



To: All APBA Offshore Members

From: From APBA Offshore Rules Committee Chair

Re: The Following 2025 Rulebook, March 1 Release

Hello everyone,

The following rulebook is the first edition of the 2025 rules. There has been numerous meetings, zoom calls, phone calls, and emails to get it to this point. However, it is not completely final at this time. My excuses include adding new classes, eliminating some old classes, etc.

As almost everyone is aware, we have had major changes in the ORC in the last few months, and along with that have come changes with members of the ORC and the committees. Hopefully, most of you have been paying attention to the votes going out to correct and improve the rules, and the potential for the classes to grow their groups by having more input on both class rules and overall rules.

Issues that will still need to be updated do not affect the classes themselves as far as obsolescing a boat or engine package. However, there are some in the works that will affect competition rules and enforcement and data collection to meet the APBA General Racing Rules requirements. Some others will affect safety, and I will be sending out an overview of the temporary improvement acrylic windows for the short term in the next few days.

As for the APBA General Safety and Racing rules, all classes have to, at a minimum, meet their requirements. Make sure you are familiar with them as well as the Offshore rules. We now operate as we should have been doing all along. The rules are made with input from the individual classes, the ORC reviews them and approves most that do not make racing more dangerous, or obsolete boats or equipment. Then, we intend to enforce the rules as written. If they are wrong, they need to be changed so they can be enforced fairly and accurately. Boat numbering would be one that comes to mind as not being enforced.

So, make sure you read these rules, especially the parts for your class, and the general rules that apply to all classes. A couple of areas to pay attention to have changed since last year: Starts, now have green flag/start buoys and bow to transom distances. Overlap/overtake, one rule for minimum distance.

Any concerns, email to your class rep so we can look into them.

Thanks, Paul



We Are Boat Racing!™



2025

**American Power Boat Association
Rules for Offshore Racing
Issued 03-01-2025**



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

2025 ORC Board

Chairman: Chris Fairchild (Acting)

Vice-Chair: Paul Rose

Administrator: Michelle Petro

2025 Board Members

Thomas Covington – P1, **Larry Bleil** - RWO, **Leah Martin** – PRO, **Rich Dancisin** – Chief Inspector, **Open ?** – Chief Referee, **Randy Scism** – Pro Class 1, **Jim Simmons** – Bracket Classes, **Taylor Scism**- Factory Stock, **Win Farnsworth** – Super Cat, **Win Farnsworth** – Super Vee, **Ryan Beckley** – Super Stock, **Steve Kildahl** – Mod Vee, **Artie Gatlin** - Safety

AMERICAN POWER BOAT ASSOCIATION RULES FOR OFFSHORE RACING

Table of Contents

GENERAL RACING RULES

	Introduction and Overview	03
	Definitions.....	04
SECTION I	GENERAL CRITERIA FOR SANCTION AND PARTICIPATION IN EVENTS.....	05
SECTION II	GENERAL CRITERIA FOR RACE MANAGEMENT AND APBA OFFICIALS.....	12
SECTION III	GENERAL PRE-RACE REQUIREMENTS FOR CONDUCT OF EVENTS.....	15
SECTION IV	GENERAL REQUIREMENTS, PRACTICES AND PROCEDURES FOR CONDUCTING RACES.....	19
SECTION V	GENERAL POST-RACE PRACTICES, PROCEDURES AND REQUIREMENTS FOR CONDUCT OF EVENTS.....	27
SECTION VI	AWARDING OF POINTS.....	33
SECTION VII	PRIZE MONEY AND TROPHIES.....	34
SECTION VIII	CHAMPIONSHIPS AND HALL OF CHAMPIONS.....	35
SECTION IX	OFFSHORE TIME TRIALS (SPEED RECORDS)	38
SECTION X	RULE CHANGES.....	38
SECTION XI	APBA OFFSHORE EVENT SAFETY RULES.....	41
SECTION XII	COCKPIT RELATED SAFETY RULES.....	42
SECTION XIII	BOAT, TRAILER, PERSONAL AND RELATED EQUIPMENT SAFETY RULES.....	42
SECTION XIV	SLING SAFETY REQUIREMENTS.....	51

APBA OFFSHORE TECHNICAL RULES

SECTION XV	GENERAL TECHNICAL REQUIREMENTS (ALL CLASSES)	53
SECTION XVI	CLASS SPECIFIC RULES	
	PRO CLASS ONE, (PC1)	58
	SUPERCAT.....	64
	FACTORY STOCK	72
	SUPERSTOCK, (SS)	76
	CAT 300	80
	MOD VEE	83
	SUPER VEE	87
	BRACKET CLASSES.....	92
	OCEAN CUP.....	95
APPENDIX I	APBA OFFSHORE PROTEST FORM.....	98 & 99
APPENDIX II	APBA OFFSHORE RULE CHANGE REQUEST FORM.....	100
APPENDIX III	APBA OFFSHORE COCKPIT WINDOW CRITERIA.....	101

ALL APBA GENERAL COMPETITION SAFETY AND RACING RULES APPLY TO OFFSHORE

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

**THE RESPONSIBILITY FOR A TEAM'S DECISION TO PARTICIPATE IN A RACE OR TO 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 regulation. 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 for them or their crew. Individuals acknowledge that the safety of their boat and her entire management, including insurance, is solely their responsibility; and they are satisfied that the boat and the crew are adequate to face the conditions that may arise during the race.

Entrants into 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 on to 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 meeting, 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.

[Remainder of Page Intentionally Left Blank]

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, 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 RULES APPLY TO OFFSHORE

SECTION I - GENERAL CRITERIA FOR SANCTION AND PARTICIPATION IN EVENTS

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.

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), Powerboat P1 USA / Powerboat P1 Management Ltd. (P1), and Professional Racing Offshore (PRO) as the only event management clubs permitted to conduct **National Championship Series** offshore racing events in 2025 under these rules.

Regional / Divisional Offshore racing events may be conducted by local APBA affiliated clubs. Ocean Cup is represented on the ORC by Powerboat P1 and may apply for Long Distance Point to Point event sanctions only. Should Ocean Cup seek to sanction any other (National or Regional) Offshore Race events it must be done with the approval of and conducted by Powerboat P1.

2.1 National Series Eligibility Any unaffiliated entity, race association, or APBA Member Club may request a sanction only if the application is made through RWO, P1, or PRO. The event under sanction must be managed by one of the three event management clubs in conjunction with the Member Club.

a. 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 assistant referees is strongly recommended.

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

c. 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 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.

2.7 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:

2.7.1 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.

2.7.2 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 Chairperson 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.

- 2.7.3 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.
- 2.7.4 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.
- 2.7.5 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.

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.

- 1. APBA Offshore Classes shall be identified as National or Bracketed.
 - 1.1 APBA Offshore National Classes are:
 - Pro Class 1**
 - Super Cat**
 - Super Stock**
 - Super Vee**
 - Mod Vee**
 - Factory Stock**
 - Cat 300**
 - 1.2 APBA National Offshore Bracketed Classes offered are Class **200**, Class **400**, Class **500**, Class **600**, Class **700**
Requirements for each class are listed in this APBA Offshore Rulebook.
- 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. 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.
- 4. Any class that has been removed from the rulebook may petition the ORC for reinstatement should future interest in the class arise.

RULE 4 • INDIVIDUAL REQUIREMENTS FOR PARTICIPATION IN AN EVENT

- 1. **Membership Requirements**
 - 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.
 - 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.
 - 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.

- 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.
- 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.
- 1.6 APBA Membership Fees** - Riding team member (Owner, Driver, Throttleman, Navigator). Non-Riding team member (Crew): Visit www.apba.org for a list of current fees.
- 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, driver, contestant or their representative or any race official shall hold any other owner, driver, contestant or his representatives or any race official liable for any personal injuries or damage resulting from an accident occurring during a sanctioned race.
- 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, 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.

2. Riding Crew Requirements

- 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.
- 2.2 Minimum Age** - Unless riding with an experienced crew member, the minimum age for a riding crew member shall be 18 years. If another crew member is an experienced offshore racer, the minimum age for a riding crew member shall be 16. 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.
 - 2.2.1 Class 700** – Class 700 shall have a minimum age of 14 with the following requirements:
 - 2.2.2**
 - a. 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).
 - b. This is limited to no more than one 14+ year old in the cockpit, who must be accompanied by either a parent or legal Guardian, or an adult (over 21) racer who has participated in at least 5 prior starts in an APBA Offshore Race.
 - c. The boat and crew, which includes the 14+ year old must start 100 yards/300 feet behind the start boat in their first event.
 - d. Henceforth 14 is the minimum age WITHOUT EXCEPTION.
 - e. 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.
 - f. Before his or her first event, the minor racer must provide evidence of completion of a Coast Guard approved Boating Safety Course.
 - g. 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.

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

- 3.1** A current FAA Physical or CDL Physical is required. Good for 1 year.
- 3.2 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 will 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.

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. SET training shall be mandatory for participation in the World Championships or other separate multi-day, combined race events, where separate races are conducted over an extended time frame greater than two days.
- d. 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. Race Boat Ownership Requirements

- 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.
- 4.2 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.
- 4.3 Voting Rights** - The duly authorized representative of a partnership or corporation shall have all voting rights under the rules governing offshore racing.

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

1. Identification (Name and Number) & Hull Registration

- 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.
- 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.
- 1.3 Replacement or Substitute Boat** - See Awarding of Points (Section VI, Rules 8-9)
- 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.
- 1.5 Annual Boat Registration Fees** - See APBA membership application.
- 1.6 Numbers Criteria** - All APBA Offshore Classes: Numbers on all race boats shall meet the following criteria:
 - 1.6.1** 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.

Spec 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 Spec Class 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 boats racing in the APBA numbers will be reviewed on an individual basis. (i.e. currently approved, 222 and 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.

1.6.2 Numbers must be:

- a. Black on White or White on Black, see the 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 or the Chief Scorer, (or their designates). Any boat numbers not adhering to these criteria will not be scored.

1.6.3 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)

1.6.4 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:

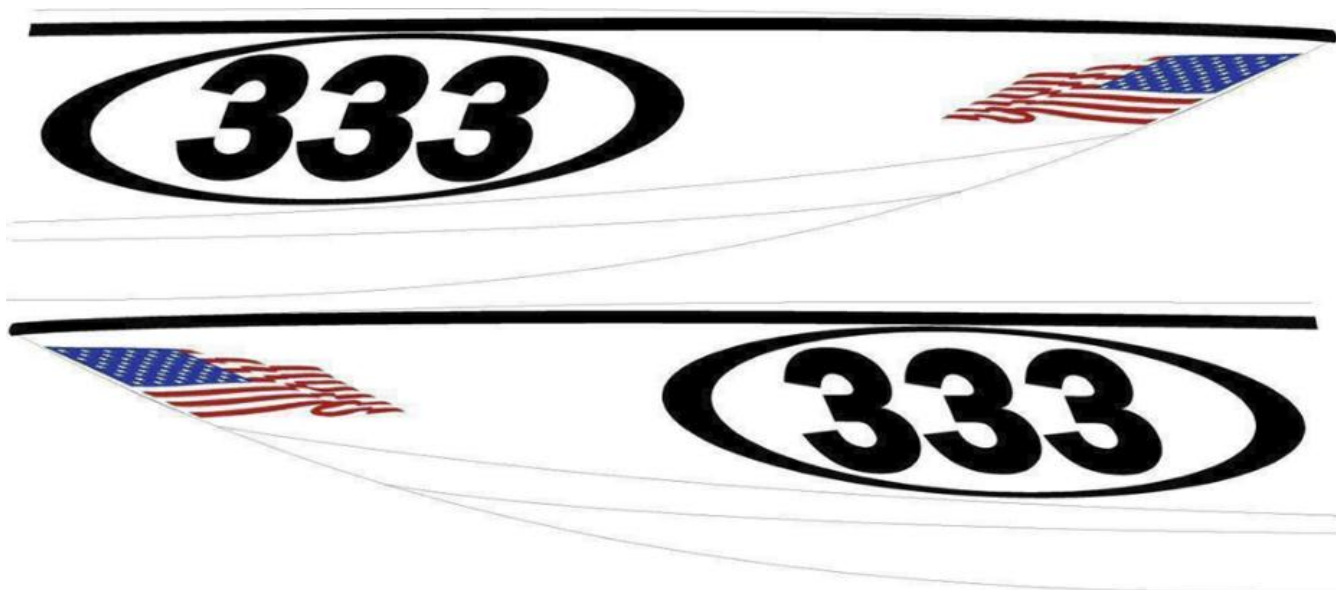
- a. A number belongs to the owner of a boat and the owner may retain the right to that number if he/she keeps their boat registration and APBA Offshore membership current. (Does NOT have to campaign a boat with that number in order to keep the number.)
- b. Should a boat owner fail to register the hull 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	
DESIGNATION	NUMBER
PRO CLASS 1	00– 99
SUPERCAT	00 - 99
FACTORY STOCK	00 - 99
SUPERSTOCK	S00 – S99
-SUPER VEE	00 - 99
MOD VEE	00 - 99
CAT 300	C00 – C99
CLASS 200	200 – 299
CLASS 400	400 – 499
CLASS 500	500 – 599
CLASS 600	600 – 699
CLASS 700	700 - 799

1.6.5 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 2013 National Champion but chooses to use their register # of 111 in the 2014 season, and Team B who was the National Champion in 2012 and used #101 for the 2013 season, Team B will NOT be permitted to use #101 again for the 2014 season. They must use their previously registered number.)

- 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. E.g., #101, #201 etc.
- Super Stock must follow the boat number rule of the Alpha-Numeric numbering, Ex. S-1
- All other Classes must follow their class numerical system as approved by the ORC.

- 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).
- 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".
- World Championships** – All boats competing for UIM/APBA World Championships must display two 6" x 9" UIM decals adjacent to the APBA decals.
- 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.
- Failure to comply with the numbering and decal rules will result in no points scored.



[Remainder of Page Intentionally Left Blank]

SECTION II – GENERAL CRITERIA FOR RACE MANAGEMENT AND APBA OFFICIALS

RULE 1 - GENERAL APPLICATION TO ALL EVENTS

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

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 Chairman, Event Chief Referee, Assistant Referee, Event Chief Inspector, Event Chief Scorer, Rescue and Safety Director and Risk Manager.

