

SPECIFIC RULES FOR OFFSHORE POWERBOAT RACING

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100 DEFINITIONS

'APBA'	means the National Council of the Australian Power Boat Association
'UIM'	means the Union Internationale Motonautique
'WPPA'	means the World Professional Powerboating Association
'Rules'	means these Specific Rules for Offshore Powerboat Racing
'APBA Rules'	means the Rule Book of the APBA current at the time
'Offshore Council'	means the Australian Power Boat Association Offshore Council Inc.
'Offshore Council Rules'	means the Rules of the Offshore Council as lodged with the appropriate Government authority from time to time
'Offshore Powerboat Racing'	means all competition between powerboats described within these Rules
'Year'	means the year determined by the APBA for the purposes of issuing of Licences
'Championship Season'	means the period between the conduct of the first and last rounds of each respective Year's Offshore Powerboat Championship competition
'Licence'	means any Driver, Boat Owner or other competition licence issued under the APBA Rules

200 AUTHORITY & ADMINISTRATION

201 The Offshore Council shall be exclusively authorised and shall retain sole responsibility for the conduct, organisation, administration, sanction, promotion and management of Offshore Powerboat Racing within Australia.

202 The Offshore Council may delegate the conduct, organisation, promotion or management of any or all races to a Member Club or such other organisation set up for the purpose from time to time.

203 The Rules shall be formulated on an annual basis by the Offshore Council. The Rules must be made available to all Offshore Council Members no later than 60 days prior to the commencement of the Championship Season. The Rules shall be made available in either printed or electronic means. Electronic means shall include posting on a broadly publicised official internet site controlled by the Offshore Council.

204 Amendments to the Rules may only be submitted by members of the Committee of the Offshore Council. Such amendments must be submitted to the Offshore Council no later than 120 days prior to the commencement of the Championship Season. The Secretary of the Offshore Council shall ensure that such amendments are circulated to the remaining members of the Committee no later than 90 days prior to the commencement of the Championship Season.

205 Proposed amendments to the Rules shall be considered by the Committee of the Offshore Council and, following the agreement of not less than 50% of the members of the Committee, such amendments shall be passed for inclusion in the Rules.

206 Amendments to the Rules submitted not in accordance with the abovementioned timeframes may be considered by the Committee of the Offshore Council and may be passed for immediate inclusion in the Rules upon the agreement of not less than 80% of the members of the Committee. Such amendments shall be immediately communicated to all Offshore Council Members within 7 days of passing and shall come into effect no sooner than 30 days from the passing.

207 Where these Rules do not provide for a subject that is provided for in the APBA Rules, the APBA Rules shall be observed.

208 Where a conflict exists between these Rules and the APBA Rules, these Rules shall take precedence.

300 RACE NUMBERS

301 Official racing numbers are to be issued by the Offshore Council and are the property of the owner while the owner maintains an Offshore Boat Owner Licence.

302 Applications for racing numbers must be made to the Offshore Council on the form issued for such a purpose. Numbers 1, 2 & 3 are reserved for AUS 1 awards.

303 No boat will be permitted to start in any Sanctioned Event unless its SBA Registration number and current SBA Registration Label as required by the SBA Regulations in force at the time are displayed.

304 No member of an affiliated Offshore Club may apply a racing number to a boat unless the number has been allocated in accordance with Rule 301.

305 No boat will be permitted to start in any Sanctioned Event unless its racing number is clearly displayed.

306 The absence of the racing number or part of the racing number that makes it illegible will lead to disqualification.

307 Racing numbers must be displayed on both sides of the hull and on the deck within the front 1/3 of the boat.

In addition, all catamaran boats must display the racing number on the underside of the tunnel within the front 1/3 of the boat.

308 Racing numbers must be of a colour that clearly contrasts from the background. Racing numbers must be of the following minimum dimensions:

Class	Height	Width	Thickness	Spacing
1	46 cm	33 cm	7.5 cm	18 cm
All Other	30 cm	23 cm	5.0 cm	13 cm

309 Racing numbers displayed on the deck and the underside of the tunnel in accordance with Rule 307 must read correctly from the transom.

400 CREW

401 The driver of the boat is wholly responsible for the safety of members of the riding crew.

402 It is prohibited to substitute a riding crewmember in the offshore classes.

403 Drivers shall mean all riding crew.

404 There shall be at least two (2) drivers in all offshore boats with the exception of boats entered in Production Class.

405 Where the boat is dual control, the first and second named drivers must be helmsman and/or throttle man.

406 Riding crew must be a financial member of an APBA affiliated Club and a member of the APBA.

407 Riding crew are required to hold the relevant APBA Licence as required by the Class Rules.

- 408 For all other classes, where riding crew takes control of the driving, throttle or manual trimming of the boat while underway, the riding crew must be the holder of an APBA Licence equivalent to that of the driver.
- 409 Drivers and Riding Crew must be no less than eighteen (18) years old at the time of applying for a Licence with the exception of Drivers and Riding Crew in the Super Cat Outboard class who must be no less than seventeen (17) years old and in the Super Cat 400 and Super Vee Lite classes who must be no less than sixteen (16) years old at the time of applying for a Licence. Drivers or Riding Crew less than eighteen (18) years old must compete with a Driver aged no less than eighteen (18) years old.

500 POSTPONEMENTS

- 501.1 RACE CANCELLED** - The Race Director has the power to cancel any race prior to the start should unfavourable weather or other serious circumstances render such action necessary.
- 501.2 A red flag raised from Race Control, and/or the Start Boat if applicable, indicates that such race has been cancelled.
- 501.3 All boats, which have been presented for scrutineering and passed as being eligible to compete, will be awarded 75 Championship points per Rule 1724.
- 502.1 RACE POSTPONED** - The Race Director has the right to postpone a race in which case the red flag must be raised from Race Control and/or the Start Boat.
- 502.2 The start may be postponed even after the first start signals have been given but only in cases of force majeure or if an error in the starting procedure has been made.
- 502.3 If the start procedure is postponed, all boats must return to the milling area to await further instructions from the start boat.
- 502.4 The start procedure may be recommenced no sooner than 10 minutes from the lowering of the red flag.
- 502.5 The race start may, in the case of force majeure, be postponed by not more than 24 hours from the gazetted start time. If such a postponement is enforced, the Race Director must be in receipt of a favourable updated weather forecast and the postponement, together with advice of the new start time, must be advised to all competitors at a driver briefing not later than 3 hours after the gazetted start time.
- Should the weather forecast be unfavourable at this time the Race Director must make the decision to cancel the race, which must be advised to the drivers at that briefing.
- The Race Director should give consideration to competitors' travel arrangements when postponing an event.
- 502.6 New entries will not be accepted for postponed races. Only drivers who duly entered and were present when the race was postponed are admitted.
- 503.1 RACE SHORTENED** - A shortened race is a race over a course and/or a time duration that has been shortened by the Race Director before the start due to force majeure.
- 503.2 The decision with instructions about the shortened course must be advised to the drivers at the earliest opportunity but no later than 10 minutes prior to the commencement of the start procedure.
- 504.1 RACE STOPPED** – In the case of Force Majeure or accident; the Race Director may stop the race by waving the red flag at the finishing line and on as many other official boats as possible.
- 504.2 Boats will be classified according to the number of laps completed and their position when they last crossed the finish line.
- 505.1 RACE CURTAILED** – In case of Force Majeure or accident, the Race Director may curtail (shorten) the race for all classes by waving the chequered flag.
- 505.2 Boats will be classified in completion of their current lap, considering the number of laps completed and their position in their respective class at the finish line.

