World Speed Records

2020 OCEAN CUP

Race Instructions

Pacific Rum Run

October 8-10, 2020

Pacific Rum Run
401 Pacific Coast Hwy
Huntington Beach, CA 92648
Phone: +1 999 999 999
Email: Cheyenne@CodeFour.com

Powerboat P1 USA
2320 Clark Street Suite A1-3
Apopka, FL 32703
Phone: +1 407 985 1938
Email: Simon@OceanCup.com

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RISK STATEMENT

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

i. **they are aware of the inherent risk involved in the sport and accept responsibility for exposing themselves to such inherent risk, including risks to their person, their property, drowning, hypothermia, collision injuries burns and other physical injuries as well as possible death**

ii. **they have satisfied themselves that they have the necessary skill and knowledge to take part in the event and deal with the conditions that may arise in the course of an offshore competition event**

iii. **they will not participate in the event whilst under the influence of alcohol, drugs or whilst otherwise unfit to participate**

iv. **they are responsible for the safety of themselves their crew their boat and their property whether afloat or ashore and that the management of their boat including insurance is solely their responsibility**

v. **scrutineering does not constitute a condition survey of the boat and it is solely their responsibility to decide whether or not to start or to continue in any powerboat competition**

vi. **ensuring the efficiency and suitability of the helmets and racing vests worn is solely their responsibility**

vii. **the provision of an event management team, patrol boats and other volunteers by the event organizers does not relieve them of their responsibilities**

viii. **the provision of patrol boat cover is limited to such assistance particularly in extreme weather conditions as can be practically provided in the circumstances**

ix. **to be bound by the conditions of the Entry Form, Race Instructions/Advance Programs and the General Competition Rules of Powerboat P1 USA**

x. **they will accept the decisions of the organizing committee and officials nominated by the organizing committee**

xi. **they understand that it is their responsibility to ensure that the event has suitable insurance coverage in place before participating and it is also their responsibility to ensure that they familiarize themselves with event Risk Assessments and Race Instructions/Advance Programs and bulletins before participating.**

INDEMNITY

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

a. **The owners of the premises at which the event is held;**

b. **The organizing club, the sponsors and Powerboat P1 and their respective officials, servants and agents; and,**

c. **The other boat owners, drivers, passengers or mechanics engaged in the meeting (together with the "Indemnified Parties") AGAINST all actions, claims, costs, expenses and demands in respect of loss of or damage to the property of or personal injury sustained to the Indemnified Parties to the extent caused by the participants, their crew, their boat, their mechanics, support team, representatives or agents.**

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

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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 7 & 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.

The 5th Ocean Cup scheduled for October 8-10, 2020 will be Huntington Beach- Around Catalina- Huntington Beach which will start and finish at the Huntington Beach pier. In 1911, the first recorded offshore race in the US was the "*79 mile Huntington Beach to Catalina Island Challenge*" in Southern California. In 1968, legendary racer and founder of Powerboat Magazine, Bob Nordskog, dubbed this race The Rum Run, to commemorate an era when fast boats transported liquor into San Pedro, Oceanside, Huntington Beach, Santa Barbara and other Southern California ports from offshore islands. Over the years, Bob Nordskog won this race 9 times on courses which varied along Southern California’s coastline from Malibu to Huntington Beach.

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1. EVENT APPROVAL

Sanctioned and approved by Union Internationale Motonautique (UIM), American Power Boat Association (APBA), and Powerboat P1 USA (P1) and run under its rules and regulations.

The scheduled date for this event is October 10. Event planning is ongoing. As refinements are made, detailed information will be provided.

2. EVENT ENTRIES

The maximum number of entries allowed in the Pacific Rum Run is 6 teams (*subject to change by Powerboat P1 and Event Management Team*).

a) All entries must be made via the Official Entry Form and all accompanying terms and conditions complied with. Email: sport.usa@powerboatp1.com Phone: +1 352.572.8686

b) Open cockpit boats capable of exceeding 80mph are required to submit a CV for all pilots. The CVs are subject to review/acceptance by the Ocean Cup Racing Committee.

c) Entry by a team is at the sole discretion of the event organizer who reserves the right to refuse entry.

d) The entry organizer has the right to refuse any boat considered unsuitable and /or which does not conform to the requirements of the rules. The reasons for refusal shall be submitted to the team in writing.

e) Pilots must possess a valid international license issued by their National Authority UIM member; if no national body is a member of the UIM, then that pilot must be licensed by another UIM national authority member.