RULE 3 - REFEREES

- 3.1 Commission Chief Referee** - The Chair of the ORC shall appoint a Commission Chief Referee who shall serve at the discretion of the ORC. Among other things, the category 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 Referee be unable to attend any sanctioned racing event, any member of the ORC may appoint an alternate 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 –**
 - 3.3.1** The Event Chief Referee will notify teams via text as soon as possible that their team has been assessed a penalty.
 - 3.3.2** If a race is under review due to a penalty review, all participants in that race must be informed, via text in a National Race, as soon as possible. If the issue has not been settled by the awards, the awards will be issued as provisional pending review.
 - 3.3.3** The Event Chief Referee shall file a report in writing to APBA headquarters detailing any accidents or other incidents such as disciplinary actions, and technical disqualifications.
 - 3.3.4** The Event Chief Referee shall report ALL accidents, even though no injuries are involved, to the APBA National Headquarters. 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 Referee must ascertain the presence and performance of competent inspectors, timers and timing equipment and course surveyors. The 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, and 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:
- All proper officials be present and function during the conduct of an event; A safe course is provided.
 - The event Rescue and Safety Director's Check List has been completed.

RULE 4 – CHIEF INSPECTORS

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

RULE 5 - CHIEF SCORER

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

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 officer 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 Chief Medical/ 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 Referee must be notified immediately regarding the status of the racecourse.
- 6.2.3 Local Officials** - The event Chief Medical/ Rescue and Safety Director and Risk Manager is responsible for coordinating with and directing the local 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 Chief Medical/ Rescue and Safety Director and Risk Manager must report any and all safety violations immediately to the event Referee.

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.

RULE 8 - UIM-OFFSHORE REPRESENTATIVE

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

RULE 9 – Offshore Race Committee Makeup

9.1 **The APBA Offshore Race Committee (ORC) consists of the following positions:**
Chairman, Appointed by the APBA President, Votes only to break ties.
Vice Chair, Appointed by the Chairman, Votes only as Chairman Proxy to break ties.
Administrator, Appointed by the Chairman, 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 Chairman, Vote
Chief Inspector, Appointed by the Chairman, 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

[Remainder of Page Intentionally Left Blank]

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

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 poker runs and time/speed trials.

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.

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.

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 Referee before the start of the race, the boat will automatically be awarded last place points. The 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 Referee and or 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 Referee. Entrants who do 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 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 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.

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 Inspector or Referee, a boat and/or safety equipment is unseaworthy, unsafe, or unmanageable, the non-compliance must be brought to the attention of the event Referee. If the 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 Inspector shall examine each entry 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 Inspector, with the approval of the Referee shall have the right to re-determine the entrant's class.

5.3 Pre-Race Technical Rules Violations -

- 5.3.1 **Notice to Owner** - If a pre-race inspection finds a technical rule violation, the Referee or 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 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 Referee of his intention to file an appeal to the ORC. Upon appeal the 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.

RULE 6. - UNIFORMS

6.1 Defined –

- 6.1.1 **All team members** - must be in professional team colors, or uniforms, while attending drivers briefings, 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.

RULE 7 - ESTABLISHMENT OF DESIGNATED “PIT AREAS”

- 7.1 **Pit Requirements** - At all Events, the Race Producer 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 regatta 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 regatta 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.

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 registered equipment bearing APBA numbers or designation 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 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 referee has the authority to approve such use. See Sling Safety Requirements in the General Safety Rules below.

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 Driver's 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 Driver's 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 at 9:00 AM 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 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 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 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.

[Remainder of Page Intentionally Left Blank]

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

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 poker runs and 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.

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 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 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.

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 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 APBA inspectors.

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.

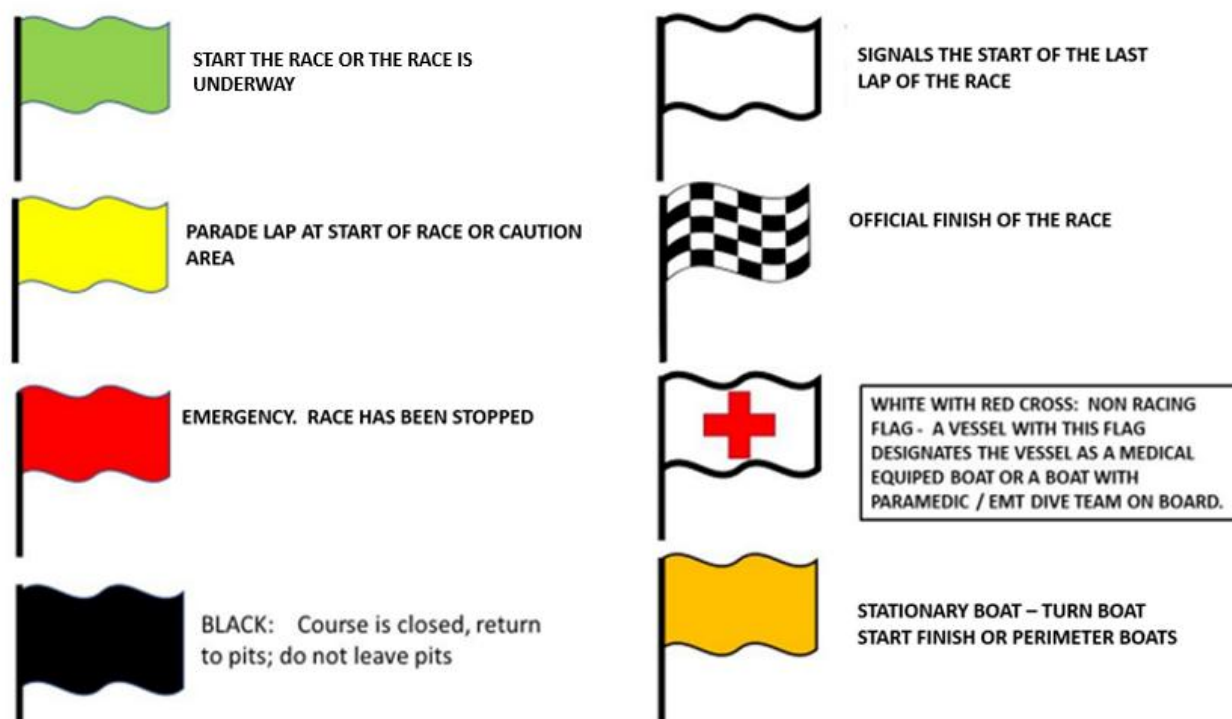
3.2 Flags – All official support boats, pace boats, rescue boats, turn boats must carry at least red and yellow flags.

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 contestants 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.
- e. 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 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 paceboat or jumping/sling-shotting the start.

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 within a safe distance & area of the racecourse. No VIP rides on the racecourse may be given without permission from the Referee, Chief Starter and Director of Race Control. Advanced Notification on all the above is required.

- 3.4 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.

3.4.1 Pace Lap / Flying Starts:

- 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.
- 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.
- 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 pre-determined 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 first race of the season and the first race at the World Championships shall be determined by lottery or qualification. The second race and all following race lanes, race lanes will be determined by either qualification (if available) or the order of finish at the previous race. Any boats that did not compete at a prior event will be placed in the outside lanes in the order of their entry dates for that event. This still needs to be decided.**
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 starters to record lane discipline. Any driver 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.
- f. 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.
- g. Rookie drivers and/or throttlemen must start 150 feet and in the outside lane behind the field at their start. A rookie driver or throttleman is defined as a new driver or throttleman or any driver or throttleman 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 throttleman 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 all the racing craft to the milling area or on a sight lap (if any) around the course as announced by the event Referee at the Final Driver's Meeting.
- 3.5.2 Milling Area** - Immediately following the sight lap (if any) the pace boats shall establish 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 a yellow flag, then rotate in position, and slowly pick up speed to allow the racing 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 the 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 to 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 place 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, 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.
- 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

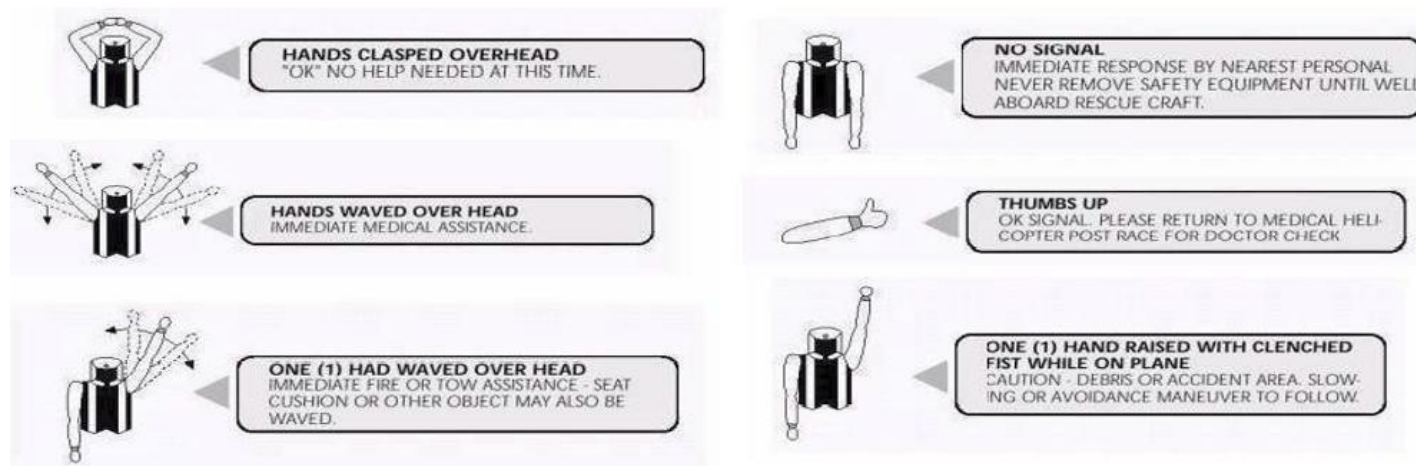
3.11.1 Applicable Rules and Regulations - At all times during the execution of a race, or official test session, the applicable U.S.C.G., State and local RULES OF THE ROAD shall apply.

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 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 on 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 hit 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, scorer, and the 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 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, and 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 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 AND THROTTLEMAN 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. Finishing 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 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 Chief Scorer decision on restart positions is final.

3.18.5 Only the 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 Chairman.

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 Referee, using 6' 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

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 poker runs and time/speed trials.

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 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.

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 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 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 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 Referee or 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 Rule 5 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.

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/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 races 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 Referee is final.
- 4.1.2** **Racers** have the right to protest technical rule violations within their class.
- 4.1.3** 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.
- 4.1.4** All protests must be filed with the 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 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 Referee by radio or phone of their intent to file a protest. The 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 Referee.
- 4.1.5** The 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.
- 4.1.6** If the protest is successful, the protest fee will be refunded. If the protest is not successful, the protest fee goes 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.

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 compete 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 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 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 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 will 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:
- a. \$1000.00 for a Stage I protest.
 - b. \$2500.00 for a Stage II protest.
 - c. \$5000.00 for a Stage III protest.

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 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 1 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 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 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 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 1 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 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 1 above.

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:

7.1 Course Infractions -

- 7.1.1 Observed Infraction** - A contestant may provide video evidence to the 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 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, driver, assistant or official, 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 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 the milling area - 1 minute
 - d. Interference with starting procedure - 1 minute
 - e. On plane in the milling area - disqualification for the event.
 - f. Sling-shotting -

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 -up to \$1,000 fine 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 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 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, slingshotting the start, crowding the pace boat, etc. will be determined to be a minor infraction, a moderate infraction, or a major infraction.
- 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 rule infraction causing a red flag to occur during a race will receive last place points.**
- 7.5.3** The referee, assistant referee, Board of Directors member, Officer of the Association, or Category Chairperson may give a yellow or red card to a 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 referee, the category 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 appropriate racing commission or committee. 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 driver 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 office within three days of delivery.
- 7.5.11** If a driver receives a third valid yellow card or a red card and is suspended from participation, the APBA office will notify the APBA Chief Referee, driver's region chairman, club commodore and category chairmen, and post the suspension notice on the APBA website.
- 7.5.12** Cards and penalties in effect 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.

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 Committee shall afford the accused a hearing on all charges. At the discretion of the Offshore Chairman the Chairman may appoint a committee to investigate the facts surrounding the alleged rules violations and report their findings and/or recommendations back to the Committee 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 Committee 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.

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.

[Remainder of Page Intentionally Left Blank]

SECTION VI - AWARDING OF POINTS

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 poker runs and 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 (a weekend) shall be scored as one (1) race. Points awarded per event are given below.

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

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

- 1.1.2** In order to receive full APBA Points there must be a minimum of three boats registered in the class at that race to qualify except for the Bracket Classes. If only 2 boats register and cross the starting line, half points will be awarded for Bracket Class boats, no points will be awarded for any other class for that race that has less than 3 boats. In all classes, the case of a single boat registering and crossing the starting line, no points will be awarded.

- 1.1.3** National Championships, High Point 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.

- 1.1.5** Participants at the APBA/UIM World Championship events will not earn points towards the APBA National High Point Championship for that event.

1.2 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

RULE 2 - NON-TRANSFERABILITY

For all sanctioned APBA Offshore races, APBA National 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.

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.

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.

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 Offshore Racing Committee shall have the authority to grant extensions beyond the July 1 deadline in extenuating circumstances.

RULE 6 - NEW NON-SUBSTITUTE OR REPLACEMENT HULLS

If a registered hull is replaced during the racing season, and rules 4 and 5, then the new hull must pay a new hull registration fee and shall start over in points accumulation.

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

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

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 poker runs, offshore drag racing and time/speed trials.

RULE 2 - DISTRIBUTION OF PRIZE MONEY AND TROPHIES

2.1 Protests - No trophies or prizes shall be awarded to any driver 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 drivers 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

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 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.

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 75% 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 high point 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.

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

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 the APBA of a “Drop Race” format. This notice must be received by the APBA 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 the APBA of a “Drop Race” format. This notice must be received by the APBA prior to March 1st of that calendar year.

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 Chairman, 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.

RULE 6 - APBA/UIM World Championships

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.
- 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 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 Chief Inspector and/or the Chief Medical or 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.

Rule 7 - 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 a) is applied, 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 a) and b) have been applied, 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 a), b), and c) have been applied, 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.

[Remainder of Page Intentionally Left Blank]

SECTION IX - OFFSHORE TIME TRIALS (SPEED RECORDS)

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 Organizer receiving the sanction for a trial shall be responsible for all the expenses of sanction and conduct of the event.

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 listed above. 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.

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.

RULE 4 - 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.

RULE 5 – 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 reruns 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 Rescue and Safety Director. A licensed A.L.S. ambulance must be present at the site during all speed runs and testing.

RULE 6 - 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 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 the 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

SECTION X - RULE CHANGES

All rule change requests for the following year must be received by the ORC prior to December 1st of the year prior.