600 RACE START

- 601 A safe area shall be established for milling. In this area, boats must be off plane (bow down, no wake) and must turn in a counter-clockwise direction.
- Distinct areas in which each starting group can mill (safe area) will be established.
- Should sea conditions in the milling area be such that boats ship water they will be permitted to mill at a speed sufficient to avoid this. See diagram for area and location.
- 602 The starter on the start boat may use hand signals to control the fleet prior to the start.
- 603 The Starter or Race Director may give instructions by radio.
- 604 The use of a start boat is mandatory for all classes.
- 605 If classes are started separately, there should be a safe interval between each class start with the start boat headed towards the start line to one side or the other of the starting chute.
- 606 The minimum width of the starting chute is 280 metres with a minimum length of 1600 metres. The chute must be straight.
- 607 Approximately 4 minutes prior to the gazetted start time, the start boat will raise a yellow flag.

608 Approximately 2 minutes prior to the gazetted start time, the start boat will lower the yellow flag and raise a white flag while running across the “pick-up” line.
 When the start boat reaches the opposite side of the starting chute it shall turn and begin its run toward the start line.

609 All race boats may then begin their run towards the start line following the start boat, no closer than 10 metres abeam of the start boat and not ahead of the transom of the start boat, until the lowering of the white flag.

610 The start boat should approach the start line at a speed, which allows boats, which have difficulty in getting on plane to catch up.

611 When the starter is satisfied that all boats are in a satisfactory line, at a satisfactory speed, he lowers the white flag to indicate the start of the race.

612 The race only starts when the white flag is lowered.

613 If at any time during the start procedure a red flag is raised, the start is aborted and all boats must return, off plane, to the milling area to await the starters’ instructions.

614 To be eligible for a finishing placing, all boats must cross the start line within 30 minutes of its respective class start time.

615 Penalties for infraction of the starting procedure are:

Failing to respect distance of 30 metres	3 minutes
Failing to respect distance of 10 metres	3 minutes
Turning wrong direction in milling area	3 minutes
Interference with starting procedure	Disqualification
Planing in milling area	Disqualification
Jumping the start	10 minutes

700 FLAGS:

RED FLAG	Start aborted/postponed or at least 6 minutes to start
YELLOW FLAG	4 minutes to Start
WHITE FLAG (raised)	2 minutes to Start
WHITE FLAG (lowered)	Race Start
CHEQUERED FLAG (black and white)	Race Finish – All Classes
CHEQUERED FLAG (red and white)	Race Finish – Specified Classes

800 RACE FINISH

801 When the leading boat (excluding the Production Classes) completes the required course distance for that class and crosses the finish line or at the expiration of the designated race duration, the black and white chequered flag will be waved. The leading boat shall be defined as the boat, regardless of class, that has completed the greatest number of laps.

802 This flag designates the “winning boat” for that class and the commencement of the finish procedure of all classes.

803 Boats will be classified on completion of their current lap, considering the number of laps completed and their position in their respective class at the finish line.

804 If the race is conducted over a specified number of laps, the minimum number of laps for the boat to qualify as the “winning boat” in each respective class shall be approximately 70% of the laps of the race for each respective class.

805 Any boat crossing the finish line after the “winning boat” in its respective class will be classified considering the number of laps completed and its time, provided the boat has covered 70% of the number of laps completed by the “winning boat” in that class.

806 Any boat that fails to cross the finish line after the winning boat in its respective class will be classified considering the number of laps it has completed and its time provided it has covered 70% of the number of laps completed by the “winning boat” in that class.

900 WINNER

901 The course will close 20 minutes after the leading boat of any class completes the course required for that class and crosses the finish line, hence commencing the finish procedure for all classes.

902 Any laps completed after this time will not be included in the final results.

903 The Race Director’s interpretation of the time of the commencement of the finish procedure will be final.

904 The red and white chequered flag will be displayed to the competitors in the Production Classes at the completion of their required distance.

1000**POINTS SCORE TABLE** (Amended 08/11/2013)

POSITION	POINTS	POSITION	POINTS	POSITION	POINTS
1 ST	75	7 TH	49	13 TH	35
2 ND	69	8 TH	46	14 TH	33
3 RD	64	9 TH	43	15 TH	31
4 TH	60	10 TH	41	16 TH	29
5 TH	56	11 TH	39	17 TH to DNF	27
6 TH	52	12 TH	37		

POINTS SCORE TABLE – POLE POSITION

POSITION	POINTS	POSITION	POINTS	POSITION	POINTS
1 ST	36	5 TH	26	9 TH	20
2 ND	33	6 TH	24	10 TH	19
3 RD	30	7 TH	22	11 TH to DNF	18
4 TH	28	8 TH	21		

1100**REINFORCED COCKPITS**

- 1101 Commencing 1 January 2011 all boats must have reinforced cockpits and comply completely with Group 1100 Rules and any other rules or guidelines the Offshore Council may deem appropriate from time to time.
- 1102 For Reinforced Cockpits constructed prior to January 1 1998, and first measured after January 1 1998 or constructed outside Australia, detailed drawings (as required by Rule 1111) which reflect the design and construction of the Reinforced Cockpit, must be prepared by the Owner and submitted to the Offshore Measurer requested to measure the boat.
- On completion of measurement, the drawings will be lodged with the National Authority before a Measurement Certificate is issued.
- 1103 Where there is conflict in respect of a particular means of construction or design between Group 1100 rules and the rules or guidelines referred to in Rule 1101, the specific matter shall be referred to the Offshore Council for determination.
- 1104 A Cockpit is defined as a containment area for crew and can be constructed as an integral part of the boat designed to protect all members of the crew in the event of an accident.
- 1105 The crew must be seated and the cockpit must have a restraint system.
- 1106 In multi-hull boats, the cockpit must not be positioned in the sponsons except with the express written consent of the Offshore Council.
- 1107 The various components that constitute the reinforced cockpit shall be properly maintained to ensure reliable operation of all components with emphasis being placed on the canopy release mechanism, emergency air supply and restraint systems.
- 1108 Detachable cockpit pods, designed and constructed using materials of sufficient strength to provide adequate crew protection are acceptable.
- 1109 The attachment and release mechanism must be explained with the drawings required by 1111.
- 1110 These "detachable cockpit pods" must conform to all the 1100 rules. The cockpit must be easily evacuated.
- 1111 **Drawing and Measurement** - Three view drawings (plan, side and elevation) of the design of the reinforced cockpit, the bulkheads, the type of canopy, the buoyancy system and the restraint system anchorage points must be lodged with the National Authority and verified at the time of measurement.
- 1112 **Restraint Anchor Points** - Drawings in three dimensions showing Restraint Anchor Points together with reinforcement areas supporting the Anchor Points are to be supplied with material specification requirements.
- 1113 **Cockpit Areas, Designer Drawings** - The containment area for crew (Cockpit) shall be a reinforced area.
- 1113.1 This area shall be designed as an integral part of the boat, taking in the areas fore, aft and alongside the crew, and be shown in the overall drawings of the boat together with the detailed drawings of the Cockpits, their reinforcement and the restraint system employed, which shall also state the material specifications.
- 1114 **Canopies and Release Methods** - Drawings shall be provided showing canopy aperture dimensions for full or partial canopies, single or tandem arrangements.
- 1114.1 Tandem arrangement shall describe whether for or aft, or side-by-side seating.
- 1114.2 Drawings shall show the material specification of transparent areas. Glass is not permitted.
- 1114.3 Drawings shall show the method of construction of release devices for totally enclosed canopies.

