



World Speed Records

Race Instructions

2020 OCEAN CUP –Gateway Marathon
June 5 & 6, 2020



Organized by:
Powerboat P1 USA
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Apopka, FL 32703
Phone: +1 407 985 1938
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RISK STATEMENT

Powerboat World Distance Records by its nature is a dangerous sport and therefore inherently involves an element of risk. All competitors should have a good knowledge of the rules and ensure that their equipment is in good working order which will help to minimize risks. By participating in or becoming involved with Powerboat World Distance Records organized by Powerboat P1 affiliated clubs both as a participant, team member or otherwise individuals agree and acknowledge that:

- i. they are aware of the inherent risk involved in the sport and accept responsibility for exposing themselves to such inherent risk, including risks to their person, their property, drowning, hypothermia, collision injuries burns and other physical injuries as well as possible death
- ii. they have satisfied themselves that they have the necessary skill and knowledge to take part in the event and deal with the conditions that may arise in the course of an offshore competition event
- iii. they will not participate in the event whilst under the influence of alcohol, drugs or whilst otherwise unfit to participate
- iv. they are responsible for the safety of themselves their crew their boat and their property whether afloat or ashore and that the management of their boat including insurance is solely their responsibility
- v. scrutineering does not constitute a condition survey of the boat and it is solely their responsibility to decide whether or not to start or to continue in any powerboat competition
- vi. ensuring the efficiency and suitability of the helmets and racing vests worn is solely their responsibility
- vii. the provision of an event management team, patrol boats and other volunteers by the event organizers does not relieve them of their responsibilities
- viii. the provision of patrol boat cover is limited to such assistance particularly in extreme weather conditions as can be practically provided in the circumstances
- ix. to be bound by the conditions of the Entry Form, Race Instructions/Advance Programs and the General Competition Rules of Powerboat P1 USA
- x. they will accept the decisions of the organizing committee and officials nominated by the organizing committee
- xi. they understand that it is their responsibility to ensure that the event has suitable insurance cover in place before participating and it is also their responsibility to ensure that they familiarize themselves with event Risk Assessments and Race Instructions/Advance Programs and bulletins before participating.

INDEMNITY

Participants in the event will be required on signing on to the event to save harmless and keep indemnified:

- a. The owners of the premises at which the event is held;
- b. The organizing club, the sponsors and Powerboat P1 and their respective officials, servants and agents; and,
- c. The other boat owners, drivers, passengers or mechanics engaged in the meeting (together with the "Indemnified Parties") AGAINST all actions, claims, costs, expenses and demands in respect of loss of or damage to the property of or personal injury sustained to the Indemnified Parties to the extent caused by the participants, their crew, their boat, their mechanics, support team, representatives or agents.

THE RESPONSIBILITY FOR A TEAM'S DECISION TO PARTICIPATE OR TO CONTINUE IS THEIRS ALONE

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OCEAN CUP – OVER THE HORIZON | WORLD SPEED RECORDS

The Ocean Cup - Over the Horizon World Speed Records are for sea worthy, offshore craft capable of undertaking independent, extended offshore passages in unprotected waters.

First recognized as a sport in 1904, offshore powerboat racing began as point-to-point, endurance races frequently spanning hundreds of miles of open ocean. In the mid-1990s, offshore became near-shore racing in a track style format, a circuit loop around which boats raced for a number of pre-determined laps. This improved the viewing for the spectators.

During the years, the nearshore course has gotten smaller and shorter. Today a racecourse is normally a small 5 mile oval as close to the beach as possible. Since the beach drops off quickly, the boats usually run within 150 feet of the surf. Even the outside leg can be clearly seen from the shoreline.

The Harmsworth Trophy (1932) <https://youtu.be/6ZqYgy0g67o>

In 2013, Nigel Hook deciding to get back down to old school, endurance style offshore events established the first Ocean Cup referred to as “Golden Gate to Queen Mary”. The 2013 Ocean Cup was a 435-mile run from San Francisco to Los Angeles. Pilots Nigel Hook, Dan MacNamara, Lance Ware, and Andy Hindley were up to the challenge, however, the fuel water separator issues forced the team to stop the 48’ Apisa Scarab outfitted with twin Cummins QSB 6.7 550 diesel engines several times. Time 9 hours 50 minutes 51 seconds.

The second event was the 2017 Ocean Cup - “Key West to Cuba” world speed record where Nigel Hook and Jay Johnson smashed an existing record by 15 minutes and garnered a Guinness World Record for the fastest journey from Key West to Cuba by powered boat in 1 hour 18 minutes 03 seconds. After spending a couple of hours in Havana for press conference and passport control, the round trip was completed in 5 hours 41 minutes 59 seconds setting a UIM World Record.

The 2018 Ocean Cup – “Trinidad to Tobago” was incorporated into the 50th Anniversary running of The Great Race where Team Motul Monster set the UIM record at a blazing fast 47 minutes 43 seconds.

The 4th Ocean Cup held June 5 & 8, 2020 revived a historic ocean event, The Gateway Marathon, which had been staged for six years 1964-1969. Previous winners include legendary offshore racers Allan Brown, Jim Wynne, Odell Lewis, and Don Aronow. In 2020, Nigel Hook and Michael Silfverberg set West Palm to Freeport, Grand Bahama at 1 hour 3 min 43 seconds with an average speed of 95.327mph and return trip was set at 1 hour 5 min and 36 seconds with an average speed of 91.646mph (cumulative total 2 hours 9 minutes 9 seconds with average speed of 93.497 mph) as sanctioned by the American Power Boat Association and the Union Internationale Motonautique.

