each year. To be considered for the HOC, a class must have a minimum of three (3) distinct boats participating in the class during the course of the season (December 1 - November 30).

7.1 National Classes HOC: The Driver and Throttleman chosen from the National Classes are based on the following criteria:

7.1.1 National Championship: 50 points

7.1.2 APBA/UIM World Championship: 45 points

7.1.3 APBA North American Championship: 30 points

7.1.4 Kilo record: 25 points

7.1.5 National Championship in National Class with highest number of participating teams within APBA: 10 points.

7.2 National Bracketed Classes HOC:

The Driver and Throttleman chosen from the Bracketed Classes are based on the following criteria:

7.2.1 National Championship: 50 points,

7.2.2 APBA/UIM World Championship: 45 points

7.2.3 National Championship in the Bracketed Class with highest number of participating teams within APBA: 10 points.

7.3 Offshore Hall of Champions Tie Breaker; ties in Hall of Champions points shall be resolved according to the following criteria:

7.3.1 The team that has participated in the largest number of APBA offshore events shall be considered as having defeated those boats with equal HOC point totals that have competed in fewer events.

7.3.2 In the event that a tie still exists after Paragraph 7.3.1 is applied; then the team that has defeated the largest number of boats during the season shall be considered as having defeated those boats with equal HOC point totals that have defeated fewer boats.

7.3.3 In the event that a tie still exists after Paragraphs 7.3.1 and 7.3.2 have been applied: then the team that has completed the greatest number of racing miles shall be considered as having defeated those boats with equal HOC point totals that have completed fewer racing miles. The racing miles completed by a boat in a race shall be determined by the distance covered from the starting line to the last checkpoint at which the boat was officially scored.

7.3.4 In the event a tie still exists after Paragraphs 7.3.1, 7.3.2 and 7.3.3 have been applied; then the team with the largest number of first place finishes shall be considered as having defeated those boats of equal HOC point totals that have fewer first place finishes.

7.3.5 National Championships and APBA HOC eligibility is awarded to APBA members only. Non APBA Drivers registered in foreign countries may not qualify for these Championships.

7.3.6 Participants at the APBA/UIM World Championship events will not earn points towards the APBA National Championship for that event unless it has been previously approved by the ORC..

SECTION IX - OFFSHORE TIME TRIALS (SPEED RECORDS)

SECTION IX - RULE 1 - SANCTION

Any APBA regular member Club may conduct time trials. Should there be a request for a single class time trial, sanction would be granted provided that all the rules governing time trials are adhered to. A race circular advertising the trial as open to all registered boats in that class, must be circulated. The Event Producer receiving the sanction for a trial shall be responsible for all the expenses of sanction and conduct of the event.

SECTION IX - RULE 2 – ELIGIBILITY

2.1 Qualifications -

2.1.1 Classes - All APBA Offshore classes are eligible to compete for records at sanctioned Offshore time trials.

2.1.2 Riding Crew Members and Boat - The combination of the Driver and/or Throttleman and the registered boat, as shown on the official entry form, (same serial number of hull that the driver and/or throttleman qualified in)

must have competed in at least one Offshore event sanctioned by any recognized sanctioning body within the past 12 months in the same or equivalent class prior to the date of the trial. The Driver and Throttleman do not have to perform the same functions during the kilo run as they did in the qualifying of the registered boat. The hull must have been registered in accordance with these rules and the qualified driver and/or throttleman must have been full annual members when the qualification race was run.

2.1.3 Substitute or Replacement Boats - Unqualified substitute or replacement hulls, regardless of serial number, are not eligible for records. For substitute or replacement hulls to qualify for a kilo record, the substitute or replacement hull must meet all of the qualification criteria in Section VI Rules 4 or 5. Substitute or replacement hulls that have qualified and are eligible for kilo records must meet all current class requirements.

2.1.4 Other Requirements –

a. Compliance with Rules - The boat shall undergo a pre-event and post event safety and technical inspection in accordance with the applicable class rules and otherwise comply with all technical and safety specifications as established for any other racing event covered by these rules.

b. Ownership of Official Records - Any official record established at a sanctioned Offshore time trial shall belong to the registered Owner of the subject race boat but may be entered under the name that said Owner shall designate, provided that the designee is the Owner, Driver or Throttleman.

c. Course - Runs shall be made only on officially surveyed courses.

SECTION IX - RULE 3 - COURSE

3.1 Length - For a valid record to be established the course upon which the time trial is conducted must be a minimum of one kilometer or ¾ mile.

3.2 Approved Survey - The course shall be approved by an official Surveyor holding a certificate of competence from a recognized institution under the direction of the Chief Surveyor of APBA. The course shall be measured by triangulation or electronic distance measuring equipment (DME), which must have a first-class certificate delivered by an Observatory or similar authority. The official Surveyor shall provide a certificate in duplicate verifying the execution of the above requirements. This certificate shall be signed by the Surveyor and countersigned by the Chief Surveyor of the APBA and forwarded to National Headquarters with the results of the speed runs.

3.3 Fixed Landmarks - For the purpose of a record, only courses based on fixed landmarks are recognized.

3.4 Marks of the Course - The course shall be marked at either end by permanent markers placed on shore with approved distinguishing marks affixed to them. Steering marks may be placed wherever needed. In wide bodies of water, the width of the course may be marked off at each end with two buoys moored at a distance of one hundred yards from each other. The boats must run between these buoys.

3.5 Long Distance Point to Point will not require Approved Survey but will require GPS fixed waypoints.

SECTION IX - TIMING AND SCORING EQUIPMENT AND PERSONNEL

4.1 The timing shall be performed by the APBA-Kiekhaefer Scanner System, Eastman Scanner Timer, Utah Speedboat Association Timing Subcommittee, Region 10 light emitting, diode triggered Kilometer Scanning Equipment, or the Region 9 timing equipment and must be operated by a minimum of two qualified timers at each scanner position who are members of the APBA. Alternative methods and equipment shall be approved by the Timing and Timing Equipment Subcommittee and shall be stated in these rules upon subsequent printing of the Rule Book. The basic components of record timing systems must include, but are not limited to, the following: Scanners – Two (2) manually operated scanners or photoelectric devices, which accurately activate and deactivate timers at the exact instant a contestant's boat bow enters and leaves the trial distance. Maximum error of said scanner or photoelectric devices is as specified on the Time Trial Representative's Report Form.

4.2 Timing System - A timer system consisting of at least two (2) electronic digital or 2 video timers electrically activated directly by the system described above.

SECTION IX - PROCEDURES FOR CONDUCTING THE TIME TRIAL

5.1 Timing and Scoring - The test shall consist of two consecutive runs, one of which shall be made in one direction and one in the opposite direction. The boats shall be timed on each of these runs as provided above. All times shall be measured to 1/100th second, or better, and all times shall be recorded to 1/100th second. If the two timers do not match, the timer showing the least time shall be recorded. The sum of the times for the two runs shall be computed

and this sum shall be divided into two. The quotient will be the average time for the trial and is used to compute the average speed of the boat in miles per hour. For a 1-kilometer time trial distance, the record speed is calculated as follows: $V = 2,236.94/t$ [V being speed and t being the average time]. For a ¼ mile time trial distance the speed is: $V = 900/t$.

5.2 Aborted Runs - If during the trial a Driver should desire to re-start his/her run (because of mechanical or handling difficulties, for example) he/she may do so twice in each direction without penalty.

5.3 Time Limitation - In speed records, the time elapsing between the two runs must not exceed fifteen (15) minutes. If such should be the case, the trial is voided.

5.4 Riding Crew Members (Minimum Number) - A minimum of two persons must be in each boat during a time trial pass.

5.5 Starts - All starts shall be “flying starts” and the timing will commence when the bow of the boat crosses the starting line.

5.6 Running Order - Order of running shall be either by lot or by order of entry.

5.7 Number of Attempts - Time permitting and following the completion of trial runs by the entire field, a Driver may be given permission to make additional runs in an effort to better his initial trial run. The order of such re-runs shall be the same as that established for the initial runs.

5.8 Medical and Safety Requirements - Four (4) patrol boats required, two (2) of which will serve as Medical Rescue with A.L.S. equipment and personnel as approved by the Event Rescue and Safety Director. A licensed A.L.S. ambulance must be present at the site during all speed runs and testing.

SECTION IX - OFFICIAL RECORDS – REQUIREMENTS

6.1 Speed Differentials - No record shall be awarded unless the new speed equals or betters the previous speed multiplied by 1.003.

6.2 Committee Approval - All records must be approved by the ORC to become official.

6.3 Post-Race Inspection - All boats establishing records are subject to inspection immediately following their performance runs unless the boat is entered in another racing event in the immediate future. If this is the case, the engine must be sealed and all other necessary steps to preserve the boat in its record run condition must be taken by the Event Chief Inspector pending subsequent inspection.

6.4 Presence of Referee - No official records shall be awarded unless an official Referee is present.

6.5 Official Reports - All time trial officials must file the results on those forms provided for the purpose. These include the Surveyor’s certificate, certificate of accuracy of timing equipment, certificate of accuracy of scale, contestant’s entry form, Scorer’s sheet, Timer’s sheet, and Inspector’s report. The certificate of accuracy of timing equipment must contain the results of accuracy check performed on the electronic timing equipment by a qualified watchmaker or timing equipment expert within 72 hours after the record event and must show a 24-hour rate error of no more than 26 seconds. All speed runs shall be computed in statute miles per hour.

SECTION X - RULE CHANGES

All rule change requests for the year must be received by the ORC one week prior to the annual APBA meeting.

SECTION X - RULE 1 – TECHNICAL RULES

1.1 Subject To any rule freezes, Technical Rule changes must be submitted in writing in one of the following ways:

1.1.1 By two or more current registered equipment owners in good standing from a specific APBA Offshore class (rule changes must be for that group’s class only)

Note: “Current registered equipment owners in good standing” shall be defined as those owners that are current members of APBA Offshore and have been owner members of their current APBA Offshore class during the previous racing season and participated in at least 50% of the previous 12 months races.

For proper class voting procedures please refer to Section II rule 7.2

Registered equipment owners may not participate in requests for rule changes in more than one class unless they are campaigning more than one boat in separate classes, have paid equipment registration fees for multiple classes, and meet the requirements of this paragraph.

1.1.2 By two or more members of the ORC

1.1.3 By the ORC Chief Inspector.

1.1.4 By the ORC Chief Referee

SECTION X - RULE 2 – GENERAL RACING RULES

2.1 Proposed rule changes shall be submitted to the ORC Administrator, Chief Inspector and Chief Referee for documentation logging, review, and comment. Upon review of a proposed rule change, the Chief Referee and Chief Inspector shall note their agreement, or disagreement, of the proposed rule change and submit it to the ORC Administrator for log documentation. The ORC Administrator will submit it to the entire ORC for discussion and for a vote of approval or disapproval.

2.2 The ORC will review/discuss all written arguments for and/or against any rule change prior to voting. The ORC will approve rule changes based on what is best for APBA Offshore, the class and the sport of offshore racing.

2.3 Rule changes made after the publication of that year's rulebook will not become effective until January 1 of the following racing season. (For exceptions, see paragraphs 2.5, 2.6, and 2.7 in this section).

2.4 Rule freezes can only be created by a super majority, (66% minimum), of the current registered equipment owners in good standing proposing the rule freeze, and a super majority of the ORC.

2.5 Rule freezes may be lifted or changed only by a super majority vote of the current registered equipment owners in good standing and a super majority vote of the ORC.

2.6 Upon approval by the ORC, any rule change shall become effective in accordance with APBA bylaw requirements.

2.7 The only rules allowed to be changed during the current racing season are those determined by a majority of the ORC to address an extraordinary safety situation, or class rules that are voted to be changed for the current season by 100% of the class's current registered equipment owners in good standing and approved by a simple majority vote of the ORC.

2.8 Approved rule changes shall be posted on the official APBA website and published in the next issue of Propeller magazine immediately upon approval by the ORC.

2.9 The ORC shall be responsible for approving all Offshore General Racing rule changes. ORC approval is accomplished by a simple majority vote of the ORC. Upon an affirmative vote by the ORC the rule changes will be submitted to the APBA Board of Directors for final approval.

SECTION XI - APBA OFFSHORE EVENT SAFETY RULES

ALL APBA GENERAL COMPETITION SAFETY RULES APPLY TO OFFSHORE

SECTION XI - RULE 1 - GENERAL APPLICATION

The following Safety Rules apply to all APBA Offshore events and are in addition to all safety related rules set forth above in the APBA Offshore General Racing Rules.

SECTION XI - RULE 2 – REQUIRED SAFETY FACILITIES

2.1 In General -It shall be the Race Director's responsibility to perform all safety functions and secure all necessary safety facilities in accordance with these rules and the Sanction Agreement.

2.2 Requirements - Each Race Director shall be required to provide the following:

2.2.1 REQUIRED PERSONNEL: Rescue and Safety Director

a. - The Rescue and Safety Director must have successfully completed EMT level training. - (Note: This is a minimum qualification.)

b. The Rescue and Safety Director must be scuba certified to rescue diver level or above through a recognized training organization (PADI, NAUI, PSD, or equivalent).

c. The Rescue and Safety Director must have at least two (2) years of supervisory level experience in public safety emergency operations

2.2.2 Emergency Rescue Personnel –

a. A minimum of fifteen (15) personnel that are scuba certified to rescue diver level or above and who have successfully completed EMT level training shall be required for race courses measuring six (6) miles in length or less.

- b. The Rescue and Safety Director may require additional rescue personnel beyond the minimum whenever course size, configuration, or risk factors warrant.
- c. Personnel must hold recognized dive certification such as PADI, NAUI, PSD, or equivalent.
- d. Personnel must provide verifiable documentation of EMT level training completion.

2.2.3 REQUIRED ASSETS / FACILITIES:

Ambulance - A minimum of (1) properly staffed and equipped State Licensed Advanced Life Support (A.L.S.) ambulance for transporting injured APBA racers/crew to a designated hospital/trauma center. The exact number of ALS ambulances to be determined by the Rescue and Safety Director in concert with the local race physician and local EMS.

2.2.4 Medical Rescue Boats - A minimum of six (6) Medical/Rescue boats on the racecourse at all times or more if conditions warrant as determined by the Chief Rescue and Safety Director, one (1) of which must be A.L.S. equipped and staffed. (These can be a combination of local Fire Department (FD) and on water assets). Course configuration must be submitted to the Rescue and Safety Director and Event Chief Referee when the event application has been submitted to the USCG.

2.2.5 Patrol and Tow Boats – An adequate number of patrol boats and two (2) Tow boats on the racecourse or more if conditions warrant as determined by the Event Chief Referee.

2.2.6 Hospital - An assigned trauma receiving hospital duly notified and equipped.

2.2.7 Medical / Rescue, Tow and Patrol Boats – LIFEJACKETS / BUOYANCY AIDS / SUITS – During all official times, all assistance / safety / rescue boat teams and all teams in support boats must wear lifejackets.

2.2.8 Helicopters- Robinson Helicopters are specifically prohibited from performing Safety Rescue and Diver Deployment.

SECTION XI - RULE 3 - APBA AIRCRAFT FOR DIVER DEPLOYMENT

The use of helicopters for diver deployment can be a very hazardous but necessary part of a race event. It is important to place the safety of the crew and passengers at the forefront, with great consideration made for the proper platform to perform these duties. The following bullet points outline the requirements to ensure the highest standard of safety.

3.1 Aircraft

3.1.1 All aircraft must comply with all Federal Aviation Regulations

3.1.2 All aircraft must be certified in the Normal/Utility category (No experimental or public service)

3.1.3 All aircraft must have an airworthiness certificate and current registration available for inspection

3.1.4 Aircraft shall be in compliance with mandatory maintenance schedules such as 100-hour, annual inspections, and airworthiness directives

3.1.5 All aircraft may be subject to inspection to include maintenance logbooks.

3.1.6 Aircraft will be flown in day, Visual Flight Rule (VFR) conditions.

3.1.7 All aircraft must be able to operate within the scope and boundaries of its Rotorcraft Flight Manual (RFM) to include but not limited to, Aircraft Limitations, Weight and Balance, Safety Notices and Tips and any limitation that may prevent the safe and prudent operation. Any exclusion per the RFM will negate the use of such aircraft

3.1.8 Aircraft must be capable of deploying a single or dual diver(s) while remaining within the center of gravity requirements of the flight manual

3.1.9 Aircraft will have a minimum of a single turbine engine.

3.2 Pilots

3.2.1 Require a minimum of a FAA Commercial Pilot Certificate

3.2.2 Rated in the make, model class and type of aircraft being flown.

3.2.3 A minimum of a 2nd class medical certificate

3.2.4 61.57 Recency of flight, current for the carriage of passengers shall be maintained.

3.2.5 Pilots will adhere to all Federal Aviation Regulations

3.3 The Rescue and Safety Director and/or Event Chief Referee may disallow any aircraft or pilot at their discretion in the interest of safety.

SECTION XII - COCKPIT RELATED SAFETY RULES

SECTION XII - RULE 1 - GENERAL APPLICATION TO ALL REGISTERED RACEBOATS

EXCEPT as otherwise specifically provided herein, ie; Section XIII Safety Items, etc., the following cockpit-related safety rules apply to all APBA Offshore registered race boats.

SECTION XII - RULE 2 – ENCLOSED CANOPIED BOATS (Requirements for All Class Required Canopied Boats)

2.1 Recognized Enclosed Safety Cockpit Builder

2.1.1 For Safety Cockpit eligibility, the APBA Offshore Racing Committee, (ORC), will designate known boat/cockpit builders as **Recognized Boat Builders**.

2.1.2 The Offshore Racing Committee may either designate a builder as **Recognized** through:

- a. Known historical experience of occupant protection during water impact incidents of Class.
- b. Current UIM Newton 10,000N force cockpit homologation registration.
- c. Submitting qualified 10,000N test panel results according to UIM test panel criteria.

2.1.3 ELIGIBILITY CERTIFICATE: In order to pass race site safety inspection, the owner must have an eligibility/measurement certificate that names the **Recognized Boat Builder** of the subject boat. See Appendix IV at end of these rules.

2.2 It is the responsibility of the cockpit builder to design and construct the safety cockpit in accordance with these rules so that the cockpit can withstand water force impacts commensurate with an accident that may occur at the maximum design speed of the boat, protecting all members of the crew.

Builders may be required to sign a document that they have done so to become a Recognized Builder.

APBA ORC RECOGNIZED BOAT BUILDER'S COCKPITS ARE RECOGNIZED for CLASSES THEY HAVE DOCUMENTED PROTECTION HISTORY, SLOWER CLASSES, or 10K APPROVED LAB CERTIFICATION

2.3 APBA ORC RECOGNIZED ENCLOSED SAFETY COCKPIT BUILDERS – Class Maximum Recognition

Victory Team – All	Douglas Marine, Skater – All	Maritimo International – All
Mystic Powerboats - All	Marine Technology Inc – All	BAR Marine Group – All
Faz Marine – 10K, Class ?	Wicked Powerboats - SS	Doug Wright Powerboats – FS
Fountain Powerboats - All	Outerlimits Powerboats – SC	Phantom Powerboats - MV
Ocke Mannerfelt - VL	LSB Extreme – MV	

2.4 It is be the responsibility of the boat owner to employ or contract a cockpit repairer to repair the safety cockpit in accordance with these rules after any damage to the safety cockpit area so that the cockpit can withstand water force impacts commensurate with an accident that may occur at the maximum design speed of the boat, protecting all members of the crew. Acceptance is based only on the owner's declaration that a competent repair has been accomplished.

2.5 It is the responsibility of the boat owner to ensure the various components that constitute the Reinforced Cockpit shall be properly maintained to ensure reliable operation of all components, with emphasis being placed on the canopy release mechanism, emergency air supply and restraint systems. It is the responsibility of the owner to ensure boats with a reinforced cockpit are not driven faster, or placed in a class with speeds faster than the class speed set by the designer/builder, as specified in the owner's APBA hull eligibility registration.

Any documents or measurement by APBA Officials is not a condition of the construction survey.

2.5.1 Reference Guidelines: As reference and/or for guidelines, the following may be used:

- a. **Lavin 2022** - The reinforced restrained cockpit systems construction used in all boats with seat restraints (open or closed cockpit), may be constructed to the 2022 Lavin Guidelines:

b. UIM Guidelines -The reinforced restrained cockpit systems construction used in all boats with seat restraints (open or closed cockpit), may be constructed to the standards in the 2026 UIM 508 Guidelines, Pages 71 - 80: [2026 UIM Offshore Rulebook - published on 22.12.25.pdf](#)

Utilizing these guidelines does not eliminate the builder or owner of the above requirements

SECTION XII - RULE 3 - REINFORCED COCKPIT AREA AND CANOPY

The Reinforced Cockpit(s) shall be of a closed type design with a minimum of one opening hatch and constructed to withstand water impact from the Class design speed. This includes the canopy, cockpit sides, cockpit floor, and cockpit bulkheads fore and aft. See specific Class rules for additional requirements.

SECTION XII - RULE 4 – WINDSCREENS: See Appendix III at the end of this APBA rulebook

- 4.1** Polycarbonate (Acrylic will not be accepted except as an approved hardship covered with bullet-proof film) areas are to be as small as possible, while still maintaining that both drivers have clear, safe, and undisturbed visibility ahead at sea level while racing.
- 4.2** The combined visibility of both drivers must be through a horizontal arc of 225 degrees (112.5 degrees either side of the centre line of the boat).
- 4.3** These polycarbonate panels are to be recessed into the composite structure and should be bonded using a suitable elastic bonding agent. Metal Bobbins are allowed, (see Appendix III), no bolted windscreens are permitted. These panels must be bonded and bobbined or bonded and flanged. Clamping flanges should have a minimum overlap of 2" on the windscreen and 6" on the canopy, and be a minimum of .250 thick.