- 1115 Measurement** - Prior to Boat Measurement, the drawing and material specifications shall be sent to the "Offshore Measurer" requested to measure the boat.
- 1115.1 On completion of measurement, the drawings and material specifications called for by the designer shall be lodged with the National Authority before they issue a Measurement Certificate.
- 1116 Cockpit Evacuation / Immersion Testing** - Before racing in a craft with restraint systems, all crews must have passed in the last twenty-four months an immersion test approved by the National Authority to ensure that they can exit a reinforced cockpit crew compartment successfully.
- 1116.1 An Immersion Certificate must be delivered by the organisation conducting the test.
- 1116.2 All crews must also hold a valid SCUBA certificate.
- 1116.3 Crews will be required to make both certificates available to scrutineers prior to any race.
- 1117 Crew Numbers** – *Deleted 2010 Annual General Meeting*
- 1118 Secondary Exits** - It is strongly recommended that there be at least two independent exits available from each fully enclosed cockpit.
- 1119 Helmet Clearance** - Drivers' helmets must not protrude out of the canopy when in the normal seated position.
- 1119.1 There must be a minimum of 0.12m vertical and lateral clearance between the canopy and each crewmember's helmets when in the normal seating position.
- 1120 Stop Buttons / Switches** - Boats with restraints must have stop buttons/switches located in the cockpit
- 1120.1 The stop buttons/switches must be identified by fluorescent colour.
- 1120.2 These switches must shut off all fuel pumps as well as the ignition circuit.
- 1121 Rear of Head Protection** - Crew compartments must be fitted with rear of head protection for each crewmember.
- 1121.1 The head protection foundation must be an integral part of the seat, which must be attached directly to a strong structure member of the boat and be capable of withstanding extreme impact situations.
- 1121.2 The head protection must be a minimum of 0.2m wide and extend at least 75% of the height of the safety helmet as worn by the crew whilst in the normal seating position.
- 1122 Restraint System** - The Restraint System must consist of a 5 or 6 strap harness, as required by FISA for car racing and should utilise a 75mm lap belt and 50mm shoulder straps rated at 4,100kg and grommeted to prevent chafing or cutting of the belt.
- 1122.1 Harness straps must be attached directly to, or supported by a strong structural member.
- 1122.2 Those straps close behind the driver's head and neck must be 100mm to 150mm apart at point of attachment.
- 1122.3 The shoulder harness should be installed at 90 degrees to the spine at shoulder line to minimise compression injuries under high "G" loading.
- 1122.4 All straps must be free to run through intermediate loops or clamps/buckles.
- 1122.5 All anchor point bolts must be fitted with backing plates of adequate size.
- 1123 Restraint System Release** - All restraints systems must have a common method of release.
- 1123.1 The single lever method (NASCAR type) or rotary types are both totally acceptable restraint release systems.
- 1124 Steering Wheel** - A quick release steering wheel may be fitted on a boat with personal restraints but all drivers must be able to exit the cockpit without removing the steering wheel.
- 1125 Buoyancy** - It is mandatory that enough buoyancy be provided in the boat to ensure that the boat floats if capsized or holed.
- 1125.1 The Measurer should verify the buoyancy system described by the Designer - this buoyancy must be provided in at least 4 separate flotation units.
- 1126 Personal Flotation Devices** - The efficiency of the Personal Flotation Device (PFD) is a matter of the exclusive responsibility of the wearer.
- 1126.1 Every crewmember whilst on board must wear a Personal Flotation Device (PFD) during the practice runs and throughout the race.
- 1126.2 Jackets should be coloured high visibility orange or yellow.
- 1126.3 The jacket must have epaulets/handles to help extract crew from boat.
- 1126.4 The jacket must have crotch straps or method of ensuring that jacket does not ride up.
- 1127 Visibility** - Driver and Co-Driver must have clear and safe, undisturbed visibility ahead at sea level whilst racing.
- 1127.1 The combined visibility of Driver and Co-Driver must be through a horizontal arc of 225 degrees (112.5 degrees either side of the centre line of the boat).
- 1127.2 In boats with canopies, rear view mirrors are mandatory as well as a method of cleaning the canopy whilst under way.
- 1129 Bulkheads** - Boats must have installed bulkheads around the crew. These bulkheads must be reinforced to prevent them from collapsing under impact. The sides, floor and deck of the crew compartment must be strengthened to ensure the safety of the crew.

- 1130** **Air Supply** - It is mandatory that an air supply (not oxygen) be provided for each riding crewmember.
- 1130.1 The air supply must be securely fixed adjacent to, or on, each of them.
- 1130.2 It is recommended that sufficient air be provided for ten minutes.
- 1131** **Fire Extinguishers** - The fire extinguishers as described in Rule 1405.02 must be immediately accessible to the riding crew, one per member.

1200 CHAMPIONSHIPS, TROPHIES and SPECIAL EVENTS

The Association will control the following Offshore Class Championships and other classes:

"AUS 1"	The Mark Lee Memorial Trophy
Super Cat Extreme	The Australian Offshore Powerboat Club Trophy
Super Cat 1000	The Challenger Trophy
Super Cat Outboard	The J R Gilbert Trophy
Super Cat 400	<i>The Shark Cat Trophy</i>
Super Vee Lite	The Gary Rowe Trophy
<i>Haines / Suzuki 150</i>	<i>The Kevin Wyld Trophy</i>
<i>Australian Cruiser</i>	<i>The Union Steel Trophy</i>
Production Class	The Tony Low Trophy
	<i>The Geoff Bricker Trophy</i>
Supercat Unlimited Class	

- 1200.1 The engine and hull classes for Championships, Speed and Time Trials and Special Record Attempts for the ensuing season are to be ratified annually.