3. EVENT OFFICIALS AND MANAGEMENT TEAM

Management

P1 Chairman:	Azam Rangoonwala	azam@powerboatp1.com	252.702.2771
UIM Observer:	Jean-Marie Van Lancker	jm_vanlancker@yahoo.com	+32 495 93 38 38

Event Director/Secretary:

Risk Manager:

Int'l. Media Officer:	Roy Mantle	rmantle@powerboatp1.com	+44 7985 350177
US Media Officer:	Lucy Nicandri	USAMedia@PowerboatP1.com	941.915.3498
Bahamas Coordinator:	Janet Wilson	Janet@OceanCup.com	619.733.1428

Officials

Officer of the Day:

Safety Officer:	Shawn Steinert	USAR1B@Bellsouth.com	407.619.3367
Medical Officer:	Shawn Steinert	USAR1B@Bellsouth.com	407.619.3367

Scorer:

Course Marshal Bahama:	Jamie Rose	jamie@freeportskiff.com	242.727.6395
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Chief Scrutineer:

Chief Timekeeper:

4. EVENT ADMINISTRATION AND REGISTRATION

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

Phil Foster Park
900 Blue Heron Blvd
Riviera Beach, FL 33404

Event Administration contact details during the event are:

Palm Beach

Freeport	Jamie Rose	jamie@freeportskiff.com	242.727.6395
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All crew members must produce required documentation and sign the indemnity form. Crews not in possession of the correct paperwork will not be allowed to compete.

- event entry form
- indemnity form
- receipt of SAR document
- a valid APBA/UIM international race license
- DOT or FAA physical
- current immersion test certificate
- passport
- visa (if required)
- team risk assessment form
- http://www.bahamas.com/sites/default/files/bahamas_custom_clearance.pdf

5. EVENT SAFETY

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

Safety will be provided by the Race Organizers in accordance with the Safety and Rescue (SAR) Instructions. Full details of safety cover will be given to all competitors at Pilots Briefing.

6. COMPETITORS' RESPONSIBILITY

Competitors must read the Risk Statement at the front of these Race Instructions as well as the Safety Information on page 2.

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

Competitors must ensure that they have adequate insurance cover for this event. All competitors and team members shall be insured and their boats insured against any claims for damage to other persons and boats to a level that is appropriate to their individual personal circumstances and responsibilities. All competitors and team members waive any claims against Powerboat P1 USA and its staff and agents, and against the Event Promoter(s) and the Event Organizer(s).

(UIM 1200.5.1) It must be understood that in Marathon (Endurance) Racing every team/crew must be prepared for any/all eventualities with regard to their own safety. If any team experiences difficulties or an emergency during the race, then they must be aware and prepared to be effectively on their own until rescue teams (from whatever source) can arrive.

All competitors and crew members in boats with restraints, canopies, and partial canopies must hold a current immersion test certificate. Crew must be able to demonstrate that they can safely exit the boat and this may be subject to scrutineer testing at the event.

All competitors running boats with cockpit safety cells and restraints are reminded that they are responsible for their own safety and that, in the event of a capsize, their survival depends on their ability to extract themselves from the boat. Safety coverage at the event may be able to assist, but all crews must accept that this assistance cannot be relied upon and must be considered as secondary to their own capacity for self-extraction.

Every team must therefore have emergency plans which must include a risk assessment setting out how they would deal with an on board emergency situation until such time as rescue teams arrive (Appendix 4 - Sample Team Risk Assessment Form).

By signing the Official P1 Entry Form at the event all competitors are bound by the rules contained and/or referenced in these Race Instructions.

It is the competitors' responsibility to know the Navigational Rules when on the water, and must adhere to all the rules & guidelines. Available on line:

U.S. Coast Guard's Navigation Rules:

<http://www.uscgboating.org/regulations/navigation-rules.php>

Federal Navigation Regulations

<https://www.navcen.uscg.gov/?pageName=regContent>

Competitors must also familiarize themselves with:

Palm Beach Inlet (Lake Worth)

<http://www.portofpalmbeach.com/DocumentCenter/View/621/Executive-Summary-?bidId=>

<https://www.waterwayguide.com/nav-alert/4-5606/inlet-caution-lake-worth-palm-beach>

<http://discover.pbcgov.org/erm/Publications/ManateeZoneMaps.pdf>

Bahamas – Entering & Exiting Policies

<https://www.bahamas.com/entry-requirements>

<https://www.bahamas.com/fag/enteringexiting-policies>

Freeport Container Port

http://www.worldportsource.com/ports/portCall/BHS_Freeport_Container_Port_177.php

Bahamas Travel Tips

<https://www.bahamas.com/travel-tips>

Travel Insurance

<https://www.imglobal.com/docs/library/forms-library/patriot-brochure.pdf>

It is the competitor's sole responsibility to decide whether or not to start or continue in this event once passed scrutineering. **All competitors must read and fully understand the rules relating to start procedures, flag procedures, and emergency assistance procedures.**

7. PILOT BRIEFINGS and WEATHER BRIEFINGS

Mandatory Pilots Briefings will take place according to the timetable.
It is mandatory that each entry is represented by ALL pilots in the boat. No exceptions.