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 Chief Inspector

1.1.4 By the Chief Referee

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 reviewing 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 following)

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

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.

RULE 2 – REQUIRED SAFETY FACILITIES

2.1 In General -It shall be the Race Producer'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 Producer shall be required to provide the following:

2.2.1 REQUIRED PERSONNEL:

Rescue and Safety Director - An emergency medical technician (EMT), or local equivalent (or higher), shall serve as the Rescue and Safety Director - (Note: This is a minimum standard.)

2.2.3 Emergency Rescue Personnel - A minimum of fifteen (15) personnel that are scuba certified to rescue diver or above and EMT certification equivalent or above (PADI, NAUI, PSD, or equivalent) with experience in public safety under emergency conditions and trained in offshore powerboat safety, vetted by the safety and rescue director shall only be considered for safety staffing. The Safety and Rescue Director will be responsible for staffing.

2.2.3 REQUIRED ASSETS / FACILITIES:

Ambulance - A minimum of (1) properly staffed and equipped State Licensed Advanced Life Support (A.L.S.) ambulances 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, 1 of which must be A.L.S. equipped and staffed. (These can be a combination of the local Fire Department (FD) and on water assets). The course configuration must be submitted to the Safety and Rescue Director and 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 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.

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 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 exclusions 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

3.2 The administrator or his assignee may disallow any aircraft or pilot at their discretion in the interest of safety.

[Remainder of Page Intentionally Left Blank]

SECTION XII - COCKPIT RELATED SAFETY RULES

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.

RULE 2 - CANOPIED BOATS (Requirements for All Class Required Canopied Boats)

- 2.1. Lavin/UIM Guidelines** - The reinforced restrained cockpit systems used in all boats with seat restraints (open or closed cockpit) should be constructed in accordance with the 2022 Lavin / UIM Cockpit Guidelines. [1116217458-05-21-2022-2022 Lavin V2 draft as of 5-21-2022.pdf \(apba.org\)](#)
It shall be the sole responsibility of the owner of the race boat to maintain a copy of the applicable Lavin Guidelines.
- 2.2 Non-compliance** - The Referee has the authority to deny entry to any race boat subject to these rules that have non-compliant cockpit safety systems.

RULE 3 - ALL BOATS

- 3.1. Bolsters and Seats** - All registered race boats 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.

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

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 Class A Safety Equipment** - Class A safety equipment is required for all race boats racing 10 OR MORE MILES offshore and shall be defined as follows:
- 1.2.1** An Offshore survival kit, or other similar kit to consist of:
- Soft Plastic floatable airtight container
 - USCG approved orange smoke flares
 - Orange 4' x 4' flag for emergency signaling
 - 3 oz. foil packets of drinking water or 12 oz. in soft plastic container
 - (10) Sterile 4" x 4" Gauze Pads (Zip Lock bag)
 - (3) Chemical cold packs
 - (6) 1" Band-Aids
 - (1) 1" x 5 yards Adhesive tape
 - (2) 5" x 9" ABD pads
 - (2) Rolls of soft gauze such as Kerlix or Kling
 - (1) Water Sea drag anchor
- 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** Minimum 100 feet of suitable tow line
- 1.5 Inflatable dinghy** with bottle inflation large enough to carry all riding members of the crew.

- 1.6 One (1) Emergency** in Position Indicating Radio Beacon (EPIRB) type “C” in working order is highly recommended.

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.

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 races and be constructed of shatterproof material. Eyeglasses shall not be accepted as eye protection.
- 3.5 The Referee** - or 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.
- A. 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).
- 1) Unrestrained Drivers: 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.
- 2) Restrained Drivers: 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.
- 3) No image recording devices may be attached to helmets for unrestrained drivers. Restrained drivers 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.
- a) 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 Referee / Rescue and Safety Director shall disallow any helmet that he deems unfit for the rigors of offshore racing.

3.7.3 The Referee / 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 Referee / Rescue and Safety Director shall disallow any life jacket that he deems unfit for the rigors of offshore racing.

3.8.4 The Referee / 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 driver and throttleman 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.

All restrained competitors or members of crew in canopied /partially canopied boats must 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.

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.

4.6 All restrained cockpit capsule suits must be worn during the dunk test to show proficiency in its use.

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 life jackets 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.

RULE 6 - Suitability of Safety Equipment - All safety equipment (helmets, jackets, seat restraints, etc.) must be inspected annually to ensure 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 Referee/Rescue and Safety Director has the right to disallow the usage of any safety equipment he believes is unsafe or may inhibit rescue or extrication from a race craft.

RULE 7 - Refusal of Entry - The Referee has the right to refuse entry of any boat at an APBA Offshore event if he believes that said craft is unsafe, unmanageable, or improperly designed or constructed so as to meet the demands of an offshore race.

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

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 recertified 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.

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 craft accidentally striking said buoy. Boats alone may not serve as a mark of the course.
- 10.3** Any boat that goes outside of official outside course markers must drop off plane and remain off plane until the boat returns to a point inside the outside course markers. Any 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,). 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 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 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 race inspector at the event. 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 APBA Offshore inspectors.
- 10.11 U.S. Coast Guard Compliance** - All race boats must comply with current U.S. Coast Guard regulations.
- 10.12 Bow Eyes** - All boats must be equipped with a permanently installed bow eye suitable for towing said craft.
- 10.13 Drive-Line Shields** - All 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** - Must conform to Lavin Foundation Guidelines for restrained cockpits. 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 competitors 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 to have an unobstructed view behind the boat during competition. Rear facing CCTV shall not be considered a substitute for mirrors since electrical failure or equipment malfunction would leave a boat effectively blind behind the boat during competition.
- 10.16 Deck Hardware** - All cleats and deck hardware shall be recessed, padded, or constructed so as not to 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 persons. Spare propellers, installed on the hull, shall be covered by an inflexible protective shield.
- 10.19 Grab Handles** - All boats may 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 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 competitor, crew member, 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, driver, throttleman, crew member, 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:"**
- Alcohol
 - Controlled or illegal intoxicants.
 - 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 entry 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 as recommended by the Lavin Foundation
- 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/Windcreens** – In open cockpit boats, fitted windcreens 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 steels, 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 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, has 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 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 boat, it is mandatory that all competing boats be equipped with a CO detector mounted securely in the cockpit. In addition to the audio alert has a visual activation signal (i.e., a bright red light, strobe, etc.) mounted where it is visible to the riding crew while the 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.),

10.34.2- Life Threatening - For life threatening safety issues the Referee, Chief Inspector, 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 Referee is final and may not be appealed.

SECTION XIV - SLING SAFETY REQUIREMENTS

11.1 All slings used for lifting boats at offshore events must meet the following requirements. Slings not meeting these requirements shall not be used to lift boats at any Offshore events.

11.2 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.

11.3 Commercially manufactured slings must meet the following requirements:

11.4 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.

11.4.1 Sling Identification:

11.4.2 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.

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

11.6. Type of Inspection:

11.6.1 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.

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

11.6.3 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.

11.7 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.

11.8 Repairs:

11.8.1 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.

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

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

11.9 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:

11.9.1 missing or illegible sling identification.

11.9.2 acid or caustic burns.

11.9.3 melting or charring of any part of the sling.

11.9.4 holes, tears, cuts, or snags.

11.9.5 broken or worn stitching in load bearing splices.

11.9.6 excessive abrasive wear.

11.9.7 knots in any part of the sling.

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

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

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

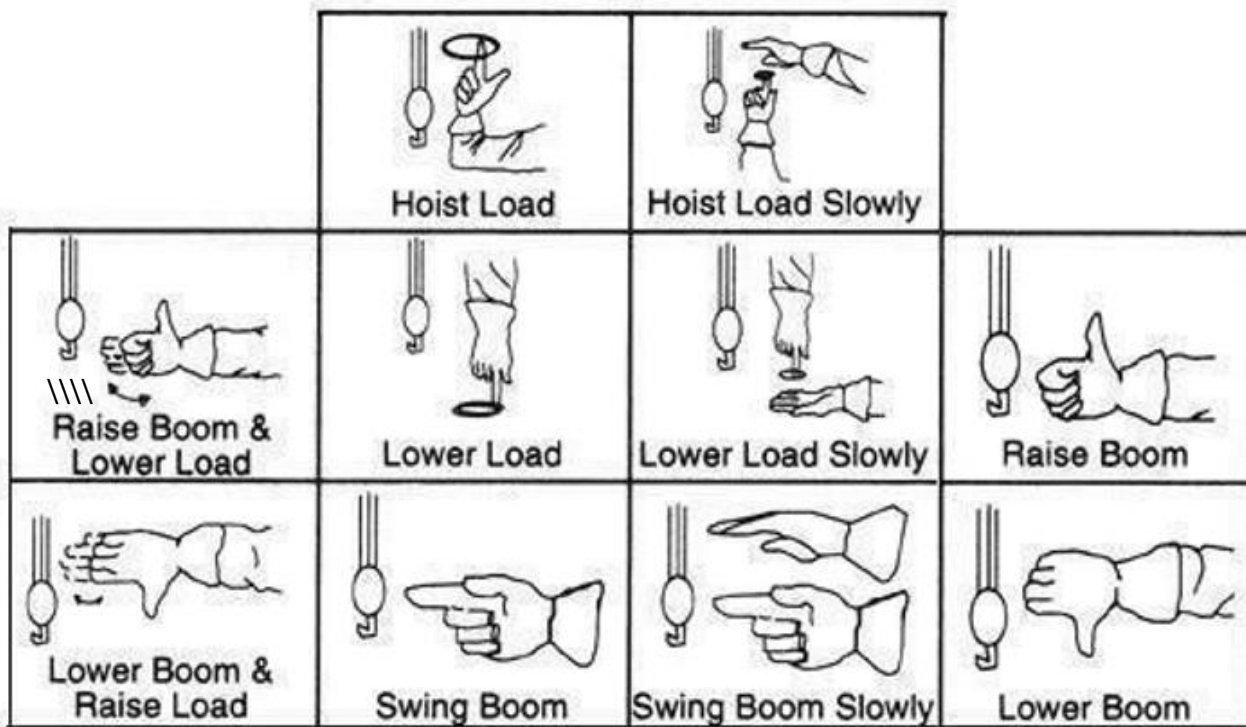
11.10.1 Scope: This Chapter applies to endless slings comprised of load bearing core(s) made of multifilament synthetic yarn(s), enclosed in a protective cover(s), for lifting purposes.

11.10.2 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.

11.11 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.

11.11.1 - 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 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.**

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.

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.

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 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

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 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 Committee.

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 crew (unless it is a class requirement, ie; Cat 300), lifejackets, crash helmets and bilge water. All boats must display their minimum class weight requirement on the transom.

RULE 6 – Boats Eligible for Racing - Boat measurement certificates will be required for the 2025 racing season for all hulls competing in the National classes.

RULE 7 – Canopies - It is required that all canopied boats use structurally sound canopy safety systems that meet or exceed the 2022 Lavin /UIM Cockpit Guidelines available at www.APBA.org. Cockpits must be built by an APBA or UIM registered cockpit builder. 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 boat. All catamaran 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 are allowed.

<https://www.uim.sport/Documents/Document/2024%20UIM%20Offshore%20Rulebook%20-%20republished%20on%2031.05.24.pdf>

All 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.

RULE 8 – Safety Hatch – See the 2022 Lavin/UIM standards.

RULE 9 – Braking Systems – Not allowed.

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

RULE 12 – Engine Compartment and fuel systems -

- 12.1** Only engine compartments with ridged covers/hatches and a highly visible color underneath may be used.
- 12.2** All engine and fuel compartments need to be properly ventilated and meet all United States Coast Guard safety regulations.
- 12.3** Fuel venting systems must include a check valve system which absolutely prevents fuel spillage in the event of a capsize, sinking, or accident scenario.

RULE 13 - Exclusivity - Exclusivity agreements for boats or any component used in APBA Offshore racing are not allowed.

RULE 14 - 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.

RULE 15 - Inspection Expense - Any unusual inspection expenses incurred by APBA Offshore shall be the responsibility of the boat owner or his designee.

RULE 16 - Fuel - At certain National or Bracketed Class Events there may be a minimum fuel purchase requirement. All 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 APBA Offshore Race notice for that event. Any 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.

16.1 Competitors 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.

- 16.1.1** Specific gravity must be $\geq .715$ and $\leq .765$ at 60 degrees F.
- 16.1.2** Maximum oxygen content is limited to 4.0% by weight.
- 16.1.3** The only allowable oxygenates are ether, alcohols or other current EPA allowed oxygenators, as listed, and characterized for oxygen mass fraction in ASTM D4814.
- 16.1.4** The ethanol content must be less than 25% by volume.
- 16.1.5** Oxygen bearing compounds are not allowed.
- 16.1.6** Epoxides (i.e., propylene oxide) will not be considered as ether.
- 16.1.7** Nitrogen bearing compounds are not allowed.
- 16.1.8** Lubrication additives are permitted, provided the resulting mixture meets all other requirements of these rules.
- 16.1.9** Unleaded gasoline may not be mixed with any commercial race fuel regardless of the source.
- 16.1.10** 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 competitor 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.

16.1.11 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 protest able. However, the loser in the protest shall be responsible for all outside laboratory expenses associated with the protest.