1300 CLASSES

1301 SUPERCAT EXTREME CLASS

- 1301.1 Supercat Extreme boats will be permitted a minimum overall length of **10.67** metres and a maximum overall length of 14.02 metres.
- 1301.2 Supercat Extreme boats must be of catamaran design.
- 1301.3 Supercat Extreme boats with an overall beam exceeding 3.66 metres will be permitted a minimum weight of 4,400 kilograms. ~~Boats first presented for competition in Australia prior to 1 January 2017 will not be subject to any maximum of overall beam.~~
- 1301.4 Supercat Extreme boats will be permitted a minimum height of 121.92 centimetres measured from the keel to the deck forward of the reinforced cockpit. The reinforced cockpit must not be included in the measurement.
- 1301.5 Supercat Extreme boats with a tunnel width not exceeding 167.64 centimetres will be permitted a minimum weight of 4,300 kilograms. Supercat Extreme boats with a tunnel width exceeding 167.64 centimetres will be permitted a minimum weight of 4,400 kilograms. Supercat Extreme boats not fitted with Mercury SSM VI drives will be permitted a minimum weight of 4,400 kilograms. **All weights will be measured and recorded at the completion of each race in accordance with Rule 2001.242.** ~~and must be recorded with any and all hull draining plugs/bungs removed. All crash helmets, life jackets, driver apparel and personal items must be removed from the boat during weighing.~~
- 1301.6 Supercat Extreme boats may be fitted with a tunnel flap. The tunnel flap may be adjustable whilst the boat is underway however if the tunnel width exceeds 167.64 centimetres then the tunnel flap ~~must not be capable of being adjusted whilst the boat is underway~~ **may only adjusted for the purpose of relieving tunnel compression.**
- 1301.6 Water ballast, whether in sealed or non-sealed containers, is expressly forbidden in Supercat Extreme boats. **Water pickups for the purpose of engine cooling are the only open hull apertures that are permitted below the waterline. All other apertures below the waterline must be sealed with drain plugs/bungs.**
- 1301.7 Supercat 1000 boats fitted with Mercury Racing HP525EFI engines and complying with Rule Group 1302, including hull length requirements, may be permitted to compete in Supercat Extreme provided that the engines fitted are limited to 5,400 revolutions per minute and provided that the boat weighs a minimum of 3,200 kilograms irrespective of drive unit type. Gear ratios are free. Supercat 1000 boats must, in all other aspects, comply with the Supercat Extreme rules.
- 1301.8 ~~Supercat Extreme boats must be fitted with Mercury SSM VI drive units with 1:61 gear ratio. Drive units other than Mercury SSM VI drives, such as surface drives (Arnocon, etc) and/or a central rudder, must use a 1:600 final drive ratio. Each drive unit or drop box must have provision for the fitment of a seal (drilled nuts/studs) by the Race Director to ensure that the final drive ratio is able to be fixed and monitored. The Race Director may approve the use of gear ratios other than 1:61 / 1:600 without penalty until the completion of Round 3 in 2017. Following Round 3 and prior to Round 4 in 2017 the Race Director and the APBA Offshore Council will conduct a review of performances in each of the first three rounds of 2017, taking into account factors including, but not limited to, boat weight, ratios used, propellers used and engine performance data in order to further establish parity within the Supercat Extreme class. Weight penalties may be introduced after Round 3 and prior to Round~~

~~4 for the use of ratios other than 1:61 / 1:609. The ability to use ratios other than 1:61 / 1:609 may be removed after Round 3 and prior to Round 4.~~

- 1301.9 Supercat Extreme boats must be fitted with four (4) suitable lifting points for the purpose of launching and retrieving the boat by crane. Each boat must have a set of slings suitable for attachment to a crane and the slings must be configured so that the boat hangs level or stern-down.
- 1301.10 Supercat Extreme boats will be permitted to compete with a maximum of two (2) engines fitted, each of which must comply completely with the following specifications:
- 1301.101 **Capacity** - Minimum displacement of 8,111 cubic centimetres (495 cubic inches), maximum displacement of 8,357 cubic centimetres (510 cubic inches) per engine. Maximum crankshaft stroke of 10.16 centimetres (4 inches).
- 1301.102 Maximum compression ratio permitted is 9.5:1.
- 1301.103 **Valves** - Maximum of two (2) valves per cylinder. Valves must be operated by pushrods.
- 1301.104 Maximum gross camshaft lift is 18.288 millimetres (.720 inch) with zero lash. Lift must be measured at the valve.
- 1301.105 Variable camshaft timing is prohibited.
- 1301.106 **Block** - The engine block must be manufacturer of cast iron. The cylinder block must be of a Chevrolet design with either 24.9 centimetre (9.8 inch) or 25.91 centimetre (10.2 inch) deck height.
- 1301.107 The engine block must be manufactured by either General Motors, World Products (Merlin) or Dart. The following part numbers are approved:
General Motors: 10185049, 10134367, 24502502, 24502500, 12370834, 14044808, 12370833, 10051106, 10237292
World Products (Merlin): 080100, 080110, 081100, 081110, 081102, 081112, 081120
Dart: Big M 31263444, 31263454
The use of any other engine block requires the written consent of the APBA Offshore Council.
- 1301.108 Sleeves or bushings may be used providing that the original OEM (GM) lifter bore location is not changed.
- 1301.109 Pushrods must ride in the centre of the lifter. Offset lifters are prohibited.
- 1301.110 **Internals** - Crankshafts, connecting rods, pushrods and wrist (gudgeon) pins must be made of steel, Titanium or other materials are prohibited.
- 1301.111 Single plane crankshafts are prohibited. Crankshaft throws must be timed in accordance with OEM specifications.
- 1301.112 **Cylinder Heads** - Cylinder heads must be Brodix (big block Chevrolet design) BB2 Plus APBA cast. No other cylinder head is permitted. No modifications to the OEM castings are permitted. OEM serial numbers must not be defaced or altered. The use of offset cylinder head guides or any modification to the OEM mounting location of the cylinder head is prohibited. Welding modifications are prohibited. Any repairs to the cylinder heads must be carried out by Brodix or its authorised Agent.
- 1301.113 **Intake Manifold** - The use of any stock cast intake manifold is permitted. Intake manifolds may be port matched up to 3.81 centimetres (1.5 inches) to match the cylinder heads. Fabricated or tunnel ram type manifolds are prohibited. Carburettor spacers or adaptors of up to 6.35 centimetres (2.5 inches), measured between the bottom of the carburettor and the top of the manifold, are permitted.
- 1301.114 **Induction** - One (1) carburettor only permitted per engine. Fuel injection of any type is prohibited. Carburettors may be of any Holley Dominator style.
- 1301.115 Only petrol fuel with a maximum octane rating of 98 RON is permitted for use in Supercat Extreme. Alcohol content within the petrol fuel (ie E85) is prohibited. Fuel additives of any type are prohibited.
- 1301.116 The sealing of the inlet air track from any external opening to the flame arrestor is prohibited. Any fresh air ducting must be no closer than 5 centimetres at its nearest point to the engine or flame arrestor. Sealing or pressurising of the engine compartment is prohibited. The Race Director may enforce the installation of an atmospheric pressure measuring device in the engine compartment. Any atmospheric pressure reading exceeding 1.1 atmospheres will result in disqualification.
- 1301.117 **Exhaust System** - Exhaust manifolds may be cast or fabricated with no more than 39.37 centimetres (15.5 inches) of individual primary runner length, measured at the centreline of any runner from the cylinder head port to the common collector and including any gaskets, adaptors or wedges. Modifications that increase the runner length or give the effect of longer individual runners, including merge collectors, divider plates and turbulence cones are prohibited. The stock Mercury style 525 CMI header is permitted.
- 1301.118 Any non-divided (common collector), round, square, rectangular or oval, elbow, riser or tailpipe is permitted. All exhaust manifolds and pipes from the engine outlet to point of exit from the hull of deck must be water cooled by water jackets. The exhaust exit from the hull or deck must be located in such a position so as to ensure that exhaust gases cannot affect the crew.