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

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

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

8. REGULATIONS and GENERAL RULES

The 2020 Ocean Cup will be run under UIM Offshore Rulebooks

[2020 UIM Offshore Rulebook](#) published 12.20.2019

[2020 UIM Pleasure Navigation & Radio Controlled Rulebook](#) published 12.20.2019

Section 508 - CREW SAFETY applies to all categories of boats. The importance of section 600 RECORDS AND PERFORMANCES, specifically section 616 - LONG DISTANCE OFFSHORE MOTORBOAT WORLD SPEED RECORDS, is stressed and Section 1200 RULES FOR MARATHON RACING is relevant. It is the competitors responsibility to understand the UIM Offshore Rulebooks together with these Race Instructions and any other Race Instructions issued before or at Pilots Briefings or in Bulletins.

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

The Organizers have the right to refuse any boat which they consider unsuitable and/or which does not conform to the requirements of the present UIM Offshore Rulebook and any additions to same.

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

9. INTERPRETATION (UIM 616.14)

Powerboat P1 USA, the Event Promoter, Event Organizer, Organizing Committee, and Event Officials accept no responsibility for any misinterpretation of the Rules by any individual whose responsibility it is to ensure that they understand the rules as published.

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

10. BOAT EQUIPMENT

10.4 - INFLATABLE LIFE RAFT (UIM 1200.5.2)

It is mandatory that every boat carries one certified and in date Inflatable Life Raft capable of carrying the complete crew, together with adequate fresh water and a first-aid kit. The life raft shall be stowed in an easily accessible position so that in the event of emergency the life raft can be quickly released, particularly in the event of fire.

10.5 FLARES (UIM 1200.5.3)

All boats must carry minimum of 2 flares/ smoke for emergency signaling. If any flares are deployed they must be replaced before the start of the next leg.

10.6 – RADIO REQUIREMENTS (UIM 1200.5.4)

- a. All competing boats must carry a fixed VHF transceiver with GMDSS capability carrying all 55 International Channels with an aerial output of not less than 25 watts pass SWR (standing wave ratio) and power check.
- b. In addition, a multi-channel waterproof hand held VHF radio, which should be carried by one crew member at all times.
- c. The radio channel 78 to be exclusively reserved for race communications will be detailed in the Instruction Addendums or in a Bulletin.
 - Channel 78 shall be used for communications with Race Control (call sign « Race Control ») and with the Harbor Master.
 - Channel 16 shall be used for emergencies or at the direction of Race Control only.
- d. Call signs for race teams shall be their boat numbers, e.g. « Boat 9 ».

10.7 - E.P.I.R.B (UIM 1200.5.5)

A portable emergency position indicating radio beacon (E.P.I.R.B.) operating on 406 MHz if supplied by Event Organizer shall be carried and stowed in an easily accessible position.

10.8 - TRACKERS (UIM 1200.5.6)

All competing boats will be required to carry trackers supplied by Event Management which will assist safety control with an online map showing the position of every competitor. These will be issued to competitors at race administration and will need to be returned at the end of the race. Any competitor who does not return to Palm Beach at the end of the event must arrange for the tracker to be posted/delivered Powerboat P1 USA by no later than 1 July (Appendix 1 – Penalties).

10.9 FIRST AID KIT (UIM 1200.5.7)

All boats shall carry an adequate medical kit. 1 x foil blanket + thermal protective aids for each crew member.

10.10 RADAR REFLECTOR (UIM 1200.5.8)

It is recommended that all boats carry a RADAR reflector suitable for the boat or a Search & Rescue Transponder – SART.

10.11 SAFETY EQUIPMENT FOR EACH CREW

(UIM 1200.6.1) All crew must carry on their person whilst racing a whistle, medical compress, and a knife.

11. TECHNICAL SCRUTINEERING

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

The scrutineering sheet may not necessarily cover every item that a Scrutineer may wish to check on a particular boat nor does every item necessarily refer to every class of boat (Appendix 3 - Scrutineering Checklist).

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

Passing scrutineering does not constitute a condition survey of a boat nor is it a statement of belief by the scrutineer, any organizer, any Event Official or promoter that the boat is in a condition that is safe to participate.

11.1 - LIFTING POINTS (UIM 1200.3.5)

Where physically possible, teams should ensure that their boat has fixed lifting points, and their own certified lifting strop, which should be carried in the boat. For ALL boats, the lifting positions of the boat for emergency lift by crane slings must be clearly marked on either side of the boat.

11.2 – BUOYANCY (UIM 508)

It is recommended that boats should have enough buoyancy in the boat or in the material used for its construction to ensure that the boat floats if capsized or holed.

Boats which do not have sufficient buoyancy may be refused entry to any competition by the organizers of each individual event if deemed unsafe by the organizing committee or promoter.

11.3 - BILGE PUMPS (UIM 1200.3.7)

Suitable & automatic bilge pumps shall be fitted to the boat capable of pumping out all sections of the boat even where water-tight bulkheads are fitted. They shall be accessible and be fitted with a suction pipe leading to the lowest point of the bilge and with a discharge pipe overboard. There shall also be at least one manual bilge pump in the boat.

Boats which do not have sufficient bilge pumps may be refused entry to any competition by the organizers of each individual event if deemed unsafe by the organizing committee or promoter.

11.4 – TOWING (UIM 1200.3.10)

All vessels must be fitted with a properly designed towing point of adequate construction and strength for the boat to be towed when waterlogged for extended periods. A Tow line suitable in length and strength for the boat in all weathers must be carried by all boat and can be permanently attached to the strong point during the competition unless the crew can demonstrate that a towing line can be easily attached to the towing point whilst at sea. This towing line should have a fixed loop to provide ease of attachment.

In addition each boat should carry sufficient fenders & warps as to be able to dock or raft independently in port or to be able to raft suitably to another vessel if assistance was either required or being offered.