3. UIM and APBA CLASS GROUPINGS

UIM Classes

Per UIM Pleasure Navigation rulebook section **616.04 - Long Distance Offshore World Records**, records are divided into three classes based upon Length Overall (LOA) (Appendix 6)

1) up to 30ft (9.14 metres)
2) over 30ft and up to 50ft (over 9.14 metres and up to 15.24 metres)
3) over 50ft (15.24 metres)

APBA Class Grouping

Ocean Cup Classes	Cockpit	Engines	Parameters	APBA Classes
A	Canopy	Twin	93 octane *or* <130mph	**Unlimited** (Extreme/Class ONE) **VX** (Vee Extreme) **Super Cat**
B	Canopy	Single *or* Outboards	93 octane *or* <130mph	**Modified V** (Super Vee Xtreme) **Stock V** (Pro Stock V) **Super Stock** (Cat Lite)
C	Open*	Any	<90mph	**APBA Bracketed Classes**
CC	Center Console	Any	Production Boat	**up to 30ft** **over 30ft and up to 50ft** **over 50ft**
U	Partial Canopy* Open*	Twin	93 octane or <130mph	

*Open cockpit and partial canopy boats capable of exceeding 80mph are required to submit a CV for all pilots. CVs are subject to review/acceptance by the Ocean Cup Racing Committee.

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4. AWARDS

APBA Records → The fastest average speed by APBA class
UIM World Record → The fastest average speed by UIM length
Ocean Cup → The fastest average speed by Ocean Cup class

5. EVENT OFFICIALS AND MANAGEMENT TEAM

Management

P1 Chairman:	Azam Rangoonwala	azam@powerboatp1.com	252.702.2771
UIM Observer:	Rich Luhrs	RVLuhrs@aol.com	845.430.4500
Event Director/Secretary:	Michelle Petro	sport.usa@PowerboatP1.com	352.572.8686
Risk Manager:	Martin Raby	Martin.Raby@PowerboatP1.com	+44 7917 128150
Int'l. Media Officer:	Roy Mantle	RMantle@powerboatp1.com	+44 7985 350177
US Media Officer:	Lucy Nicandri	USAMedia@PowerboatP1.com	941.915.3498
Support Boats:	Douglas Bannister		

Officials

Officer of the Day:	Pepe Llama		
Safety Officer:	Shawn Steinert	USAR1B@Bellsouth.com	407.619.3367
Medical Officer:	Shawn Steinert	USAR1B@Bellsouth.com	407.619.3367
Scorer:	Michelle Petro	sport.usa@powerboatp1.com	352.572.8686
Course Marshal Bahamas:			
Chief Scrutineer:			
Chief Timekeeper:			

Ocean Cup Racing Committee

1. Rich Luhrs RVLuhrs@aol.com 845.430.4500
2. Roger Bell RogerBell1@gmx.com 868.789.4543
3. Nigel Hook Nigel@OceanCup.com 619.977.3000

6. EVENT ADMINISTRATION AND REGISTRATION

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

Sunset Aquatic Shipyard
2901 Edinger Ave # B
Huntington Beach, CA 92649
(562) 592-2841

Event Administration contact details during the event are:

Michelle Petro sport.usa@powerboatp1.com 352.572.8686

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~~

7. 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.

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8. COMPETITORS' RESPONSIBILITY

Competitors must read the Risk Statement at the front of these Race Instructions as well as the Safety Information on Page 20.

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 506.5.1) **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 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 known 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 should also familiarize themselves with:

Huntington Beach Harbor
Catalina Island

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.**

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9. 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.

10. REGULATIONS and GENERAL RULES

The 2020 Pacific Rum Run - Ocean Cup will be run under APBA Rules for Offshore Racing and UIM Offshore Rulebooks.
It is the competitor's responsibility to read and understand the APBA Rules for Offshore Racing, as well as the UIM Offshore and the UIM Pleasure Navigation Rulebooks which, together with these Race Instructions and any other Race Instructions issued before or at Pilots Briefings or in Bulletins.