- 1301.119 **Transmission** - Only single speed transmissions / crash boxes are permitted. Multi speed transmissions are prohibited.
- 1301.120 **Engine Lubrication** - Wet sump and internal oil pump systems are permitted.
- 1301.121 Dry Sump and external oil pump systems are permitted. A maximum of three scavenging pump sections are permitted on dry sump systems.
- 1301.122 The intake valley of the engine block must remain as cast. Alterations to prevent oil flow from the valley to the crankcase are prohibited. The attachment or formation of raised sections around any oil drain openings in the intake valley is prohibited. Damming or collecting of oil by any means in the intake valley is prohibited.
- 1301.123 **Ignition** – The distributor must be positioned on the block in accordance with OEM specifications.
- 1301.124 All engines must be fitted with either an MSD digital or analogue ignition system, which must be limited to a maximum of 7,000 revolutions per minute (RPM). A G2X Data Logger must be installed and maintained to monitor and log the engine RPM throughout each competition. The logging of required data must be verifiable by the Race Director at the completion of each competition. Ignition systems fitted with an internal dial-up RPM limiter must be set at 7,000RPM and sealed by the Engine Measurer or Race Director. The wiring harness utilised by the ignition system and the data logger must be accessible and allow for inspection. No additional ignition components are allowed.
- 1301.125 Any boat competing in Supercat Extreme found, in the opinion of the Race Director, to exceed the 7,000RPM limit will be disqualified and will not be awarded any points towards the Championship for any competition conducted that day.
- 1301.126 Crank triggered ignitions and belt driven ignitions are prohibited.
- 1301.127 The ignition system on each engine will be permitted to use one (1) coil only. Individual coils per cylinder are prohibited.
- 1301.128 Back-up ignition systems are prohibited.
- 1301.129 Spark must be distributed via the distributor rotor and distributor cap only.
- 1301.11 Supercat Extreme engines may be prepared/assembled by any engine builder and must comply with the engine specifications listed in Rule 1301.10.
- 1301.12 The goals of the Supercat Extreme engine specification are to:
- 1301.121 Increase competitive balance throughout the Supercat Extreme class.
- 1301.122 Develop a “6 race engine”.
- 1301.123 Reduce maintenance and operating costs in connection with engines.
- 1301.124 Increase reliability and durability.
- 1301.125 Increase the number of teams that can afford to competitively participate in the Supercat Extreme class.
- 1301.126 Decrease the reliance on outside third-party engine suppliers.
- 1301.13 Supercat Extreme boats will be permitted to use only cast Stainless Steel propellers complying with the dimensions detailed in rule 1301.17 and having a maximum of 5 blades. Only propellers manufactured by either Mercury, Throttle-up, Hering or Rolla are permitted to be used. Forged propellers are prohibited. Titanium propellers are prohibited. Propellers manufactured by other manufacturers may be used with the written consent of the APBA Offshore Council.
- 1301.14 Any propeller used must be intended for sale to the general public at commercially reasonable prices and must be available to all teams.
- 1301.15 Propellers may be modified. Modifications may include polishing, grinding, bead blasting, media blasting, welding and/or machining.
- 1301.16 All propellers must comply with the minimum thickness detailed in rule 1301.17. All propellers must be available for measurement by the Engine Measurer or Race Director.
- 1301.17 **Propeller Dimensions**

Propeller Diameter		Strike Radius at:	
15"	2"	4 ¼ "	6 ½"
15 ¼"	2"	4 1/2 "	6 ⅝"
15 ½"	2"	4 3/8"	6 ¾ "
15 ¾"	2"	4 7/16 "	6 7/8 "
16"	2"	4 ½ "	7"
16 ¼"	2"	4 9/16 "	7 1/8"
16 ½"	2"	4 5/8 "	7 ¼ "
16 ¾"	2"	4 11/16 "	7 3/8 "
17"	2"	4 3/4"	7 ½"
17 ¼"	2"	4 13/16"	7 5/8 "

17 ½"	2"	4 7/8"	7 ¾ "
17 ¾"	2"	4 15/16 "	7 7/8"
18"	2"	5"	8"

Intersect Radius Lines at:

Radius	Distance from Leading Edge	Thickness
2"	1 ⅜"	.283"
4 ¼" to 5"	1½"	.182"
6 ½" to 8"	1 11/16"	.115"

Intersect Radius Lines at:

Radius	Distance from leading	Thickness
2"	1 ½ "	.475"
4 ¼" to 5"	1 ½ "	.302"
6 ½ " to 8"	1"	.130"

1301.18 The APBA Offshore Council reserves the right to monitor the performance of any and all boats competing in the Supercat Extreme class and introduce measures that it considers appropriate to maintain parity between boats competing in the Supercat Extreme class. Such measures may include the imposition of additional weight to a particular boat or boats, based on configuration (ie drive type, tunnel width, etc).

1302 SUPERCAT 1000 DORMANT as at 01/02/2017

1302.1 *SUPERCAT 1000 boats will be only permitted to compete using Mercury Racing HP525EFI, Mercury Racing 565, Supercat 750 (per Rules 1301.2 and 1302.4) engines or such other engines as may be approved by the Offshore Council from time to time. Engines may not be modified outside of original manufacturers' specifications. A maximum of two engines per boat is permitted. All engines must be limited to a maximum of 5,400 revolutions per minute (RPM).*

1302.2 *Diesel engines are not permitted. Forced induction of engines is not permitted.*

1302.3 *SUPERCAT 1000 boats must be of catamaran design and are permitted a minimum overall length of 9.70 metres and a maximum overall length of 14.00 metres.*

1302.4 *SUPERCAT 1000 boats will be permitted the following specific engine / minimum weight / length / drive combinations:*

Engine	Minimum Weight / Length / Drive Combination
Mercury Racing HP525EFI	3,400 kg Stern Drive only (no centre rudder) Minimum/Maximum Length: 9.70m / 10.70m
Mercury Racing HP525EFI	3,600 kg Any drive system Minimum/Maximum Length: 9.70m / 14.00m
Mercury Racing 565	3,900 kg Any drive system Minimum/Maximum Length: 9.70m / 14.00m
Supercat 750 (carburettored, 675hp @ 5,400rpm)	4,500 kg Any drive system Minimum/Maximum Length: 9.70m / 14.00m

1303 SUPERCAT OUTBOARD CLASS

1303.1 SUPERCAT OUTBOARD boats will be permitted a maximum of manufacturers 600 horsepower. Outboard petrol engines only are permitted. Forced induction is not permitted unless originally supplied as standard by the manufacturer.