11.6 – ANCHOR (UIM 1200.3.11)

Anchor/s with adequate anchor lines must be carried at all times and shall be of a weight and type adequate to hold the boat and shall be properly stowed in an accessible place.

11.7 – COMPASS (UIM 1200.3.12)

All boats must be equipped with a liquid filled magnetic compass. Compass deviation cards for magnetic compasses must relate to adjustment within the 12 months prior to the date of the event. Electronic compasses may be used in addition.

11.8 - NAVIGATION LIGHTS (UIM 1200.3.13)

Navigation lights in working order shall be carried in accordance with International Rules for the Prevention of Collisions at Sea.

11.9 - FOG HORN / TORCH (UIM 1200.3.14)

All boats shall carry an efficient fog horn and a powerful torch.

11.12 - FIRE PREVENTION (704.04)

All boats with inboard engines shall carry a fixed automatic fire extinguishing system. This system shall be properly installed, engineered and maintained. Sensors and injectors shall be in danger regions of the engine compartment/s. ALL boats including inboards shall carry a minimum of 2 fully charged dry powder 2kg fire extinguishers.

12. PIT AREAS, PARKING AND SPECIAL CONDITIONS

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

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

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

PALM BEACH

Dry Pits and Boat Ramp Location:

Phil Foster Park
900 Blue Heron Blvd
Riviera Beach, FL 33404

All boats are provided with overnight security on Thursday, May 9 and Saturday, May 11.

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

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

Waste oil and fuel must be placed in the barrels or bins provided. Oil or fuel spillage in the Dry Pits must be dealt with immediately (Appendix 1 - Penalties).

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

FREEPORT

Wet Pits Location:

The Grand Bahamas Yacht Club

All boats are provided with overnight security on Friday (10 May). Per Jamie: Crane / ramp – ramp is nearby, trailers are available. We have set up for the use of a boat lift to handle Lucas Oil during the overnight

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

Bahamas has 91 octane – non-ethanol based marine fuel.

Spectator Boat area will be designated and marked off with buoys

Tow Boats – can have Ocean Rescue & Recovery (commercial tow provider) on standby, or we can provide towing as needed by qualified volunteers.

13. NOISE AND SPEED RESTRICTIONS

Competitors must obey all local regulations, Palm Beach Inlet (Lake Worth) and Freeport Harbor, relating to excessive speeds and noise. Failure to observe local regulations will result in penalties being applied.

See Appendix 2 - Palm Beach Speed and Wake Zones

See Appendix 3 - Freeport Speed and Wake Zones

14. FLAG SIGNALS

All flag signals are fully described in Safety and Rescue (SAR) Document. All competitors must have a full understanding of all flag signals.

15. OFFICIAL PRACTICE AND TESTING ARRANGEMENTS

There will be no official practice and/or testing.

16. COMPETITION RULES

16.1 – TURN MARKS (UIM 1200.7)

All required marks will be laid in the approximate positions referred to in the Race Instructions. Should a mark go missing, or is not as specified, the driver must pass through the approximate geographical position referred to in Race Instructions.

Competitors who do not follow the geographical course as described in the Race Instructions will be disqualified from the race or, multi-leg events, they will be disqualified from that leg of the race.

It is the competitor's responsibility to follow the geographical course as described in Race Instructions and to drive close enough to the course marks to ensure that they have been seen to pass them correctly.

16.2 – MISSED MARKS

All competitors using electronic chart plotters should enable the tracking function using settings suitable for recording their track throughout the event at an update rate of no less than one point per minute. In the event of any dispute regarding their correct completion of the course, failure to make this tracking

information available to Event Officials may reduce the competitor's chance of successfully avoiding a penalty or disqualification.

A time penalty for missed mark(s) which is/are not re-taken will be as per Appendix 1 – Penalties.

16.3 – FUEL

Fuel transfer at sea is only permitted between your own fixed on board tanks.
Fuel may not be stored or carried on board in any jerry-can type of container.
Ship to ship or air to ship refueling at sea is not permitted.

16.4 – OUTSIDE ASSISTANCE

No outside assistance is allowed during active legs of the event competition.

A boat may be anchored or beached during the record attempt but any repairs must be made entirely by the crew without outside resources or materials. During any such stops, the timing of the voyage continues.

Any competing boat may be towed and if a tow is accepted, then that competitor will be treated as a retirement from the event or from that particular leg of the event competition.

Once retired or finished with an event leg, competitors may utilize outside assistance to effect repairs to machinery, structure, navigation or safety equipment once berthed in a recognized port or marina.

17. LAUNCHING

Cranes will not be provided. Emergency cranes as per SAR document.

18. DEPARTURE AND TRANSIT TO THE MILLING AREAS

During transit between the wet pits and the milling areas all competitors should monitor VHF channel 78 for warnings of shipping movements, late course alterations and delays. Competitors are reminded to comply with the International Regulations for the Prevention of Collision at Sea, together with local directions and byelaws, whilst proceeding to the milling areas.

Palm Beach & Freeport:

Competitors should depart wet pits in the order described at Pilots Briefing with the Marshal boat at slow speed. Thereafter competitors are free to maneuver as they but should ensure that they are in the allocated milling area at least 10 minutes before their scheduled start time.

19. START PROCEDURE

Each competitor will start independently at timed intervals, based upon speed / power estimates with the slowest starting first and the faster last. Full details of the starting procedure will be given at Pilots Briefing.