SECTION XII - RULE 5 – HATCHES

- 5.1** Hatch openings shall have a minimum of a 25 mm (63/64") flange. Boats with only one hatch must have a slot for a pry bar, on the opposite side of the hinges, to use in emergency/rescue.
- 5.2** Hatches should be recessed on the front and sides. The outer edges of the canopy surrounding the hatch, must be fitted with a water deflector, (height 10 mm (25/64") min) to prevent water forcing open the hatch in the event of a capsize. Water deflectors are currently a minimum requirement on the front and sides of the hatch. Best practice is completely around all sides of the hatch.
- 5.3** The hatches shall be fitted with a catch which has a positive open and positive close mechanism and should hold the hatch against lateral forces. These hatches shall be able to be opened from both inside and outside the cockpit and must have an emergency mechanism, such as quick release pins on all hinges, to allow the rescue team to easily remove the hatch from outside if necessary.
- 5.4** There should be one or more divers grab handles fitted to the outside of each hatch.
- 5.5** Cockpit Emergency Escape Hatch - Canopy and escape hatch handles, inside and out, must be painted fluorescent orange or be painted a contrasting yellow and have a fluorescent orange background panel to identify them. Directional arrows must indicate the method and direction to open
- 5.6** The canopy lid hinges and the canopy hatch covers release mechanism must not encroach within the canopy aperture area, and these hinges and release mechanisms must not in any way hinder the exiting of crew members when fully race fitted.
- 5.6** Canopy openings should have the entry/exit apertures located as close as is possible to directly above the crews' heads.
- 5.7** The canopy aperture openings should be at least 0.55m (21 21/32") x 0.55m (21 21/32") per crew member. The canopy apertures should be cut with all corners having a radius of 0.025m (9 27/32") minimum or 0.25m (9 27/32") maximum. The radius should be constant and have a smooth finish to relieve stress.

5.8 The canopy aperture must have a 20 mm (25/32") wide (minimum) fluorescent orange band around the opening, both inside and outside of the opening.

SECTION XII - RULE 6 – COCKPIT EMERGENCY AIR SYSTEMS: See Section XIII, 10.32.1 through 10.32.12, (Pages 47-49)

SECTION XII - RULE 7 – BOLSTERS AND SEATS:

7.1 All registered race boats, both open and enclosed, must have racing bolsters or racing seats with sufficient lateral support and structure to withstand the forces encountered in offshore powerboat racing. Standard marine production seats are prohibited.

7.2 Cockpits with Restraints must be fitted with rear of head protection for each crew member. This must be an integral part of the seat, which must be attached directly to the structure of the Restraint Compartment. The head protection must be a minimum of 0.2m (7 7/8") wide and extend at least 75% of the height of the safety helmet as worn by the crew while in the normal seating position. There must be a minimum of 0.1m (4") vertical and lateral clearance between the canopy and each of the crewmembers when in the normal seating position.

RULE 8 – RESTRAINT SYSTEM

8.1 The Restraint System must consist of a minimum 5 point/5 strap harness and should utilize belts with a minimum width of 50 mm (1 31/32") and be grommited to prevent chafing or cutting of the belt. Harness straps, other than with suspension seats, must be attached directly to the cockpit structure.

8.2 The certified (or recertified) mounting system must be replaced after 4 years for polyester restraint belts, or according to the manufacturers recommended replacement interval, or after an accident that results in structural damage to either the cockpit or hull, or injury to the driver. The manufacturer's certificate must be available and show the date of manufacture or recertification.

8.3 Those straps close behind the driver's head and neck must be 100 mm (3 15/16") to 150 mm (5 29/32") apart at point of attachment. The shoulder harness should be installed at 90 degrees to the spine at shoulder line to minimize compression injuries under high "G" loading. All straps must be free to run through intermediate loops or clamps/buckles. All anchor point bolts must be fitted with backing plates of stainless steel (washer of minimum 3 mm thickness and 100cm² (3 15/16" 2 area).

8.4 The driver harness attachment bolts in reinforced cockpits must consist of minimum grade EN8 bolts or equivalent, with an 8 x 1.25 mm (5/16" x 3/64") thread and locked nuts. There must be a spacer and plain washers on each bolt. The spacers must be glued to the cockpit structure. Intention of these spacers is to prevent buckling of surface material near bolts. This always leads to local delaminating which easily spreads out over cockpit structure when it is under stress.

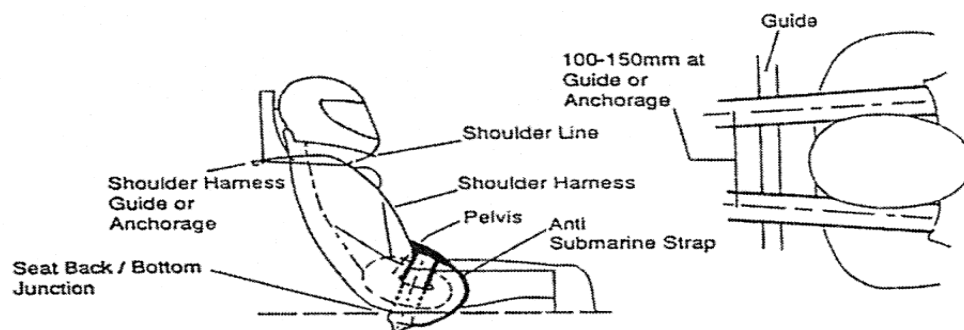
8.5 On the sides of the structure, which has to take up the force on the attachment bolts, there must be a stainless-steel plate (washer of minimum 3 mm (1/8") thickness and 100 cm² (39 3/8" 2) area).

8.6 When using seats with suspension, and therefore not using a bulkhead restraint anchorage, drawings must be lodged with the National Authority of the measurer and approved prior to boat measurement.

8.7 All restraint systems must have a common method of release. The single lever method (sometimes called the NASCAR type) or rotary type, are both acceptable restraint release systems.

8.8 Both types of restraint release must be examined for satisfactory operation by the Inspector before every race. The harness system must comply with Drawing 2.

8.9 The shoulder harness should be installed 90 degrees to the spine at shoulder line to minimize compression injuries and the high "G" loading.



SECTION XII - RULE 9 - A quick release steering wheel may be fitted on a boat with personal restraints, but all drivers must be able to exit the cockpit without removing the steering wheel.

SECTION XII - RULE 10 – MIRRORS: Rear view mirrors are mandatory, as well as a method of cleaning the canopy whilst under way. Each wing mirror must have a minimum size of 60 sq.cm (23 5/8" 2) and be bolted on 2 points to assure proper mounting.

SECTION XII - RULE 11 – FIRE EXTINGUISHERS: Two fire extinguishers, each a minimum of 2kg (4.4lb), or of equivalent capacity, must be carried and be readily accessible to the crew.

SECTION XII - RULE 12 – CARBON MONOXIDE ALARM: All crew containment areas of inboard engine APBA canopied boats must be fitted with a carbon-monoxide alarm.

SECTION XII - RULE 13 – RACING VESTS: The efficiency of the racing vest is a matter of the exclusive responsibility of the wearer. Every crew member while on board, must wear a racing vest during the practice runs and throughout the race.

13.1 Racing vests must be colored high visibility orange or yellow. The racing vest must have epaulets/handles to help extract crew from the boat. The racing vest must have crotch straps or a method of ensuring that the vest does not "ride up".

13.2 Flotation overalls are a permitted alternative to racing vests but must conform to all racing vest requirements (color, buoyancy, protective plates, collar, etc.).

SECTION XII - RULE 14 – COCKPIT LIGHTING: Each Enclosed Reinforced Cockpit Area shall have one or more water activated light(s) or similar. Lighting is to be fitted to the floor section of the cockpit as well as the canopy roof & automatically illuminated when vessel is inverted.

SECTION XII - RULE 15 - BOUYANCY: It is mandatory that sufficient buoyancy is provided in the boat, or in the material used for its construction, to ensure that the boat floats if capsized or holed. If extra buoyancy is needed, the buoyancy system described by the designer should be verified by the Measurer. This added buoyancy must be in at least four separate flotation units.

It is recommended that the buoyancy should float the hull as parallel with the surface of the water as is practical, to help in rescue accessibility.

SECTION XIII - BOAT, TRAILER, PERSONAL & RELATED EQUIPMENT SAFETY RULES

SECTION XIII - RULE 1 - GENERAL APPLICATION TO ALL REGISTERED RACEBOATS

EXCEPT as otherwise specifically provided herein the following cockpit related safety rules apply to all APBA Offshore registered race boats and competitors.

1.1. Ballast - Removable ballast (sandbags, lead shot, etc.) must be enclosed in a permanently mounted box and lid capable of withstanding the rigors of offshore racing. All other ballast must be bolted or permanently attached to the hull.

1.2 Minimum 100 feet of suitable tow line

1.3 Two U.S. Coast Guard Approved fully charged fire extinguishers with metal pull rings and an indication gauge showing amount of charge secured in a position readily accessible to the crew.

1.4 Race boats racing 10 OR MORE MILES Offshore - are required to have Class A safety equipment, which shall be defined as follows:

1.4.1 An Offshore survival kit, or other similar kit, to consist of:

- a. Soft Plastic floatable airtight container
- b. USCG approved orange smoke flares
- c. Orange 4' x 4' flag for emergency signaling
- d. 3 oz. foil packets of drinking water or 12 oz. in soft plastic container
- e. (10) Sterile 4" x 4" Gauze Pads (Zip Lock bag)
- f. (3) Chemical cold packs
- g. (6) 1" Band-Aids
- h. (1) 1" x 5 yards Adhesive tape
- i. (2) 5" x 9" ABD pads
- j. (2) Rolls of soft gauze such as Kerlix or Kling
- k. (1) Water Sea drag anchor
- l. (1) **Inflatable dinghy** with bottle inflation large enough to carry all Riding Crew members.
- m. **One (1) Emergency** in Position Indicating Radio Beacon (EPIRB) type "C" in working order is highly recommended.

SECTION XIII - RULE 2 - STORAGE OF SAFETY EQUIPMENT

2.1 This Class A safety equipment must be stowed in an area of the hull, readily accessible to the cockpit, above or in a covered deck level compartment. It is highly recommended that the flares and E.P.I.R.B. be attached to the inflatable dinghy for access from the cockpit and raft.

2.2 All safety equipment may be kept in a sealed, but easily opened container and the contents inspected at intervals of not less than six (6) months by a qualified APBA Inspector who shall affix a dated tag with his signature and an itemized list of contents thereof. This shall serve as verification that the contents meet official specifications.

SECTION XIII - RULE 3 – PERSONAL SAFETY EQUIPMENT –

General - At all APBA races sites, while operating any race boat, riding crew members must wear all inspected and approved required personal safety equipment anytime the boat is on plane before or after a race, while testing or during an actual race. During an actual race, if a boat breaks down, the riding crew members must continue to wear all required safety equipment until they are off-plane and safely inside the course or more than 250' from the outside course line. This rule shall be effective from the time a boat arrives at a race site until one (1) hour after the conclusion of the last race of the event. If an APBA registered boat is testing at times other than scheduled test times at a race site, or away from a race site, riding crew members are required to wear all required and approved safety equipment while the boat is on plane and operate said craft in a safe and prudent manner. Race boats testing on public waterways at times other than sanctioned test times must operate under normal rules of the road and are subject to all U.S. Coast Guard, State, and local regulations. Violation of this rule shall subject the riding crew members and that entry to warnings, fines, and/or disqualification from that event or a future event.

3.1 "Cool Suits" - may contain any proven safe fluid or gas cooling agent other than Freon.

3.2. Cervical support devices - may be worn in RRC's and ERC's subject to approval of the APBA Offshore Rescue and Safety Director.

- 3.3 Footwear** - All participants and crew members must wear closed footwear when working in the hot pit area or riding in boats.
- 3.4 Eye protection** - shall be mandatory for all racing and be constructed of shatterproof material. Eyeglasses shall not be accepted as eye protection.
- 3.5 The Event Chief Referee** - or Event Chief Inspector may prohibit use of any equipment he deems unfit for service.
- 3.6 Violation** - of safety rules will result in disqualification.
- 3.7 Helmets** - Anytime an APBA Offshore registered race boat is being operated on plane or within 250' of an active racecourse at or away from a sanctioned event, all Riding Crew members must wear an approved helmet. If helmets contain radio communication speakers or earplugs, at least one crew member must keep helmet on at all times in order to be able to communicate with race control.
- 3.7.1** Helmets shall meet minimum rating specifications (SNELL 2015, SFI, FIA or newer). Ratings must be no greater than 12 years from rated date code (i.e., SNELL2015 rating good through the beginning of the 2027 season).
- a. Unrestrained Riding Crew Members, a) The upper fifty percent (50%) of the helmet must be a single color of the following: yellow or fluorescent (high visibility) yellow or lime green or orange or international orange or fluorescent red. Competitors may put writing or artwork in an area across the front to the helmet directly above the opening. This area is not to exceed 8" wide x 2" high.
 - b. Restrained Riding Crew Members, a) The majority (>50%) of the helmet must contain one or more of the following colors: yellow or fluorescent (high visibility) yellow or lime green or orange or international orange or fluorescent red. Additional artwork or lettering is acceptable as long as the majority color(s) are maintained.
 - c. No image recording devices may be attached to helmets for unrestrained drivers. Restrained Riding Crew members may use a device that weighs less than 60 grams. Not to be attached to top of helmet. Must be attached to the visor, chin or inside helmet. No holes are permitted to be drilled in the helmet shell for camera attachment. Empirical data is showing that when the camera does not disengage immediately upon water impact it can lead to a neck injury. The camera acts as a keel and creates drag using the neck as the fulcrum.
- 3.7.2** The Event Chief Referee and/or the Rescue and Safety Director may disallow any helmet that is deemed unfit for the rigors of offshore racing.
- 3.7.3** The Event Chief Referee and/or the Rescue and Safety Director has the authority to require any Riding Crew member to demonstrate that their helmet will function properly in the water. (Safety test)
- 3.8 Life Jackets** - Anytime an APBA registered race boat is being operated on plane or within 250' of an active racecourse at or away from a sanctioned event, all Riding Crew members must wear an approved life jacket.
- General Requirements:**
- 3.8.1** All life jackets must have permanently affixed labels from the manufacturer or re-certifier stating the manufacturers or re-certifier's business or company name and the date of manufacturer or re- certification of the life jacket.
- 3.8.2** All life jackets must be re-certified every three (3) years or sooner if they show signs of damage or abnormal wear. The Rescue and Safety Director's decision on more frequent re-certification shall be final.
- 3.8.3** The Event Chief Referee and/or the Rescue and Safety Director shall disallow any life jacket that is deemed unfit for the rigors of offshore racing.
- 3.8.4** The Event Chief Referee and/or the Rescue and Safety Director has the authority to require any Riding Crew member to demonstrate that their life jacket will function properly in the water. (Flotation test)
- 3.9 Head and Neck restraints:**
- 3.9.1.** Our safety and rescue team will be conducting testing with the dunker and creating a program for extraction based on those tests, while simultaneously looking for any issues which need to be addressed for Riding Crew members' safety.
- 3.9.2.** DO NOT confuse "Head and Neck" with "HANS" as the Hans device is NOT Mandatory. In fact, the "high back" HANS devices MAY NOT BE USED IN A CLOSED COCKPIT. The "hybrid" type devices OR the simple strap style articles currently available are the only devices to be used to avoid getting caught on surfaces within the cockpit or hatches.
- 3.9.3** All restrained Riding Crew members in canopied /partially canopied boats should always wear a head & neck restraint system. It is the sole responsibility of the wearer to ensure that the Head and neck restraint device that they are using is suitable for the application that they are engaged in. A Head and Neck Restraint device must be worn during Cockpit Evacuation /Immersion Training. It should be noted that a "collar" is not a "restraint". An appropriate device is a low-profile system.

SECTION XIII - RULE 4 - For the Restrained Cockpit

- 4.1 Capsule suit type jackets are mandatory.
- 4.2 Lifejackets are approved for use in a restrained cockpit that employs a supplemental life support (air system) as required by APBA.
- 4.3 All straps and components of the life jacket must be present on the life jacket as manufactured.
- 4.4 No auto inflating, positive buoyancy, or inflatable pouch type vests are allowed.
- 4.5 All life jackets must be international orange or yellow in color.
- 4.6 All restrained cockpit capsule suits must be worn during the dunk test to show proficiency in its use.

SECTION XIII - RULE 5 - For the Unrestrained Cockpit

- 5.1 Category Type A is required for Bracket Classes 600 and 700.
- 5.2 Category Type A-100 is required for Bracket Classes 100-500. (Note: Category A-100 is also approved for use in Bracket Classes 600 and 700.)
- 5.3 Lifejackets must be designed for racing, including leg straps or thigh skirts securely attached to the jacket.
- 5.4 70% of the upper portion of all lifejackets and skid collars must be orange or yellow in color.
- 5.5 There must be a minimum of 1/4" thickness of impact material covering the back and sides of the lifejacket.
- 5.6 All zippered seams must be covered by Velcro or similar safety tape.
- 5.7 Lifejackets shall be covered in a ballistic material (covering must meet or exceed the following specifications: Mil Spec Flay Nylon, Mil Spec C-476, Bright High Tenacity Nylon, 210 Denier, 3.6 oz per sq. yard, Count 62x50. Break strength 225 pounds warp, 152 pounds fill.)
- 5.8 Lifejackets must be capable of meeting USCG Type II flotation as specified in the UL standard 1123 Jacket must have a minimum flotation of 18 pounds with 10% flotation imbalance.
- 5.9 Lifejackets must be equipped with skid collars. The skid collar must contain a single piece of Etho foam 900 (minimum 1/4" thick), which covers continuously from top inner edge of the jacket to a minimum of 2" past the base of the helmet when the lifejacket is worn in accordance with manufacturer's instructions, and the wearer is standing in an erect position looking straight ahead. The axial coverage shall be from 110 degrees to 250 degrees minimum, as measured from the center of the forehead. (Approximately ear to ear) The outer covering of the skid collar shall be the same material as the outer covering of the life jacket or any other synthetic material, which is fungus, and mildew proof. Material covering the skid collar must be of equal or greater strength than the material used as the jacket covering. The thread used to stitch the skid collar to the jacket must also be fungus and mildew proof.

SECTION XIII - RULE 6 - Suitability of Safety Equipment - All safety equipment (helmets, jackets, seat restraints, etc.) must be inspected annually to assure no degradation in manufactured specs over time. It is to be expressly understood and as a condition of entry into an APBA Offshore event that APBA, APBA Offshore, the ORC or officials assume NO liability in the selection or for the performance of any required safety equipment. Offshore racing is an inherently dangerous sport, and no specific life jacket or helmet can eliminate all risks. Riding crew members are ultimately responsible for the selection of appropriate helmets and life jackets. The Event Chief Referee and/or the Rescue and Safety Director has the right to disallow the usage of any safety equipment believed to be unsafe or that may inhibit rescue or extrication from a race boat.

SECTION XIII - RULE 7 - Refusal of Entry - The Event Chief Referee and/or the Rescue and Safety Director has the right to refuse entry of any boat at an APBA Offshore event if it is believed that said boat is unsafe, unmanageable, or improperly designed or constructed and not able to meet the demands of an offshore race.

SECTION XIII - RULE 8 - Pit Areas - (See Section III, Rule 7)

SECTION XIII - RULE 9 - Fueling - Race boats may be fueled / defueled in the hot pits under the direction of the local fire department or in the dry pits as long as local fire department regulations allow and the following requirements are met:

- 9.1 Spectators must be kept back a minimum of 50' from any boat being fueled / defueled in the dry pits.
- 9.2 Absolutely no smoking within 50' of the boat during the fuel transfer process.
- 9.3 Permanent fuel tanks in the boats and temporary tanks used to fill the boat must be grounded during the fuel transfer process.

- 9.4** All transfer pumps, hoses, nozzles, and temporary storage tanks must be UL or CG approved for use with gasoline, diesel, or jet fuels. Absolutely no glass containers shall be allowed to contain fuel of any kind. There must be at least one designated person standing by with a 5-pound dry chemical fire extinguisher at the point of transfer. The designated person may not have any other function. Fire extinguishers must have a minimum rating of 3A30BC and a functional gauge to indicate the condition of charge.
- 9.5** Fire extinguishers must be re-certified and dated each year.
- 9.6** Fire extinguishers may not be more than 5 years old.
- 9.7** Team equipment (scooters, generators, etc.), priming fuel filters or anything else generally requiring less than 2 gallons of fuel are exempt from the above requirements.
- 9.8** Fuel may not be added or removed from race boats in the wet pits or on the racecourse for any reason. However, race boats may fuel at commercial marina pumps or land-based filling stations at any time prior to the start of the race. Violation of any portion of this rule shall subject the offender to fines from \$100.00 to \$1,000.00 and/or disqualification from the event. Competitors may report violations in progress to APBA Offshore Officials but may not file a protest against the violator. Fuel transfer violations must be observed by an APBA Offshore Official in order to penalize the violator.
- 9.9 Fuel Cells** - are highly recommended for the storage of fuel in all race boats.

SECTION XIII - RULE 10 - COURSE, PITS, BOAT SAFETY

- 10.1 Allowed Race Times** - All racing shall be limited to the time period between official sunrise and 30 minutes prior to official sundown as forecast by NOAA.
- 10.2 Marks of the Course** - All turns shall be made around turn buoys. All buoys shall be constructed so as to not damage a race boat accidentally striking said buoy. Boats alone may not serve as a mark of the course.
- 10.3** Any race boat that goes outside of official outside course markers must drop off plane and remain off plane until the race boat returns to a point inside the outside course markers. Any race boat that is outside of the outside course markers that does not drop off plane will be disqualified.
- 10.4 Pace Boats** - A minimum of two (2) and preferably three (3) Pace Boats are required at each APBA Offshore race site. Pace Boats are to be at least 30 feet in length and capable of handling rough water at 50-70 mph. All pace boats must carry no more nor less than 3 persons (driver, starter, flagman,). Pace Boats shall be equipped with seating arrangements that do not hinder the starter and flagman while starting the race. If necessary, a fully equipped diver or EMS person may accompany the pace boat crew as a 4th crew member. Absolutely no persons under the age of 18 are allowed on the pace boat. All persons on the Pace Boat must sign the insurance waiver. Under no circumstances may seats be sold or drawings held to allow spectators on Pace Boats. The decision of the Event Chief Referee is final concerning all persons riding on the Pace Boats. All Pace Boat crew members must submit to APBA Offshore race day pre-race physicals.
- 10.5 Craning of Boats** - Race boats utilizing the crane for launching must furnish their own single point lifting harness. Lifting harnesses shall be constructed or modified to lift the boat with a "bow up" attitude of 5-10 degrees for weighing purposes. Extensions to the front lifting straps may then be used to place the boat in a "bow down" attitude to facilitate loading onto a trailer if said extensions meet all lifting harness criteria. Lifting harnesses must be safety inspected at least once every three (3) years and a certification tag attached by a certified testing company. Lifting harnesses must be labeled with the team's name, boat number and "front" and "rear" straps. All persons are prohibited from riding on boats being craned into or out of the water. Fines up to \$1,000.00 per incident may be levied.
- 10.6 Tie Bars** - All boats running twin outdrives and outboards must have an external tie bar constructed and attached to withstand stresses created in offshore racing.
- 10.7 Bilge Pumps** - All boats must have a minimum of two (2) bilge pumps. One of the bilge pumps shall be manually operated in case of electrical failure. Manual bilge pumps must be mounted and easily accessible in the engine compartment. Battery operated bilge pumps shall be automatic and wired independently of battery switches to allow operation even if battery switches are off.
- 10.8 Fire Extinguishers** - All boats must meet current U.S. Coast Guard regulations for fire protection. It is strongly recommended that race boats be equipped with automatic on-board fire extinguisher systems over each engine. Auto-activated fire suppression systems are not allowed in the cockpit. Auto-activated fire suppression systems are confined to the engine compartment only. This system can be a single or multiple unit system, which must operate either automatically and/or manually. Manual overrides are highly recommended. For auto-activated systems, an early warning signal should be recognizable from the dashboard.