- 1303.2 SUPERCAT OUTBOARD boats will be permitted a minimum overall length of 7.60 metres and a maximum overall length of 10.00 metres.
- 1303.3 SUPERCAT OUTBOARD boats will be permitted a minimum weight of 1,800 kg, increased by 1.1kg per centimeter in excess of 7.60 metres.
- 1303.4 Supercat Outboard boats with less than 600hp will be permitted to compete at a minimum weight calculated in accordance with the Multiplication Factor referred to in the table below. The minimum weights and the Multiplication Factors contained in the table below may be reviewed and amended by the APBA Offshore Council from time to time as it sees fit. Other engine / horsepower combinations may be approved by the APBA Offshore Council upon application.

Engine Combination (engine pair)	Multiplication Factor
EPA 300hp, Non-EPA Mercury 280hp Offshore Race	1.00
Non-EPA Mercury 260hp Offshore	0.93
EPA 250hp	0.89
EPA 225hp, 200hp (3.0 litre)	0.86
EPA 200hp (2.5 litre)	0.82
Existing Non-EPA 400hp boats	1,300kg minimum weight

1304 SUPERCAT 400 CLASS DORMANT as at 26/10/2015

- 1304.1 SUPERCAT 400 boats will be permitted a maximum of manufacturers 400 horsepower. Outboard petrol engines only are permitted. Forced induction is not permitted unless originally supplied as standard by the manufacturer.
- 1304.2 SUPERCAT 400 boats will be permitted a minimum overall length of 7.25 metres and a maximum overall length of 8.40 metres.
- 1304.3 SUPERCAT 400 boats will be permitted the following minimum weights:

Multihull	1,600 kg
Monohull	1,350 kg
Mercury XR2 (non-EPA) engines	1,300 kg

1305 SUPER VEE LITE CLASS DORMANT as at 01/02/2017

- 1305.1 SUPER VEE LITE boats will be permitted a maximum of manufacturers 300 horsepower. Outboard petrol engines only are permitted. Forced induction is not permitted unless originally supplied as standard by the manufacturer.
- 1305.2 SUPER VEE LITE boats will be permitted a minimum overall length of 5.3 metres and an unlimited maximum length.
- 1305.3 SUPER VEE LITE boats will be permitted the following minimum weights:

Multihull	775 kg
Monohull	625

1306 HAINES/SUZUKI 150 CLASS DORMANT as at 01/12/2009

- 1306.1 HAINES/SUZUKI 150 Class boats will be permitted to use the Suzuki DF 150hp 4-stroke outboard engine. Engines are to be sealed by an approved APBA Offshore Measurer to ensure that no unauthorised modifications are carried out. In the event that repairs are required to the engine, such repairs must be carried out by an authorised Suzuki technician at the expense of the competitor concerned. Engine seals must be re-affixed prior to the engine being removed from the technician's premises.
- 1306.2 HAINES/SUZUKI 150 Class boats will be permitted to use the John Haines Signature 1900s hull. In the event that repairs are required to the hull, such repairs must be carried out by an authorised Haines Signature repairer at the expense of the competitor concerned. The complete boat must be re-weighed prior to competition following any such repairs.
- 1306.3 HAINES/SUZUKI 150 Class boats will be permitted a minimum weight of 850kg.
- 1306.4 HAINES/SUZUKI 150 Class boats will be permitted to use the Suzuki 3 blade, 14½ x 27" propeller. Propellers may be collected by the Race Director and randomly redistributed amongst competitors at the Race Director's discretion.
- 1306.6 Modifications:
- 1306.7 HULL – No structural modifications are permitted. The competitor may remove the rear seat and ski pole. The competitor may add additional padding, grab-handles and other items specifically intended for the safety and/or comfort of the competitor. It is expressly forbidden to add ballast tanks, trim tabs or other performance enhancing products.

1306.8 **ENGINE** – No modifications to the engine are permitted. The competitor may fit elastic cord around the engine trunk and attached to the hull for the purposes of restricting engine movement. Periodic servicing by the competitor may be carried out including replacement of oils, filters and spark plugs. It is expressly forbidden to alter, adjust or replace the factory-fitted/set engine management system.

1307 AUSTRALIAN CRUISER CLASS DORMANT as at 01/12/2009

1307.1 Australian Cruiser Class will be divided into the following subdivisions:

CRUISER 1:	Having the same overall length and combined engine capacity limits as Class 1.
CRUISER 2:	Having the same overall length and combined engine capacity limits as Class 2.
CRUISER 3:	Having the same overall length and combined engine capacity limits as Class 3, 6 Litre.

1307.2 Supercharging or turbo charging is permitted in CRUISER 1 and CRUISER 2 subject to the 1.4 multiplication.

1307.3 There shall be no weight limitations imposed on Australian Cruiser Class boats.

1307.4 Australian Cruiser Class boats are permitted to use electronic steering compasses and/or electronic position fixing equipment. It is expressly forbidden to interface any of this equipment to the steering system.

1307.5 Australian Cruiser Class boats must be equipped with at least 2 permanent berths enclosed within a closed cabin, which must be at least 25% of the length of the boat.

1308 PRODUCTION CLASS

1308.1 Production Class is intended to be a non-Championship class for the encouragement of novice powerboat racers.

1308.2 Competitors in the Production Class are encouraged to use boats not specifically designed for powerboat racing.

1308.3 High-performance engines and devices designed to aid and increase speed in offshore powerboat racing (such as Ballast Tanks) are discouraged.

1308.4 Production Class boats will be permitted a maximum combined engine capacity of 300 horsepower.

1308.5 There shall be no weight or overall length limitations imposed on Production Class however the Race Director's decision to disallow any boat from competing, due to concerns over manageability, is final.

1308.6 Production Class boats are not permitted to use multi-ratio gearboxes.

1308.7 Production Class boats are not permitted to use electronic position fixing equipment.

1309 SUPERCAT UNLIMITED

1309.1 Supercat Unlimited Class is a non-Championship class and is intended to provide for the testing of boats designed to participate in the Superboat Unlimited class sanctioned by Super Boat International Productions (SBI) of the USA.

1309.2 The Supercat Unlimited Class will be reviewed prior to the commencement of each racing season by the Offshore Council. Such review will include a decision as to whether or not the Supercat Unlimited Class will be offered for competition.

1309.3 Boats competing in the Supercat Unlimited Class must comply with the Superboat Unlimited Class rules, as published by SBI from time to time. Where the Offshore Council sees a contradiction or non-compliance with The Rules or any applicable Australian Law then the Offshore Council shall have the power to enforce any amendment it sees fit.

1309.4 A copy of the Superboat Unlimited Rules, as published by SBI from time to time, must be held by the Offshore Council and the Race Director at all times and must be available for perusal by officials and competitors.

1400 CONSTRUCTION OF BOATS

1401 STEERING POSITION - The steering arrangements shall be so sited so that the safe handling of the boat shall not be prejudiced by interference to the drivers' line of sight across the bow at any state of trim in calm water.

1401.1 Windshields, if fitted, shall be strong and self-supported. All edges shall be effectively padded if within the drivers' reach.

1401.2 Transparent windshields are to be made of plastic material.

1402 GUARD RAILS - With the exception of Production Class boats, all boats will be fitted with rails or wires or hand holds which shall extend fore and aft to enable crew to proceed from the cockpit to the whole deck for the working of mooring, anchoring and towage and access to deck hatches.