Race Control will determine the inlet is clear and announce boat may begin their competition at which time the Marshal Boat will signal with a green flag. Timing will commence when the boat breaks the plane of the start line.

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

Information specific to the start in Palm Beach:

Race Instructions Addendum of the event.

Information specific to the start in Freeport:

Race Instructions Addendum of the event.

20. RETIREMENT

In the event of retirement, boats must report immediately to 'Safety Control' on VHF Channel 78, or by telephone to the Event Safety Officer (David Harshfield 954.605.95990 or, if possible, to the nearest Safety/Observer boat. When reaching port, they should make contact with Race Administration in person, or by telephone to 'sign off'.

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

21. FINISHING

When the leading boat in each race crosses the finish line (as described in the course details) they will be shown the FINISH FLAG.

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

22. PROTESTS

Not allowed. No right to appeal.

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

23. AWARDS

UIM World Distance Record → The fastest leg for either direction

APBA World Distance Record → Palm Beach to Freeport

APBA World Distance Record → Freeport to Palm Beach

2020 Ocean Cup – The Gateway Marathon → Winner determined cumulative total of the time taken to complete both legs

24. CLAIMING A RECORD

All records established or broken are to be claimed and payment made for such to the National Authority/UIM. Remember this is history in the making.

25. CRUISE SHIPS, and TIDES

CRUISE SHIPS

<http://crew-center.com/palm-beach-FL-cruise-port-schedule-2020>

Palm Beach, FL 7-Jun-2020 Grand Classica Bahamas Paradise 07:00-17:30

Palm Beach, FL 8-Jun-2020 Grand Celebration Bahamas Paradise 07:00-17:30

<http://crew-center.com/freeport-bahamas-cruise-ship-schedule-january-june-2020>

Freeport, Bahamas 7-Jun-2020 Grand Celebration Bahamas Paradise 08:00-17:00

Freeport, Bahamas 7-Jun-2020 Carnival Pride Carnival Cruise Line 07:00-13:30

Freeport, Bahamas 8-Jun-2020 Grand Classica Bahamas Paradise 08:00-17:00

TIDES

Port of Palm Beach Tide Tables

Date		Sunrise/set	Tide #1			Tide #2			Tide #3			Tide #4		
6-Jun-19	Thr	06:26-20:11	L	0'0"	5:12AM	H	2'10"	11:19AM	L	-0'6"	5:29PM	H	3'1"	11:59PM
7-Jun-19	Fri	06:26-20:12	L	0'0"	6:05AM	H	2'9"	12:13PM	L	-0'4"	6:25PM	-	-	-
8-Jun-19	Sat	06:25-20:12	H	3'0"	12:51AM	L	0'0"	7:03AM	H	2'9"	1:10PM	L	-0'2"	7:25PM
9-Jun-19	Sun	06:25-20:13	H	2'11"	1:46AM	L	0'0"	8:05AM	H	2'9"	2:12PM	L	-0'0"	8:29PM

Port of Freeport Grand Bahamas Tide Tables

Date		Sunrise/set	Tide #1			Tide #2			Tide #3			Tide #4		
7-Jun-19	Fri	06:21-20:06	L	-0'6"	5:50AM	H	3'3"	11:47AM	L	-0'5"	5:51PM	-	-	-
8-Jun-19	Sat	06:21-20:07	H	3'10"	12:20AM	L	-0'7"	6:45AM	H	3'3"	12:46PM	L	-0'6"	6:51PM
9-Jun-19	Sun	06:21-20:07	H	3'9"	1:17AM	L	-0'7"	7:42AM	H	3'3"	1:50PM	L	-0'7"	7:56PM

26. OFFICAL & SAFETY BOATS

Refer to latest 2020_OceanCup_Gateway_SupportBoats_yyyymmdd.pdf

27. EVENT TIMELINE

June 4 – Thursday - WRAD *minus* 1 day

Palm Beach	Freeport
8:00 Race officials arrive Phil Foster Park	
9:00 Teams arrive Phil Foster Park / Registration	
9:00-11:00 Safety Inspections	
10:00 "USA" Support Boats arrive Phil Foster Park	
10:00-14:00 Satcom Direct Equipment Installation	
	14:00 Michelle setup Command Center
	16:00-18:00 Satcom Direct Equipment Installation
Weather & Sea Report	
18:00-20:00 Support Boat Safety Briefing	18:00-20:00 Support Boat Safety Briefing
	20:00 Satcom setup Command Center

June 5 – Friday – WRAD

Palm Beach	Freeport
7:30 Weather and Sea Report	7:30 Weather and Sea Report
8:00 Briefing on Skype with Freeport	8:00 Briefing on Skype with Palm Beach
	8:00 Race Control / Command Center Online
8:30 S ALPHA, BRAVO, CHARLIE head to positions	8:30 WEST END, CONTAINER, OUTER BUOY positions
9:00 77 Lucas Oil HOOKER Launch	9:00 Timekeepers in position
9:00 Race Officials/Timekeeper in position	
Course cleared?	
Comms check (Officials, Teams, Support, Satcom,)	
9:15 Palm Beach Helicopter Up	
9:30 Race Control releases 77 Lucas Oil	
10:30 SWEEPER picks up crew	10:30 FINISH boat in position
Cleanup and prepare for Saturday Return	11:00 77 Lucas Oil HOOKER arriving Finish Line
	12:00 Freeport Helo Down
	Customs?
	Refueling and prepare for next day
	6:00 Awards

June 6 – Saturday – WRAD Reverse of Friday

28. USA Customs and Boarder Protection - Reporting Offsite Arrival – Mobile (ROAM)

<https://www.cbp.gov/travel/pleasure-boats-private-flyers/pleasure-boat-overview/roam>

Beginning September 5, 2018, SVRS will no longer be in service and float plans will no longer be accepted. Boaters looking for a new, faster way to report their arrival and/or apply for a registered boater program may use the CBP ROAM app, available for free on the Apple App and Google Play stores. Boaters may also continue to report their arrival via designated telephone reporting numbers, if desired.