10.9 VHF Radios - All boats are required to have a permanently mounted 25-watt VHF radio capable of transmitting and receiving on channels 6 and 78A or such channels as designated by Race Control and announced no later than the Final Drivers' Meeting. All race boats shall monitor the designated communications channel for Race Control at all times while on the water. **Portable handheld VHF Radios are specifically prohibited in open or enclosed cockpit race hulls unless secured in either the lifejacket or cockpit surface in a manner acceptable to the Event Chief Inspector. All communication must be via radio. No cellular communication is allowed.**

10.10 Cockpit Intercoms - Interlocking connections pertaining to helmets and their respective intercom systems must be able to disconnect easily. Rigid or locking connections of any type are prohibited. All installations are subject to approval by the Event Chief Inspector.

10.11 U.S. Coast Guard Compliance - All race boats must comply with current U.S. Coast Guard regulations.

10.12 Bow Eyes - All race boats must be equipped with a permanently installed bow eye suitable for towing said craft.

10.13 Drive-Line Shields - All race boats utilizing exposed input drive lines must have a protective shield covering each drive line. Protective shields must be constructed from 1/8" steel, aluminum, or composite material (such as, but not limited to Kevlar, Carbon Fiber, etc.) of equivalent strength, adequately secured and cover the entire length and circumference (360 degrees) of the drive line plus all exposed universal joints.

10.14 Kill Switches - All fuel and electrical kill switches as well as any manual fire suppression system switches must be marked by neon or fluorescent orange paint or decals over or around the switch. In non-restrained (open) cockpits, individual ignitions kill switches for connection to each Riding Crew member are mandatory. Kill switch cords must not exceed four (4) feet. Spare kill switch caps are the only permitted method of emergency override and are mandatory. All Riding Crew members must be connected to an individual kill switch while the boat is on plane.

10.15 Rear View Mirrors - All canopied race boats must be equipped with a minimum of two (2) rear view mirrors. One mirror must be mounted on each side of the canopy to allow the driver and/or throttleman an unobstructed view behind the boat during the race. Rear facing CCTV shall not be considered a substitute for mirrors since electrical failure or equipment malfunction would leave a race boat effectively blind behind the boat during the race.

10.16 Deck Hardware - All cleats and deck hardware shall be recessed, padded, or constructed so as to not inflict injury to Riding Crew members or rescue personnel walking on the deck.

10.17 Firewalls/Vents - No holes shall be cut in firewalls between cockpit and engine compartment. In open cockpit boats, holes in deck must have a flame trap if the hole is one (1) foot or less from the crew.

10.18 Propeller Safety - All boats parked in the dry pits must have propellers removed or covered with prop covers to prevent injury to any person. Spare propellers, installed on the hull, shall be covered by an inflexible protective shield.

10.19 Grab Handles - All race boats shall be equipped with closed end grab handles on the transom to facilitate rescue personnel or Riding Crew members boarding from the water.

10.20 Non-Skid - All race boats, as required by class, must be equipped with non-skid material on the deck from the transom up to and around the canopy or cockpit. It is highly recommended that all catamarans equipped with emergency escape hatches have non-skid in the tunnel from the transom to the escape hatch.

10.21 Trailer Identification - All race boat trailers shall be permanently marked with the boat number on the forward half of the trailer. Markings shall be strongly contrasting in color and appear on both sides of the trailer.

10.22 Footwear - All participants must wear enclosed footwear in the hot pit areas or while competing in a race. It is strongly recommended that any race participant wear enclosed footwear in all pit areas.

10.23 Medical Limitations - Riding Crew members are prohibited from competing in an APBA Offshore event with any type of artificial limb, pacemaker, pump, bag, cast, brace, or splint unless written permission from the attending medical doctor is obtained and presented to the Rescue and Safety Director prior to the event.

10.24 Chemical Limitations - No Riding Crew member, crew member, race official or volunteer may participate in any APBA Offshore event while intoxicated or after consuming an alcoholic beverage, controlled or illegal substance. On non-race days, this rule shall be effective during "normal" hours of registration, Race Control and pit operation. On race days from 12:01 am until one hour after the last race is completed or (if required) the entry has completed post-race technical inspection. Any Owner, Riding Crew member, crew member, race official or volunteer that has consumed any alcoholic beverage, controlled or illegal substance is ineligible to file, testify or participate in a post-race protest of any kind. However, minor consumption of ceremonial champagne is allowed only at the awards ceremony. Penalties for intoxication are detailed in Section V Rule 2.

10.24.1. Intoxicated is defined as "under the influence of:"

- a. Alcohol
- b. Controlled or illegal intoxicants.

c. Any substance, drug, or combination of the above causing impairment of an individual's cognitive or physical functions so as to cause a danger to themselves or others.

10.25 Intoxication - Intoxication or drinking of any alcoholic beverage within any of the APBA Offshore defined pit areas, prior to one hour after the final race of the day, by any participant (signee of the insurance waiver) will not be tolerated and will subject the entrant with whom the offending person is associated with to a penalty of a \$1,000.00 fine and disqualification from the event.

10.26 Canopy Lid Release, Cockpit Emergency Escape Hatch - Canopy and escape hatch handles, inside and out, must be painted fluorescent orange or be painted a contrasting yellow and have a fluorescent orange background panel to identify them. Directional arrows must indicate the method and direction to open.

10.27 Engine Hatch / Cockpit Cover / Canopy Lids- Inside engine hatch covers must be painted red, yellow, orange or a highly visible safety color for visibility. Hatch covers should be opened at all times when subject to search and rescue. Engine hatch covers should support at least 300 pounds. In open cockpit boats, when covered, the surface deck area, immediately behind the cockpit toward the transom, shall be covered by solid structure able to support 300 pounds of weight.

10.28 Cockpit Safety - It is required that there be no loose items within the cockpit of the boat during on- water operation. All items (dock lines, tools, water bottles, etc.) must be secured in such a way that they will not become dislodged during any violent actions by the boat.

10.29 Windshields/Windscreens – In open cockpit boats, fitted windscreens or windshields shall be well supported and all exposed edges must be adequately padded. The use of glass and acrylic is prohibited. Wind deflectors of any type must be shatterproof.

10.30 Racing Bolsters/Seats - All classes require mandatory racing bolsters or racing seats; standard marine production seats are prohibited. Decisions shall be based on lateral support and structure not padding.

10.31 Rev Limiters - All Performance boats must have rev limiters.

10.32 Cockpit Emergency Air Systems - All canopied race boats participating in an APBA Offshore event must be equipped with an on-board self-contained emergency air (scuba) system. No pure oxygen systems may be used. There shall be a minimum of one complete on-board emergency air system for each riding crew member. The system may consist of an individual, or a multiple air source, capable of supplying the minimum emergency air requirements for each riding crew member. As a minimum, the system shall consist of a scuba tank, mounting bracket, pressure gauge, air supply/escape supply hose, and a first and second stage regulator with a mouthpiece and holder. An alternate full-time air system, or a nitrox system, with a face piece mask, or a unified helmet and face piece mask, meeting the minimum standards as prescribed herein is also acceptable. All systems shall be fully functional and turned on before starting a race or taking part in practice or testing. Spare air systems are not acceptable as substitutes for a cockpit emergency air system.

10.32.1 - Tank - The tank shall meet U.S. Department of Transportation (DOT) 3ALM or Transport Canada (TC) 3ALM scuba tank requirements to be approved*. Each tank shall be of sufficient size, with a minimum of 19.0 cu. ft cylinder equivalency or more, for each member of the riding crew. Every cylinder must have been inspected and tested by either DOT or TC and meet DOT, TC, CGA (Compressed Gas Association), NIOSH and OSHA safety standards. The tank(s) capacity shall be large enough to supply each riding crew member with a minimum of 15 minutes of supplied breathing air. These supply tank(s) can be in single or multiple configurations. The tank(s) shall be securely mounted in an easily accessible area, in such a way that the hydrostatic test date and visual inspection sticker can be checked during the cockpit safety inspection. The tank(s) must have a minimum of 2800 psi residual pressure for either an aluminum or steel tank. No composite SCBA tanks are allowed. Current visual (VIP) documentation and hydrostatic marking(s) shall be clearly visible at the time of inspection. The tank markings and VIP documentation shall be within current DOT or TC hydrostatic pressure testing standards to pass.

10.32.2 - Tank Valves - The tank(s) shall be equipped with DIN type screw in valves.

10.32.3 - DIN Adapters - DIN to yoke conversion adapters are not acceptable.

10.32.4 - Tank Mounting Bracket - The tank mounting bracket shall conform to the specific size of the cylinder and be manufactured specifically for scuba cylinder mounting. The bracket shall be securely mounted and capable of retaining the scuba cylinder in the event of heavy sea conditions, sudden accidents, or accidental inversion. The tank-mounting bracket shall be secured with stainless steel marine quality anti- vibration hardware, such as 18-8 or 316 stainless steel, with a minimum size of 3/8 inch. The hardware shall pass completely through the mounting surface or interior wall that the mounting bracket is bolted onto. Large area washers shall be added on the reverse

side for support, or a backing plate shall be utilized when the mounting walls center is made of a soft-core material, (as opposed to a solid carbon fiber, resin and multi-layered wood, or multiple composite material, etc.)

10.32.5 - Air Supply Hose(s): The air supply hose(s) utilized for all on-board emergency air supply systems, shall meet, or exceed the minimum requirements for high- and low-pressure scuba hoses as prescribed by the DOT or TC. All air systems, regardless of the type, shall have an “emergency escape hose(s)” meeting the standard as described herein.

10.32.6 - Emergency Escape Hose(s) - Emergency escape hose(s), shall be of sufficient length to reach from the occupant's seat to a point above the chine (water's surface) on the opposite side of the boat. This can be measured by extending the hose and 2nd stage regulator or mask outside of the canopy to a position equal to the bottom of the opposite side sponson or vee bottom.

10.32.7 - Escape Hose Storage and Deployment - The emergency escape supply hose shall be stowed or secured in the cockpit in such a way that it may be completely deployed without resistance or restriction when inverted during an escape. The hose must also be stowed to not entangle the Riding Crew members and cause a hazard in the cockpit. This storage can be accomplished through the use of Velcro straps or a Velcro closed bag, attached to a mounting point with Velcro which will release when pulled on after an accidental inversion. Metal snaps are not recommended.

10.32.8 - 1st Stage Regulator - The first stage regulator shall have a DIN screw in type connector to mate with the tank. All regulators must be serviced a minimum of once a year, or if the boat has been involved in a significant accident, been submerged, or has rolled over, or as directed by the Rescue and Safety Director following an inspection where the proper function has come into question. Documentation of servicing shall be available at the time of the cockpit safety inspection.

10.32.9 - 2nd Stage Regulator - It is required that the second stage regulator be a balance model capable of equal functioning in the inverted position. System delivery mouthpieces that are part of the second stage regulator must be easily accessible to each competitor. The second stage regulator shall be secured in such a way that it will not become a flying object in the event of a sudden violent action by the boat. All second stage regulators must be serviced a minimum of once a year, or if the boat has been involved in a significant accident, or submerged, or rolled over, or as directed by the Rescue and Safety Director following an inspection where the proper function has come into question. All current documentation on servicing shall be made available at the time of the cockpit safety inspection.

10.32.10 - Pressure Gauges - There shall be a pressure gauge attached to the system to give an accurate pressure reading for the air supply tank(s). It is mandatory that the pressure gauge, or gauges for each independent system, must be visible at all times where at least one member of the riding crew can monitor the air pressure while the boat is under way. This will allow Riding Crew members to be aware of air leaks/loss of pressure in the emergency air system.

10.32.11- Full-Time Systems - All Full-Time Air (FTA) systems shall meet or exceed the APBA Offshore minimum requirements for cockpit emergency air systems*. All race boats equipped with full time air systems must be capable of sustaining breathing for a minimum of (1) one hour for each riding crew member for either a Full-Time Air (FTA) system, a fitted mask face piece, or fitted mask face piece and helmet combination will be acceptable. The mask may also be equipped with an ambient air supply or ambient air port, and the ambient air port may be utilized until the demand for compressed air supply is required. Full-Time Air (FTA) systems shall be activated prior to entry onto an APBA Offshore controlled racecourse or testing area.

10.32.12 - Savings Clause - The final decision of any disputes involving the design, function, installation or reliability of an emergency air system, or the emergency air system components, shall be at the discretion of the APBA Offshore Rescue and Safety Director and APBA Offshore Chief Referee.

*Cylinder manufacturer specifications are available on request, or by viewing on the internet at Luxfer Scuba Products: <http://www.luxfercylinders.com/products/scuba/> or at Catalina Cylinders: <http://www.catalinacylinders.com/tsd.html> or Worthington Steel Cylinders at: http://www.worthingtoncylinders.com/high_pressure.html

10.33 Carbon Monoxide (CO) Detectors – For Inboard or I/O powered boats, due to the possibility of a Carbon Monoxide (CO) leak into the enclosed cockpit area of the race boat, it is mandatory that all competing race boats be equipped with a CO detector mounted securely in the cockpit. In addition to audio alert the CO detector has a visual activation signal (i.e., a bright red light, strobe, etc.) mounted where it is visible to the Riding Crew members while the race boat is underway.

10.34 Safety Compliance - In the interest of personal and life safety, and the promotion of good safety practices, the following guidelines for the enforcement of compliance with published APBA Offshore Safety Standards and Practices are hereby incorporated.

10.34.1 - Non-Life Threatening - For non-life-threatening safety issues (i.e., no non-skid, safety decals etc.), the Event Chief Referee will determine the penalty, up to and including the possible disqualification from the event.

10.34.2- Life Threatening - For life threatening safety issues the Event Chief Referee, Event Chief Inspector, the Rescue and Safety Director shall determine whether or not the boat will test and /or race at that event. There shall be no appeal in their decision.

10.35 - Mandatory Medical Check After Accident - It is mandatory that all Riding Crew members involved in any accident requiring emergency rescue be transported to the emergency medical take-out area by the medical rescue boat and be checked out by paramedics or the race physician. Under no circumstances may a Riding Crew member involved in the above type of incident participate in a subsequent heat or race without medical clearance.

10.36. - Trailers - All boat trailers must have permanent markings on the forward half of the trailer containing the boat number. The numbers must be displayed on both sides of the trailer and shall be strongly contrasting to the color of the trailer. Failure to properly mark trailers shall result in a fine and/or time penalty. The decision of the Event Chief Referee is final and may not be appealed.

SECTION XIV - SLING SAFETY REQUIREMENTS

SECTION XIV - RULE 1 All slings used for lifting boats at offshore events must meet the following requirements.

1.1 Slings not meeting these requirements shall not be used to lift boats at any Offshore events.

1.2 Homemade slings shall be proof tested annually to two (2) times the rated load of the sling by a commercial testing lab, sling certification center or sling manufacturer. The tester shall provide a certified copy of the test data sheet including the tester's company name, complete address, and phone number.

1.3 Commercially manufactured slings must meet the following requirements:

1.4 Synthetic Webbing Slings - Selection, Use, and Maintenance (ASME B30.9c-2000) Scope: This Section applies to slings fabricated by sewing woven synthetic webbing of nylon or polyester type yarns, for the purpose of hoisting, lifting operations.

1.4.1 Sling Identification:

1.4.2 Marking Requirements, Each sling shall be marked to show:

- a. name or trademark of manufacturer
- b. manufacturer's code or stock number
- c. rated load for the types of hitch(s), and the angle upon which it is based
- d. type of synthetic web material
- e. sling identification shall be done by the sling manufacturer.

1.5 Maintenance of Sling Identification: Sling identification should be maintained by the user to be legible during the life of the sling.

1.6 Type of Inspection:

1.6.1 Initial Inspection: Before using any new, repaired, or modified sling, it shall be inspected to ensure that the correct sling is being used as well as to determine that the sling meets the requirements of this Standard.

1.6.2 Frequent Inspection: This inspection should be made by the person handling the sling each day the sling is used.

1.6.3 Periodic Inspection: This inspection should be conducted by designated personnel. Frequency of inspection should be based on:

- a. frequency of sling use.
- b. severity of service conditions; and
- c. experience gained on the service life of slings used in similar applications.

1.7 Inspection Records: Written inspection records, utilizing the identification for each sling as established by the user, should be kept for all slings. These records should show a description of the new sling and its condition on each periodic inspection.

1.8 Repairs:

1.8.1 Slings shall be repaired only by a sling manufacturer or a qualified person. When repaired, a sling shall be marked to identify the repair agent.

1.8.2 Temporary repairs of either webbing, fittings, or stitching shall not be permitted.

1.8.3 Repaired sling shall be proof tested to two times its assigned rated load before being put back into service.

1.9 Removal Criteria: A sling shall be removed from service if damage such as the following is visible and shall only be returned to service when approved by a designated person:

1.9.1 missing or illegible sling identification.

1.9.2 acid or caustic burns.

1.9.3 melting or charring of any part of the sling.

1.9.4 holes, tears, cuts, or snags.

1.9.5 broken or worn stitching in load bearing splices.

1.9.6 excessive abrasive wear.

1.9.7 knots in any part of the sling.

1.9.8 excessive pitting or corrosion, or cracked, distorted, or broken fittings.

1.9.9 other visible damage that causes doubt as to the strength of the sling.

1.10 Synthetic Round Slings - Selection, Use, and Maintenance (ASME B30.9c-2000)

1.10.1 Scope: This Chapter applies to endless slings comprised of load bearing core(s) made of multifilament synthetic yarn(s), enclosed in a protective cover(s), for lifting purposes.

1.10.2 Removal Criteria: A round sling shall be removed from service if damage such as the following is visible:

a. missing or illegible round sling identification

b. melting or charring of any part of the round sling or fittings including damage from weld spatter.

c. holes, tears, cuts, abrasive wear, or snags that expose the core yarns of the round sling.

d. broken or worn stitching in the cover which exposes the core yarns.

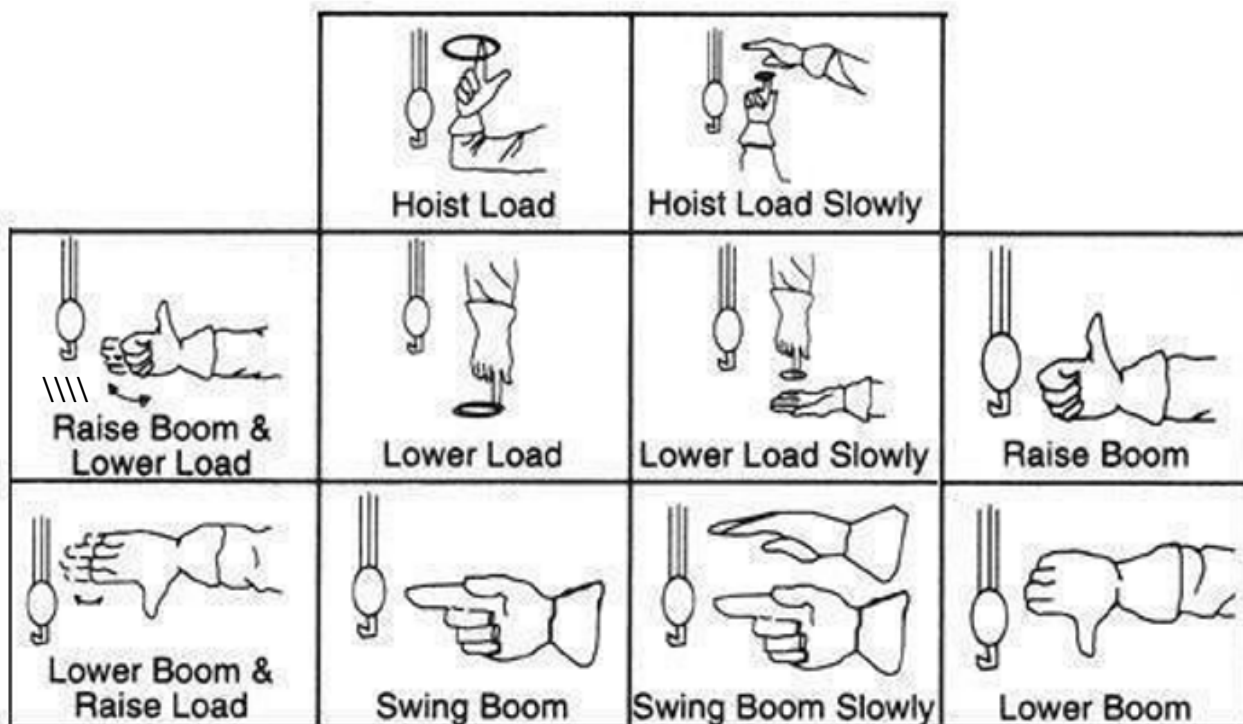
e. fittings when damaged, stretched, cracked, worn, pitted, or distorted in any way.

f. round slings that are knotted.

g. other conditions including visible damage that cause doubt.

1.11 There are basic crane hand signals used to communicate with the crane operator that must be used by race and crew members allowed in the crane area.

1.11.1 - Basic Crane Signals



SECTION XV - APBA OFFSHORE TECHNICAL RULES

GENERAL REQUIREMENTS - ALL CLASSES

All APBA Offshore Class boats must strictly adhere to the following specifications. They also must observe the rules specified under their specific class headings. Any race boat that is disqualified for a technical violation during the post-race inspection shall receive no prizes and zero points for the race.