1402.1 No ropes can be used as rails or hand holds.

1403 MOORING CLEAT - All boats shall be fitted with a well secured cleat or Sampson post on the fore-deck adequate for anchoring in a sea way and for towing at sea over a prolonged period.

1403.1 In addition, all catamaran hulls must be fitted with a tow hook on the underside of the tunnel on the centreline at least 1/3 of the distance aft from the front edge of the tunnel.

- 1403.2 This hook must be easily accessible for attaching a line during the recovery of the boat in the event of a capsize.
- 1403.3 The hook is to be fitted on a reinforced area designed for the purpose of towing a water-laden hull.
- 1404 DECK** - The deck must be able to bear the weight of a standing man (100kg) at any point.
- 1405 WATER-TIGHT FITTINGS** - Any holes in the deck or hull for the passage of cables, fuel pipes, hoses, etc. shall be fitted with sealing grommets and be above the lowest point of the stern structure to prevent the passage of water into the boat.
- 1406 DRIVERS COMPARTMENT** - All seats, controls and fittings must be securely attached to the hull or deck.
- 1407 WINGS** - A wing is defined as a device above the deck that has a downward plus or minus 60-degree lower surface with an area in excess of 0.1 sq metres.
- 1407.1 The use of any wing, whether for lift, down force or stabilisation is permitted only on Class 1 boats, provided that it is fitted to good standards or workmanship.
- 1407.2 However, the following rules apply:
1. The width of the wing cannot be more than 1.5 times the width of the hull for single hull craft and more than the width of the boat for multi hulls.
 2. The wing must be strong enough to bear a man's weight (100 kg) at all points on it up to 1.2m from the ends.
 3. The wing should be fixed to the hull at least at four points in groups of two, spaced no less than 1.8m apart with steel bolts of a diameter of at least 14mm.
- 1407.3 The use of shock absorbers that work under compression only is recommended.
- 1407.4 A section smaller than that of the bolts must not exist at any point in the support.
- 1407.5 A suitable transverse arrangement must be provided to make the fixing of the quadrilateral hyper-static.
- 1407.6 Loss of a wing means disqualification from the race concerned & reuse of the wing is subject to technical documentary evidence that structural strengthening has been carried out.
- 1407.7 The driver is entitled to decide whether or not to use a wing in case of each individual race, but the existence of the wing must be noted on the Measurement Certificate and the fitting procedure must be checked by the Measurer.
- 1407.8 The wing must not be ahead of the crew or of the centre of gravity of the boat.
- 1407.9 No trimable aerodynamic surfaces are allowed on the wing.
- 1500 ENGINES - GENERAL**
- 1501 ENGINE ELIGIBILITY**
- 1501.1 All engines and engine combinations must have been expressly approved by the Offshore Council. The Offshore Council shall publish a list of approved engines and engine combinations on an annual basis.
- 1501.2 The onus is on the boat owner/driver to prove the eligibility of each engine fitted to the boat. Interchanging of parts from other approved engines is not permitted.
- 1501.3 Compound turbocharged engines and gas turbines are not permitted.
- 1501.4 The Offshore Council shall have the right to fit, or enforce the fitting of, any such engine monitoring device (including data acquisition, RPM acquisition or other) as it deems necessary. The Offshore Council and Race Director shall be, at all times, granted access to said device for any reasonable purpose including data collection, maintenance and verification of operation.
- 1502 PROPULSION** - One hundred percent of the propulsive effort shall be derived from the water while proceeding at racing trim in calm water.
- 1502.1 Pure air jets and aerial propellers are prohibited. Water jets are permitted.
- 1502.2 Multi-ratio gearboxes are not permitted.
- 1502.3 No method of shiftable gear ratio selection is permitted in the drive train (other than neutral facility) between the engine crankshaft and the propeller i.e. no shiftable gearboxes or shiftable drop boxes are allowed.
- 1502.4 No forms of variable speed transmission or torque biasing devices are permitted.
- 1503 MANOEUVRABILITY** - All boats must be able to maintain a neutral (standstill) state whilst the engine/s are running.
- 1503.1 Boats with more than one shaft shall be capable of maintaining a course in a set direction on any one propeller.
- 1503.2 All engines shall be capable of running at reduced speed.
- 1504 STARTING** - All engines must be fitted with an electric or air starter as well as a device for recharging the battery and the air starter if fitted.
- 1505 FUEL** - For petrol (gasoline) engines, fuels are limited to petroleum-based fuels as distilled by petroleum companies for normal automobile and aviation purposes.
- 1505.1 For diesel engines, fuels are limited to fuel normally available for road, industrial and commercial or pleasure craft purposes.
- 1506 LEADED FUELS** - The use of leaded fuels will be permitted until such time as the Federal Government or one of their agencies prohibits the use of leaded fuels.

- 1506.1 Lubricating oil for cylinder head, or for two-stroke engines, may be added to fuel provided that this does not increase the octane number or the water content of the fuel.
- 1506.2 Non-petroleum based air or fuel additives; e.g. nitrous oxide, are prohibited.
- 1507 FUEL SYSTEM** - All fuel tanks must be securely fitted, grounded and have adequate breathers fitted. All fuel lines must be permanently installed. Any electric fuel pumps must be fitted with a cut off switch within reach of each crewmember. No transferring of fuel is permitted during the race except by means of permanently installed fuel lines connected to the tanks.
- 1508 MULTIPLE ENGINES** - There shall be no limitation to the number of engines installed provided that the total cylinder capacity does not exceed the class limit.
- 1508.1 Where two or more propulsion units are fitted an external tie bar or some other protective device must be fitted to prevent the units colliding should a failure occur.
- 1509 ENGINES - INBOARD**
- 1509.1 ENGINE COMPARTMENTS** - Inboard engines are to be installed in a compartment separated from the cockpit and other accommodation that is to have adequate ventilation.
- 1509.2 Each and every engine need not be contained in its own compartment.
- 1509.3 Vent holes in bulkheads or covers shall not be in close proximity to the crew without flame trap protection.
- 1509.4 The engine compartment shall have rigid covers.
- 1509.10 ENGINE AND FUEL COMPARTMENTS** - Bulkheads of the engine and fuel compartments must be sealed to the hull across the bottom and have sufficient height above the bottom to prevent fuel and fumes flowing throughout the boat.
- 1509.11 The separate compartments thus formed must have provision for separate pumping out of the bilges.
- 1509.12 The fuel tanks must not be installed in the engine compartment.
- 1509.13 All fuel lines must have a mechanical device, within the reach of each crewmember in the cockpit, capable of closing the fuel flow.
- 1509.20 MODIFICATIONS** - Modifications to engines are not permitted except with the express written consent of the Offshore Council and only in the interests of overall engine reliability.
- 1509.30 EXHAUSTS** - The engine exhaust manifolds, pipes and exhaust driven turbines (if permitted) from the engine outlet to the point of exit must be shielded or cooled by water jackets.
- 1509.31 The external surface of any shield must not exceed 150 degrees Celsius at any time.
- 1509.32 The exit must be located in such a position whereby exhaust fumes cannot affect the crew.
- 1509.40 DRIVE SHAFTS** - All drive shafts within the hull must have a protective shield fitted, which shall include at least two rings, which completely encircle the shaft, and a 180-degree scatter shield over each universal joint.
- 1509.50 FIRE EXTINGUISHER SYSTEM** - An engine bay fire system must be carried on board in addition to the fire extinguishers required by Rule 1405.02.
- 1509.51 The responsibility for the design and maintenance of said system is solely on the riding crew and boat owner.