As part of U.S. Customs and Border Protection's (CBP) comprehensive effort to improve the security of our nation's borders while enhancing legitimate travel, CBP has launched the CBP Reporting Offsite Arrival - Mobile (ROAM) app.

Pleasure Boat Reporting Requirements

Pursuant to 19 CFR 4.2, operators of small pleasure vessels, arriving in the United States from a foreign port or place to include any vessel which has visited a hovering vessel or received merchandise outside the territorial sea, are required to report their arrival to CBP immediately (see 19 U.S.C. 1433).

The master of the vessel reports their arrival at the nearest Customs facility or such other place as the Secretary may prescribe by regulations. These reports are tracked in the Pleasure Boat Reporting System. Pursuant to 8 CFR 235.1, an application to lawfully enter the United States must be made in person to a CBP officer at a U.S. Port of Entry (POE) when the port is open for inspection.

Click here for more information on CBP reporting requirements.

The Florida Small Vessel Call Center can be reached at 1-800-432-1216 or 1-800-451-0393.

What information is needed when calling? Vessel masters must provide the following information:

- Name, date of birth and citizenship of all persons on board (including passport number)
- Name of the boat and/or boat registration number
- CBP user fee decal number (if 30 feet or longer)
- Home port and current location
- Contact number

Overview of CBP ROAM APP

The CBP ROAM app is a free mobile application that provides an option for pleasure boaters to report their U.S. entry to CBP via their personal smart device or a tablet located at local businesses to satisfy the above reporting requirements. In limited areas, travelers arriving in remote locations may also be eligible to use the CBP ROAM app. Contact your local POE to confirm arrival notifications via the CBP ROAM app are accepted.

The CBP ROAM app also qualifies as an Alternative Inspection System that satisfies the boat operator's legal requirement to report for face-to-face inspection in accordance with 8 CFR 235.1 with some exceptions:

- Travelers who require an I-94;
- Travelers who wish to obtain a cruising license;
- Travelers who must pay duties on imported goods; and
- Other circumstances as applicable.

To use the CBP ROAM app, travelers input their biographic, conveyance, and trip details and submit their trip for CBP Officer (CBPO) review. The CBPO may initiate a video chat to further interview travelers. Once the CBPO reviews the trip, travelers will receive a push notification and an email with their admissibility decision and next steps, if applicable. Travelers using the CBP ROAM app may use the app to apply to become Verified Travelers (which includes existing LBO, SVRS, and I-68 numbers) and receive expedited processing on future arrivals.

Getting Started

Travelers should download the CBP ROAM app on their web-enabled smart device. Note that a free login.gov account is required to use the CBP ROAM app. After opening the CBP ROAM app, tap "Sign In".

Travelers who do not have a login.gov account should “Create an account” and follow the instructions. Travelers who already have a login.gov account should sign into their existing account, and will be redirected back to the CBP ROAM app.

After signing in to the CBP ROAM app, users can create and save traveler and conveyance profiles. These profiles can be reused for repeat entry into the United States.

Availability

To use CBP ROAM on your personal smart device, download the app from the Apple App Store or the Google Play Store. In certain locations, the CBP ROAM app can also be accessed on tablets at partner locations.

For any questions or concerns about the CBP ROAM app, please email us at cbproam@cbp.dhs.gov.

29. Hotels, Marinas and Travel Information

US Citizens - For current information on regulations for international travel, visit the Travel Section of the US Customs and Border Protection Home Page: www.cbp.gov.

Grand Bahama - Official Ports of Entry

<https://www.bahamas.com/faq/official-ports-entry>

Palm Beach

Courtyard West Palm Beach Airport
1800 Centrepark Drive East
West Palm Beach, FL 33401
+1 561-207-1800

Freeport

Hotels

Pelican Bay Hotel

<https://www.pelicanbayhotel.com/>

Promo code for the event: Mercury #1

Marinas

The Grand Bahama Yacht Club - <http://www.grandbahamayachtclub.com/>

Taino Beach Resort - <http://tainobeach.com/>

SAFETY INFORMATION

Safety takes priority over racing at all times

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

- a) Swimmers, board sailors, private and commercial craft of all types may be encountered. Competitors are reminded to keep a sharp look-out at all times and to take the necessary action in accordance with the IRPCS rules.
- b) Competitors are reminded to keep a sharp look-out at all times for any marine wildlife that may be encountered in the vicinity of the course and take the necessary avoiding action.
- c) Competitors are warned to remember their speed and the fact that other craft may not be fully aware or able to keep clear.
- d) Competitors are asked to bear in mind that official patrol and rescue boats have no power to insist that any craft or swimmer should keep clear of the course. Advice can only be given for the safety of other craft and swimmers.
- e) International Code Flag 'A' denotes DIVERS. Competitors must give as wide a clearance as practical.
- f) The course will be patrolled by official patrol and rescue boats with official observer boats in the vicinity of certain course marks; other course marks may be observed from the shore.
- g) Any official patrol or rescue boat may wave a yellow flag to give warning of imminent danger in its vicinity. Competitors seeing this signal are to acknowledge the signal, proceed with caution, not overtake other boats whilst in the area of the incident and keep clear of the danger area. Any competitor who ignores or abuses the yellow flag may be penalized.
- h) Fleets of sailing yachts may be encountered anywhere on the course. Competitors must give such fleets a wide berth and not interfere in any way with their maneuvers. Where safety/patrol boats are in the vicinity, the Yellow Flag procedure may be used to warn competitors of such hazards.