2020 V 1.0 American Power Boat Association – Rules for Offshore Racing - Revised 6/26/2020
specifically, the APBA Offshore Equipment General Safety Rules:

- Section I - Cockpit Related Safety Rules
- Section II – J. Course, Pits, Boat Safety

2020 UIM Pleasure Navigation & Radio Controlled Rulebook - Published 12.20.2019

- Section 506 RULES FOR MARATHON RACING
- Section 600 RECORDS AND PERFORMANCES, specifically section 616 - LONG DISTANCE OFFSHORE MOTORBOAT WORLD SPEED RECORDS.

2020 UIM Offshore Rulebook - Published 12.19.2020

- Section 508 - CREW SAFETY applies to all categories of boats.

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

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.

11. 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.

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12. RACE BOATS - 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.

12.1 - LIFTING POINTS (UIM 506.3.9)

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.

12.2 – BUOYANCY (UIM 506.3.10)

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.

12.3 - BILGE PUMPS (UIM 506.3.11 & APBA J.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.

12.4 – DECK FITTINGS & Non-SKID (UIM 506.3.13 & APBA J.16, J.19)

All boats must have guard rails or handholds as rails or handles raised above the deck of a suitable material or wire in stanchions. A single rail would suffice. A rope secured to the bow and made fast in the cockpit will not be accepted.

Non-skid is required (APBA J.20)

12.5 – TOWING (UIM 506.3.14 & APBA J.12)

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.

12.6 – ANCHOR (UIM 506.3.15)

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.

12.8 – COMPASS (UIM 506.3.16 & APBA J.30)

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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.

12.9 - NAVIGATION LIGHTS (UIM 506.3.17)

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

12.10 - FOG HORN / TORCH (UIM 506.3.18 & APBA B.1)

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

12.11 – FUEL TANKS (UIM 506.3.19 & APBA H.1)

Fuel transfer at sea is only permitted between your own fixed onboard tanks. Race fuel may not be stored or carried on board in any jerry-can type of container.

12.12 – BATTERIES (UIM 506.3.20)

Batteries shall be housed in ventilated compartments, mounted upon a secure and solid platform and be fitted with an isolator switch. The battery isolator switch position must be clearly marked for safety reasons.

12.13 - FIRE PREVENTION

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.

13. BOAT SAFETY EQUIPMENT (UIM 506.5)

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. 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.

13.1 - INFLATABLE LIFE RAFT (UIM 506.5.2)

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.

13.2 - FLARES (UIM 506.5.3 & APBA B.1)

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.

13.3 – RADIO REQUIREMENTS (UIM 506.5.4 & APBA J.9)

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.

13.4 - TRACKERS (UIM 506.5.6)

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

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competitors at race administration and will need to be returned at the end of the race. Any competitor who does not return Race Control at the end of the event must arrange for the tracker to be posted/delivered Powerboat P1 USA within 2 weeks (Appendix 1 – Penalties).

13.5 FIRST AID KIT (UIM 506.5.7 & APBA B.1)

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

13.6 RADAR REFLECTOR (UIM 506.5.8)

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

14. CREW SAFETY EQUIPMENT – (See Scrutineering Checklist - Appendix 4)

14.1 - MEDICAL COMPRESS & KNIFE (UIM 506.6.1 & APBA B.1)

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

14.2 - SAFETY EQUIPMENT (UIM 506.6.2)

All Boats must start and finish and carry throughout the race the following minimum equipment:

- Carbon monoxide sensors and alarms for boat with full or partial canopies
- Certified Lifting strops (for boat fitted with lifting points)
- Manual Bilge Pump
- Foot Pump (RIBS only)
- Tow Rope and Warps
- Anchor and rope/chain minimum length 50 metres
- Additionally all boats must carry a sea anchor of suitable size for their particular vessel.
- Fog Horn and Torch
- Two 2kg dry powder fire extinguishers suitably mounted close to engines or crew.
- Orange retirements flag 0.60m x 0.40m
- Inflatable Life raft compliant with rules
- Flares
- VHF Handheld radio with channel 32 (M)
- A Fixed VHF transceiver with GMDSS capability.
- Tracker System as specified or provided by event organiser
- Adequate first aid kit. 1 x foil blanket + thermal protective aids for each crew member.
- Radar Reflector or suitable alternative.
- Emergency Grab Bag: An Emergency Grab Bag must be carried on board at all times to include, fresh water, day and night flares, Thermal protective Aids, First Aid Kit. Recommended to include portable VHF Radio, Passports, Money and credit cards.
- Guardrails, handholds
- Liquid Magnate Compass
- Engine cut-off attachments for all crew
- Battery isolator switches easily accessible to crew
- GPS, RADAR equipment as per Racing Instructions.