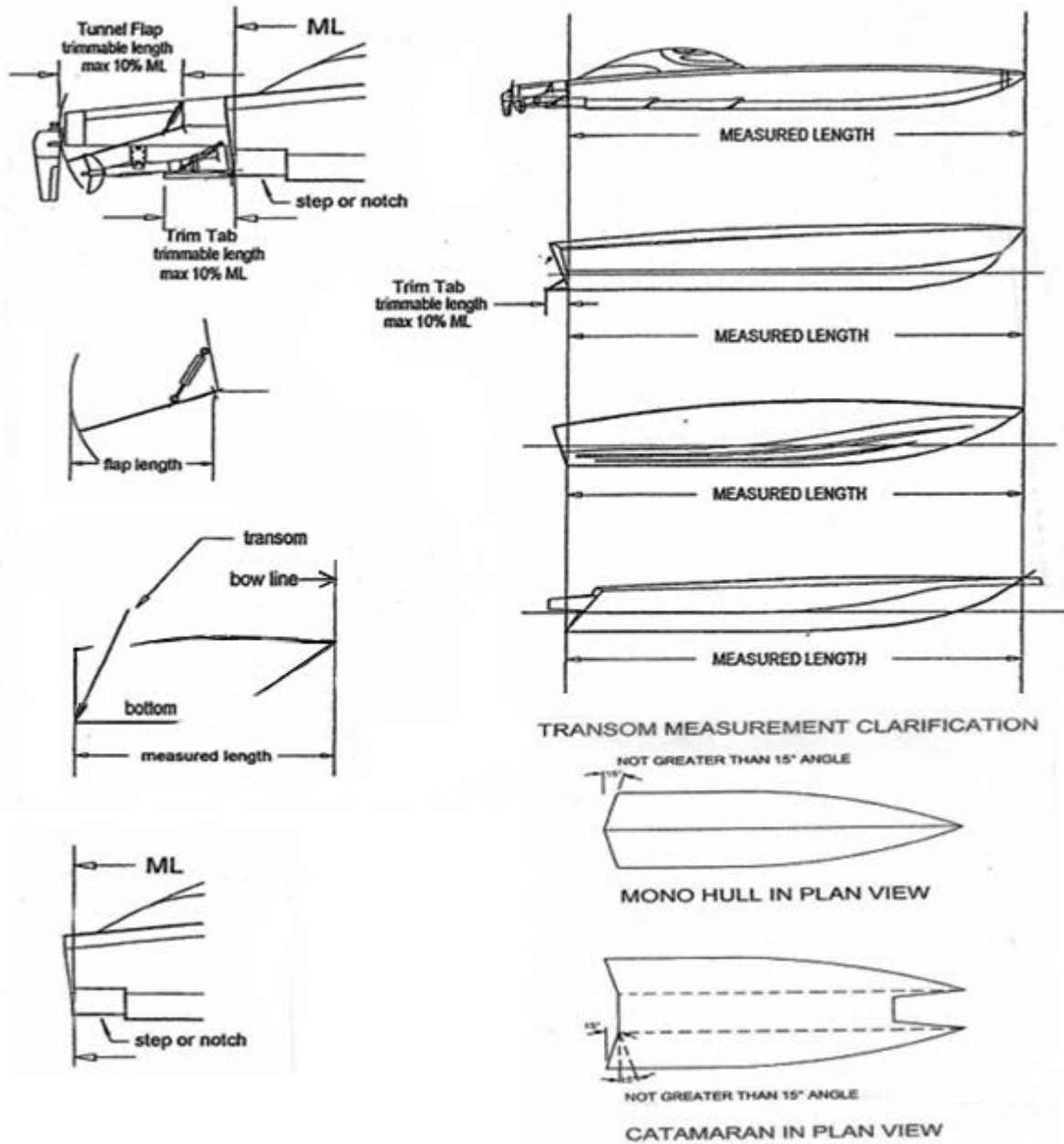
RULE 18 - Hull and Deck Measurement – All hull measurements are to be taken while the boat is ashore. The length must be measured between perpendiculars of the external molded length of the boat, taken at the extreme bow and the base of the transom, but excluding trim tabs, either fixed or movable. Hull 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 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.

[Remainder of Page Intentionally Left Blank]

LENGTH MEASUREMENT DIAGRAM



RULE 19 - Lap belts - not allowed.

RULE 20 - Single Point Lifting Harness - required for all boats.

RULE 21 - Non-Skid - required as per class rules - see APBA Offshore Safety Rules for recommendations.

RULE 22 - Aero-dynamic Devices (such as wings or moveable deck surfaces) - not allowed.

RULE 23 - Trim Tabs, Tunnel Tabs - fixed or adjustable - legal. See individual class rules for requirements.

RULE 24 - Weight.

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

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

RULE 25 - Air Conditioning

25.1 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 driver compartment may be cooled. In the event that engines seals are broken during installation, racers must get approval from the APBA Offshore Technical Committee.

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

RULE 26 – Propellers – See Class Rules

RULE 27 - 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 is prohibited. Fresh air ducting is not allowed to be closer than 2” in any direction to the engine and/or flame arrestor.

RULE 28 - Ballast Tanks Allowed: See class rules.

RULE 29 - Engine Hatches: May be with or without scoops. Competitors may not raise their engine hatches from the time they have completed the race until the boat is presented for inspection to an APBA Offshore Inspector. During the race, engine hatches can only be raised for emergency repairs. Violators shall be disqualified unless the APBA Offshore inspection team can verify the case of emergency.

29.1 - Outboard Cowlings: Competitors may not remove their outboard cowlings from the time they have completed the race until the boat is presented for inspection to an APBA offshore Inspector. During the race, outboard cowlings can only be removed for emergency repairs. Violators shall be disqualified unless the APBA Offshore inspection team can verify the case of emergency.

RULE 30 - Non-Compliance - Competitors may not vote to allow a boat to run in non-compliance within their class.

RULE 31 - 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**.

[Remainder of Page Intentionally Left Blank]

OFFSHORE CLASS SPECIFIC RULES

PRO CLASS ONE (PC1)

All **PRO CLASS 1 boats** 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 the same as APBA points are earned.

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 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 Chief Technical Inspector.

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

3.3 It is the responsibility of the Team Owner and the Manager to submit his team's equipment to the Chief Technical Inspector for his inspection. If in the judgment of the Chief Technical Inspector, a boat and/or safety equipment is unseaworthy, unsafe, or unmanageable, the non-compliance must be brought to the attention of the APBA Chief Referee. If the APBA 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.

3.4 The Chief Technical Inspector shall examine each entry 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 boat entry in these classes will be verified at its first event by the Chief Technical Inspector. If successful, the boat will be allowed to participate in the Championship.

3.6 Any modifications to a boat shall be reported to the APBA 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 APBA Chief Referee of a modification will result in a penalty to be decided by the Chief Referee and the APBA ORC Chairperson.

RULE 4 - UNIFORMS:

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

RULE 5 – ENGINES

The only engine that can be used in 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 boats have the same power and reliability.

Any change made by the team to increase horsepower will be seen as cheating and prohibited. The policing of the 1100 QC4V engines will be performed by Mercury Racing 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 Arenson 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, Molybden, Monel, Titanium, Tungsten, Waspaloy

7.3 Race teams that have the quick-change gear ratio will be limited to 4 sets of approved propellers. Race teams that do not have the quick-change gear ratio can have an unlimited number of approved propellers.

RULE 8 - TUNNEL TABS

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

RULE 9 - PROPELLERS: Catamaran

9.1 Boats with quick change drop boxes (SCS/Skema) can have a maximum of 3 sets of propellers. Boats with fixed ratios (Mercury/BPM) can have unlimited sets of propellers. For 2025, Propellers must be produced by an 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.

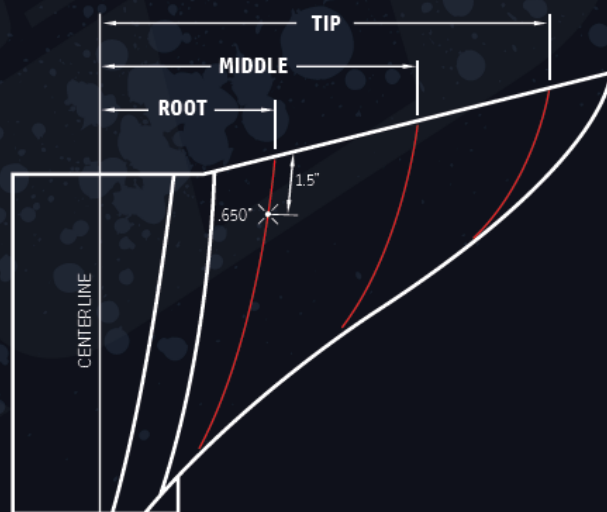
[Remainder of Page Intentionally Left Blank]



PROPELLER SPECIFICATIONS

PROPELLER DIAMETER (INCHES)	INSPECTION RADII (INCHES)		
	ROOT	MIDDLE	TIP
15	2	4 1/4	6 1/2
15.25	2	4 5/16	6 5/8
15.5	2	4 3/8	6 3/4
15.75	2	4 7/16	6 7/8
16	2	4 1/2	7
16.25	2	4 9/16	7 1/8
16.5	2	4 5/8	7 1/4
16.75	2	4 11/16	7 3/8
17	2	4 3/4	7 1/2
17.25	2	4 13/16	7 5/8
17.5	2	4 7/8	7 3/4
17.75	2	4 15/16	7 7/8
18	2	5	8

INSPECTION RADIUS	LEADING EDGE		TRAILING EDGE	
	DISTANCE FROM EDGE (IN)	MINIMUM THICKNESS (IN)	DISTANCE FROM EDGE (IN)	MINIMUM THICKNESS (IN)
ROOT	1 3/8	0.320	1 1/2	0.650
MIDDLE	1 1/2	0.210	1 1/2	0.385
TIP	1 11/16	0.130	1	0.150



RULE 10 - BOAT WEIGHT

- 10.1 Minimum boat weight after the race conclusion shall be 11,800 pounds for teams with no tunnel tab.
- 10.2 Minimum boat weight after the 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 drivers 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 Inspectors for current race boats. Any newly constructed race boat must be a minimum of 40' and maximum of 47' as measured by the 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 an Inspector.

RULE 13 - MEASUREMENT CERTIFICATE

A Boat is not allowed to take part in a local, National, or international race without a Measurement Certificate 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 boats.

RULE 15 - PROFESSIONAL FEES

All fees/costs that may result from Mercury Racing Inspections, Compliance, etc. will be the responsibility of the PRO CLASS ONE (PC1).

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, the customer is responsible for extending power supply leads for the pump.

16.7.3 If relocated, the 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 competitors on the morning of each racing day. The serial numbers of each PCM and which 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 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 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 Teams shall provide a specified data logger to interface with Mercury's provided CAN interface module.

19.1.4 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 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 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 mechanically.
- 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 boat must be directly provided by the crew. 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.

Crew 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 crew 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 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 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 the key up fuel pressure is under 420 kP.

[Remainder of Page Intentionally Left Blank]

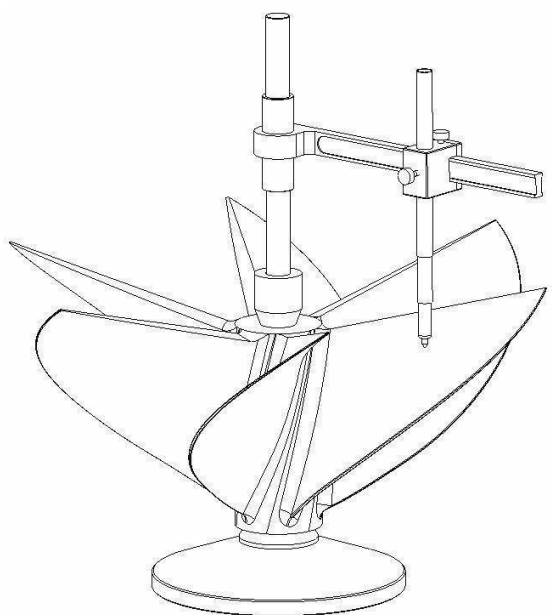
SUPERCAT

All Super Cat Class boats must adhere strictly to SECTION XV - APBA OFFSHORE TECHNICAL RULES - GENERAL REQUIREMENTS - ALL CLASSES, and the following specifications.

Class	Numbers	Length	Engine Type	# Of Engines	Hull
SC	Numeric only	35' - 42'	Inboard	Twin	Cat

1. **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 crew, life jackets, crash helmets and bilge water.
2. **Serial Number** - Each hull must have an engraved serial number as required by law.
3. **Canopied Cockpit** - Compliance with the 2022 UIM/Lavin guidelines. All catamaran boats must have a single canopy, seating two, side by side. The canopy must be located on the centerline of the boat.
4. **Safety hatch** – All Catamaran Boats must have a bottom escape hatch located in the tunnel of the boat.
5. **Braking Systems** - Not allowed.
6. **Engine Compartment** - Only engine compartments with ridged covers/hatches and a highly visible color underneath may be used.
 - 10.1 All engine and fuel compartments need to be properly ventilated and meet all United States Coast Guard safety regulations.
7. **Exclusivity** - Exclusivity agreements for boats or any component used in racing are not allowed.
8. **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. The exhaust exit from the hull must be located so that the exhaust fumes cannot affect the crew.
9. **Inspection Expense** - Any unusual expenses incurred by APBA or the conducting APBA club shall be the responsibility of the boat owner or his designee.
10. **Fuel** - Any additives whatsoever are strictly prohibited. Fuel will be tested. In the event that a competitor is found to have additives in the fuel, they will be disqualified from the event. All boats are required to use gasoline, maximum octane rating 93.
 - 10.1 Electric fuel pump shutoff - must shut off when the kill switch is engaged.
 - 10.2 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.
11. **Approval of Equipment** -
 - 11.1 Boats and engines must be approved by the conducting club's Technical Committee. 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.
 - 11.2 Engines must be based on an automotive block sold through normal distribution channels and available to the general public. Gasoline type engines only.
12. **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. Swimming platforms and any parts attached to the transom are not to be included in the measurement.
13. **Hull Extensions** - No extensions to meet minimum length.
14. **Single Point Lifting Harness** - required for all boats.
15. **Non-Skid** - required for walking on deck surfaces from aft and around cockpit.
16. **Aero-dynamic devices** (such as wings or movable deck surfaces) - not allowed.
17. **Trim Tabs, Tunnel Tabs** - either fixed or adjustable - legal.

- 18. Weight -**
23.1. Post-Race - All boats must report to the official race scale as required.
23.2. Penalties – Underweight boats will receive last place points. No scale tolerance.
- 19. Air Conditioning -**
24.1 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 driver compartment may be cooled.
24.2. No cooling allowed - Neither fuel nor engine compartments may be cooled in any manner through the air conditioning system.
- 20. Anti-stuff bows planes -** Not allowed.
- 21. Propellers -**
21.1 Propellers must be of the type approved by APBA.
21.2 Manufactures may apply to APBA for approval.
21.3 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.
21.4 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.
21.5 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 at 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

22. 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).
23. Ballast tanks NOT allowed: Ballast tanks are 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, racers may stop and physically move weight bags manually if it is safe to do so.

- 24.** Engine hatches: May be with or without scoops. Competitors may not raise their engine hatches from the time they have completed the race until the boat is presented for inspection. During the race, engine hatches can only be raised for emergency repairs. Violators shall be disqualified unless the race committee inspection team can verify the case of emergency, and video evidence is presented as evidence of compliance.
- 25.** 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 throttleman and driver.

TECHNICAL RULES – SUPER CAT CLASS

All Super Cat (SC) Class boats must strictly adhere to the following specifications. Please also refer to the rules pertaining to all offshore classes.