Appendix 1 – Penalties

The following penalties will apply to this event:

Smoking in the defined wet or dry pits	\$200
Fuel transfer in pits or outside designed fueling areas	\$500
Misrepresentation or providing untrue statements	Disqualification
Missed mark	Disqualification or time penalty as decided by Event Officials
Entering an exclusion zone on the plane (Bahamas Container Port, etc.)	Disqualification or time penalty as decided by Event Officials
Spilled fuel or oil	\$500 fine for the first offence \$500 for each subsequent offence.
Launching violation	\$500
Failure to return event trackers	\$2000

Appendix 2 – Freeport Speed and Wake Zones

Jamie

Appendix 3 –Palm Beach Speed and Wake Zones

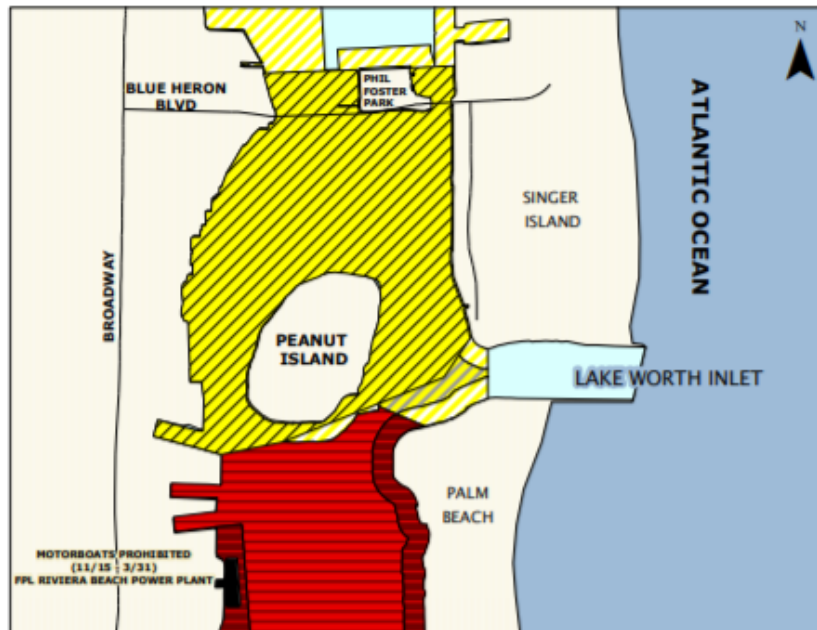
http://www.aicw.org/studies_and_information/waterway_regulations/docs/Palm_Beach_County_Manatee_Protection_Zone_Law.pdf







All waters within 300 feet of the general contour of the shoreline, including associated backwaters and canals, along the easterly side of Lake Worth from a straight line drawn from Lake Worth Inlet channel flashing red marker "10" through flashing green marker "9" and southeasterly extension thereof, southeasterly to the shore of Palm Beach Island, south to an east-west line one mile south of an east-west line drawn along the southern end of Peanut Island, excluding that partially marked navigation channel south of Lake Worth Inlet along the easterly side of Lake Worth, running from daymark R "2" to daymark R "6" and thence southerly, paralleling the eastern shoreline (except as designated under (1)(b) for seasonal regulation).

<http://discover.pbcgov.org/erm/Publications/ManateeZoneMaps.pdf>

7

PEANUT ISLAND



-  Idle speed, no wake, ICW channel included year round
-  Idle speed, no wake, all channels included 11/15-3/31
-  Slow speed, minimum wake, year round ICW channel included
-  Slow speed, minimum wake, ICW channel exempt, year round
-  Slow Speed, minimum wake, 11/15-3/31
-  Motorboats Prohibited (11/15 - 3/31)