15. PIT AREAS, PARKING AND SPECIAL CONDITIONS

These rules must be adhered to at all times; offenders will be penalized.
Competitors are reminded that no transfer of fuel is permitted in the pit areas or launching areas (Appendix 1 - Penalties).
Smoking is prohibited in the dry and wet pits, and the launching area. Penalty applied (Appendix 1 - Penalties).

Huntington Beach

Dry Pits & Boat Ramp

Sunset Aquatic Marina
2901 Edinger Ave
Building B
Huntington Beach, CA. 92649

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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).

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

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

16. NOISE AND SPEED RESTRICTIONS

Competitors must obey all local regulations (Newport Beach, Huntington Beach, Catalina) relating to excessive speeds and noise. Failure to observe local regulations will result in penalties being applied.
See Appendix 2 – Huntington Beach Speed and Wake Zones
See Appendix 3 – Santa Catalina Island – add safe harbors and dive area with contact information?

17. 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.

18. OFFICIAL PRACTICE AND TESTING ARRANGEMENTS

There will be no official practice and/or testing.

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19. COMPETITION RULES

19.1 – TURN MARKS (UIM 506.7)

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.

19.2 – 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.

19.3 – Overtaking

At all times, the "Rules of the Road" shall apply. When two boats are on the same course the overtaking boat shall keep clear of the boat being overtaken and in passing shall allow at least 50 feet of clear water between them. The overtaken boats shall not alter course so as to compel the overtaking boats to pass within the 50 feet limit

19.4 – 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.

19.5 – 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.

20. LAUNCHING

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

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21. 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.

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.

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

22. START PROCEDURE

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

During the starting procedure, Race Control will announce via VHF 78 that the course is clear and release a specific boat to commence their race. Once released, the boat will acknowledge Race Control, exit the milling area, and begin their approach within 1 minute of being called. A penalty will be applied if a boat fails to make their start and will move to the bottom of the starting order. (Appendix 1). Timing commences when the boat physically breaks the plane of the starting line.

Information specific to the start in Newport Beach/Huntington Beach:

Race Instructions Addendum of the event.

Information specific to Catalina:

Race Instructions Addendum of the event.

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

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

24. 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.

25. 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.

26. 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.

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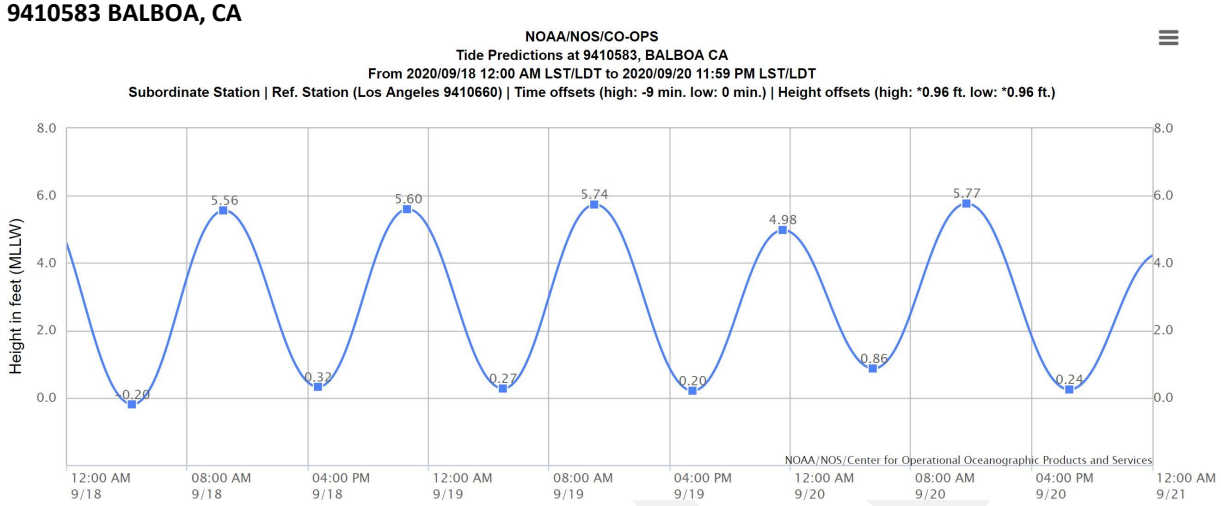
27. CRUISE SHIPS, and TIDES

CRUISE SHIPS

TIDES

9410583 BALBOA, CA



CATALINA TIDES?