***IF THIS RULEBOOK DOES NOT SPECIFICALLY ALLOW SOMETHING, THEN YOU SHOULD ASSUME THAT IT IS ILLEGAL. THE RESPONSIBILITY FOR A TEAM'S DECISION TO PARTICIPATE IN A RACE OR CONTINUE RACING IS THEIRS ALONE.**

SECTION XV - RULE 1 - Interpretation - If there is a disagreement or dispute about the APBA Offshore Technical Rules, the interpretation of the APBA ORC shall prevail. Decisions must be rendered in writing.

SECTION XV - RULE 2 - Availability - All boats as well as their parts must be (or must have been) for sale to the public at commercially reasonable prices.

SECTION XV - RULE 3 - Enforcement - To ensure competitive balance in all APBA Offshore Classes, APBA Offshore reserves the right to take whatever action necessary to enforce these rules. Boats and parts may be impounded for inspection purposes. APBA Offshore may prohibit the use of any part which can give a team an unfair advantage. Illegal parts become the property of APBA Offshore. If the illegal part(s) are not surrendered as demanded by APBA Offshore, the race boat, the boat Owner and all Riding Crew members will be suspended until the illegal part(s) are under the control of APBA Offshore. It is the responsibility of the Owner or his designated representative to take all actions necessary that only APBA Offshore legal parts are used.

Refusal of inspection, please refer to SECTION V rule 3.1.5

SECTION XV - RULE 4 - Competitive Balance (Parity) - APBA Offshore reserves the right to make adjustments at any time to these rules, or offer reduced requirements to older or non-competitive race boats, if necessary, to maintain competitive balance.

4.1 All parity issues shall be directed to the APBA ORC, and any adjustments shall be made by the ORC.

SECTION XV - RULE 5 - Minimum Weight Compliance - to be determined at the end of the race with the official APBA Offshore scale.

The weight includes engines, residual fuel, drives, propellers, solid ballast, and safety equipment as stated in the racing rules. Hull drain plugs must be removed; ballast tanks must be empty. The weight does not include Riding Crew members (unless it is a class requirement, ie; Cat 300), lifejackets, crash helmets and bilge water. All race boats must display their minimum class weight requirement on the transom.

SECTION XV - RULE 6 – Boats Eligible for Racing - Boat measurement certificates will be required for the 2026 racing season for all hulls competing in the National classes.

SECTION XV - RULE 7 – Canopies - It is required that all canopied boats use structurally sound canopy safety systems. This Reinforced Cockpit Area must be designed and constructed to a specification capable of withstanding the forces of a water impact when running at the highest design speed of the race boat. All catamaran race boats must have a single canopy, seating two, side by side. The canopy must be located on the centerline of the boat. NO in-line canopies allowed. All enclosed safety cockpits boats must be built by **ORC Recognized Boat Builders**.

All race boats that do not pass inspection to minimum cockpit standards will be required to supply a reasonable timeline for compliance which will have to be approved by the ORC.

SECTION XV - RULE 8 – Safety Hatch – See enclosed cockpit safety rules .

SECTION XV - RULE 9 – Braking Systems – Not allowed.

SECTION XV - RULE 10 – Bolster – In all APBA Offshore classes racing bolsters or racing seats must be used.

SECTION XV - RULE 11 – Engine Compartment and fuel systems -

11.1 Only engine compartments with ridged covers/hatches and a highly visible color underneath may be used.

11.2 All engine and fuel compartments need to be properly ventilated and meet all United States Coast Guard safety regulations.

11.3 Fuel venting systems must include a check valve system which absolutely prevents fuel spillage in the event of a capsize, sinking, or accident scenario.

SECTION XV - RULE 12 - Exclusivity - Exclusivity agreements for boats or any component used in APBA Offshore racing are not allowed.

SECTION XV - RULE 13 - Exhaust - Unless noted otherwise, engine exhausts must be water cooled. Water-jacketed manifolds must be employed from the engine outlet to the exit from the hull. “Cool Collar” exhaust designs are allowed. The exhaust exit from the hull must be located so that the exhaust fumes cannot affect the crew.

SECTION XV - RULE 14 - Inspection Expense - Any unusual inspection expenses incurred by APBA Offshore shall be the responsibility of the boat owner or his designee.

SECTION XV - RULE 15 - Fuel - At certain National or Bracketed Class Events there may be a minimum fuel purchase requirement. All race boats entered in that event must purchase a minimum quantity of fuel from the official fuel supplier (fuel truck) on site at that event. Said required fuel purchase must be noted on the Drivers’ Packet for that event. Any race boat not purchasing the minimum required amount of fuel at a race site shall be fined an amount equivalent to the purchase price of the on-site fuel. All classes are required to purchase the minimum quantity of fuel from the official fuel supplier.

15.1 Race Teams may not supplement standard unleaded pump gasoline with any additives that will increase the oxygen content, octane rating or enhance the power output of the engine(s) in any way. Standard unleaded pump gasoline without additives is defined as unleaded fuel that meets the standards of petroleum-based fuel as defined by American Society for Testing and Materials (ASTM), designation: D4814, with the following clarifications.

(“Supplement” is defined as physically adding (pouring) any substance other than standard unleaded gasoline into the boat’s fuel tank or introducing any substance other than standard unleaded pump gasoline into the fuel system.) Fuel must pass a test conducted at the race site using the Anton Paar DMA 35 Basic fuel tester or may be sent out to an independent testing laboratory to review the following.

15.1.1 Specific gravity must be $\geq .715$ and $\leq .765$ at 60 degrees F.

15.1.2 Maximum oxygen content is limited to 4.0% by weight.

15.1.3 The only allowable oxygenates are ether, alcohols or other current EPA allowed oxygenators, as listed, and characterized for oxygen mass fraction in ASTM D4814.

15.1.4 The ethanol content must be less than 25% by volume.

15.1.5 Oxygen bearing compounds are not allowed.

15.1.6 Epoxides (i.e., propylene oxide) will not be considered as ether.

15.1.7 Nitrogen bearing compounds are not allowed.

15.1.8 Lubrication additives are permitted, provided the resulting mixture meets all other requirements of these rules.

15.1.9 Unleaded gasoline may not be mixed with any commercial race fuel regardless of the source.

15.1.10 The following substances (including but not necessarily limited to) are limited in amount by law or not allowed in standard unleaded pump gasoline: Acrylonitrile, Aminobiphenyl, Aniline, Benzene, Benzidine, Beryllium compounds, Bromine compounds, Chloromethyl ether, Chlorine compounds, Ethylene oxide, Hydrazine compounds, Manganese compounds, Nitrobenzene, Nitro chlorobenzene, Nitrogen compounds, Nitrobiphenyl, Propylene oxide and Tert Butyl toluene. If concentrations of any of these substances greater than that allowed by the current EPA upper limits or any substances not listed as a part of commercial gasoline as defined by ASTM D4814 are found in a fuel sample, the Race Team will be disqualified from the race and fined \$1,000.00. A second offense will result in a one-year suspension. A third offense will result in a lifetime ban from APBA Offshore.

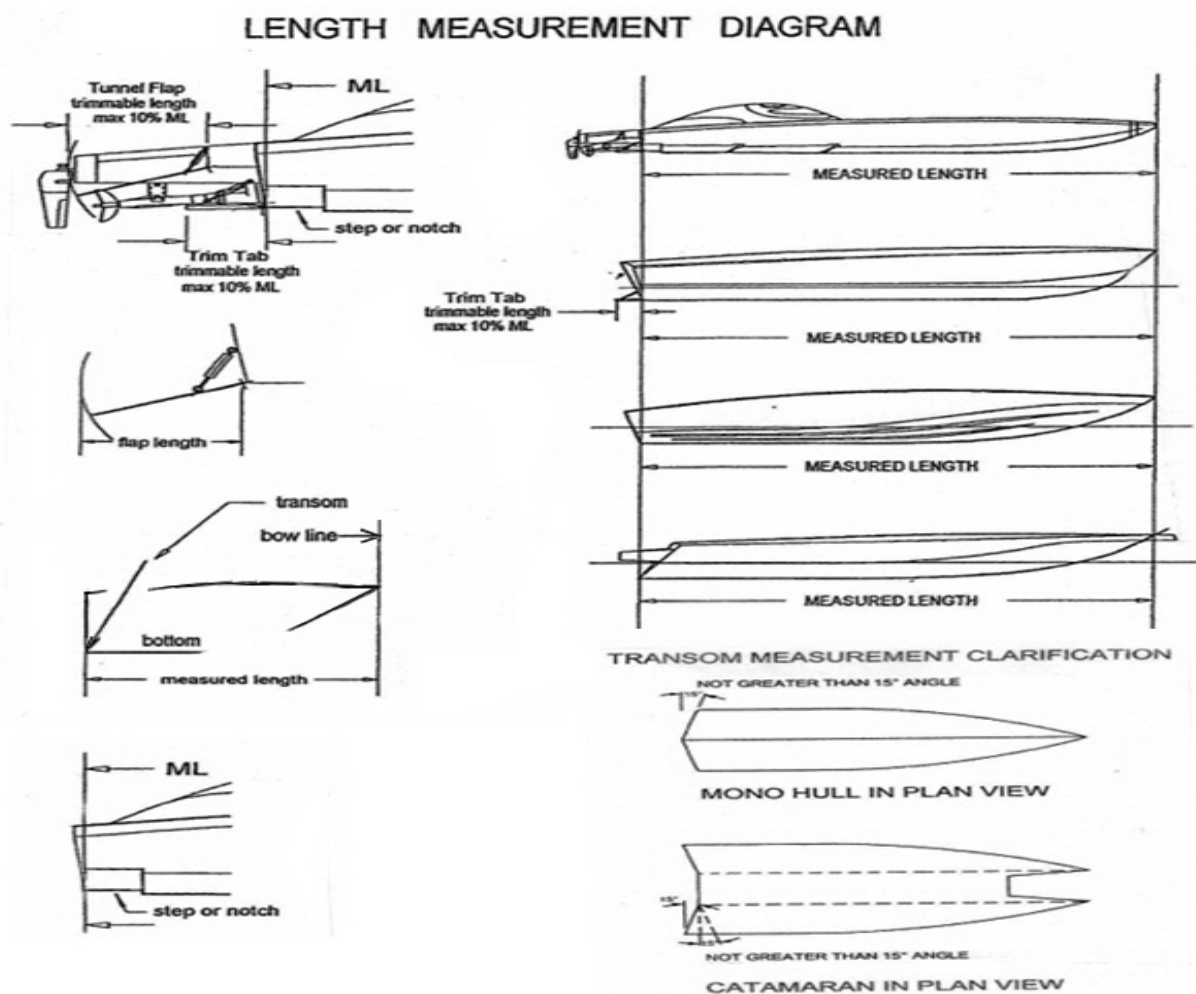
15.1.11 The use of compressed nitrous oxide as an engine performance enhancing product is prohibited in any class. Accepted Methods of Fuel Testing:

- a. Digitron Testing
- b. Cerium Nitrate Reagent Testing
- c. Water Solubility Test
- d. Gas Chromatography (performed by an independent outside laboratory)
- e. Any other method as recommended by independent outside laboratory or described in ASTM D4814
- f. Anton Paar DMA 35 Basic fuel tester.

NOTE: Fuel contents are protestable. However, the loser in the protest shall be responsible for all outside laboratory expenses associated with the protest.

SECTION XV - RULE 16 - Hull and Deck Measurement – All hull measurements are to be taken while the race boat is ashore. The length must be measured between perpendiculars of the external molded length of the boat, taken at the extreme bow and the base of the transom, but excluding trim tabs, either fixed or movable. Hull extension beyond the transom shall be deemed to be “fixed trim tabs” and not be included in the measured length. Hull extensions added to the bow and/or any extended parts, rub rails, fenders, outboard motor brackets, stabilizing trim tabs and rudder assemblies are not to be included in the measured length.

When defining “extreme bow,” any form that constitutes the bow and its construction and contributes to the performance of the race boat shall be included in the measured length. Any other attachment that is added to meet the minimum length required shall not be included in the measured length. Should the trailing edge of the planning surface of a hull or sponson terminate with an angle greater than 15 degrees measured between the keel and outer chine in plain view (birds eye view), such excess shall not be included in the measured length. The beam measurement shall be taken at the widest part of the molded hull, excluding any extended parts, rub rails and /or fenders.



SECTION XV - RULE 17 - Lap belts - not allowed.

SECTION XV - RULE 18 - Single Point Lifting Harness - required for all race boats.

SECTION XV - RULE 19 - Non-Skid - required as per class rules - see APBA Offshore Safety Rules for recommendations.

SECTION XV - RULE 20 - Aero-dynamic Devices (such as wings or moveable deck surfaces) - not allowed.

SECTION XV - RULE 21 - Trim Tabs, Tunnel Tabs - fixed or adjustable - legal. See individual class rules for requirements.

SECTION XV - RULE 22 - Weight.

22.1 Post-Race - All race boats must report to the official APBA Offshore scale as required.

22.2 Penalties - 1 minute for every 100 pounds or part thereof underweight. No scale tolerance.

SECTION XV - RULE 23 - Air Conditioning

23.1 Air Conditioning Allowed - Any air conditioning is allowed in all APBA Offshore Classes utilizing canopies or enclosed cockpits. An automotive type of air conditioning compressor may be used if said compressor has passed a Certification Test for USCG Standards Title 33 CFR 183.410 / Anti Spark and Ignition Protection. Only the cockpit compartment may be cooled. In the event that engines seals are broken during installation, Race Teams must get approval from the ORC.

23.2 Fuel or engine compartments may NOT be cooled in any manner with the air conditioning system.

SECTION XV - RULE 24 – Propellers – See Class Rules

SECTION XV - RULE 25 - No Forced Air Induction: The air duct running from an external opening to the flame arrestor may not be completely sealed. Likewise, sealing or pressurizing of the engines prohibited. Fresh air ducting is not allowed to be closer than 2" in any direction to the engine and/or flame arrestor.

SECTION XV - RULE 26 - Ballast Tanks Only Allowed per Class Rules.

SECTION XV - RULE 27 - Engine Hatches: May be with or without scoops. Race Teams may not raise their engine hatches from the time they have completed the race until the race boat is presented for inspection to the Event Chief Inspector or designees. During the race, engine hatches can only be raised for emergency repairs. Violators shall be disqualified unless the Event Chief Inspector or designees can verify the case of emergency.

27.1 - Outboard Cowlings: Race Teams may not remove their outboard cowlings from the time they have completed the race until the race boat is presented for inspection to the Event Chief Inspector or designees. During the race, outboard cowlings can only be removed for emergency repairs. Violators shall be disqualified unless the the Event Chief Inspector or designees can verify the case of emergency.

SECTION XV - RULE 28 - Non-Compliance - Race Teams may not vote to allow a race boat to run in non-compliance within their class.

SECTION XV - RULE 29 - Changes: APBA ORC may make any technical rule changes it deems necessary at any time without prior notice unless a class has voted to freeze the rules for that class. In that case, changes can only be made with the 100% concurrence of **the current paid class members**.

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SECTION XVI - CLASS SPECIFIC RULES

CLASS ONE, UIM *Monaco Approved*

All CLASS 1 boats must be built by an ORC Recognized Enclosed Safety Cockpit Builder per Section XII and must adhere strictly to SECTION XV - APBA OFFSHORE TECHNICAL RULES GENERAL REQUIREMENTS - ALL CLASSES, and the following specifications:

RULE 1 – CHAMPIONSHIP POINTS

Championship Points will be scored as stated in the UIM/APBA Points Page 30

RULE 2 - CHAMPIONSHIP TIES

In the case of a tie in the overall Championship, the number of first places shall be considered, then the number of second places, etc. In the case of the Championship still being a tie, the race boat with the fastest average speed in any of the Championship races will be deemed the Champion.

RULE 3 - PRE-RACE INSPECTIONS

3.1 All race boats entered in a sanctioned race are subject to a pre-race inspection by an APBA approved Event Chief Technical Inspector.

3.2 No race boat may be considered a bona fide entrant in an APBA race until such time as a Event Chief Inspector has passed and signed the official pre-race technical inspection form.

3.3 It is the responsibility of the boat Owner and the Crew Chief to submit his team's equipment to the Event Chief Inspector or his designees for inspection. If in the judgment of the Event Chief Inspector, a race boat and/or safety equipment is unseaworthy, unsafe, or unmanageable, the non-compliance must be brought to the attention of the Event Chief Referee. If the Event Chief Referee determines that the condition cannot be rectified prior to the start of the race, then he shall have the right to prohibit the race boat from competing.

3.4 The Event Chief Inspector shall make sure each entry is examined for compliance with all safety requirements, and shall also visually inspect hull, propulsion, and engine for compliance with the class technical rules. The spirit as well as the letter of these rules shall be enforced equitably to all entrants.

3.5 Any new race boat entry in these classes will be verified at its first event by the Event Chief Inspector. If successful, the race boat will be allowed to participate in the Championship.

3.6 Any modifications to a race boat shall be reported to the Event Chief Referee and may require re-verification to ensure conformity. It is recommended that prior approval is sought before any modification is made.

3.7 Failure to inform the Event Chief Referee of a modification will result in a penalty to be decided by the ORC Chief Referee and the APBA ORC Chair.

RULE 4 - UNIFORMS:

All team members must be in professional team colors, or uniforms, while attending Drivers' Meetings, parades, and test /practice sessions. All drivers and co-drivers must wear a racing suit which ideally is fire-retardant at all times when afloat. Gloves and racing boots must be worn, ideally also made of fire-retardant fabric. Fire retardant underwear is recommended. If a suit is exposed to flame it must be discarded and replaced by another.

RULE 5 – ENGINES

The only engine that can be used is the 1100 QC4V Class 1 race engine which has been approved and sealed by Mercury. The objective of one design engine is so all race boats have the same power and reliability. Any change done by the Race Team to increase the horsepower will be seen as cheating and prohibited. The policing of the 1100 QC4V engines will be performed by Mercury Racing, or Mercury approved technicians, to assure engine parity and eliminate cheating.

RULE 6 - GEARBOXES

Only the Mercury standard transmission that is included with the Mercury race engine is allowed. Nowhere in the drive train are there to be any:

6.1 multi speeds,

6.2 form of traction control, or

6.3 slip plates

RULE 7 - DRIVE SYSTEMS:

7.1 The only approved drive systems are as follows:

- 7.1.1 Mercury MK 6,
- 7.1.2 Mercury MK 8,
- 7.1.3 BPM drop box and torque tube.
- 7.1.4 SCS drop box and torque tube (quick change ratio).
- 7.1.5 Victory drop box and torque tube (quick change ratio).
- 7.1.6 Arneson drop box and torque tube.
- 7.1.7 Buzzi Trimax drive.

7.2 The following are strictly prohibited:

- 7.2.1 No Traction control.
- 7.2.2 No steerable drives and rudder. (If you have a rudder you cannot steer with the drives as well. It must be one or the other).
- 7.2.3 No trim-able rudders.
- 7.2.4 No means of changing gear ratio without mechanical input (i.e., no cable or electric device to change).
- 7.2.5 Banned metals in the drive train and rudder assemble are as follows: Hastello, Haynes, Inconel, Molybdenum, Monel, Titanium, Tungsten, Waspaloy

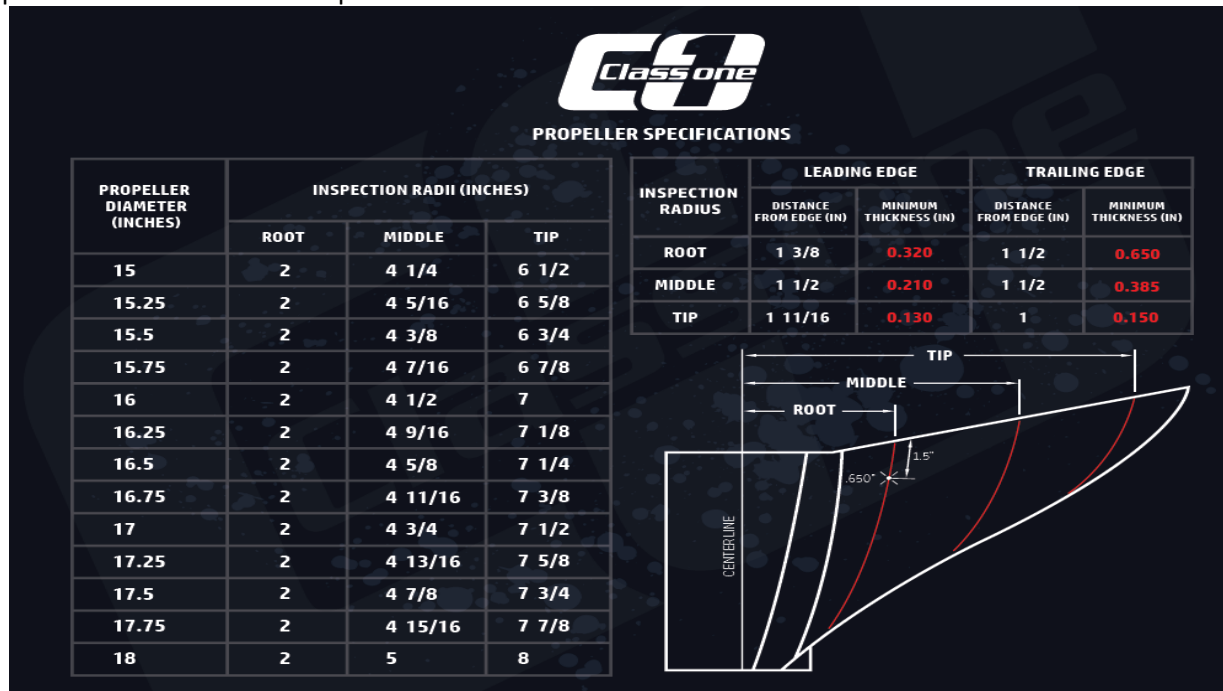
RULE 8 - TUNNEL TABS

Adjustable tunnel tabs shall be allowed with a weight penalty of 250 pounds.

RULE 9 - PROPELLERS:

9.1 Race Boats with internal quick change drop boxes, (inside the boat), can have a maximum of 3 sets of propellers. Race Teams with external quick-change drop boxes, (on the outer transom), can have a maximum of 4 sets of propellers. Race teams that do not have the quick-change gear ratio can have an unlimited number of approved propellers.