BOAT SPECIFICATIONS:

Hull type:	Catamaran
Length minimum:	35' 0"
Length maximum:	42' 0"
Beam maximum:	12'
Tunnel width maximum (measured at keel):	66"
Height minimum (keel to deck):	48"
Weight minimum:	9,500 LBS

ENGINE SPECIFICATIONS:

1. GENERAL:

Displacement, maximum	510 CID
Displacement, minimum	495 CID
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.
Engine Rotation	Standard rotation only. Counter rotation engines not allowed

2. ENGINE BLOCKS:

Cast iron	Only cast-iron blocks are approved. Billet main caps are approved.
GM Big Block Chevy type	Blocks with 9.8" or 10.2" deck heights approved
GM Big Block Chevy type	Blocks manufactured by General Motors, World Products (Merlin), and Dart Machine are approved.
Other blocks	Must be approved by APBA
Cylinder sleeves	Allowed for repair purposes
Cylinder bore centers Maximum bore size	Must remain in OEM location. 4.605"
Mercury Racing 800 Competition Engines	The Mercury Racing 800 Competition engine as manufactured and Factory sealed, is legal in the Super Cat Class. Weight Adjustments, if needed, will be made at the discretion of the APBA Chief Referee in concert with the current APBA registered class participants. Initial weight increase is set at 650lbs for existing boat. Any changes in specifications, parts, or accessories by Mercury Racing must be homologated through APBA and voted on by the Class before use in competition.

3. INTERNAL COMPONENTS

Materials allowed	Crankshaft, connecting rods, pushrods and wrist pins must be made of steel.
Materials, not allowed	Titanium or any other materials
Wrist pins	Minimum .990" inch diameter
Pistons, allowed	Forged Aluminum
Pistons, not allowed	Titanium, or any other exotic material
Crankshaft Stroke	The maximum stroke is 4.00 inches. There is no minimum stroke. The maximum Bore is 4.605 inches.
Single plane crankshafts	Not allowed. Crankshaft throws must be timed according to OEM specifications

4. CYLINDER HEADS

Cylinder heads	Must remain in OEM location.
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.
CNC	Spec heads may have CNC or hand shaped chambers, exhaust, and Intake ports.
Blending	Grinding or blending of CNC valve work or CNC chamber work is allowed
Grinding and polishing	Allowed
Resizing of ports	Allowed
Cylinder head repairs	Allowed
Milling	Angle milling of head surface allowed.
Head bolts	Additional head bolts are legal. Two head bolts per cylinder head are legally installed through bosses in block in the lifter valley to the underside of the head.

5. VALVE SYSTEMS	
Number of valves	Two valves per cylinder operated by pushrods. One camshaft is located in the block, OEM location.
Intake valves, allowed:	Stainless steel, or titanium
Intake valves, not allowed	Pneumatic, hollow stem, ceramic valves
Exhaust valves, allowed	Stainless steel, Super Alloy, or Inconel
Exhaust valves, not allowed	Titanium, any other
Valve stem diameter, minimum	11/32"
Variable cam timing	Not allowed
Maximum gross cam lift	0.720-inch, zero lash, measured at the valve
Camshaft	Must remain in OEM location
Lifter bores	May not be changed from OEM location
Sleeves	May be used. OEM lifter bore location may not be changed
Lifters	Pushrod must ride in center of lifter. No offset lifters.
Pushrods	Must remain in OEM location
Valve head diameter, maximum	Intake 2.300", exhaust 1.900"
Valve spring cooling	Allowed with internal engine oil
Offset head guides	Not allowed. Head mounting location may not be altered.
Spring Retainers	Except as stated above, any material and design may be used
Rocker Arms	Except as stated above, any type or design legal
Rocker stud girdle	Legal

6. INTAKE MANIFOLD

Approved intake manifolds	Brodix part numbers HV 2001-A and HV 2005-A. Other brands are also allowed as cast from Edelbrock, World, and Dart. Fabricated intake manifolds are not allowed.
Modifications	Not allowed
Welding	Not allowed
Porting	Allowed for 1 1/2" closest to the cylinder head
Carburetor spacers	Maximum 2.5"

7. INDUCTION SYSTEM

Number	Only one carburetor per engine
Approved type	Any Holley "Dominador" 4500 series carburetor
Fuel injection	Not allowed
Blueprinting	Allowed

8. EXHAUST SYSTEM

Materials	Cast or fabricated allowed only
Length	Maximum 15-1/2" individual primary runner length, measured at centers of any runner, cylinder head port to common collector.
Mercury/CMI Headers	-OR- The CMI "Sweeper" style header provided as OEM header on the Mercury Racing 525EFI, 600SCI, and 700SCI, and the CMI GEN-X "Sweeper" replacement header are allowed.
Length to include	Any adapters, or wedges from the exhaust ports to the common exhaust collector
Shape	Any common collector shape allowed
Exhaust pipes	"Y" and "H" allowed
Cooling	Exhaust system from engine outlet to point of exit from hull or deck must be water-cooled by water jackets

9. TRANSMISSIONS:

Single speed	Allowed. Must be capable of neutral, forward and reverse
Multi speed	Not allowed
Power	Must be derived from main engines

10. LUBRICATION:

Wet sump	Wet sumping and internal oil pumps allowed
Dry Sump	External oil pumps / dry sumping allowed. Not more than three scavenging pump sections allowed.
Filter screens	Allowed. May not restrict the return of oil to the crankcase. Flush mounted only.
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.

11. IGNITION:

Distributor	Must remain in OEM location.
Spark distribution	Distributor rotor / cap only
Electronic ignition	Allowed
Crank triggered ignition	Not allowed
Belt drive ignition	Not allowed
Coils	Limit one ignition coil per engine.
Back-up ignition	Are NOT allowed

Rev limiter – Carburetor Motors	RPM is limited to 7000 RPM. A G2X Pro Data Logger or equivalent 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 inspectors during post-race inspection. The wiring harness of the system must be readily accessible for inspection by event inspectors. No dual systems or ignition components allowed. The RPM level during the entire race must be verifiable on the data logger by the APBA inspector upon completion of the race.
Rev limiter – 800 Mercury Racing	Rev limiter: RPM limited to 7000 RPM. A G2X Pro Data Logger or AIM 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 inspectors during post-race inspection. The wiring harness of the system must be readily accessible for inspection by event inspectors. No dual systems or ignition components allowed. The RPM level during the entire race must be verifiable on the data logger by the APBA inspector upon completion of the race.

12. OUTDRIVE

Approved type	Mercury Racing SSM VI The skeg thickness must comply with the inspection template.
Dropdown box	Not allowed
Shaft drives	Not Allowed
Drive modifications	Not allowed-Must remain internally as produced by Mercury racing using all gears and shafts.
Gear reduction, SSM VIPropeller aerators	1.61:1 (1.607:1) is the only approved gear ratio for Super Cat Allowed

Penalties: See Rule Section V, Post Race Technical Inspections, rule 3.1.5

FACTORY STOCK

All Factory Stock Class boats 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 boats must be out of production mold, certified by APBA, no custom-built boats will be permitted. This class will run with full safety canopies only.

LENGTH	35'-40'
BEAM	11'6"
TUNNEL WIDTH MAXIMUM	72"
WEIGHT	6750 lbs
ENGINES	Mercury 500 Competition
MAX RPM	6800 RPM
HEIGHT	44"

1- DIMENSIONS

- 1.1 - **Tunnel Width** maximum is measured at the keel of the boat.
- 1.2 - **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).
- 1.3 - Aero-dynamic devices (such as wings or movable deck surfaces) - not allowed.
- 1.4 - Trim Tabs, Tunnel Tabs - either fixed or adjustable - legal.

2. Engine Specs (Twin Engines)

- 2.1 - **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.
- 2.2 - **Cowlings** may be a lightweight facsimile of the production cowling. Manufacturers' decals must be on the cowling. External air intakes may be added.
- 2.3 - **Powerhead** must remain stock, as produced by the manufacturer.
- 2.4 - **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.
- 2.5 - **Compression Ratio** may not be altered, under any circumstances.
- 2.6 - **ECU's** may not be modified or reprogrammed, under any circumstances.
- 2.7 - 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 RPM level during the entire race must be verifiable on the Data Logger by the event inspectors during post-race inspection. The wiring harness of the system must be readily accessible for inspection by event inspectors. No dual systems or ignition components allowed. The RPM level during the entire race must be verifiable on the data logger by the APBA inspector upon completion of the race.
- 2.8- **Flywheels** must remain stock, no modifications or lightening is permitted.
- 2.9 - **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"

3. Propellers:

3.1 - Must be OEM Mercury Racing: #4 or #5 series propellers are allowed.

3.2 - No forged propellers.

4. Steering:

4.1 External - Hydraulic Steering is required.

5. Transom Brackets:

5.1- Transom brackets are allowed but may not be adjustable during competition.

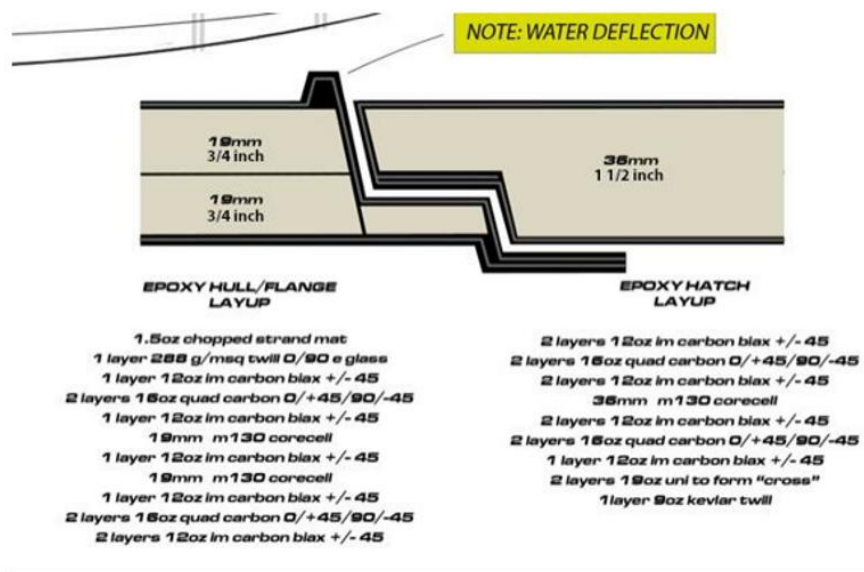
6. Interpretation of Rules:

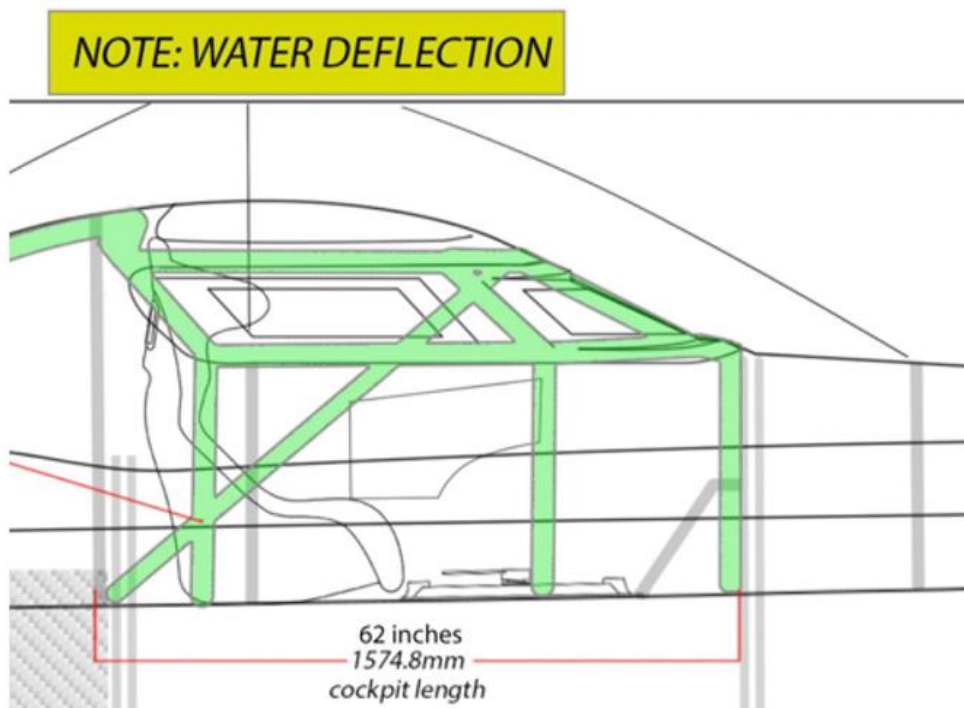
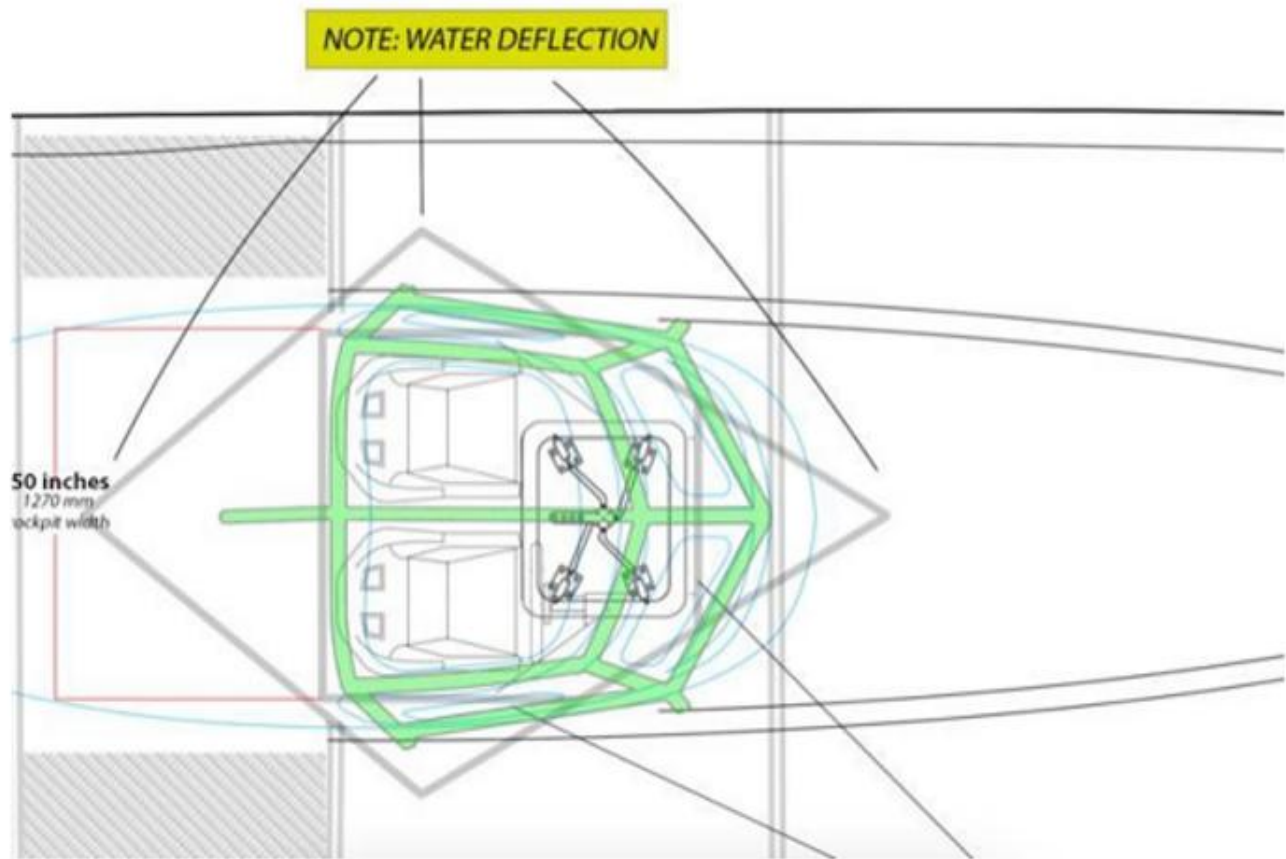
6.1 - If there is a disagreement or dispute regarding the meaning or application of these Rules, the interpretation and application of APBA shall prevail.