28. OFFICIAL & SAFETY BOATS

Refer to latest 2020_OceanCup_PacificRumRun_SupportBoats_yyyymmdd.pdf

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29. EVENT TIMELINE

October 8 – Thursday – Media Day
October 9 – Friday – Test Day
October 10 - Saturday – Race Day

Huntington Beach
7:30 Weather and Sea Report
8:30 Support boats head to positions
9:00 Launch
9:00 Race Officials/Timekeeper in position
Course cleared?
Comms check (Officials, Teams, Support, Satcom,)
9:15 Helicopter Up
9:30 Race Control releases boats
3:00 FINISH Boat in Position
3:30 Boats arriving

31. Hotels, Marinas and Travel Information

Kimpton Shorebreak Huntington Beach Resort
500 Pacific Coast Hwy
Huntington Beach, CA 92648

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SAFETY INFORMATION

Safety takes priority over racing at all times

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

a) Swimmers, board sailors, private and commercial craft of all types may be encountered. Competitors are reminded to keep a sharp look-out at all times and to take the necessary action in accordance with the IRPCS rules.

b) Competitors are reminded to keep a sharp look-out at all times for any marine wildlife that may be encountered in the vicinity of the course and take the necessary avoiding action.

c) Competitors are warned to remember their speed and the fact that other craft may not be fully aware or able to keep clear.

d) Competitors are asked to bear in mind that official patrol and rescue boats have no power to insist that any craft or swimmer should keep clear of the course. Advice can only be given for the safety of other craft and swimmers.

e) International Code Flag 'A' denotes DIVERS. Competitors must give as wide a clearance as practical.

f) The course will be patrolled by official patrol and rescue boats with official observer boats in the vicinity of certain course marks; other course marks may be observed from the shore.

g) Any official patrol or rescue boat may wave a yellow flag to give warning of imminent danger in its vicinity. Competitors seeing this signal are to acknowledge the signal, proceed with caution, not overtake other boats whilst in the area of the incident and keep clear of the danger area. Any competitor who ignores or abuses the yellow flag may be penalized.

h) Fleets of sailing yachts may be encountered anywhere on the course. Competitors must give such fleets a wide berth and not interfere in any way with their maneuvers. Where safety/patrol boats are in the vicinity, the Yellow Flag procedure may be used to warn competitors of such hazards.

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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 (within 2 weeks)	$1000
Improper/unsportsmanlike conduct – Abusive or obscene language	Disqualification or time penalty as decided by Event Officials
Breaking out of speed bracket	<=5 break outs → 1 minute added to finish time for every breakout reading. >5 breakouts →2 minutes added to finish time for every breakout >10 breakouts → Disqualificaiton Breakout reading of > 5mph above bracket immediate disqualification

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Appendix 2 –Newport Harbor - Speed and Wake Zones

https://www.newportbeachca.gov/government/departments/harbor/rules-and-regulations
https://www.codepublishing.com/CA/NewportBeach/#!/NewportBeach17/NewportBeach17.html

General Rules

- No wake zone
- Maximum speed limit is 5 mph
- No discharge zone
- No dumping of garbage, waste or other materials
- Follow best management practices during boat operation and maintenance
- No unreasonable noises between 10 p.m. to 7 a.m.
- Deterring sea lions from resting on vessels using approved methods
- Compliance with Newport Beach Municipal Code Section 17

Enforcement

Enforcement of the City's Municipal Code and harbor services such as moorings, guest slips, anchorage, vacant rental assignments, live aboards and more is handled by the City's Harbor Department located at Marina Park, 1600 W. Balboa Boulevard, Newport Beach, 92663. Staff can be reached seven days per week between 8 a.m. and 5 p.m. by calling 949-270-8159 or using Channel 19.