Race Boats with fixed ratios (Mercury/BPM) can have unlimited sets of propellers. For 2026, Propellers must be produced by a APBA approved manufacturer. Only Mercury & Herring propellers are currently approved. The propeller must have a minimum weight of 9.6 kg, (21.16 lbs). The Hub and Blade thickness measurements for all propellers must fall within the specification matrix below.



RULE 10 - BOAT WEIGHT

- 10.1** Minimum boat weight after race conclusion shall be 11,800 pounds for teams with no tunnel tab.
- 10.2** Minimum boat weight after race conclusion shall be 12,050 pounds for teams with a tunnel tab.
- 10.3** No water in ballast tanks shall be included (tanks must be empty). There shall be no plumbing to the ballast tank. Ballast tanks must be empty at weigh-in and weigh-out
- 10.4** Bilges must be dry.
- 10.5** Weight without Riding Crew members and equipment.
- 10.6** Any solid ballast must only be moveable manually and not controlled from the cockpit.

RULE 11 - BOAT LENGTH

- 11.1** Catamaran race boats must be minimum 37' and maximum 47' as measured by the Event Chief Inspector for current, (existing), race boats. Any newly constructed race boats must be a minimum of 12 Meters, (39.37 feet) and maximum of 14 Meters, (45.93 feet), as measured by the Event Chief Inspector. The bottom of the transom (running surface) to the nose of pickle fork is the measured distance.

RULE 12 - INSPECTION

- 12.1** If a Race Team has doubt of another race team's integrity to these Rules, they may request a second inspection be performed by the Event Chief Inspector or designees.

RULE 13 - MEASUREMENT CERTIFICATE

A Race Boat is not allowed to take part in a National or International race without a Hull Eligibility Certificate, (Appendix IV), per APBA requirements.

RULE 14 - RULES FLEXIBLE TO MAINTAIN COMPETITIVENESS

These initial Rules are designed to create and maintain a competitive class. If after one year there exists an uncompetitive playing field we will revisit some of the Rules to be fluid and increase the competition amongst the race boats.

RULE 15 - PROFESSIONAL FEES

All fees/costs that may result from Mercury Racing Inspections, Compliance, etc. will be the responsibility of CLASS ONE .

RULE 16 - ENGINE HARDWARE

- 16.1** The required engine for a Catamaran is the Mercury Racing's Competition 1100 QC4V
- 16.2** All engine hardware must be stock, as delivered by Mercury Racing
- 16.3** All hardware must be as per the official homologation document
- 16.4** Modification and/or relocation of factory engine sensors is prohibited
- 16.5** All engines will be mechanically sealed (tamper-proofed) by Mercury Racing Factory only
- 16.6** The following components will be sealed with safety wire and tamper-proofed locks. Modification or removal of tamper-proof locks is prohibited.
 - 16.6.1** Front cover
 - 16.6.2** Oil pan
 - 16.6.3** Intake manifold
- 16.7** Relocation of the factory fuel pump and replacement of associated inlet and high-pressure outlet lines is permitted.
 - 16.7.1** Unmodified, factory fuel pump must be used for fuel supply
 - 16.7.2** If relocated, customer is responsible for extending power supply leads for the pump
 - 16.7.3** If relocated, customer is responsible for sourcing/fabricating associated fuel lines.

RULE 17 - FUEL

- 17.1** 93 octane or less

RULE 18 - PROPULSION CONTROL MODULES (PCMs)

18.1 Port and Starboard PCMs for use at a competition event are to be randomly distributed to Race Teams on the morning of each racing day. The serial numbers of each PCM and which race boat they have been designated for shall be recorded.

18.2 Customer PCMs are to be used in all practice sessions.

18.3 Upon collection of competition PCMs, calibrations will be downloaded and checked by Mercury personnel for tampering.

RULE 19 - CONTROLLER AREA NETWORK (CAN) DATA LOGGING

19.1 Mercury Racing will provide a CAN interface and several easy to install monitoring sensors to each race team on days of competition events.

19.1.1 Race Teams shall provide at least one available port on a Smart Craft junction box for use of the logger, and it must be readily accessible.

19.1.2 Race Teams shall provide a horizontal, flat area for mounting the data logger with provided hook and loop tape. Dimensions of mounting area TBD.

19.1.3 Race Teams shall provide a specified data logger to interface with Mercury's provided CAN interface module.

19.1.4 Race Teams must supply a Mercury Racing approved data logger. The data logger will be used to monitor and demonstrate compliance with the stock engine rules. Data logger requirements: 20 Hz GPS signal, 30 channel CAN decode, Ruggedized Pelican-style case mount system

19.1.5 The data logger will log PCM sensor data and additional redundant inlet air temperature (IAT) and manifold absolute pressure (MAP). These sensors will be serialized and tracked.

19.1.6. Redundant sensors for intake air temperature (IAT) and manifold absolute pressure (MAP) will be used to verify that the engine sensor output has not been modified. Sensor locations are as follows:

a. IAT on the back of the starboard inlet manifold

b. MAP on the crossover manifold test port via plastic Legris line, with sensor mounted on the electrical plate

19.1.7. Redundant sensors will be calibrated, serialized, and tracked

19.1.8 Redundant sensor locations TBD (IAT likely on back of #8 runner, MAP likely via a quick connect Legris line on cross over manifold)

19.2 Mercury Racing to provide personnel for analysis of collected data or will provide template files to sanctioning body officials to aid in analysis of the collected data.

19.3 Any devices attached to the Mercury Smart Craft bus shall be for measurement purposes only, such as data loggers and boat displays. Any attached devices are subject to inspection by sanctioning body officials. Purposeful modification of Smart Craft signals is prohibited.

RULE 20 CREW CONTROL AND SYSTEMS - Technical restrictions for all race boats.

20.1 Steering must be by either drives or rudders but not both. Steerable drives are to be homologated before acceptance for racing. Double installation of Stern drive System and rudder is allowed, however, when steering with the rudder the Stern drive System must be mechanically fixed, vice versa when steering with the Stern drive System, the rudder must be removed.

20.2 Rudders must only be allowed to move on one axis or line (No retractable rudders).

20.3 Drives must not steer in dependently of each other (not in or out underway). Additionally, the tie bar length and attachments are to be fixed mechanical.

20.4 No auto gyroscopes (gyros).

20.5 No form of traction or acceleration control.

20.6 No presets of any kind including trim and steering.

20.7 Potentiometers may be used for monitoring only.

Rule – "All control inputs affecting trimming, throttling and steering of the race boat must be directly provided by the Riding Crew member. It is not permitted to interface the operation of the control surfaces, drives, ballast tanks, fuel tanks or throttles with any devices that provide additional control input, whether electronic, mechanical, hydraulic, pneumatic, or any other means. Riding Crew member derived control inputs may be amplified, in force and/or displacement, using suitable power assistance systems, but the response of the control device must remain a constant and direct function of the Riding Crew member input. Any additional

sensing devices, such as, but not exclusively, those used in a data acquisition system, must be demonstrably physically independent of any individual control system.”

RULE 21 - POST-RACE INSPECTION

21.1 Up to top 4 finishers from each race are subject to a post-race inspection. Any or all the following areas may be checked.

21.2 Engine electrical harness shall be visually inspected for modifications or repairs

21.2.1 No harness modifications allowed

21.2.2 Any repairs from incidental damage must be tracked and approved by sanctioning body officials.

21.2.3 Repairs must be inspected and approved prior to a competition event.

21.2.4 Modification and/or relocation of factory engine sensors is prohibited

21.3 Camshaft Inspection

21.3.1 Precise location of top dead center (TDC) of an engine cylinder will be found with a degree wheel and piston stop.

21.3.2 Camshafts will be randomly checked for lift centerline locations relative to TDC.

21.3.3 Centerline locations for all cylinder's intake and exhaust cams to be maintained in a separate scrutineering document.

21.3.4 Camshaft lobe base circle diameters will be randomly checked for correct diameter. Lobes will be checked for correct form.

21.3.5 Mercury Racing will create and provide go/no-go tools for this inspection

21.4 Ignition Timing Advance Check

21.4.1 Precise location of top dead center (TDC) of an engine cylinder will be found with a degree wheel and piston stop.

21.4.2 Check and mark or verify existing mark on crank encoder for TDC cylinder #1 (Mercury Racing to provide improved timing pointer for accurately checking timing with a timing light)

21.4.3 Mercury personnel will run a test to verify timing advance relative to TDC #1. This test will require operating the engine on a hose, in neutral, at a speed above idle.

a. Measured spark location to be within +/- 1° of Mercury factory recorded I location

b. Spark advanced to be checked with specified timing light (TBD)

21.4.4 Visually inspect all hardware seals for tampering and serialization

21.4.5 Remove cross over manifold and inspect dummy throttle orifice size

21.4.6 Check that key up fuel pressure is under 420 kP

Penalties: See Rule Section V, Rules 3 and 7

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SUPERCAT, UIM Monaco Approved

All Supercat boats must be built by an ORC Recognized Enclosed Safety Cockpit Builder per Section XII and must adhere strictly to SECTION XV - APBA OFFSHORE TECHNICAL RULES GENERAL REQUIREMENTS - ALL CLASSES, and the following specifications:

Rule 1 - Hull Specifications

Hull and Deck Measurement - All race boats shall be measured from the top of the bow to the top of the transom on the centerline of the hull with the keel level to the ground. Swim platforms and any parts attached to the transom are not to be included in the measurement. Reference General Rules, Length Measurement Diagram.

1.1 Dimensions

1.1.1 Hull type: Catamaran

1.1.2 Length minimum 35'0"

1.1.3 Length maximum 42'0"

a. Hull Extensions - No extensions to meet minimum length.

1.1.4 Beam maximum: 12'

1.1.5 Number of engines: 2 Inboard

1.1.6 Tunnel width maximum (measured at keel): 66"

1.1.7 Height minimum (keel to deck): 48"

1.2 Weights

1.2.1 Weight minimum - 9,500 LBS

1.2.2 Post-Race - All race boats must report to the official race scale as required.

1.2.3 Penalties – Underweight race boats will receive last place points. No scale tolerance.

1.2.4 Minimum Weight Compliance - to be determined at the end of the race with the official scale. The weight includes engines, residual fuel, drives, propellers, solid ballast, and safety equipment as stated in the racing rules. Hull drain plugs must be removed. The weight does not include Riding Crew members, lifejackets, crash helmets and bilge water.

1.3 General Requirements

1.3.1 Driving suits - Required by boat occupants by Key West Worlds in 2026 and thereafter.

1.3.1 Serial Number - Each hull must have an engraved serial number as required by law.

1.3.2 Canopied Cockpit – All catamaran race boats must have a single canopy, seating two, side by side. The canopy must be located on the centerline of the race boat.

1.3.3 Safety hatch – All race boats must have a bottom escape hatch located in the tunnel of the race boat.

1.3.4 Braking Systems - Not allowed.

1.3.5 Engine Compartment - Only engine compartments with ridged covers/hatches and a highly visible color underneath may be used.

a. Engine and fuel compartments need to be properly ventilated and meet United States Coast Guard safety regulations.

1.4 Single Point Lifting Harness - required for all race boats.

1.5 Non-Skid - required for walking on deck surfaces from aft and around cockpit.

1.6 Aero-dynamic devices (such as wings or movable deck surfaces) - not allowed.

1.7 Trim Tabs, Tunnel Tabs - either fixed or adjustable - legal.

1.8 Anti-stuff bows planes - Not allowed.

1.9 Exclusivity - Exclusivity agreements for boats or any component used in racing are not allowed.

Rule 2 - Exhaust - Unless noted otherwise, engine exhausts must be water cooled, water jacketed, or wrapped with heat resistant wrapping. Water-jacketed manifolds must be employed from the engine outlet to the exit from the hull. The exhaust exit from the hull must be located so that the exhaust fumes cannot affect the Riding Crew member.

Rule 3 - Inspection Expense - Any unusual expenses incurred by APBA or the conducting APBA club shall be the responsibility of the boat Owner or his designee.

Rule 4 - Fuel - Any additives whatsoever are strictly prohibited. Fuel will be tested. In the event that a Race Boat is found to have additives in the fuel, the Race Team will be disqualified from the event. All race boats are required to use gasoline, maximum octane rating 93.

4.1 Electric fuel pump shutoff - must shut off when the kill switch is engaged.

4.2 Through deck fuel fills - as specified by United States Coast Guard regulations must be used. All fuel must be carried in secure tanks that are vented overboard. Transfer of fuel is not allowed during a race, except via properly installed fuel lines that supply fuel to the engines. Fuel tanks and fills must be grounded.

Rule 5 - Approval of Equipment -

5.1 Race boats and engines must be approved by the Event Chief Inspector or designees. All hulls must be produced from a dedicated mold. One-of-a-kind boats are not allowed. All changes to the dedicated mold must be approved by APBA.

5.2 Engines must be based on an automotive block sold through normal distribution channels and available to the general public. Gasoline type engines only.

Rule 6 - Air Conditioning -

6.1 Air Conditioning Allowed - Air Conditioning is allowed in all APBA Classes utilizing canopies or enclosed cockpits. An automotive type of air conditioning compressor must be used. Only the cockpit compartment may be cooled.

6.2. No cooling allowed - Neither fuel nor engine compartments may be cooled in any manner through the air conditioning system.

Rule 7 - Propellers

7.1 Propellers must be of the type approved by APBA.

7.2 Manufacturers may apply to APBA for approval.

7.3 Propellers must be manufactured from stainless steel castings. No forged, billet, or other propeller types. No exotic alloys such as Magnesium or titanium are allowed.

7.4 Propellers may be modified. Blue printing, lab finishing, polishing, grinding, welding, machining etc. are allowed. All propellers are limited to a minimum thickness required for prop integrity. Propellers must be intended for sale to the public at commercially reasonable prices. Propellers must be available to all racers within 4 weeks.

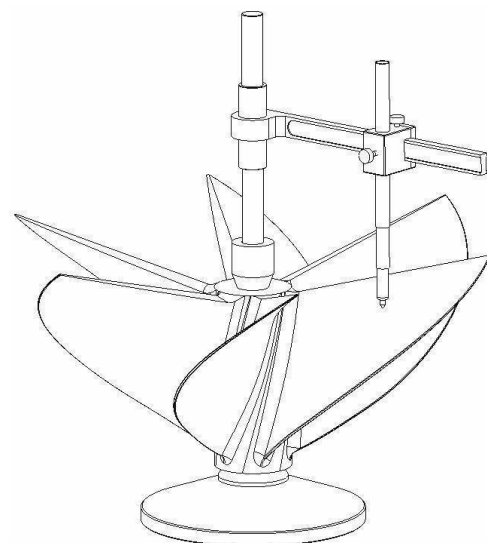
7.5 Propeller's thickness specifications for Super Cat are approved. Refer to table.

PROPELLER INSPECTION PROCEDURE AND PROPELLER SPECIFICATIONS

ITEM	DESCRIPTION
1	Base
2	Lower support cone
3	Upper support cone
4	Post
5	Arm
6	Guide block
7	Marking pen (Sharpie with tip modified to mark a steep angles)

**MERCURY RACING VI SSM CLEAVER
PROPELLER MINIMUM THICKNESS
TABLE 1. INSPECTION RADII**

Propeller Diameter (inches)	Inspection Radii (inches)		
	Root	Middle	Tip
15	2	4 1/4	6 1/2
15 1/4	2	4 5/16	6 5/8
15 1/2	2	4 3/8	6 3/4
15 3/4	2	4 7/16	6 7/8
16	2	4 1/2	7
16 1/4	2	4 9/16	7 1/8
16 1/2	2	4 5/8	7 1/4



16 3/4	2	4 11/16	7 3/8
17	2	4 3/4	7 1/2
17 1/4	2	4 13/16	7 5/8
17 1/2	2	4 7/8	7 3/4
17 3/4	2	4 15/16	7 7/8
18	2	5	8

TABLE 2. Super Cat VI SSM Propeller Blade Thickness (Minimum allowed at each measuring point)

Inspection Radius	Leading Edge		Trailing Edge	
	Distance from Edge (in)	Minimum Thickness (in)	Distance from Edge (in)	Minimum Thickness (in)
Root	1 3/8	0.283	1 1/2	0.475
Middle	1 1/2	0.182	1 1/2	0.302
Tip	1 11/16	0.115	1	0.130

Rule 8 - No forced air induction: The air track running from an external opening to the flame arrestor or carburetor may not be completely sealed. Likewise, sealing or pressurizing of the engine compartment is prohibited. Fresh air ducting is not allowed to be closer than 2" to the engine and/or flame arrestor. The engine compartment vent area must be equal to, or larger than the area of the air scoop(s).

Rule 9 - Ballast tanks - not allowed in Super Cat. Transfer of any ballast (including fuel) is prohibited in any manner while under way or remotely. Once on the racecourse, Riding Crew members may stop and physically move weight bags manually if it is safe to do so.

Rule 10 - Engine hatches: May be raised up until the yellow flag has been raised signaling the race start lineup has begun. Race Teams may not raise their engine hatches after the yellow flag is raised until the race boat is presented for inspection and only an Inspector may raise the hatch or authorize raising of the hatch. During the race, engine hatches can only be raised for emergency repairs. Violators shall be disqualified unless the Event Chief Inspector or their designees can verify the case of emergency, and video evidence is presented as evidence of compliance to the rules.

Rule 11 - Gyro/Accelerometer: No active gyro or accelerometer is permitted to assist in the operation of the vessel. All aspects of the vessel; steering, throttle, trim, etc. must be controlled by the Riding Crew members.

Rule 12 - TECHNICAL RULES

All Super Cat (SC) Class boats must strictly adhere to the following specifications. Please also refer to the rules pertaining to all offshore classes.

12.1 ENGINE SPECIFICATIONS:

12.1.1 GENERAL:

- a. **Displacement, maximum** – 510 CID
- b. **Displacement, minimum** – 495 CID
- b. **Compression ratio, maximum** - 9.5:1 as determined by APBA approved whistler device. At its discretion, APBA may require cylinder head removal for actual cc measurement.
- c. **Engine Rotation** - Standard rotation only. Counter rotation engines not allowed

12.1.2 ENGINE BLOCKS:

- a. **Cast iron** - Only cast-iron blocks are approved. Billet main caps are approved.
- b. **GM Big Block Chevy type** - Blocks with 9.8" or 10.2" deck heights approved
- c. **GM Big Block Chevy type** - Blocks manufactured by General Motors, World Products (Merlin), and Dart Machine are approved
- d. **Other blocks** - Must be approved by APBA
- e. **Cylinder sleeves** - Allowed for repair purposes

f. Cylinder bore centers - Must remain in OEM location

g. Maximum bore size - 4.605"

12.1.3 INTERNAL COMPONENTS:

a. Materials allowed - Crankshaft, connecting rods, pushrods and wrist pins must be made of steel.

b. Materials, not allowed - Titanium or any other materials

c. Wrist pins - Minimum .990" inch diameter

d. Pistons, allowed - Forged Aluminum

e. Pistons, not allowed - Titanium, or any other exotic material

f. Crankshaft Stroke - Maximum stroke is 4.00 inches. There is no minimum stroke. Maximum Bore is 4.605 inches.

g. Single plane crankshafts - Not allowed. Crankshaft throws must be timed according to OEM specifications

12.1.4 CYLINDER HEADS: Must remain in OEM location.

a. Approved heads - Big block Chevrolet Brodix # SP BB - 2 PLUS, as cast and provided by Brodix with the following allowed modifications. No other head is allowed.

b. CNC - Spec heads may have CNC or hand shaped chambers, exhaust, and Intake ports.

c. Blending - Grinding or blending of CNC valve work or CNC chamber work is allowed

d. Grinding and polishing - Allowed

e. Resizing of ports - Allowed

f. Cylinder head repairs - Allowed

g. Milling - Angle milling of head surface allowed

h. Head bolts - Additional head bolts are legal. Two head bolts per cylinder head are legal installed through bosses in block in the lifter valley to the underside of the head.

12.1.5 VALVE SYSTEM:

a. Number of valves - Two valves per cylinder operated by pushrods. One camshaft located in the block, OEM location.

b. Intake valves, allowed - Stainless steel, or titanium

c. Intake valves, not allowed - Pneumatic, hollow stem, ceramic valves

d. Exhaust valves, allowed - Stainless steel, Super Alloy, or Inconel

e. Exhaust valves, not allowed - Titanium, any other

f. Valve stem diameter, minimum - 11/32"

g. Variable cam timing - Not allowed

h. Maximum gross cam lift - 0.720-inch, zero lash, measured at the valve

i. Camshaft - Must remain in OEM location

j. Lifter bores - May not be changed from OEM location

k. Sleeves - May be used. OEM lifter bore location may not be changed

l. Lifters - Pushrod must ride in center of lifter. No offset lifters.

m. Pushrods - Must remain in OEM location

n. Valve head diameter, maximum - Intake 2.300", exhaust 1.900"

o. Valve spring cooling - Allowed with internal engine oil

p. Offset head guides - Not allowed. Head mounting location may not be altered

q. Spring Retainers - Except as stated above, any material and design may be used

r. Rocker Arms - Except as stated above, any type or design legal

g. Rocker stud girdle - Legal

12.1.6 INTAKE MANIFOLD:

a. Approved intake manifolds - Brodix part numbers HV 2001-A and HV 2005-A. Other brands are also allowed as cast from Edelbrock, World, Dart, and others readily available, class approved, manifolds.

b. Fabricated intake manifolds are not allowed.

c. Modifications - Not allowed

d. Welding - Not allowed

e. Porting - Allowed for 1 1/2" closest to the cylinder head

f. Carburetor spacers - Maximum 2.5"

12.1.7 INDUCTION SYSTEM:

- a. **Number** - Only one carburetor per engine
- b. **Approved type** - Any Holley "Dominator" 4500 series carburetor
- c. **Fuel injection** - Not allowed
- d. **Blueprinting** – Allowed

12.1.8 EXHAUST SYSTEM:

- a. **Materials** - Cast or fabricated allowed only
- b. **Shape** - Any common collector shape allowed
- c. **Exhaust pipes** - "Y" and "H" allowed
- d. **Cooling** - Exhaust system from engine outlet to point of exit from hull or deck must be water-cooled by water jackets

12.1.9 TRANSMISSIONS:

- a. **Single speed** - Allowed. Must be capable of neutral, forward and reverse
- b. **Multi speed** - Not allowed
- c. **Power** - Must be derived from main engines

12.1.10 LUBRICATION:

- a. **Wet sump** - Wet sumping and internal oil pumps allowed
- b. **Dry Sump** - External oil pumps / dry sumping allowed. Not more than three scavenging pump sections allowed.
- c. **Filter screens** - Allowed. May not restrict the return of oil to the crankcase. Flush mounted only.
- d. **Intake valley** - As cast only. No damming, no raised sections, no alterations whatsoever. All oil must return internally through original passages. Returning oil externally to the crankcase oil pan by any other method is prohibited.