Appendix 4 – Scrutineering Checklist

Race: 2020 OCEAN CUP - Gateway Marathon					Date:		
Boat Name:					Class:		
Engine:					Model:		
Total HP:					Type: Inboard / Outboard Petrol / Diesel		
	Ocean Cup	UIM RULE:	ITEM:	Description:	OK	NOTES	Post-Race Checked
1	10.4	1200.5.2	Life Raft Serial Number:				
3	10.8	1200.5.6	Tracker ID				
4		203.06	Event Decals	Fixed & Placement (UIM, APBA, Ocean Cup)			
5		710	Race Numbers	Placement & Size?			
7		1200.3.4	Full canopy	Full 508 compliance			
8			Partial canopy: No Restraints	Compliance & size			
9			Partial canopy: w/Restraints	Extra Equipment			
10		1200.3.7	Water deflection	Water deflector kick-boards			
11		1200.3.4	Reverse gear	Check controls			
12	11.1	1200.3.5	Lifting equipment	Certified straps, lifting eyes, sling point marks			
13	11.2	508	Buoyancy	Recommendation check			
14	11.3	1200.3.7	Bilge pumps	Automatic & manual			
15		1200.3.9	Deck safety - non-skid	Guard rails, hand holds, non-skid			
16	11.4	1200.3.10	Towing	Sampson post / tow eye, fixed rope plus tow ropes & fenders			
17	11.6	1200.3.11	Anchoring	Sea anchor, anchor & lines (50m)			
18	11.7	1200.3.12	Compass Electronic navigation	Liquid magnetic compass, GPS, RADAR (add notes)			
19	11.8	1200.3.13	Navigation lights	Correct & working			
20	11.9	1200.3.14	Fog horn & Torch	Check			
21		706.01	Engine cut-off	Devices for all crew			
22		1200.3.15	Fuel Tanks	Fixings, locations, shut-off			
23		1200.3.16	Batteries	Mountings & isolator switches			
24		1200.3.16	Electronics	Wiring harness etc.			
25	11.12	704.04	Fire prevention	Automatic & manual			
26		715.07	Retirement flag	Check size & color			
27		711	National flag	Graphic or fabric			
28		1200.4.4	Multi-engines	Tie bar			
29		1200.4.5	Engine mountings	Check			
30	10.5	1200.5.3	Flares	In date & waterproof canister			
31	10.6	1200.5.4	VHF Radio	GMDSS fixed 25w & handheld with channel 78			
32	10.9	1200.5.7	Medical	First aid kit + Thermal aids			
33	10.1	1200.5.8	RADAR Reflector	Check			
34		713	Helmets				
35		712	Racing vests				
36		714	Clothing	Check adequate protection			
37	10.11	1200.6.1	Safety Equip for crew	Whistle, knife, compress			
38			Race Instructions	Full set on board			
Scrutineer (Print)					Signature:		

Race: 2020 OCEAN CUP - Gateway Marathon					Date:		
Boat Name:					Class:		
Engine:					Model:		
Total HP:					Type: board / Outboard Petrol / Diesel		
Ocean Cup	UIM RULE:	ITEM:	Description:	OK	NOTES	Post-Race Checked	
Canopied & Restraint Boats							
42		508.03-07	Reinforced Cockpit/Canopy/Visibility				
43		508.08-13	Hatches/Release System/Handles & Markings				
44		508.16	Air Supply 10 min supply for each pilot min 500 liter				
45		508.17	Flood Tubes				
46		508.18	Stop Buttons				
47		508.19	Strobe Light				
48		508.20	Rear Head Protection & Helmet Clearance				
49		508.21	Restraint System				
50		508.22	Steering Wheel & Cockpit Egress				
51		508.23	Rear View Mirrors				
52		508.24	Fire Extinguisher & Deck Locker				
53		508.25	Carbon-Monoxide Sensor & Alarm				
54		508.26	Cockpit Lighting water activated lights glow stick?				
55		508.27	Orange Bow & Crew Number				
56		508.28	Floatation				
Scrutineer (Print)					Signature:		
Partial Canopy & Restraint Boats							
67		M6E	Partial canopy access				
68		508.16	Air supply (not spare air) 10 min supply for each pilot min 500 liter				
69		508.18	Stop buttons				
70		508.2	Rear of Head Protection				
71		508.21	Specification 5/6-Strap Harness				
72		M6E	Min clearance between seats & door aperture (40cm)				
73		508.24	Carbon Monoxide Sensors & Alarms				
Scrutineer (Print)					Signature:		

Appendix 5 – Sample Team Risk Assessment Form

RiskAssessmentExample.xlsx

Team Risk Assessment Form

Date: April 19, 2019

Boat Number/Name: 77 Lucas Oil

Pilots: Nigel Hook & Michael Silfverberg

Person | Property

1 = Low	1 = First Aid Only	1 = Minor Property Damage
2 = Medium	2 = Repairable Damage	2 = Repairable Damage
3 = High	3 = Emergency Deployment	3 = Recovery Operation
4 = Extreme	4 = Serious Injury/Death	4 = Total write-off

Hazard	Description	Estimated Risk	Likely Impact Person Property	Risk Factor	Risk Mitigation	Final Risk Assessment
Equipment Failure	Onboard intercom between pilots fails	2	1	2	Hand signals	Low
	Engine or drive failure	2	2	4	We have 2 engines	Low
	Boat off-plane	3	3	9	Tracking, sea anchor	Medium
Communications	Failure between pilots	2	1	2	Hand signals	Low
	Failure between Race Control (25-watt radio)	2	2	4	Hand held VHF	Low
	Failure between and rescue boats and/or race boats	2	1	2	Backup radios	Low
On-Water Collision	Between race boat and structure	1	2	2	GPS	Low
	Between race boat and floating debris	1	2	2		Medium
	Propeller damage	1	2	2		Medium
Boat Damage	With another boat	1	1	1	Staggered start/ no sharp corners	Low
	After grounding	1	1	1	GPS	Low
	Hole in the boat	1	3	3	Bilge pumps / Manual bilge pump	Low
Capsize	Race boat capsizing	2	3	6	Life raft, emergency beacon	Medium
Person overboard	Competitor ejected or escaping from race boat	2	3	6	Life raft, emergency beacon	n/a
Fire	Fire onboard race boat	1	3	3	Automatic systems & manual	Low
Carbon Monoxide	Fumes entering cockpit	1	1	1	Detector	Low
Navigation	Poor navigation	1		0	Hand held compass and check points	Low
	Result of rig or equipment failure	1	2	2	Hand held compass and check points	Low
Other Hazards	Adverse weather causing increased danger to competitors, course officials and public			0	Race control	
	Due to heavy weather or fog	1	1	1		
	Heavy or confused seas	2	1	2	V-hulls	Low
	Bad visibility	2	1	2	Race control & running lights	Low
	Shipping Movements	3	1	3	Race control / ships are huge	Low
	Fatigue	1		0		