For after hours non-emergency assistance, please call 949-644-3611.

Law enforcement services and emergency services are provided by the Orange County Sheriff's Harbor Patrol Division by calling 949-723-1002 or using Channel 16.

Appendix 3 –Santa Catalina Rules and Regulations

Avalon

Two Harbors

Dive Areas

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Appendix 4 – Scrutineering Checklist

Race:	2020 OCEAN CUP - Great Pacific Rum Run				Date:	19-Sep-20
Boat Name:					Class:	
Engine:					Model:	
Total HP:					Type:	Inboard / Outboard Petrol / Diesel
Ocean Cup	APBA	UIM	ITEM:	Description:	OK	NOTES
12.1 / 13.2		506.5.2	Life Raft			
12.4 / 13.2		506.5.6	Tracker ID			
11.1		506.3.9	Lifting Points / Equipment	Certified straps, lifting eyes, sling point marks		
11.2		506.3.10	Buoyancy	Recommendation check		
11.3 / 13.2	J.7	506.3.11	Bilge pumps	Automatic & manual		
11.4 / 13.2	J.16 J.19	506.3.13	Deck safety	Guard rails, hand holds,		
	J.20		Non-Skid			
11.5 / 13.2	J.12	506.3.14	Towing / Bow Eye	Sampson post / tow eye, fixed rope plus tow ropes & fenders		
11.6 / 13.2		506.3.15	Anchor	Sea anchor		
			Tow Line	minimum 100 feet		
11.8 / 13.2	J.30	506.3.16	Compass/Electronic Navigation	Liquid magnetic compass, GPS, RADAR		
11.9		506.3.17	Navigation lights	Correct & working		
			Strobe Lights			
11.10 / 13.2	B.1	506.3.18	Fog horn & Torch	Check		
11.11	H.1	506.3.19	Fuel Tanks	Fixings, locations, shut-off		
11.12 / 13.2		506.3.20	Batteries	Mountings & isolator switches		
	J.14		Kill Switch			
11.13 / 13.2	J.8		Fire prevention	Automatic & manual		
	J.6	506.4.4	Multi-engines	Tie bar		
		506.4.5	Engine mountings	Check		
12.2 / 13.2	B.1	506.5.3	Flares	In date & waterproof canister		
12.3 / 13.2	J.9	506.5.4	VHF Radio	GMDSS fixed 25w Handheld with channel 78		
12.5 / 13.2	B.1	506.5.7	Medical	First aid kit + Thermal aids		
12.6 / 13.2		506.5.8	RADAR Reflector	Check		
13.2	J.34		Carbon-Monoxide Sensor & Alarm			
13.1	B.1	506.6.1	Safety Equip for crew	Whistle, knife, compress		
		711	National flag	Graphic or fabric		
		203.06	Event Decals	Fixed & Placement (UIM, APBA, Ocean Cup)		
		710	Race Numbers	Placement & Size?		
13.2		715.07	Retirement flag	Check size & color		
	J.7 & J.8		Helmets			
	J.9		Life Jackets			
		714	Clothing	Check adequate protection		
				Page 1 of 2	Signature:	

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Race:			2020 OCEAN CUP - Great Pacific Rum Run		Date:	19-Sep-20
Boat Name:					Class:	
Engine:					Model:	
Total HP:					Type:	Inboard / Outboard Petrol / Diesel
Ocean Cup	APBA	UIM	ITEM:	Description:	OK	NOTES
	Section I		Reinforced Cockpit/Canopy/Visibility			
	J.26		Hatches/Release System/Handles & Markings			
	J.33		Air Supply	10 min supply for each pilot min 500 liter		
			Rear Head Protection & Helmet Clearance			
			Restraint System			
			Steering Wheel & Cockpit Egress			
			Fire Extinguisher & Deck Locker			
			Cockpit Lighting	water activated lights glow stick?		
					Signature:	
	Section I		Partial canopy access	Compliance & size		
			Air supply (not spare air)	10 min supply for each pilot min 500 liter		
			Rear of Head Protection			
13.2		706.01	Engine cut-off	Devices for all crew		
				Page 2 of 2	Signature:	

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Appendix 5 – Sample Team Risk Assessment Form