12.1.11 IGNITION:

- a. **Distributor** - Must remain in OEM location.
- b. **Spark distribution** - Distributor rotor / cap only
- c. **Electronic ignition** – Allowed, Only MSD P/N: 6M-2L, or MSD P/N: 6427
- d. **Crank triggered ignition** – Allowed, Only MSD P/N: 8620 (Red), or P/N: 86203 (Black)
- e. **Belt drive ignition** - Not allowed
- f. **Coils** - Limit one ignition coil per engine.
- g. **Back-up ignition** - Are NOT allowed
- h. **Rev limiter** – RPM is limited to 7000 RPM. A G2X Pro Data Logger, AIM XLog, or approved equivalent must be installed and maintained to monitor the RPM level during the race. The Data Logger, regardless of brand, and the signal wire connecting the ignition to the logger must be fully visible and unobstructed to allow for thorough inspection of the system. No dual systems or ignition components allowed. The RPM level during the entire race must be verifiable on the data logger by the Event Chief Inspector upon completion of the race.

12.1.12 OUTDRIVE:

- a. **Approved type** - Mercury Racing SSM VI - The skeg thickness must comply with the inspection template.
- b. **Dropdown box** - Not allowed
- c. **Shaft drives** - Not Allowed
- d. **Drive modifications** - Not allowed-Must remain internally as produced by Mercury racing using all gears and shafts.
- e. **Gear reduction, SSM** - 1.61:1 (1.607:1) is the only approved gear ratio for Super Cat
- f. **VI Propeller aerators** – Allowed

Penalties: See Rule Section V, Rules 3 and 7

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CLASS 2, (FACTORY STOCK 500)

UIM Monaco Approved

All Class 2 boats must be built by an ORC Recognized Enclosed Safety Cockpit Builder per Section XII and must adhere strictly to SECTION XV - APBA OFFSHORE TECHNICAL RULES GENERAL REQUIREMENTS - ALL CLASSES, and the following specifications:

This class is for factory class racing, no custom-built engines permitted. All race boats must be out of a production mold certified by APBA, no custom-built boats will be permitted.

Rule 1 – DIMENSIONS

1.1 Dimensions

1.1.1 Hull type: Catamaran

1.1.2 Length minimum 35'0"

1.1.3 Length maximum 40'0"

a. Hull Extensions - No extensions to meet minimum length.

1.1.4 Beam maximum: 11' 6"

1.1.5 Number of engines: 2 Mercury 500 Competition

1.1.6 Tunnel width maximum (measured at keel): 72"

1.1.7 Height minimum (keel to deck): 44"

a. Height All new boats homologated for the Factory Class must measure at least 44" from the keel to the deck forward of the canopy (not including the canopy).

1.2 Weights

1.2.1 Weight minimum – 6,750 LBS

1.2.2 Post-Race - All race boats must report to the official race scale as required.

1.2.3 Penalties – Underweight race boats will receive last place points. No scale tolerance.

1.2.4 Minimum Weight Compliance - to be determined at the end of the race with the official scale. The weight includes engines, residual fuel, drives, propellers, solid ballast, and safety equipment as stated in the racing rules. Hull drain plugs must be removed. The weight does not include Riding Crew members, lifejackets, crash helmets and bilge water.

Rule 2 General Requirements

2.1 Aero-dynamic devices (such as wings or movable deck surfaces) - not allowed.

2.2 Trim Tabs, Tunnel Tabs - either fixed or adjustable while running - legal.

2.3 UNIFORMS - All team members must be in professional team colors, or uniforms, while attending Drivers' Meetings, parades, and test /practice sessions. All drivers and co-drivers must wear a racing suit which ideally is fire-retardant at all times when afloat. Gloves and racing boots must be worn, ideally also made of fire-retardant fabric. Fire retardant underwear is recommended. If a suit is exposed to flame it must be discarded and replaced by another.

Rule 3 - Engine Specs (Twin Engines)

3.1 - Mercury Racing 500 Competition engines are the only engines permitted in the class. The engines must be in their stock factory configuration. No modifications are permitted.

3.1.1- Maximum RPM – 6800

3.2 - Cowlings may be a lightweight facsimile of the production cowling. Manufacturers' decals must be on the cowling. External air intakes may be added.

3.3 - Powerhead must remain stock, as produced by the manufacturer.

3.4 - Balancing and Blueprinting is not allowed. Balancing and Blueprinting shall be defined as (but not limited to) "cleaning up," "bringing to spec," removing or adding any metal or any other material to balance any reciprocating parts. Media blasting and bead blasting is not permitted.

3.5 - Compression Ratio may not be altered, under any circumstances.

3.6 - ECU's may not be modified or reprogrammed, under any circumstances.

3.7- Rev limiter: RPM limited to 6800 RPM. A G2X Pro Data Logger or AIM must be installed and maintained to monitor the RPM level during the race. The wiring harness of the system must be readily accessible for inspection by the Event Chief Inspector or designees. No dual systems or ignition components allowed. The RPM level during the entire race must be verifiable on the data logger by the Event Chief Inspector or designees upon race completion.

3.8- Flywheels must remain stock, no modifications or lightening is permitted.

3.9 - Lower Units, either the Mercury supplied 450 competition lower or the 500 competition lower, must remain factory stock, any OEM gear ratio is allowed. Blueprinting or truing is not permitted. Media or bead blasting is also not permitted. The leading edge of skeg may be blended 1" max. Water pickups max diameter 5/16"

Rule 4 - Propellers:

4.1 - Must be OEM Mercury Racing:

4.1.1- #4 or #5 series propellers are allowed.

4.2 - No forged propellers.

Rule 5 - Steering: Hydraulic Steering is required.

Rule 6 - Transom Brackets:

6.1- Transom brackets are allowed but may not be adjustable during competition.

Rule 7 - Interpretation of Rules:

7.1 - If there is a disagreement or dispute regarding the meaning or application of these Rules, the interpretation and application of the ORC shall prevail.

Rule 8 - Canopies:

8.1- Compliance with Safety Guidelines - All Factory Stock Class boats shall use canopy safety systems that meet the **SECTION XII - COCKPIT RELATED SAFETY RULES** and are approved as Recognized Builders by the ORC.

8.2 - Non-compliance – The Event Chief Referee has the authority to deny entry to any race boat subject to these rules that has non-compliant cockpit safety systems. The Event Chief Referee also has the authority to allow a non-compliant boat to compete provided that after consultation with the Event Chief Inspector, Race Director, and the Rescue and Safety Director he determines that the intent of the guidelines has been met and that the safety of the Riding Crew members and fellow competitors is not jeopardized.

Rule 9 - Purpose – The purpose of the foregoing is to ensure competitive balance between racing teams within the Factory Stock class. APBA thus reserves the right to take whatever action it deems necessary to enforce these rules, including, but not limited to, impounding any race boat and/or parts and components thereof for inspection purposes, and/or prohibiting the use of any part or component which it deems to give a Race Team an unfair competitive advantage, in its sole and absolute discretion. All illegal parts or components become the property of the APBA.

Penalties: See Rule Section V, Rules 3 and 7

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SUPER STOCK, UIM Monaco Approved

All Superstock boats must be built by an ORC Recognized Enclosed Safety Cockpit Builder per Section XII and must adhere strictly to SECTION XV - APBA OFFSHORE TECHNICAL RULES GENERAL REQUIREMENTS - ALL CLASSES, and the following specifications:

Rule 1 – Hull

1.1 Hull Dimensions

1.1.1 Hull type: Catamaran

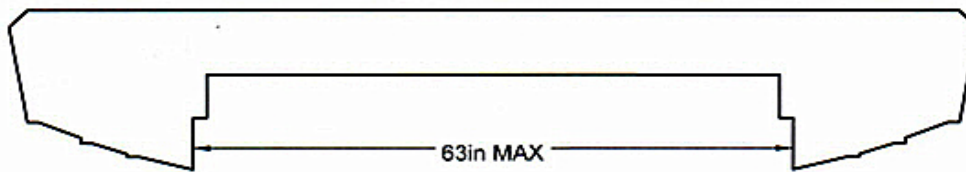
1.1.2 Length minimum 28'

1.1.3 Length maximum 32'

a. Hull Extensions - No extensions to meet minimum length.

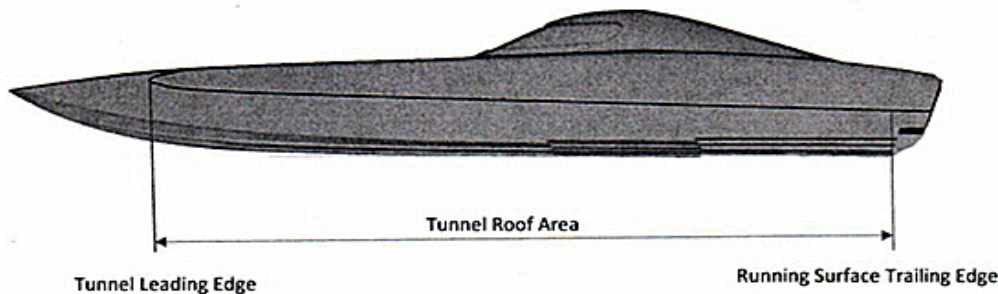
1.1.4 Tunnel width maximum (measured per diagram): 63"

SUPER STOCK TUNNEL DETAIL



Tunnel width under the tunnel roof measured perpendicular to the longitudinal centerline cannot exceed 63 inches. "Under the tunnel roof" is defined as the area beginning at the leading edge of the tunnel top between the sponsons, to the trailing edge of the running surface that is in contact with the water at racing speed.

For tunnel designs differing from the above example, the maximum width of any portion shall not exceed 63"



1.2 Hull Weights

1.2.1 Weight minimum – 4900 LBS

1.2.2 Post-Race - All race boats must report to the official race scale as required.

1.2.3 Penalties – Underweight race boats will receive last place points. No scale tolerance.

1.2.4 Minimum Weight Compliance - to be determined at the end of the race with the official scale. The weight includes engines, residual fuel, drives, propellers, solid ballast, and safety equipment as stated in the racing rules. Hull drain plugs must be removed. The weight does not include Riding Crew members, lifejackets, crash helmets and bilge water.

Rule 2 – General Requirements

2.1 Aero-dynamic devices - wings, air foils (fixed or adjustable), movable deck surfaces - not allowed.

2.2 Trim Tabs: Adjustable - legal.

2.3 Tunnel Tabs: Fixed only - legal. Adjustable tunnel tabs are not allowed.

2.4 Remote Water pickups: Not allowed

2.4.1 - A water balance tube to connect water cooling systems between engines is permitted. All plumbing for the balance tube must be external from the hull.

2.5 Adjustable Motor Brackets: Jack plates must not be movable while the boat is under power racing.

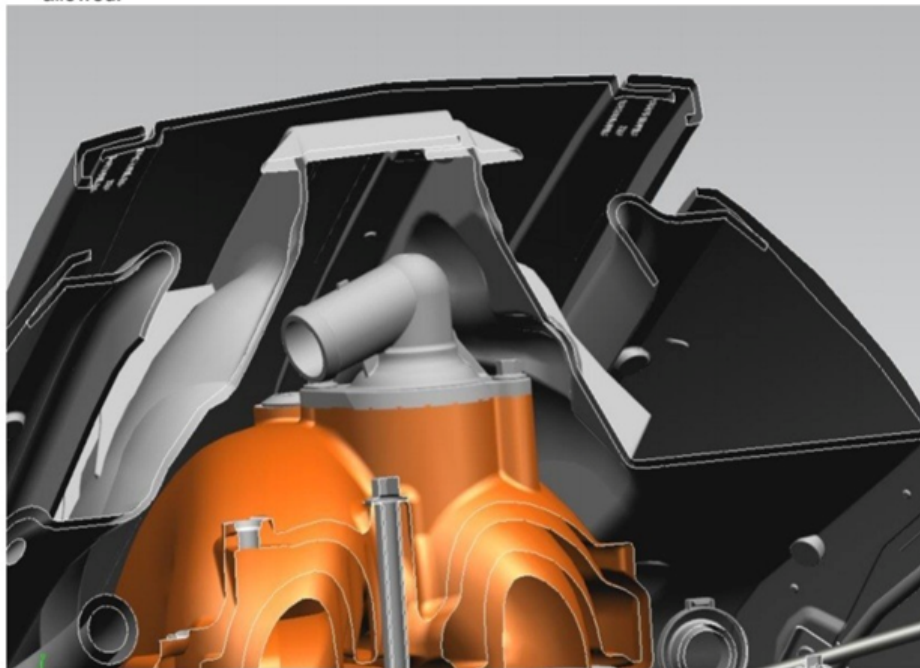
Rule 3 - Safety

- 3.1 - Cockpits must be built by an APBA Recognized Builder
- 3.2 - All catamaran race boats must have a single canopy, seating two, side by side. The canopy must be located on the centerline of the race boat. NO in-line canopies allowed.
- 3.3 - All Ballast must be properly secured and not adjustable while racing. Transferable liquid ballast is allowed provided that the ballast system has no capability to fill or empty while underway. Any violation or attempt to circumvent this rule will result in immediate disqualification and double yellow card.

Rule 4 - Engine Specs: (Twin engines)

- 4.1 - **Approved Engine:** Mercury 300xs, 2006-current, 300 hp, 3.2L (193 CID) with Sport master lower unit. Mercury 300R with 15" or 20" midsection as delivered or with most recently approved stock upgrade from Mercury Racing only. Homologation papers can be found by clicking [HERE](#).
- 4.2 - **Cowlings:** May be a lightweight facsimile of the production cowlings. Manufacturer's decals must be on cowlings. See diagram below for Mercury Homologation number 00537 for approved modifications to the 300R cowl

6. Internal Cowl Air Ducts: Adding a clearance cut around the thermostat housing is allowed.



- 4.3 - **Powerhead:** Must remain stock as produced by the manufacturer.
- 4.4 - **Balancing and Blueprinting** is not allowed. Balancing and Blueprinting shall be defined as (but not limited to) "cleaning -up," "bringing to spec," removing or adding any metal or any other material to balance any reciprocating parts. Media blasting and bead blasting not allowed.
- 4.5 - **Compression ratio:** May not be altered.
- 4.6 - **ECU boxes:** May not be modified or reprogrammed. Maximum RPM allowed 6500. Mercury 300XS certified ECU boxes will be issued prerace and collected Postrace.
- 4.7 - **Flywheels:** No modifications or lightening is allowed.
- 4.8 - **Reeds:** Any reeds are allowed. Stock reed cages must be used.
- 4.9 - **Lower unit:** Must remain stock as produced by the manufacturer. Any OEM gear ratio is allowed. Blueprinting and Trueing are not allowed. Media blasting and bead blasting not allowed. The lower unit must remain in its stock OEM configuration. No modifications are allowed.

The optional water pump plate, mercury part number 8M0168838, is allowed as shown below.



4.10 Center Section Specifics: The center section/mid-section for the 300xs only may be converted to the Mad EFI 15" offshore (3L top to 3L bottom). The exhaust system must remain stock as produced by the manufacturer however the "Muffler" must be cut off to fit inside 15" center section.

4.10.1 Updating of equipment: Allowed

4.10.2 Backdating of equipment: Not Allowed

Rule 5 - Rev limiter: RPM limited to 6500 RPM. A G2X Pro Data Logger or AIM must be installed and maintained to monitor the RPM level during the race. The wiring harness of the system must be readily accessible for inspection by the Event Chief Inspector or designees. No dual systems or ignition components allowed. The RPM level during the entire race must be verifiable on the data logger by the Event Chief Inspector or designees upon completion of the race.

Rule 6 - Propellers:

6.1 - All propellers must be approved by APBA prior to and after the use during an approved official race.

6.2 - Propellers must be cast stainless steel, NO forged or titanium propellers allowed.

6.3 - Approved propeller manufacturers are:

6.3.1 - Mercury

6.3.2 - Hydromotive

6.3.3 - Dewald

6.3.4 - Herring

6.3.5 - Chopper Perf.

All other propellers must be approved by APBA Officials prior to use.

Rule 7 - Steering : External – Hydraulic steering is required

Rule 8 - Fuel: Only petroleum-based fuels are allowed. Octane enhancing additives are not allowed. Oxygen enhancing additives are not allowed.

Penalties: See Rule Section V, Rules 3 and 7

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CAT 300

All Cat 300 boats must be built by an ORC Recognized Enclosed Safety Cockpit Builder per Section XII and must adhere strictly to SECTION XV - APBA OFFSHORE TECHNICAL RULES GENERAL REQUIREMENTS - ALL CLASSES, and the following specifications:

Rule 1 Hull:

1.1 Serial Number - Each hull must have an engraved serial number as required by law.

1.2 Hull Dimensions

1.2.1 Hull type: Catamaran

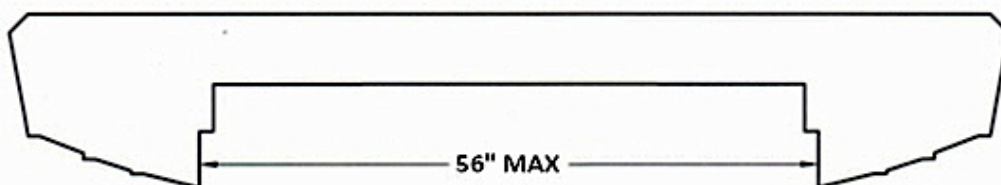
1.2.2 Length minimum 23' 0"

1.2.3 Length maximum 26' 0"

a. Hull Extensions - No extensions to meet minimum length.

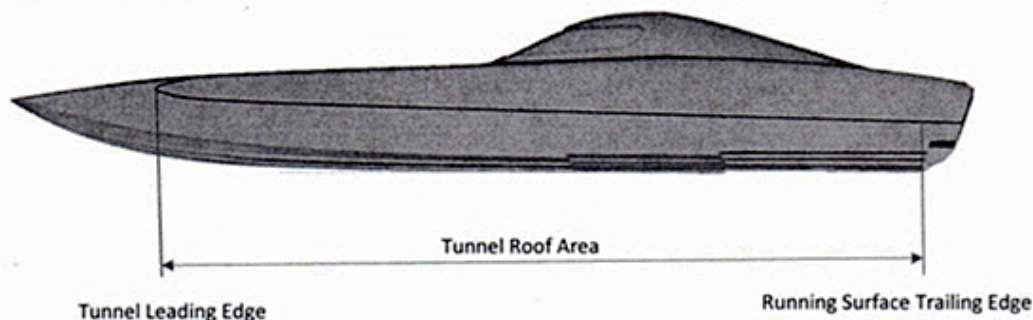
1.2.4 Tunnel width maximum (measured per diagram): 56"

STOCK TUNNEL DETAIL



Tunnel width under the tunnel roof measured perpendicular to the longitudinal centerline cannot exceed 56 inches. "Under the tunnel roof" is defined as the area beginning at the leading edge of the tunnel top between the sponsons, to the trailing edge of the running surface that is in contact with the water at racing speed.

For tunnel designs differing from the above example, the maximum width of any portion shall not exceed 56 inches.



1.3 Hull Weights

1.3.1 Weight minimum – 3200 LBS including driver and throttleman

1.3.2 Post-Race - All race boats must report to the official race scale as required.

1.3.3 Penalties – Underweight race boats will receive last place points. No scale tolerance.

1.3.4 Minimum Weight Compliance - to be determined at the end of the race with the official scale. The weight includes engines, residual fuel, drives, propellers, solid ballast, driver, throttle person, and safety equipment as stated in the racing rules. Hull drain plugs must be removed. The weight does not include bilge water, lifejackets, and crash helmets. The driver and throttle person may be weighed at the check-in physical if more convenient.

Rule 2 – General Requirements

2.1 Steering – External – Hydraulic steering is required

2.2 Remote Water pickups: Not allowed

2.3 Tunnel tabs – Only fixed tunnel tabs are permitted

2.4 Adjustable Motor Brackets: Adjustable Jack Plates are allowed while the race boat is under power racing.

2.5 Fuel: Only petroleum-based fuels are allowed. Octane enhancing additives are not allowed. Oxygen enhancing additives are not allowed.

2.6 Ballast: All Ballast must be properly secured and not adjustable while racing. Transferable liquid ballast is allowed provided that the ballast system has no capability to fill or empty while underway. Any violation or attempt to circumvent this rule will result in immediate disqualification

Rule 3: Engine Specifications (Single engine)

3.1 -Approved Engine (s):

3.1.1 Mercury 300R, 4.6L with 15" or 20" midsection. Homologation papers can be found by clicking [HERE](#).

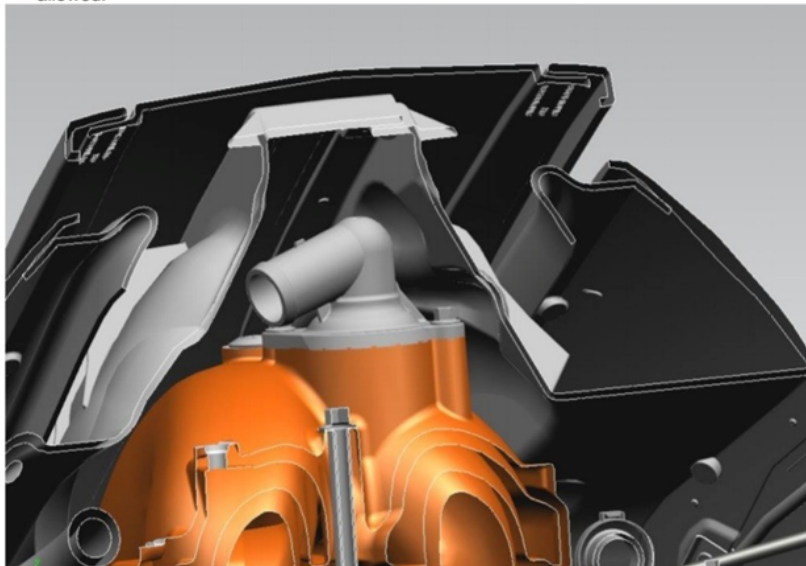
3.1.2 Mercury 300xs, 3.2L with 20" factory midsection or 15" Mad EFI offshore (3L top to 3L bottom). The exhaust system must remain stock as produced by the manufacturer however the "Muffler" must be cut off to fit inside 15" center section

3.1.3 Powerhead: Must remain stock as produced by the manufacturer. Balancing and Blueprinting is not allowed. Balancing and Blueprinting shall be defined as (but not limited to) "cleaning -up," "bringing to spec," removing or adding any metal or any other material to balance any reciprocating parts. Media blasting and bead blasting is NOT allowed.