7. Canopies:

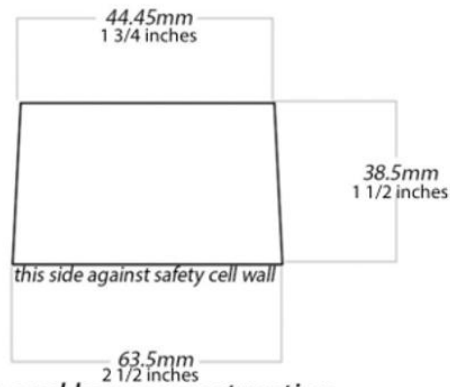
7.1 Compliance with UIM/Lavin Guidelines - All Factory Stock Class boats must use canopy safety systems that comply with the 2022 UIM/Lavin Cockpit Guidelines. It shall be the sole responsibility of the owner of the race boat to maintain a copy of the applicable UIM/Lavin Guidelines.

7.2 - Non-compliance – The Chief Referee has the authority to deny entry to any race boat subject to these rules that has non-compliant cockpit safety systems. The Chief Referee also has the authority to allow a non-compliant boat to compete provided that after consultation with the Chief Inspector, Competition Director and Rescue and Safety Director he determines that the intent of the guidelines has been met and that the safety of the riding crew and fellow competitors is not jeopardized.





rib and beam of safety cell



rib and beam construction

m100 corecell

3 layers 12oz im carbon biax +/- 45

*carbon extends 101.6mm on both
sides of cell*

8. 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 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 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, Post Race Technical Inspections, **rule 3.1.5**

SUPER STOCK

All Super Stock Class boats must adhere strictly to **SECTION XV - APBA OFFSHORE TECHNICAL RULES GENERAL REQUIREMENTS - ALL CLASSES**, and the following specifications.

1. Dimensions: 28' to 32' Catamaran

2. Minimum weight: 4900lbs

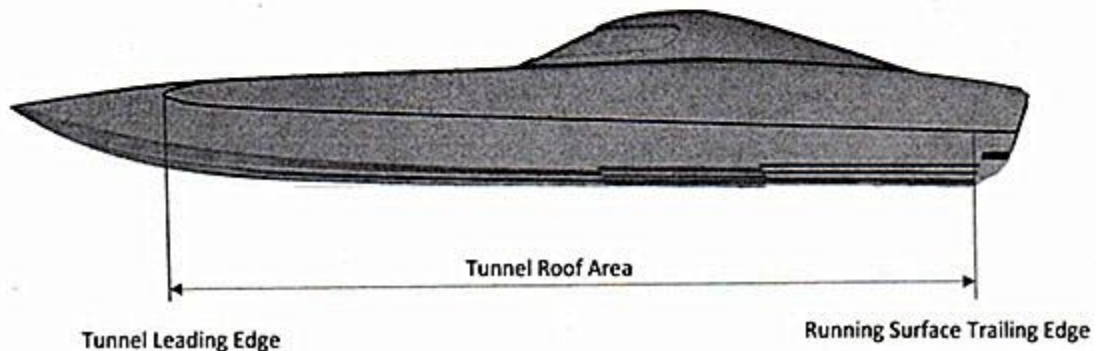
2.1 – The maximum tunnel width is 63”.

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"



2.2 Cockpits must be built by a UIM or APBA registered cockpit builder. 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 boat. All catamaran 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 are allowed.

For cockpit certification requirements see UIM Offshore Rulebook, Safety Section, 508.03 through 508.16, Pages 72 through 76. Link:

<https://www.uim.sport/Documents/Document/2024%20UIM%20Offshore%20Rulebook%20-%20republished%20on%2031.05.24.pdf>

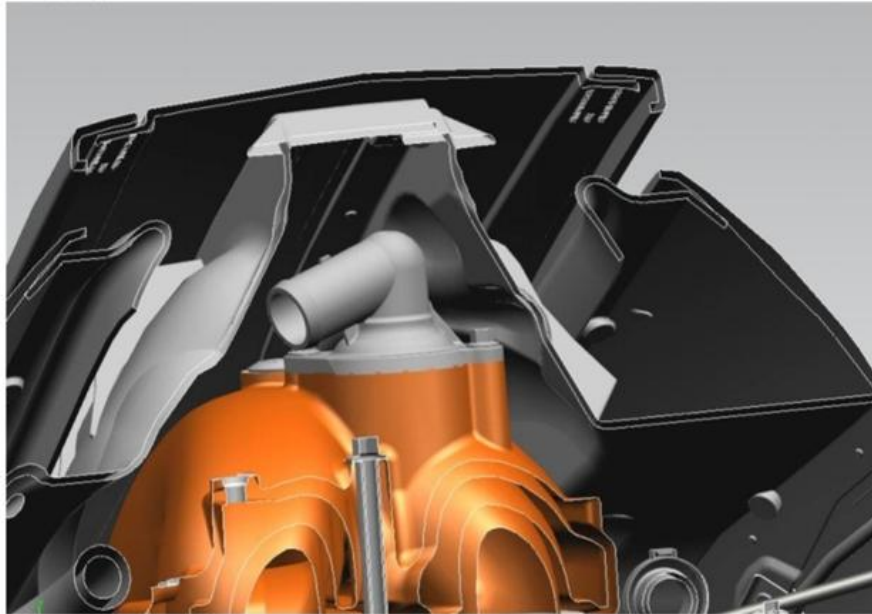
2.3 No external wings, air foils, (fixed or adjustable) or movable deck surfaces are allowed.

2.4 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 a double yellow card.

3. Engine Specs: (Twin engines)

- 3.1 - Approved Engine:** Mercury 300xs, 2006-current, 300 hp, 3.2L (193 CID) with Sport master lower unit. Mercury 300R with 20" midsection as delivered or with most recently approved stock upgrade from Mercury Racing only. Homologation papers can be found by clicking [HERE](#).
- 3.2 - Cowlings:** May be a lightweight facsimile of the production cowling. Manufacturers decals must be on 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.



- 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 are not allowed.
- 3.5 - Compression ratio:** May not be altered.
- 3.6 - ECU boxes:** May not be modified or reprogrammed. Maximum RPM is allowed to be 6500. Mercury 300XS certified ECU boxes will be issued prerace and collected Postrace.
- 3.7 - Flywheels:** No modifications or lightening is allowed.
- 3.8 - Reeds:** Any reeds are allowed. Stock reed cages must be used.
- 3.9 - 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 are 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. Engine 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.

- Updating of equipment: Allowed
- Backdating of equipment: Not Allowed

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 RPM level during the entire race must be verifiable on the Data Logger by the event inspectors during post-race inspection. The wiring harness of the system must be readily accessible for inspection by event inspectors. No dual systems or ignition components allowed. The RPM level during the entire race must be verifiable on the data logger by the APBA inspector upon completion of the race.

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:

Mercury
Hydromotive
Dewald
Herring
Chopper Perf.

All other propellers must be approved by APBA Officials prior to use.

- 7. Steering** – External – Hydraulic steering is required
- 8. Remote Water pickups:** Not allowed
- 9.** 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.
- 10. Fuel:** Only petroleum-based fuels are allowed. Octane enhancing additives are not allowed. Oxygen enhancing additives are not allowed.
- 11. Tunnel tabs** – Only fixed tunnel tabs are permitted.
- 12. Safety** – All Super Stock boats built after May 1, 2022, are required to meet, or exceed the latest Lavin/UIM safety cockpit construction standards. All SuperStock boats built before May 1st, 2022, must conform to the UIM /Lavin Standards before the 2023 season.
- 13. Adjustable Motor Brackets:** Jack plates must not be movable while the boat is under power racing.

See Rule Section V, Post Race Technical Inspections, rule 3.1.5

CAT 300

TECHNICAL RULES – CAT 300

All Class 300 boats must adhere strictly to SECTION XV - APBA OFFSHORE TECHNICAL RULES - GENERAL REQUIREMENTS - ALL CLASSES, and the following specifications.

Hull type:	Catamaran
Length minimum:	23' 0"
Length maximum:	26' 0"
Tunnel width maximum (measured at keel):	56"
Weight minimum:	3,200 LBS Including Driver and Throttle person.
Cockpit strength:	5000N
Polycarbonate window thickness minimum:	½" (.500")

1. Minimum Weight Compliance - to be determined at the end of the race with the official scales. 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. The driver and throttle person may be weighed at the check-in physical if more convenient.

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

2. Canopied Cockpit - Cockpits must be built by a UIM or APBA registered cockpit builder, certified to a minimum of 5000N. 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 boat. All catamaran 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 are allowed. For cockpit certification requirements see Lavin/UIM Offshore Rulebook, Safety Section, 508.03 through 508.16, Pages 72 through 76. Link:

<https://www.uim.sport/Documents/Document/2024%20UIM%20Offshore%20Rulebook%20-%20republished%20on%2031.05.24.pdf>

3. Windows- Cockpit windows must be a minimum of .500" Polycarbonate. Certification of polycarbonate window material from the manufacturer of the polycarbonate material, the builder's supplier, is required.

4. Steering – External – Hydraulic steering is required

5. Remote Water pickups: Not allowed

6. Tunnel tabs – Only fixed tunnel tabs are permitted.

7. Adjustable Motor Brackets: Adjustable Jack Plates are allowed while the boat is under power racing.

8. Fuel: Only petroleum-based fuels are allowed. Octane enhancing additives are not allowed. Oxygen enhancing additives are not allowed.

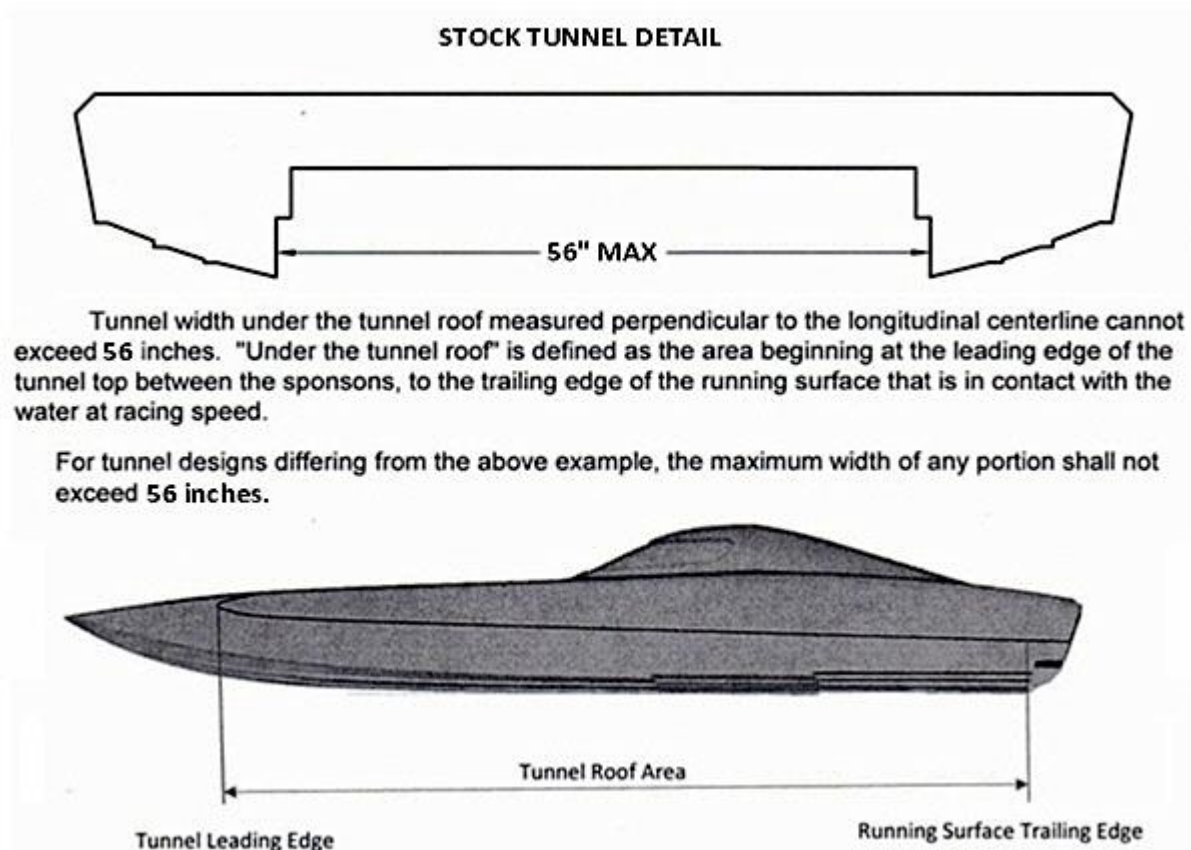
9. Ballast: All Ballast must be properly secured and not adjustable while racing. Transferable liquid ballast is allowed provided that the ballast system has no capability to fill or empty while underway. Any violation or attempt to circumvent this rule will result in immediate disqualification.

10. 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 RPM level during the entire race must be verifiable on the Data Logger by the event inspectors during post-race inspection. The wiring harness of the system must be readily accessible for inspection by event inspectors. No dual systems or ignition components allowed. The RPM level during the entire race must be verifiable on the data logger by the APBA inspector upon completion of the race.

11. Propellers:

- All propellers must be approved by APBA Officials prior to use.
- Propellers must be cast stainless steel. **NO** forged, titanium or other exotic propellers allowed. The use of CNC finished propellers is **NOT** allowed.