RiskAssessmentExample.xlsx

Team Risk Assement 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 Deployme	3 = Recovery Operation
4 = Extreme	4 = Serious Inury/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 resue 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
	With another boat	1	1	1	Staggered start/ no sharp corners	Low
Boat Damage	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		

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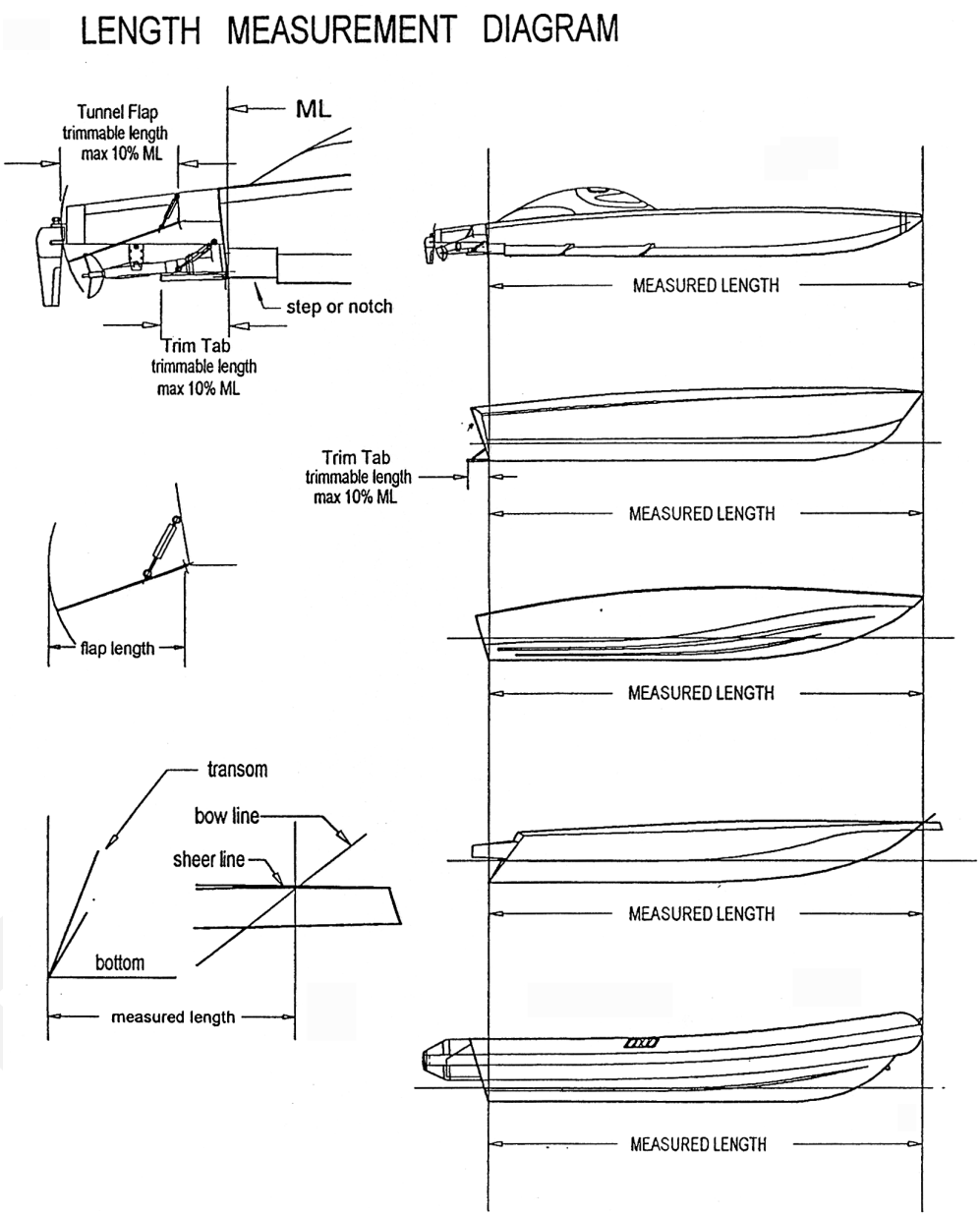
Appendix 6 – UIM Length Measurement Diagram



OFFSHORE UIM RULES nos. 501.11, 721.1

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