3.1.4 MAX RPM LIMIT: RPM limited to 6500 RPM. A G2X Pro Data Logger or AIM must be installed and maintained to monitor the RPM level during the race. The wiring harness of the system must be readily accessible for inspection by the Event Chief Inspector or designees. No dual systems or ignition components allowed. The RPM level during the entire race must be verifiable on the data logger by the Event Chief Inspector or designees upon completion of the race.

3.1.5 Cowlings: May be a lightweight facsimile of the production cowling. Manufacturers' decals must be on the cowling. See diagram below for Mercury Homologation number 00537 for approved modifications to the 300R cowling.

6. Internal Cowl Air Ducts: Adding a clearance cut around the thermostat housing is allowed.



Rule 4: Lower unit: Mercury Sportmaster. The only gear ratio allowed is 1.75:1 No modifications are allowed and must remain in its stock OEM configuration as produced by the manufacturer. Blueprinting, Trueing, Media blasting and Bead blasting are NOT allowed. The optional Mercury water pump plate as shown below, part number 8M0168838 is allowed.



Rule 5: Propellers:

- 5.1** All propellers must be approved by APBA Officials prior to use.
- 5.2** Propellers must be cast stainless steel. **NO** forged, titanium or other exotic propellers allowed.
- 5.3** The use of CNC finished propellers is **NOT** allowed.

Rule 6: Safety

- 6.1 Canopied Cockpit-** All Cat 300 Class boats must meet **SECTION XII-COCKPIT RELATED SAFETY RULES**
- 6.2 Windows-** Cockpit windows must be a minimum of .500" Polycarbonate, or have hardship approval for film covered acrylic, (see Appendix III). Certification of polycarbonate window material from the manufacturer of the polycarbonate material, the builder's supplier, may be required.

MOD VEE

All Mod Vee boats must be built by an ORC Recognized Enclosed Safety Cockpit Builder per Section XII and must adhere strictly to SECTION XV - APBA OFFSHORE TECHNICAL RULES GENERAL REQUIREMENTS - ALL CLASSES, and the following specifications:

Rule Changes to Maintain Competitive Balance: APBA reserves the right to make adjustments to race boats, engines, drives, or propellers, etc., individually, or categorically, based upon experience in race conditions, accidents scenarios, excessive speed, or ill handling.

Rule 1 - Hull Specifications

Extensions to the deck of the race boat both fore and aft are allowed. Extensions, such as bustles, will not be included in the overall length measurement of the hull minimum to maximum. Reference General Rules, Length Measurement Diagram.

1.1 Weights and Dimensions

- 1.1.1** Hull type: Monohull
- 1.1.2** Length minimum 29' 0"
- 1.1.3** Length maximum – Bow to Transom – 32' 0"
- 1.1.4** Beam maximum: 8' 6" (The maximum and / or safety: The ORC recognizes that there are considerable differences in boat design; accordingly, the ORC rum beam shall be no more than 2' wider than the beam measured at the transom chine to chine)
- 1.1.5** Number of engines: 1

Rule 2 - Hull steps - are allowed and must be vented to the atmosphere either internally or externally.

Rule 3 - Weight Minimums

3.1 Single & Twin Step Hulls: Bravo, IMCO drive- 4750 lbs.

3.2 Triple or more Step Hulls: Bravo, IMCO drive- 5000 lbs.

3.3 Minimum Weight Measurement will be determined at the end of the race. The weight will be an all-up weight including engines, residual fuel, drives, propellers, fixed ballast (i.e., that which is used from start through completion of race), all hull drain plugs removed, and safety equipment as stated in the racing rules. The following is not included in the all-up weight: Riding Crew members, lifejackets, crash helmets, bilge water and lifting harness.

Rule 4 - A single point lifting harness is mandatory for all race boats. It shall be the responsibility of the Crew to ensure that the single point lifting system harness positions the race boat so as to drain all onboard ballast tanks per the rule.

Rule 5 - Canopies: All race boats must be equipped with side-by-side canopy safety systems

5.1 The Race Director, Event Chief Referee, Event Chief Inspector and/or the Rescue and Safety Director has the authority to deny entry to any race boat subject to these rules that have non-compliant cockpit safety systems.

Rule 6 - Braking Systems: Not allowed.

Rule 7 - Aero-dynamic Devices (such as wings, airfoils, or moveable deck surfaces) – not allowed.

Rule 8 - Anti-Stuff Bow Planes - not allowed.

Rule 9 - Non-Skid- All race boats must be equipped with non-skid material on the deck from the transom up to and around the canopy.

Rule 10 - Engine Compartment- Only engine compartments with ridged covers/hatches and a highly visible color underneath may be used.

Rule 11 - Exclusivity agreements for race boats or any component used in racing are not allowed.

Rule 12 - ENGINE SPECIFICATIONS: APBA Approved Inboard Production Race Engines

12.1 Mercury Racing 525 EFI Motor, with its OEM Stock Specifications, with the following exceptions:

12.1.1 Maximum cubic inch limitation of 510 Cubic Inches

12.1.2 Maximum RPM limitation of 5600 RPMS

12.2 The Mod Vee Class 510 CID Motor with the following specifications:

12.2.1 Displacement: Maximum 510 CID, with a 4" stroke crankshaft only. Crankshaft throws must be in accordance with OEM specifications.

12.2.2 Compression Ratio: Maximum compression ratio of 9.0:1.

12.2.3 CAM: Any solid lifter roller CAM with a maximum intake lift of .610 inch and exhaust lift of .632 inch measured at the valve with zero lash is the only cam allowed, with an OEM stock gear timing chain, no belt driven timing chain systems are allowed. Variable cam timing not allowed.

12.2.4 Block: Chevrolet designed blocks, with their OEM specifications, NO MODIFICATIONS, manufactured by General Motors, World Products and Dart must be approved by the APBA ORC.

12.2.5 Materials: Crankshaft, Flywheel, connecting rods, pushrods, and wrist pins must be made of steel. Titanium or other materials are not allowed.

12.2.6 Heads: The approved cylinder head is the Dart Pro I Head, Part Number 19100010M (bare head) or 19100112M (complete head with valves and springs) with their stock OEM specifications, no modifications allowed. 1.7 ratio rocker arms only. The head serial numbers must remain on the head and may not be defaced or altered. The Stock Mercury 525 OEM Head with spring pressure modifications may be used with the solid lifter CAM.

12.2.7 Intake Manifold: Any stock cast intake manifold with a Holly 4150 style (size) base may be used. No fabricated or tunnel ram type manifolds may be used. Intakes may be port matched up to 1 ½ inches to match cylinder heads.

12.2.8 Lubrication (Engine): External oil pumps or dry sump systems and scavenging pumps are not allowed. Intake valley must remain as cast, no modifications, raised sections, or alterations.

12.2.9 Induction System: one Holley carburetor 4150 style (size) only is allowed. Naturally aspirated only, no forced induction allowed. Carburetor spacers or adapters are NOT ALLOWED.

12.2.10 Ignition System: Engines are required to use the MSD Digital or Analog Ignition system or the Daytona CD 1 Marine Box. Crank triggers and belt drive ignitions are not allowed. All engines maximum allowed RPM's is 5600 during the race, and must have a Race Pack Data Logger or equivalent installed and maintained to monitor the RPM level during the race. The RPM level during the entire race must be verifiable on the Data Logger by the Event Chief Inspector or designees upon race completion during the post-Race inspection.

12.2.11 Maximum RPM Limit: 5600 RPM

12.3 Engine maintenance and rebuilds: The respective motors can be maintained and rebuilt, utilizing stock OEM parts and specifications, with a maximum cubic inch limitation of 510 cu in and a maximum compression ratio of 9.0:1, all other engine specifications and tolerances must be as per the Original Engine Manufacturer or have approval from the APBA ORC in writing. Note: Aftermarket 502 cubic inch GM blocks may be used.

Rule 13 - EXHAUST SYSTEM SPECIFICATIONS

13.1 Exhaust Manifolds and Headers - Must remain as originally produced by the manufacturer and may not be modified in any way without the written approval of the APBA ORC.

13.1.1 HP 525 EFI Engines & the Mod Vee 510 CID Motor - Only CMI Gen X Style Header, the HP 525 EFI Style Header, the CMI Straight Back Sweeper Header, or the Innovation Marine Tractor Style Header is permitted, in its OEM stock configuration, no modifications or stepped headers allowed.

13.1.2 Tail Pipes and Exhaust Tips - Any tail pipe or exhaust tip is allowed. Tail pipes may be of any length and can exit the race boat through the gunnel, deck, or transom, no wye (Y) pipes allowed. The engine exhaust headers and pipes from the engine outlet to point of exit from the hull or deck must be water-cooled by water jackets. The exhaust outlet/tip may not exceed more than 12 inches beyond the transom of the boat. Dry tail pipes are allowed but must be water jacketed.

13.1.3 Cooling Water - Neither the method, nor the volume of cooling water flow to the exhaust system may be altered from the production configuration. All engine cooling water must pass through the exhaust elbow/tail pipe and either into the exhaust, an onboard ballast tank fill or to a through hull fitting. No water can be diverted to exit elsewhere.

13.2 Non-Conforming – The APBA ORC reserves the right to approve or disapprove alternative additional exhaust installation hardware when required for specific boat builder installations.

Rule 14 - Rear Engine Mounts - are allowed.

Rule 15 - OUTDRIVE SPECIFICATIONS:

15.1 Approved Models – The Mercruiser Bravo One, XZ, XR, Sportmaster, Short Sportmaster XR, BMAX, and Imco SC and SCX Drives are approved for racing

15.2 The Volvo DPX Duo Prop is approved for racing

15.3 Dry Sumping- of drives not allowed.

15.4 Crash Boxes - are not allowed.

15.5 Gear Ratios - the only gear ratio allowed is 1.50:1 at the prop shaft.

15.6 Shifting - Drives must be capable of shifting forward, neutral and reverse with the engines running.

15.7 Drive Modifications

15.7.1 One-piece propeller shafts, heavy-duty bearing carriers, etc. only to increase reliability, are allowed.

15.7.2 Parts must be available to all racers at reasonable commercial prices.

15.7.3 Any other modifications to the outdrive (s) or any related components must first be approved by the APBA ORC in writing prior to being used in racing

Rule 16 - Transmissions - are not permitted in MODIFIED VEE.

Rule 17 - Standoff boxes - Must be of a design, size and length that have been approved in writing by the APBA ORC.

Check with the APBA ORC prior to using a particular standoff box to ensure it is approved for racing. Standoff boxes are limited to a maximum of 12".

Rule 18 - Jackshafts - are allowed.

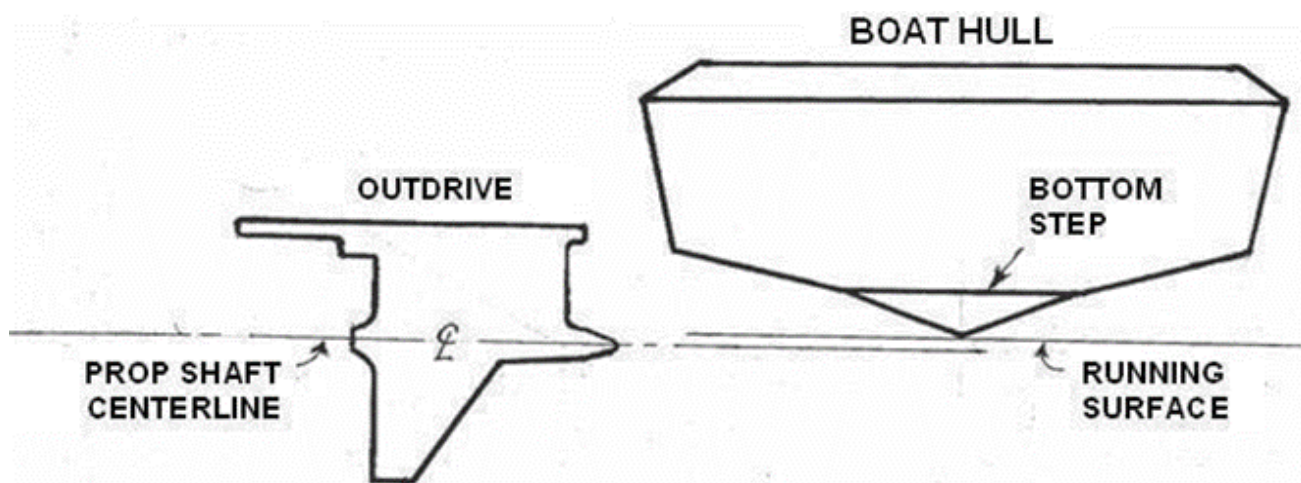
Rule 19 - X-Dimension – Weight Modification - In an effort to create parity between boats, the maximum drive height for MOD VEE race boats shall be limited to the centerline of the prop shaft being a minimum of one inch (1 inch) below the bottom of the race boat, as measured with a straight edge (laser) off the aft running surface, directly in front of the drive, with the prop shaft trimmed parallel with the aft running surface. Notches, strakes, and steps will be excluded. In addition to the X-Dimension, the Minimum Weight Requirement may also be modified to create parity.

Rule 20 – Parity - In an effort to create parity within the MODIFIED VEE Class, after two consecutive wins, the APBA ORC will implement one or any of the following. It will be at the APBA ORC discretion to what degree and which of the following will be implemented.

20.1 X-Dimension: Adjust the X-Dimension on an individual basis. (See diagram)

20.2 Weight Modification: Control the weight of any individual race boat, in an effort to maintain the competitive balance of the class. (See diagram)

20.3 In addition to the minimum weight adjustment, the APBA ORC reserves the right at their discretion to also modify the drive height of any race boat at any time either in conjunction with the weight adjustment or separately in an effort to maintain a competitive balance in the class.



Rule 21 - Casings - The upper and lower drive case housing must remain in its original production configuration. The drive case housing may not be shortened or modified. Blue printing and the relocation of the water pickup holes are allowed; however, the casings must meet the specifications of the APBA ORC approved manufacturer's template.

Rule 22 - Propeller Rotation - Left or right Rotation of propellers is allowed.

Rule 23 - Water Pickups - No through-hull water pickups will be allowed. Engine cooling water must be supplied through the stock outdrive water pickup.

Rule 24 - PROPELLER SPECIFICATIONS

24.1 Castings - Propellers must be manufactured from castings.

24.2 Modifications - Propellers may be modified from the original factory casting with grinding and machining.

24.3 Forged, billet - or other types of propellers are not allowed.

24.4 Availability - Propellers must be available to all racers within a reasonable delivery time.

24.5 Approved Propellers – Cast propellers must be approved by the APBA ORC.

24.5.1 Cast propellers manufactured by Herring, Hydromotive, Chopper Performance, Dewald, and Mercury are approved.

24.6 NO OVER THE HUB EXHAUST TYPE PROPELLERS ARE ALLOWED.

24.7 Other manufacturers of cast propellers may apply to the APBA ORC for approval based on the following criteria:

24.7.1 Reasonable prices and available to all racers.

24.7.2 Manufacturer maintains national availability through a national dealer network.

24.7.3 Units are available to, and generally recognized by, approved boat manufacturers as OEM Equipment.

Penalties: See Rule Section V, Rules 3 and 7

SUPER VEE

All SUPER VEE boats must be built by an ORC Recognized Enclosed Safety Cockpit Builder per Section XII and must adhere strictly to SECTION XV - APBA OFFSHORE TECHNICAL RULES GENERAL REQUIREMENTS - ALL CLASSES, and the following specifications:

Rule 1: Hull Dimensions:

- 1.1 HULL TYPE - Twin Engine Monohull
- 1.2 LENGTH MINIMUM - 35' 0"
- 1.3 LENGTH MAXIMUM - 46' 0"
- 1.4 BEAM MAXIMUM - 9' 3"
- 1.5 HEIGHT MINIMUM (KEEL TO DECK) - All boats for SUPER VEE class must measure at least 48" from keel to the deck forward of the canopy (not including the canopy)
- 1.6 WEIGHT MINIMUM - 9,000lbs

Rule 2 – Safety:

- 2.1 Canopies – This class will run with full side-by-side safety canopies only.
 - 2.1.1 Non-compliance – The Race Director, Event Chief Referee, Event Chief Inspector and/or the Rescue and Safety Director has the authority to deny entry to any race boat subject to these rules that has non-compliant cockpit safety systems.

Rule 3 – Engines

3.1 Specifications:

- 3.1.1 Displacement - Maximum 572 CID (per engine)
 - 3.1.2 Compression Ratio - Maximum 9.5:1, no minimum - Measured by Whistler device calibrated at race site with master cylinder.
 - 3.1.3 Multiple engine builders to supply engines that meet the Super Vee class engine specifications are allowed.
- The Goals of the Super Vee class – spec engine program is to:
- a. Increase competitive balance throughout the fleet.
 - b. Develop an "8 race engine."
 - c. Reduce the maintenance and operating costs for the majority of the teams during an entire season.
 - d. Increase reliability and durability.
 - e. Increase performance and acceleration so the Super Vee class boats can negotiate the tighter multi turn courses more effectively.
 - f. Increase the number of Race Teams that can afford to field competitive Super Vee class entries.
 - g. "Recession" proof its racing product by decreasing reliance on outside third-party suppliers for the propulsion systems used in the race boats.

3.2 Valve System:

- 3.2.1 Number of Valves - Two valves per cylinder operated by pushrods.
- 3.2.2 Variable Cam Timing - Not allowed
- 3.2.3 Maximum Gross Cam Lift - 0.740-inch, zero lash, measured at the valve

3.3 ENGINE BLOCKS:

- 3.3.1 Cast Iron - Painting Block Is Allowed
- 3.3.2 General Motors, World Products (Merlin), and Dart blocks in their stock OEM configuration and must be approved by APBA.
- 3.3.3 GM - Chevrolet Design - Any Block with 9.8" or 10.2" deck heights approved
- 3.3.4 Sleeves or bushings - May be used providing the original OEM (GM) lifter bore location is not changed
- 3.3.5 Pushrods - Must ride in the center of the lifter. (No offset lifters)

3.4 INTERNAL COMPONENTS:

- 3.4.1 Materials Allowed - Crankshaft, connecting rods, pushrods and wrist pins must be made of steel.
- 3.4.2 Materials, Not Allowed - Titanium or any other materials

3.4.3 Single Plane Crankshafts - Not allowed. Crankshaft throws must be timed according to OEM specifications.

3.5 CYLINDER HEADS:

3.5.1 Only the approved aluminum cylinder head is allowed.

3.5.2 Approved Head: Dart Pro-1, CNC Ported Aluminum Cylinder Head - Part Number#19574030. Cylinder head serial numbers must remain on the head and may not be defaced or altered.

3.5.3 Cylinder Head Modifications/Repairs - All repairs must be performed by Dart - No modifications to the original head castings are allowed.

3.6 INTAKE MANIFOLD:

3.6.1 Approved Intake Manifolds: Any Stock Cast Intake Manifold

3.6.2 Modifications: The manifold may be port matched up to 1 ½ "to match cylinderheads

3.6.3 Not Allowed: Fabricated or Tunnel Ram type manifolds

3.6.4 Carburetor Spacers: Allowed, Maximum 2.5" between the bottom of the carburetor and the top of the manifold

3.7 INDUCTION SYSTEM:

3.7.1 Type - Naturally, Aspirated Engines Only. No forced induction allowed.

3.7.2 Approved - Any Holley Dominator style carburetor is allowed

3.7.3 Number - Only 1 Carburetor is allowed per engine

3.7.4 Fuel Injection - Not allowed

3.7.5 Source - Carburetors may be purchased from any source

3.7.6 Fuel - 91 – 93 Octane, no fuel additives or Oxygenated Fuel is allowed

3.8 EXHAUST SYSTEM:

3.8.1 Materials – Any

3.8.2 Shape – Any

3.8.3 Modifications – Any

3.8.4 Cooling - Exhaust system from engine outlet to point of exit from hull or deck must be water - cooled by water jackets.

3.8.5 Proper Ventilation - The exit from the hull must be located in such a position that exhaust fumes cannot affect the Riding Crew members

Rule 4 TRANSMISSIONS:

4.1 General – All race boats competing in the Super Vee class must have propulsion systems capable of turning the propellers in either direction or maintaining a neutral (standstill) state while the engine is running. Single Speed - Transmission / Crash box capable of forward, neutral, and reverse are allowed. Multi Speed – Transmissions Not allowed.

Rule 5 LUBRICANTS:

5.1 Wet Sump - Wet sump and internal oil pumps allowed

5.2 Dry Sump - External oil pumps or dry sumps allowed, however a maximum of three scavenging pump sections allowed.

5.3 Intake Valley - Must remain as cast with NO alterations to prevent oil flow from the valley to the crankcase. No raised sections may be attached or formed with any material around oil drain openings in the intake valley. No "damming" or collecting of oil by any means is allowed in the intake valley

Rule 6 IGNITION:

6.1 Distributor - Must remain in factory delivered location

6.2 Spark Distribution - Distributor rotor / cap only

6.3 Electronic Ignition – All Super Vee class Engines are required to use the MSD Digital or Analog Ignition System, maximum allowed RPM's is 6600 during the race. A G2X Data Logger must be installed and maintained to

monitor the RPM level during the race. The RPM level during the entire race must be verifiable on the Data Logger by the Event Chief Inspector or designees upon completion of the race, during the Post-Race Inspection. The Ignitions with an internal dial up RPM limiter will be set and sealed by the Event Chief Inspector or designees. The wiring harness of the system must be accessible and provide the ability for the Event Chief Inspector or designees to examine it. No Dual Systems or Ignition Components are allowed. Any boat competing in the Super Vee class that exceeds the above listed MAXIMUM RPM LIMIT, as determined by the Event Chief Inspector will be awarded last place points and will not be eligible for trophies, flags, or prize money.