12. TUNNEL SPECIFICATIONS:



12. Engine Specs: (Single engine)

12.1 - Approved Engine (s):

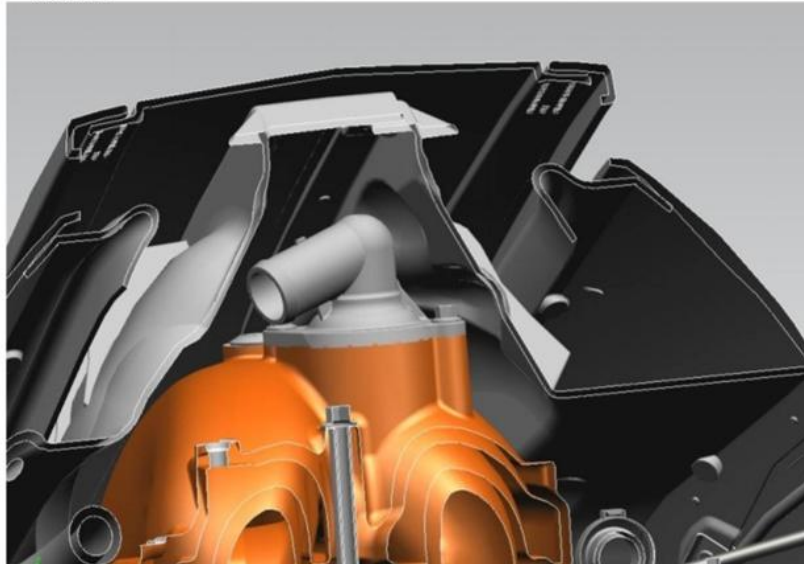
A- Mercury 300R, 4.6L with 20" midsection. Homologation papers can be found by clicking [HERE](#).

B- 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.

12.2 - 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.

12.3 - 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.



12.4 - 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.



[Remainder of Page Intentionally Left Blank]

MOD VEE

**All MOD VEE Class boats must adhere strictly to: SECTION XV - APBA OFFSHORE
TECHNICAL RULES - GENERAL REQUIREMENTS - ALL CLASSES, and the following specifications.**

Rule Changes to Maintain Competitive Balance and / or safety: The ORC recognizes that there are considerable differences in boat design; accordingly, the ORC reserves the right to make adjustments to boats, engines, drives, or propellers, etc., individually, or categorically, based upon experience in race conditions, accidents scenarios, excessive speed, or ill handling.

Hull Specifications

- Extensions to the deck of the 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.

Weights and Dimensions

Hull type: Monohull

Length minimum 29' 0"

Length maximum – Bow to Transom – 32' 0"

Beam maximum: 8' 6" (The maximum beam shall be no more than 2' wider than the beam measured at the transom chine to chine)

Number of engines: 1

1. **Hull steps** - are allowed and must be vented to the atmosphere either internally or externally.
2. **Weight Minimums**
 1. Single & Twin Step Hulls: Bravo, IMCO drive- 4750 lbs.
 2. Triple or more Step Hulls: Bravo, IMCO drive- 5000 lbs.

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: crew, life jackets, crash helmets, bilge water and lifting harness.

A single point lifting harness is mandatory for all 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.

Canopies: All boats must be equipped with canopy safety systems, including canopy hatches (lids) fitted with positive open and positive close mechanisms, side by side only. No inline seating allowed. Five-point restraint harness systems and on-board air systems are required. No boat will be permitted to participate without a canopy. The conducting club has the authority to deny entry to any race boat subject to these rules that have non-compliant cockpit safety systems. The current best practice for canopied boats is the 2022 Lavin/UIM canopy standards on the APBA website under Offshore. The polycarbonate window requirements, attachment III, will be strictly enforced.

Braking Systems: Not allowed.

Aero-dynamic Devices (such as wings, airfoils, or moveable deck surfaces) – not allowed.

Anti-Stuff Bow Planes - not allowed.

Non-Skid- All boats must be equipped with non-skid material on the deck from the transom up to and around the canopy.

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

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

ENGINE SPECIFICATIONS

APBA Approved Inboard Production Race Engine

- Mercury Racing 525 EFI Motor, with its OEM Stock Specifications, with the following exceptions a maximum cubic inch limitation of 510 Cubic Inches and a maximum RPM limitation of 5600 RPMS.
- The Mod Vee Class 510 CID Motor with the following specifications:
- **Displacement:** Maximum 510 CID, with a 4" stroke crankshaft only. Crankshaft throws must be in accordance with OEM specifications.
- Compression Ratio: Maximum compression ratio of 9.0:1.
- **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 is not allowed.
- **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.
- **Materials:** Crankshaft, Flywheel, connecting rods, pushrods, and wrist pins must be made of steel. Titanium or other materials are not allowed.
- **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.
- **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.
- **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.
- **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.
- **Ignition System:** Engines are required to use the MSD Digital or Analog Ignition system or the Daytona CD 1 Marine Box, limited to 5600 RPMs. Crank triggers and belt drive ignitions are not allowed.

Ignition System: All engines are required to have the ignition system limited to 5600 RPMS and 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 inspector upon the completion of the race, during the post-Race inspection.

Maximum RPM Limit: 5600 RPM

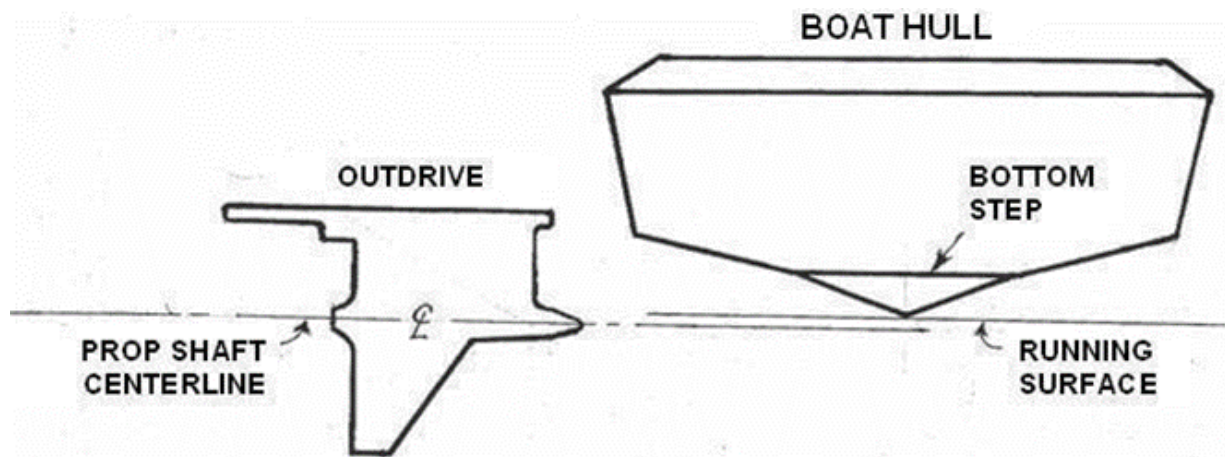
Engine maintenance and rebuilds: The respective motors can be maintained and rebuilt, utilizing stock OEM parts and specifications, with a maximum cubic inch limitation of 510 cu in and a maximum compression ratio of 9.0:1, all other engine specifications and tolerances must be as per the Original Engine Manufacturer or have approval from the APBA ORC in writing. Note: Aftermarket 502 cubic inch GM blocks may be used.

EXHAUST SYSTEM SPECIFICATIONS

- **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.
- **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.
- **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.
- **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.
- **Non-Conforming** – The APBA ORC reserves the right to approve or disapprove alternative additional exhaust installation hardware when required for specific boat builder installations.
- **Rear Engine Mounts** - are allowed.

OUTDRIVE SPECIFICATIONS:

- **Approved Models** – The Mercruiser Bravo One, XZ, XR, Sportmaster, Short Sportmaster XR, BMAX, and Imco SC and SCX Drives are approved for competition.
- The Volvo DPX Duo Prop is approved for competition.
- **Dry Sumping**- of drives not allowed.
- **Crash Boxes** - are not allowed.
- **Gear Ratios** - the only gear ratio allowed is 1.50:1 at the prop shaft.
- **Shifting** - Drives must be capable of shifting forward, neutral and reverse with the engines running.
- **Modifications** - Drive modifications (i.e., one-piece propeller shafts, heavy-duty bearing carriers, etc.) only to increase reliability are allowed. Parts must be available to all racers at reasonable commercial prices. 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 competition.
- **Transmissions** - are not permitted in MODIFIED VEE.
- **Standoff boxes** - Must be of 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 competition. Standoff boxes are limited to a maximum of 12".
- **Jackshafts** - are allowed.
- **X-Dimension** – Weight Modification - In an effort to create parity between boats, the maximum drive height for MOD VEE boats shall be limited to the centerline of the prop shaft being a minimum of one inch (1 inch) below the bottom of the 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.



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.

- X-Dimension: Adjust the X-Dimension on an individual basis. (See diagram)
- Weight Modification: Control the weight of any individual boat, in an effort to maintain the competitive balance of the class. (See diagram)
- In addition to the minimum weight adjustment, the APBA ORC reserves the right at their discretion to also modify the drive height of any boat at any time either in conjunction with the weight adjustment or separately in an effort to maintain a competitive balance in the class.

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.

Propeller Rotation - Left or right Rotation of propellers is allowed.

Water Pickups - No through-hull water pickups will be allowed. Engine cooling water must be supplied through the stock outdrive water pickup.

PROPELLER SPECIFICATIONS:

- Castings - Propellers must be manufactured from castings.
- Modifications - Propellers may be modified from the original factory casting with grinding and machining.
- Forged, billet - or other types of propellers are not allowed.
- Availability - Propellers must be available to all racers within a reasonable delivery time.
- Approved Propellers – Cast propellers must be approved by the APBA ORC.

1. Cast propellers manufactured by Herring, Hydromotive, Chopper Performance, Dewald, and Mercury are approved.

NO OVER THE HUB EXHAUST TYPE PROPELLERS ARE ALLOWED.

- Other manufacturers of cast propellers may apply to the APBA ORC for approval based on the following criteria:
 - a. Reasonable prices and available to all racers.
 - b. Manufacturer maintains national availability through a national dealer network.
 - c. Units are available to, and generally recognized by, approved boat manufacturers as OEM Equipment.

Penalties: See Rule Section V rule 3.1.5

SUPER VEE

All SUPER VEE Class boats must adhere strictly to SECTION XV - APBA OFFSHORE TECHNICAL RULES GENERAL REQUIREMENTS - ALL CLASSES, and the following specifications.

Hull Dimensions:

HULL TYPE	Twin Engine Monohull
LENGTH MINIMUM	35' 0"
LENGTH MAXIMUM	46' 0"
BEAM MAXIMUM	9' 3"
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)
WEIGHT MINIMUM	9,000lbs

Minimum Weight Measurement - is determined at the end of the race. All boats required or directed to weigh by the Chief Referee or Inspector must report to the Crane of the Day, the same crane must be used for both entering and exiting the water. It will be the responsibility of the Owner, Driver, or designated Crew Member to present the boat for post-Race weighing with the boat in the lifting harness in a level position, with the hull drain plugs removed and the boat empty of water, with all ballast tanks empty, and all helmets and jackets removed. If the Inspector or Chief Referee finds otherwise the boat will be immediately assessed a two (2) minute penalty. No private cranes or scales will be utilized for Official weighing compliance purposes. The weight will be an all-up weight including engines, residual fuel, drives, propellers, fixed ballast (i.e., that which is used from the start through completion of race). No multiple weighing, one only (one in and one out).

Canopies –Super Vee registered race boats are required to have canopies.

- 1.All Canopied boats must be built by an APBA or UIM registered Homologated cockpit builder, and, at a minimum, the builder should comply with the 2022 Lavin/UIM canopy standards, (available on the APBA website under the Offshore category).
2. Any damage to canopies must have a notarized certified letter from a manufacturer of canopies authorizing the continued use in a race.
3. Non-compliance – The conducting club has the authority to deny entry to any race boat subject to these rules that has non-compliant cockpit safety systems.

1. ENGINE SPECS:

Displacement, Maximum	572 CID (per engine)
Compression Ratio	Maximum 9.5:1, no minimum - Measured by Whistler device calibrated at race site with master cylinder.

2. VALVE SYSTEM

Number of Valves	Two valves per cylinder operated by pushrods.
Variable Cam Timing	Not allowed
Maximum Gross Cam Lift	0.740-inch, zero lash, measured at the valve

3. ENGINE BLOCKS:

Cast Iron - Painting Block Is Allowed	General Motors, World Products (Merlin), and Dart blocks in their stock OEM configuration and must be approved by APBA.
GM - Chevrolet Design	Any Block with 9.8" or 10.2" deck heights approved
Sleeves or bushings	May be used providing the original OEM (GM) lifter bore location is not changed
Pushrods	Must ride in the center of the lifter. (No offset lifters)

4. INTERNAL COMPONENTS:

Materials Allowed	Crankshaft, connecting rods, pushrods and wrist pins must be made of steel.
Materials, Not Allowed	Titanium or any other materials
Single Plane Crankshafts	Not allowed. Crankshaft throws must be timed according to OEM specifications.

5. CYLINDER HEADS:

Cylinder Heads	Only the approved aluminum cylinder head is allowed.
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.
Cylinder Head Modifications / Repairs	All repairs must be performed by Dart - No modifications to the original head castings are allowed.

6. INTAKE MANIFOLD:

Approved Intake Manifolds	Any Stock Cast Intake Manifold.
Modifications	The manifold may be port matched up to 1 ½ "to match cylinder heads
Not Allowed	Fabricated or Tunnel Ram type manifolds
Carburetor Spacers Allowed	Maximum 2.5" between the bottom of the carburetor and the top of the manifold

7. INDUCTION SYSTEM:

Type	Naturally, Aspirated Engines Only. No forced induction allowed.
Approved Type	Any Holley Dominator style carburetor is allowed
	Only 1 Carburetor is allowed per engine
Fuel Injection	Not allowed
Source	Carburetors may be purchased from any source
Fuel	91 – 93 Octane, no fuel additives or Oxygenated Fuel is allowed

8. EXHAUST SYSTEM:

Materials	Any
Shape	Any
Modifications	Any
Cooling	Exhaust system from engine outlet to the point of exit from hull or deck must be water - cooled by water jackets.
Proper Ventilation	The exit from the hull must be located in such a position that exhaust fumes cannot affect the crew.

9. TRANSMISSIONS:

General – All 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.