6.4 Crank Triggered Ignition: Not allowed

6.5 Belt Drive Ignition - Not allowed

6.6 Coils - Ignition systems are limited to one (1) ignition coil. Individual ignition coils per cylinder are not allowed.

6.7 Back-up Ignition System: Not Allowed.

6.8 Rev Limiter: RPM limited to 6600RPM. A G2X Data logger must be installed and maintained to monitor the RPM level during the race. The RPM level during the entire race must be verifiable on the data logger by the Event Chief Inspector or designees during post-race inspection.

The wiring harness of the system must be readily accessible for inspection by the Event Chief Inspector or designees. No dual systems or ignition components allowed. The RPM level during the entire race must be verifiable on the data logger by the Event Chief Inspector or designees upon completion of the race

Rule 7 Drives:

7.1 Approved Type - All Mercury, Arneson and Arneson type drive systems are allowed. Drive systems must retain their original OEM configuration and specifications. No internal or external modifications are allowed. Any other type of drive system must be approved in writing by the OTC.

7.2 Surface Drives – Allowed

7.3 Gear Ratio - 1.57:1 (Mercury #6) or 1.56:1 (Arneson) gear ratio at propeller

Rule 8 Ballast Tanks - Allowed. No transferable closed liquid ballast systems are allowed.

Rule 9 Air Scoops – Engine hatches with or without scoops are allowed. It is illegal to completely seal the inlet air track running from external openings to the flame arrestor. Fresh air ducting must be no closer than 2” at its nearest points to the engine and/or flame arrestor. Sealing or pressurizing the engine compartment is not allowed.

Rule 10 Propellers:

10.1 Only propellers manufactured by Mercury Marine, Herring, Chopper, and Rolla are approved. Other manufacturers of cast propellers may apply to APBA.

10.2 The propellers must be manufactured from cast stainless steel castings. No forged, billet, titanium, or other propeller types.

10.3 All propellers are limited to a minimum thickness required for prop integrity. Propeller blade thickness shall conform to the criteria provided in the charts and diagrams in these rules.

10.4 All propellers must pass inspection standards for blade thickness.

10.5 Propellers must be intended for sale to the public at commercially reasonable prices.

PROPELLER INSPECTION SPECIFICATIONS FOR SUPER VEE SSM VI DRIVE TYPE

Propeller Diameter		Strike Radius At		
15	Inch	2”	4 ¼”	6 ½”

15 ¼	Inch	2"	4 5/16"	6 5/8"
15 ½	Inch	2"	4 3/8"	6 ¾"
15 ¾	Inch	2"	4 7/16"	6 7/8"
16	Inch	2"	4 ½"	7"
16 ¼	Inch	2"	4 9/16"	7 1/8"
16 ½	Inch	2"	4 5/8"	7 ¼"
16 ¾	Inch	2"	4 11/16"	7 3/8"
17	Inch	2"	4 ¾"	7 ½"
17 ¼	Inch	2"	4 13/16"	7 5/8"
17 ½	Inch	2"	4 7/8"	7 ¾"
17 ¾	Inch	2"	4 15/16"	7 7/8"
18	Inch	2"	5"	8"

INTERSECT RADIUS LINE AT:

Radius	Distance from Leading Edge	Thickness
2"	1 3/8"	.283"
4 ¼" to 5"	1 ½"	.182"
6 ½" to 8"	1 11/16"	.115"

EXTREME

All Extreme boats must be built by an ORC Recognized Enclosed Safety Cockpit Builder per Section XII and must adhere strictly to SECTION XV - APBA OFFSHORE TECHNICAL RULES GENERAL REQUIREMENTS - ALL CLASSES, and the following specifications:

RULE 1 - Hull Specifications:

- 1.1 Hull Type** - Any except no 3–4-point hydroplanes allowed
- 1.2 No. of Engines** - Maximum Two (2) for catamarans, three (3) for vee bottoms.
- 1.3 Length Minimum** – 40' 0"
- 1.4 Length Maximum** – 52' 0 "
- 1.5 Beam Maximum** – 12' 4"
- 1.6 Tunnel Width Maximum** – 76"
- 1.7 Height Minimum** – 48"
- 1.8 Weight Minimum** – 10,500 lbs.

RULE 2 – Engines:

- 2.1 Allowed** – Any piston driven engine, gas/diesel.
- 2.2 Turbines** – Expressly Prohibited

Rule 3- Transmissions:

- 3.1 Single Speed** – Allowed
- 3.2 Multi Speed Transmissions** – Allowed

Rule 4 – Rudders:

- 4.1 Materials** - stainless steel or titanium only
- 4.2 Serial Numbers** - Unique stamped or engraved required
- 4.3 Minimum thickness** - 0.350," any fore-aft chord
- 4.4 Edges, sharpening** - Allowed (Sharpened Rudders Must be covered in the dry pit areas)
- 4.5 Rudder shape** - No Restrictions
- 4.6 Dimensions** - No Restrictions
- 4.7 Trimmable** - Not allowed
- 4.8 Lifiable** - Not allowed

Rule 5 – Safety:

- 5.1 Fire Suppression** - A minimum of one Coast Guard certified fire extinguisher per engine compartment. The extinguisher must be sized according to Coast Guard regulations.
- 5.2 Cockpits Required** - This class will run with full side-by-side safety canopies only.

Rule 6 - Fuel:

- 6.1 Octane** - Any octane gasoline is permitted. Octane and/or Oxygen enhancing additives are allowed.

Penalties: See Rule Section V, Rules 3 and 7

VEE LIMITED

All Vee Limited boats must be built by an ORC Recognized Enclosed Safety Cockpit Builder per Section XII and must adhere strictly to SECTION XV - APBA OFFSHORE TECHNICAL RULES GENERAL REQUIREMENTS - ALL CLASSES, and the following specifications:

Rule 1 – Hull:

- 1.1 Boat Type:** Class is specific to the Ocke Mannerfelt One Design Powerboat's Canopied V-24
- 1.2 Length:** 24'

Rule 2 - Engine:

- 2.1** Single Engine
- 2.2** Inboard Only
- 2.3** Naturally aspirated only. Forced induction is Not Allowed
- 2.4** Engine Block – TBD Spec. Block
- 2.5 ECU/ECM/EFI System** – TBD (One Design Representative will supply the class with an approved ECU/ECM/EFI system manufacture...TBD)
- 2.6 ECU/ECM/EFI** - System tuning and engine performance will be managed and set by a One Design Representative and can be adjusted anytime during the racing season for equally matched competition (parity).

Rule 3 - Exhaust

- 3.1 Manifolds** - Must remain as originally produced by the manufacturer and may not be modified in any way
- 3.2 Tail Pipes and Exhaust Tips** - Any tail pipe or exhaust tip is allowed. Tail pipes may be of any length and can exit the boat through the gunnel, deck, or transom, no wye (Y) pipes allowed. The engine exhaust headers and pipes from the engine outlet to point of exit from the hull or deck must be water-cooled by water jackets. The exhaust outlet/tip may not exceed more than 12 inches beyond the transom of the boat. Dry tail pipes are allowed but must be water jacketed.
- 3.3 Cooling Water** - All engine cooling water must pass through the exhaust elbow/tail pipe and either into the exhaust or to a through hull fitting. No water can be diverted to exit elsewhere. No ballast water tanks allowed.

Rule 4 - Outdrive:

4.1 Bravo or Volvo-based

4.2 UPPER Units - Mercruiser Bravo One, XZ, XR, BMAX, Imco SC and SCX Drives are approved

4.3 DUO Lower Unit required (Double Prop Lower Unit, Bravo 3 or DPX). No single prop lower units allowed.

4.4 Dry Sumping – Not Allowed.

4.5 Crash Boxes – Not Allowed

4.6 Gear Ratio – no requirements

4.7 Shifting Requirements - Drive must be capable of shifting to forward, neutral, and reverse with the engine running

4.8 Transmissions – Not Allowed

4.9 Standoff Boxes – Not Allowed

4.10 X-Dimension – TBD

Rule 5 - General Requirements:

5.1 Aero-dynamic Devices (such as airfoils or moveable deck surfaces) – not allowed

5.2 Anti Stuff Bow Planes - Not Allowed

5.3 Ballast

5.3.1 Solid – Allowed

5.3.2 Water – Not Allowed

5.3.3 Braking Systems - Not allowed

5.4 Nonskid Deck Surface Must be applied from transom forward and around the canopy.

5.5 Engine Compartment Must have rigid hatch covers with a highly visible color underside.

5.6 Water Pick Ups – no requirements

5.7 Weight – Not measured, no requirements

5.8 Parity – see engine ECU/CEM/EFI System requirements

Rule 6 - Cockpit:

6.1 1/2" (.500") Thick Minimum Polycarbonate Windows, or hardship approved filmed acrylic are required.

6.2 On-board Air Systems – required

6.3 Canopied Cockpit - All **Vee Limited** Class boats shall use side-by-side canopy safety systems.

6.4 Door deflectors: placement and sizes will be detailed, TBD

6.5 Side by side seating only

6.6 6-point restraint harness

Rule 7 - Propellers

7.1 Castings - Propellers must be manufactured from castings.

7.2 Modifications - Propellers may be modified from the original factory casting with grinding and machining.

7.3 Forged, billet - or other types of propellers are not allowed.

7.4 Availability - Propellers must be available to all racers within a reasonable delivery time.

Rule 8 - Grandfathered Boat(s)

8.1 2025's 'Team First Responders' V-24 with Volvo 350 w/DPX outdrive

Penalties: See Rule Section V, Rules 3 and 7

BRACKET CLASS RULES

**All BRACKET Class boats must adhere strictly to: SECTION XV - APBA OFFSHORE TECHNICAL RULES
- GENERAL REQUIREMENTS - ALL CLASSES, and the following specifications.**

Rule 1, All Classes: General Requirements

Bracket classes are designed to provide a venue for a variety of boats and performance capabilities. The goal is to create cost-effective classes, limited by speed and budget, to increase the opportunity for more participants. The classes are framed and limited to provide well balanced, equally matched competition, and affordable racing.

- 1.2** The Riding Crew members must stay in their bracket speed from yellow flag to the checkered flag. Breakouts will be enforced per rule during that period of time.
- 1.3** The use of any electronic device to control boat speed is illegal.
- 1.4** Boat length shall be as specified in specific class rules.
- 1.5** Class race boats will be identified with only the class numbers as their assigned number.
- 1.6** The same race boat may not race in multiple bracket classes.
- 1.7** APBA reserves the right to inspect all race boats competing in the bracket classes in order to determine that they are in a condition worthy of the event.
- 1.8** Under no circumstances, at any point during the race, may a race boat impede another boat or boats, or enter an inner lane, without at least a two-boat length overlap between transom and bow, or their Roostertail being completely clear of the boat being passed bow, whichever is greater.
- 1.9** All Canopied boats must meet:
 - 1.9.1** APBA safety rule Section XIII 10.32
 - 1.9.2** Minimum ½" polycarbonate window requirement rules Appendix III
 - 1.9.3** All Riding Crew members must pass safety dunker test Rule 4. 3.3.

Rule 2, All Classes: Speeds will be confirmed by GPS

- 2.1** Official APBA GPS units are:
 - 2.1.1** Racelogic VBOX Sport
 - 2.1.2** Racelogic Video VBOX Lite
 - 2.1.3** Racelogic HD2 System
 - 2.1.4** Racelogic HD2-HDMI
 - 2.1.5** Racelogic VBOX Motorsport - Performance Box Touch
- 2.2** If unable to read your complete data, all laps, you will receive last place points for the event.
- 2.3** Any Race Team found to be manipulating data will be disqualified and will receive a yellow card.
- 2.4** Race Teams MUST hand in the SD Card in which the data was recorded by the VBOX. If a card is NOT submitted for reading within a timely manner, they will be disqualified and receive no points for the event.
- 2.5** Each race boat must have its own VBOX.
- 2.6** VBOX units require an SD Card to have the data recorded on. Below is the required SD file size:
 - 2.6.1** VBOX Sport: 4GB minimum, recommended 8GB
 - 2.6.2** Video VBOX: 16GB minimum, recommended 32GB
 - 2.6.3** Video VBOX Waterproof: 16GB minimum, recommended 32GB
- 2.7** It is the Race Team's responsibility to make sure that the GPS unit is working properly at all times.
- 2.8** It is the Race Team's responsibility to make sure that there is ample room on the SD card to record the data from the GPS.

Rule 3, All Classes: How a GPS Breakout is Determined

- 3.1 A breakout is defined as:** Any boat exceeding their bracketed speed for more than 3 total seconds during the entire race.
- 3.2** Any Race Team that breaks out for an accumulated total time of more than 3 seconds during the entire race, from green flag to checkered flag, will be awarded last place points.

- 3.3** If more than one race boat breaks out for more than 3 seconds during the entire race, they will all receive last place points.
- 3.4** If any bracket race boat exceeds their bracketed speed, (the speed designated by the first number in the boat's racing number), by more than **3 mph** during an event, they will receive last place points.

Rule 4: Bracketed Classes

4.1 Class 200: Maximum Top Speed 95 MPH

- 4.1.1** Single, Twin, or Triple engine, open or canopied, Vee bottoms; 30' to 47' in length.
- 4.1.2** Single or Twin engine, open or canopied, Catamarans, 30' to 47' in length.
- 4.1.3** Any drive system allowed

4.2 Class 300: Maximum Top Speed 90 MPH

- 4.2.1** Vee bottoms; 30' to 43' in length, open or canopied.
 - a. Single or Twin engine Inboards, Bravo or Volvo based outdrive
 - b. Twin or triple engine Outboards, 500 HP each maximum
- 4.2.2** Catamarans; 32' to 36' in length open or canopied.
 - a. Single or Twin engine Inboards, Bravo or Volvo based outdrive.
 - b. Single or Twin engine Outboards, 450 HP each maximum.

4.3 Class 400: Maximum Top Speed 85 MPH

- 4.3.1** Open cockpit Vee bottoms; 26' to 35' in length.
 - a. Single or Twin engine IO's, Bravo or Volvo based outdrive
 - b. Twin or triple engine Outboards, 300 HP each maximum
- 4.3.2** Canopied Vee bottoms; 26' to 35' in length.
 - a. Single engine IO's
 - b. Single or Twin engine outboards, 450 HP each maximum.
- 4.3.3** Open Cockpit or Canopied Catamarans, 24' to 32' in length
 - a. Single or Twin engine, Outboard only.
 - b. Maximum Outboard HP; 300 hp each

4.4 Class 500: Maximum Top Speed 75 MPH

- 4.4.1** Single Engine, IO's or Outboard, Open Cockpit, Vee bottoms. 26'-30' length
 - a. Maximum Outboard HP; 300 each for twins, 500 for singles.
 - b. Bravo or Volvo based outdrives only for IO's.

4.5 Class 600: Maximum Top Speed 70 MPH

- 4.5.1** Single Engine, Open or Canopy Vee bottoms. 22' -26' length
 - a. Bravo or Volvo based outdrives only.
 - b. Inboard or Outboard
 - c. Naturally Aspirated engines only

4.6 Class 700: Maximum Top Speed 60 MPH

- 4.6.1** Open or Canopy Vee bottoms. 20'-22' length
 - a. Single engine outboard up to maximum 300 hp factory rated.
 - b. Race boats must have hydraulic steering or dual cable setup.
 - c. Class 700 will participate in an abbreviated course of 20-24 miles.
 - d. All Riding Crew members in the class are required to separate the duties within the race boat. A Driver may NOT throttle and a Throttleman may NOT drive. At all times during the race the Driver's focus is navigating the course.

Rule 5: In the event a race boat enters that does not fit within the class guidelines, the Event Chief Inspector will determine what class, if any, the race boat may compete in. It is understood that not all boats necessarily will fit into a particular class and may, therefore, not be eligible for APBA offshore competition.

Penalties: See Rule Section V, Rules 3 and 7



OFFSHORE PROTEST FORM

Page 1 of 2

RACE CITY: _____ DATE: _____

PROTESTOR NAME:		
I (the protestor) am protesting against:		
NAME:		
CLASS:		
BOAT NAME:		
BOAT NUMBER:		
for a technical infraction:		
for a racing incident:		
for a scoring issue / results:		
Infringed rule:		
Time of incident:		
Lap incident occurred:		
Desired result of protest:		
Signature of Protestor:		
Date and time:		
Name of Official:		
Time protest received:		
Signature of Official:		
Protest fee received: If applicable		



Offshore Rule Change Proposal

Office use only: Date received: _____ Effective for Race Year: _____
Ballot: Pass: ☐ Fail: ☐
Comments : _____
Action : _____

Note: Submitted rule change proposals must be received by January 2nd. **Email completed forms to:**
ORC Administrator, MPetro8249@aol.com ; **Chief Referee,** offshoreapba@gmail.com, and **Chief Inspector,**
TomRichard@bellsouth.net

Name: _____ Cell: _____ Email: _____
APBA #: _____ Date: _____ Class: _____
Seconded By: _____ Email: _____ APBA#: _____

Check all that apply:

General Safety Rule ☐ General Racing Rule ☐
National Class Technical Rule ☐ Bracket Class Technical Rule ☐

Affected Class(es): _____

Specific Rule Information: [Note: All fields must be completed for consideration.]

Please check box if there are additional attachments to this form ☐

Author's VERY BRIEF Summary of Proposed Action: _____

Affected Rule: _____

Proposed rule: _____

Reason for change: _____

Chief Referee Comments of No Issues ☐ **or Potential Issues:** _____

Chief Inspector Comments of No Issues ☐ **or Potential Issues:** _____

APPENDIX III - CANOPY WINDOW CRITERIA

The APBA minimum allowed standard for all classes are the UIM standards for that class if there is a UIM class duplicate. A similar APBA class, with an equal or slower top speed, will also use the similar minimum UIM standard.

The APBA will strictly enforce the polycarbonate material requirement for all windows except for hardship approved film covered acrylic. At 250 times the impact resistance of glass, Polycarbonate is much stronger than Acrylic, which is only 17 times as strong as glass. (See last paragraph this page). Do not use acrylic without hardship approval.

Educational Video Link: <https://www.youtube.com/watch?v=HIEfJFDWXpM>

The window overview is as follows; heaviest boats first, record speed (if documented):

Class 1 APBA, (UIM Class1), Minimum Weight, 5550kg, (12,236 lbs), 145.75mph:

UIM minimum allowed, 19 mm flat or curved, (.748 inches).

APBA recommended minimum, 3/4" curved, (.750") - 1 1/4" flat, (1.250")

Extreme, (No UIM Extreme), Minimum Weight, 4763kg, (10,500 lbs):

APBA recommended minimum, 3/4" curved, (.750") - 1 1/4" flat, (1.250")

Supercat, (No UIM Supercat), Minimum Weight, 4309kg, (9,500 lbs), 140.55mph:

APBA recommended minimum, 3/4" curved, (.750") - 1 1/4" flat, (1.250")

Super V, (No UIM Super V) Minimum Weight, 4082kg, (9000 lbs):

APBA recommended minimum, 3/4" curved, (.750") - 1 1/4" flat, (1.250")

Factory Stock (500), (UIM Class 2), Minimum Weight, 2948kg, (6,500 lbs), 127.24mph:

UIM minimum allowed, 15 mm flat or curved, (.591 inches)

APBA recommended minimum, 3/4" curved, (.750") - 1 1/4" flat, (1.250")

X Cat, UIM, (No APBA XCat), Minimum Weight, 2400kg, (5291 lbs), 120.78mph:

15mm flat or curved, (.591 inches)

Mod Vee, (No UIM Mod Vee), Minimum Weight, 2381 kg, (5,250 lbs):

APBA minimum allowed, 1/2" curved, (.500") - 15mm flat, (.591")

Superstock, (No UIM Superstock), Minimum Weight, 2222 kg, (4900 lbs):

APBA minimum allowed, 1/2" curved, (.500") - 15mm flat, (.591")

Cat 300, (Single 300HP Catamaran, No UIM Cat 300), Minimum Weight, 3200 LBS. including driver and throttleman

APBA Minimum Allowed, 1/2" flat or curved, (.500")

Vee Limited, (24' O. M. Design Vee, No UIM Vee Limited), No weight minimum

APBA Minimum Allowed, 1/2" flat or curved, (.500")

Window areas are strongly recommended to be as small as possible while still maintaining that the Riding Crew members have clear, safe, and undisturbed visibility ahead while racing. The combined visibility of Riding Crew members must be through a horizontal arc of 225 degrees (112.5 degrees either side of the center line of the boat). These polycarbonate panels are to be recessed into the composite structure and may be bonded using a suitable bonding agent, and/or "bobbins". Bolts are not allowed.

If Bobbins are used: The distance from the edge of the hole in the polycarbonate, to the edge of the polycarbonate, must be a minimum of twice the thickness of the polycarbonate to prevent weakening of the polycarbonate panels.

It is highly recommended that there is also a through bolted outer flange for the fitting of the polycarbonate panels for all safety cockpit boats. If Bobbin attached windows do not meet the minimum distance from the edge of the hole to the edge of the window, an outer, through bolted, flange will be mandatory. If a hardship is requested, ie; a compound curved acrylic is the only available material for an existing boat, a minimum thickness matching the minimum of the polycarbonate requirement, with a 8MIL Expel Paint Protection film or equivalent, may be approved by the Chief Referee and Chief Inspector. Polycarbonate or Filmed Acrylic are mandatory minimums.

DRAFT, NOT FINAL

Appendix IV - APBA ELIGIBILITY AND MEASUREMENT CERTIFICATE, 2026

Enclosed cockpit builders must be APBA ORC recognized, See Page 38 for Recognized Builders

APBA HULL RACE NUMBER: _____ CLASS: _____

MINIMUM LENGTH: _____ PASS _____ FAIL _____

MAXIMUM LENGTH: _____ PASS _____ FAIL _____

MAXIMUM BEAM: _____ PASS _____ FAIL _____

MINIMUM HEIGHT: _____ PASS _____ FAIL _____

TUNNEL WIDTH IF CATAMARAN: _____ PASS _____ FAIL: _____

APBA Eligibility Inspector: _____ DATE: _____

APBA Recognized Builder, Enclosed Safety Cockpit

Builder name: _____ Brand: _____

CLASS: _____ HIN NUMBER: _____

CLASS SAFETY EXPERIENCE if Applicable: _____

UIM COCKPIT HOMOLOGATION NUMBER if Applicable: _____

APBA COCKPIT TEST PANEL NUMBER if Applicable: _____