10. LUBRICANTS:

Wet Sump	Wet sump and internal oil pumps allowed
Dry Sump	External oil pumps or dry sumps allowed, however a maximum of three scavenging pump sections allowed.
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.

11. IGNITION:

Distributor	Must remain in factory delivered location
Spark Distribution	Distributor rotor / cap only
Electronic Ignition	All Super Vee class Engines are required to use the MSD Digital or Analog Ignition System limited to 6600 RPM's. 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 Inspector, 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 Inspector. The wiring harness of the system must be accessible and provide the ability for an Inspector 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 Inspector will be awarded last place points and will not be eligible for trophies, flags, or prize money.
Crank Triggered Ignition	Not allowed
Belt Drive Ignition	Not allowed
Coils	Ignition systems are limited to one (1) ignition coil. Individual ignition coils per cylinder are not allowed.

Back-up Ignition System	Not Allowed.
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 inspectors during post-race inspection. The wiring harness of the system must be readily accessible for inspection by event inspectors. No dual systems or ignition components allowed. The RPM level during the entire race must be verifiable on the data logger by the APBA inspector upon completion of the race.

12. DRIVES:

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.
Surface Drives	Allowed
Gear Ratio	1.57:1 (Mercury #6) or 1.56:1 (Arneson) gear ratio at propeller

13. Engine Suppliers:

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 multiturn courses more effectively.
- f. Increase the number of 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.

14. Ballast Tanks - Allowed. No transferable closed liquid ballast systems are allowed.

15. 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.

16. Propellers:

- a. Only propellers manufactured by Mercury Marine, Herring, Chopper, and Rolla are approved. Other manufacturers of cast propellers may apply to APBA.
- b. The propellers must be manufactured from cast stainless steel castings. No forged, billet, titanium, or other propeller types.
- c. 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.
- d. All propellers must pass inspection standards for blade thickness.
- e. 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"

18. Penalties: See Rule Section V rule 3.1.5

BRACKET CLASS RULES

DEFINITION: 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. The racers must stay in their bracket speed from the yellow flag to the checkered flag. Breakouts will be enforced during that period of time. The use of any electronic device to control boat speed is illegal.
2. Boat length shall be as specified in specific class rules.
3. Class race boats will be identified with only the class numbers as their assigned number.
4. The same boat may not race in multiple bracket classes.
5. APBA reserves the right to inspect all boats competing in the bracket classes in order to determine that they are in a condition worthy of the event.
6. Speeds will be confirmed by GPS.
 - a. Official APBA GPS units are:
 - Racelogic VBOX Sport
 - Racelogic Video VBOX Lite
 - Racelogic HD2 System
 - Racelogic HD2-HDMI
 - b. If unable to read your data, you will be disqualified and receive no points for the event. Any team found to be manipulating data will be disqualified and will receive a yellow card.
 - c. Racers 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.
 - d. Each boat must have its own VBOX.
 - e. VBOX units require an SD Card to have the data recorded on. Below is the required SD file size:
 - VBOX Sport: 4GB minimum, recommended 8GB
 - Video VBOX: 16GB minimum, recommended 32GB
 - Video VBOX Waterproof: 16GB minimum, recommended 32GB
 - i. It is the racer's responsibility to make sure that the GPS unit is working properly at all times. It is the racer's responsibility to make sure that there is ample room on the SD card to record the data from the GPS.

How a GPS Breakout is Determined

1. A GPS breakout is any speed that goes above the bracketed class speed for any duration of time that exceeds 3 seconds.
2. A GPS breakout speed with a duration time that measures 3 seconds or less will not be counted as a breakout.
3. For each boat when a breakout occurs, the total duration of time will be the measurement of the total breakout.
4. Sample breakdown of 2 teams with breakout time durations. Boat A with a total of 13.8 seconds will be scored better than that of Boat B with a duration of 16.3 seconds.
 - a. Boat A (Breakout time duration over 3 seconds)
 - i. 6.7 seconds
 - ii. 3.8 seconds
 - iii. 3.3 secondsTotal time of breakout 13.8 seconds
 - b. Boat B (Breakout time duration over 3 seconds)
 - i. 10.1 seconds
 - ii. 6.2 secondsTotal time of breakout 16.3 seconds

2. The boat with the most breakouts will receive last place points. The boat with the second most breakouts will receive next to last place points, etc.
5. If there is a tie in which more than one team has the same number of duration of time for breakouts, the boat with the single highest speed will place latter in the scoring.

Bracketed Classes

1. **Class 200:** Single or Twin engine open or canopied Vee bottoms or Catamarans, 30'-42' in length.
 - a. Boats are limited to 95 MPH as a top speed.
 - b. Twin engine I/O or twin outboard.
 - c. 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.
 - d. All Canopied must meet: 1. APBA safety rule Section XIII 10.32, 2. ½" polycarbonate window requirement rules Appendix III, and 3. occupants must pass safety dunker test Rule 4, 3.3.
2. **Class 400:** Single or Twin-Engine Open Cockpit V bottoms and Single Engine Canopy V bottoms only. *27'- 35' length.
 - a. Boats are limited to 85 MPH as a top speed.
 - b. Outboard or inboard
 - c. Bravo or Volvo based outdrive.
 - d. Must meet: 1. APBA safety rule Section XIII 10.32, 2. ½" polycarbonate window requirement rules Appendix III, and 3. occupants must pass safety dunker test Rule 4, 3.3.
 - *Any boat that has participated in the past classes of Vee lite, Stock Vee, Pro Vee, Mod Vee etc. Single engine canopied vee bottom boats are only allowed in Bracket classes 2 and 4.
 - *In case some of the older smaller twin engine boats want to race, (magnum, cigarette, etc.)
3. **Class 500:** Open Cockpit Vee bottoms. 26'-30' length
 - a. Boats are limited to 75 MPH as a top speed.
 - b. Limited to boats 30 ft and under with; Single I/O engine, *single engine outboard, **twin engine outboard.
 - *Single engine outboard 500Hp maximum HP
 - **Twin engine outboards 300Hp maximum per engine
 - c. Bravo or Volvo based outdrive.
4. **Class 600:** Open or Canopy Vee bottoms only. 22' -26' length
 - a. Boats are limited 70 MPH as a top speed.
 - b. No boats over 26 ft in length.
 - c. Bravo or Volvo based outdrive.
 - d. Single engine only, Inboard or Outboard
 - e. Naturally Aspirated engines only
 - f. All Canopied must meet 1. APBA safety rule Section XIII 10.32, 2. polycarbonate window requirement rules Appendix III, and 3. occupants must pass the safety dunker test Rule 4, 3.3.
5. **Class 700:** Open or Canopy Vee bottoms only. 20'-22' length
 - a. Boats are limited 60 MPH as a top speed.
 - b. Single engine outboard up to 300 hp. The stock, homologated, Mercury 300R and 300xs are legal for this class.
 - e. Boats must have hydraulic steering or dual cable setup.
 - f. Class 700 will not participate in any race committee purse monies.
 - g. Class 700 will participate in an abbreviated course of 20-24 miles.
 - h. All competitors in the class are required to separate the duties within the boat. A driver may NOT throttle and a throttleman may NOT drive. At all times during completion the driver's focus is navigating the course and his or her completion.

- i. All Canopied must meet APBA safety rule Section XIII 10.32, polycarbonate window requirement rules Appendix III, and occupants must pass safety dunker test Rule 4, 3.3.

In the event a boat enters that does not fit within the class guidelines, the Inspector will determine what class, if any, the 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.

3. Penalties: See Rule Section V, Post Race Technical Inspections, rule 3.1.5

[Remainder of Page Intentionally Left Blank]

OCEAN CUP®
APBA/UIM World Records

1. INTRODUCTION

The OCEAN CUP® series is for those attempting World and National endurance records as instructed in the UIM Pleasure Navigation & Radio-Controlled Rulebook. Specifically, sections

303 POINT-TO-POINT COMPETITIONS & 503 POINT-TO-POINT COMPETITIONS

616 UIM RULES FOR LONG DISTANCE OFFSHORE MOTORBOAT WORLD SPEED RECORDS

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

<https://www.uim.sport/Documents/Document/2024%20UIM%20Pleasure%20Navigation%20and%20Radio-Controlled%20Rulebook%20-%20republished%20on%2015.02.24.pdf>

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

[https://www.uim.sport/Documents/Document/2025%20Pleasure%20Navigation%20and%20Radio-Controlled%20Rulebook%20-%20published%20on%2020.12.24%20-%20print-out%20\(A4%20format\).pdf](https://www.uim.sport/Documents/Document/2025%20Pleasure%20Navigation%20and%20Radio-Controlled%20Rulebook%20-%20published%20on%2020.12.24%20-%20print-out%20(A4%20format).pdf)

Ocean Cup abides by **616 UIM Rules for Long Distance Offshore Motorboat World Speed Records** while also

- recognizing there are significant performance differences between a 30-foot boat and a 50-foot boat, and
- acknowledging fundamental design differences between types of hulls (catamaran and v-hull).

UIM 503 Class	Class Parameters	V-Hull	Catamaran
A Unlimited	UIM Race Class or APBA Race Class & Canopy Required	up to 30'	up to 30'
		30' up to 35'	30' up to 35'
		35' up to 40'	35' up to 40'
		40' up to 50'	40' up to 45'
		50' and over	45' and over
B Limited	< 100 mph*	up to 30'	up to 30'
		30' up to 35'	30' up to 35'
		35' up to 40'	35' up to 40'
		40' up to 45'	40' up to 45'
		45' and over	45' and over
CC Center Console	Production Boat & < 90 mph*	up to 30'	up to 30'
		30' up to 35'	30' up to 35'
		35' up to 40'	35' up to 40'
		40' up to 45'	40' up to 45'
		45' and over	45' and over

*616.02 - Rational - Racing & Records - UIM racing rules do not apply during individual record attempts

UIM 616 - Long Distance
up to 16'
16' up to 30'
30' up to 50'
50' and over

2. RECOGNIZED AUTHORITIES

International Authority – the Union Internationale Mononautique (UIM) is responsible for examining, approving, and ratifying all world records. All USA world records are submitted through the APBA, who double-check the documentation and submits the final paperwork to the UIM.

National Authority – the American Power Boat Association (APBA) is responsible for ratifying all national records in the United States of America.

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

3. APPLICATION

To compete for a Long Distance, Point-to-Point World Record, the application must be made at least 30 days before the proposed attempt with the respective Fee submitted to Ocean Cup. Failure to do so may result in application refusal.

4. FEES

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

5. OFFICIALS REQUIRED

When proper notice of a record attempt has been received, the Ocean Cup/APBA will

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

6. EXPENSES

The person or organization making the record attempt is responsible for the legitimate expenses and remuneration of the official observer, scrutineer, and/or any assistants. This must be paid before any record claim can be considered.

7. REQUIRED DOCUMENTATION

A. Before the Attempt

1. A completed Application Form with evidence of payment is attached.
2. A Measurement Certificate for the boat (to prove eligibility) or a signed declaration by an APBA-approved scrutineer.
3. Risk Management Plan.
4. A signed declaration that all safety equipment, per UIM rules, is on board.
5. Proof that all onboard have completed appropriate training and have an APBA license.

B. During the Attempt

It is the onus of the skipper to keep a recorded Vessel Log from start to finish, including all those points at which he/the crew stopped to refuel.

A complete record must be maintained and submitted; otherwise, the attempt may be invalidated.

C. On Completion of the Attempt

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

8. PILOT STANDINGS

Pilots are awarded points at each Event based on their Class Finish for that specific Event. For each pilot, regardless of which class and length, the best 3 out of their last five events are accumulated.

Class Finish	Points Awarded	Pilot Points Awarded
1	100	50
2	90	45
3	80	40
4	70	35
5	60	30
6	50	25
7	40	20
8	30	15
9	20	10
10	10	5
Did Not Finish	10	5
Did Not Start	0	0
DISQUALIFIED	-10	-5

Example Pilot Standings: Tom, Dick, and Harry are Ocean Cup pilots.

Event 1

Tom and Dick finish in 2nd place for Class A 40-45'.
Tom is awarded 45 points, and Dick is awarded 45 points.

Event 2

Dick and Harry entered the next Ocean Cup as a CC 30-35' and finished in 5th place.
Dick is awarded 30 points, and Harry is awarded 30 points.

The overall standings after two events:

Dick has 75 points
Tom has 45 points
Harry has 30 points.

9. PENALTIES

Event organizers have the right to apply penalties as they see fit.

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

*~~616.02 The UIM~~ Racing Rules do not apply during individual record attempts.

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

Individual Record Attempts - Boats in the same category/class must begin their attempts separately, ~~with a minimum of 3 minutes between starts.~~



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, Michelle.Petro@PowerboatP1.com ; **Chief Referee,** safetyrescueresources@gmail.com ; and
Chief Inspector, RDPerformance@comcast.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:** _____

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 as a reference for an equal to, or better than, minimum.

In addition, the APBA will promote a recommended APBA minimum caveat for all classes. The APBA will strictly enforce the polycarbonate material requirement for all windows; inspection equipment is being developed at this time to be able to determine the material type during the inspection process in the pits. "At 250 times the impact resistance of glass, Polycarbonate is much stronger than Acrylic, which is only 17 times as strong as glass". Do not use acrylic, you will not be allowed to race. Educational Video Link: <https://www.youtube.com/watch?v=HIEfJFDWXpM>

The window overview is as follows; heaviest boats first, record speed (if documented):

- Pro Class 1 APBA, (UIM Class1), Minimum Weight, 5550kg, (12,236 lbs), 145.75mph:**
 - UIM 19 mm flat or curved, (.748 inches).**
 - APBA recommended minimum, 3/4" curved, (.750") - 1 1/4" flat, (1.250")**
 - APBA Recommended Best Practice, 2" flat layered laminate**
- Extreme, (No UIM Extreme), Minimum Weight, 4763kg, (10,500 lbs):**
 - APBA recommended minimum, 3/4" curved, (.750") - 1 1/4" flat, (1.250")**
 - APBA Recommended Best Practice, 2" flat layered laminate**
- 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, (No UIM Factory Stock), Minimum Weight, 2948kg, (6,500 lbs.), 127.24mph:**
 - 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")**
 - APBA Recommended Best Practice, 5/8" curved (.625"), 3/4" flat (.750")**
- Cat 300, (Single 300R Catamaran, No UIM Stock Outboard) 1/2" flat or curved, (.500")**

Polycarbonate areas are strongly recommended to be as small as possible while still maintaining that the driver and co-driver have clear, safe, and undisturbed visibility ahead at sea level whilst racing. The combined visibility of driver and co-driver must be through a horizontal arc of 225 degrees (112.5 degrees either side of the centre 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.