1510 ENGINES - OUTBOARD
1511 SPECIFIC ELIGIBILITY

1511.1 With the exception of the modifications listed in Rules 1512.01 to 1513.19, modifications to engines are not permitted except with the express written consent of the Offshore Council and only in the interests of overall engine reliability.

1512 WATER COOLING MODIFICATIONS - The engine being placed in water, the cooling shall be effected only by its own standard circulation pump.

1512.01 The intake to the circulation pump may be modified for cooling purposes only.

1512.02 Bearing carriers and propeller shafts may be changed.

1512.03 If the water pick-up is changed from the original, it must be on the gear case torpedo.

1512.04 The width or height of the gear case torpedo must not be changed.

1512.05 The length fore and aft may be increased.

1512.06 The rear edge of the water intake opening must be no further back than 20% of the total length of the modified gear case torpedo.

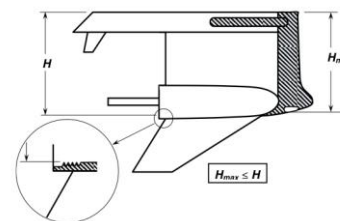
1512.07 For cooling purposes, it is allowed to add material in front of the union leg as long as the union leg width is not increased, except where the union leg meets the lower side of the anti-cavitation plate.

1512.08 The modification shall be for cooling purposes only and shall form a radius.

1512.09 The radius shall be lengthwise parallel to the anti-cavitation plate.

1512.10 It is also permitted to add material to the centre section exhaust housing for the purpose of reducing noise.

1512.11 Remote water pick-ups are not permitted.



1513 GENERAL MODIFICATIONS

1513.01 The original propeller may be replaced by any other, the only exception being that no forged propellers are permitted. Only cast propellers are permitted.

- 1513.02 Spark plugs may be changed for any other.
- 1513.03 Tachometers, water pressure and temperature gauges may be fitted to the engines.
- 1513.04 Thermostats of the cooling circuit may be removed.
- 1513.06 Re-boring and fitting of oversize pistons is permitted up to 0.9mm as made available by the manufacturer.
- 1513.07 The steering bar and brackets may be reinforced as a safety measure.
- 1513.08 It is also permitted to modify the standard engine cowling in order to facilitate the fitting of steering assemblies, provided that any openings are sealed so the engine cannot pull in any additional air.
- 1513.09 The rubber mounts of the engine may be changed or substituted.
- 1513.10 A spring may be added to the butterfly valve of the carburettor.
- 1513.11 The carburation and ignition controls may be tuned but without altering the original parts. A genuine Mercury plenum spacer may be used on the Mercury 2.5l ROS engine.
- 1513.12 The replacements of nuts, the addition of lock nuts, drilling and wiring or split pinning is allowed provided the screws and pins are the original ones.
- 1513.13 When multiple engines are installed, but the particular type is not available with opposite hand propeller rotation, it is permitted to modify the drive of one unit to obtain contra-rotation provided that the standard underwater unit casing is retained and the gear ratio is unaltered.
- 1513.14 The use of thrust blocks on the lower unit or on the boat is permitted.
- 1513.15 A properly engineered power trim system for altering engine trim whilst underway is permitted.
- 1513.17 Transom brackets may be reinforced.
- 1513.18 The fuel connector in the lower cover may be removed and the fuel hose from the fuel tank connected directly to the fuel pump.
- 1513.19 (a) Until Further Notice, Outboard Motors with above the water Exhaust Relief plates as fitted by the manufacture, may run with these plates removed.
(b) All other outboard motors may add aftermarket above the water trunk exhaust kit or add exhaust relief holes in the lower part of the trunk or adjacent gearbox housing above the cav plate, maximum relief 3.5 sq in per engine.
- 1513.20 ECU/PCMs must not be modified or re-mapped in any way that does not meet OEM specification for that particular engine. ECU/PCMs equipped with data memory must not have the memory erased or modified without the prior permission of the Offshore Council. Any information sourced by the Race Director from the ECU/PCM race data memory which does not correspond with the technical data declared by the manufacturer in the homologation file will be viewed as reason for disqualification.

1600 SAFETY

1601 GENERAL: The following equipment shall be carried and stowed to the satisfaction of the Race Committee.

- 1610.1 No equipment may be carried unsecured in any boat.
- 1611.1 FIRE EXTINGUISHERS** – Class 1 boats must carry at least two fire extinguishers.
- 1611.2 All boats with the exception of Class 1 boats must carry at least one fire extinguisher. All fire extinguishers must be a minimum of 2kg each.
- 1611.3 All fire extinguishers must be immediately accessible to all crew.
- 1612.1 BILGE PUMPS** – All multi-hull boats must be fitted with at least two electric bilge pumps.
- 1612.2 All mono-hull boats must be fitted with at least one electric bilge pump.
- 1612.3 All bilge pumps must be securely fitted.
- 1612.4 It is also recommended that additional electric bilge pumps that appear appropriate be fitted.
- 1613.1 ANCHOR and TOW LINES** - All boats must carry suitable gear for anchoring and berthing including one anchor and not less than 50 metres of suitable chain or warp.
- 1613.2 All boats must also carry two towlines of suitable diameter, one of which must be at least twice the length of the boat.
- 1614.1 BUCKET** - All boats must carry a pail or bucket with a minimum capacity of 5 Litres.
- 1615.1 ORANGE FLAG** - *Deleted 2010 Annual General Meeting*
- 1616.1 FLASHLIGHT** - *Deleted 2010 Annual General Meeting*
- 1617.1 COMPASS** - *Deleted 2010 Annual General Meeting*
- 1618.1 COMMUNICATION** - All boats, with the exception of Production Class boats, must carry a VHF radio capable of transmitting over at least 10km.
- 1618.2 All boats, with the exception of Production Class boats, must be capable of conducting VHF radio communications whilst underway.
- 1618.3 Radio or telephone communication between the boat and an outside party is permitted during the race.
- 1618.4 Production Class boats must carry a mobile telephone at all times.
- 1619.1 OARS** - *Deleted 2010 Annual General Meeting*
- 1620.1 RESCUE GEAR** - All boats must carry a sharp knife suitable for cutting webbing, clothes or rope.
- 1620.2 The knife must be suitably sheathed so as to protect crewmembers and must be securely fixed in the cockpit adjacent to all crewmembers or may be separately carried on each crewmember.
- 1620.3 All boats must also carry a diver's facemask, which must be accessible to all crew.

- 1621.1 COURSE CHARTS** - All boats must carry up-to-date charts covering the whole course of the race.
- 1621.2 It is recommended that the Race Committee for each race distribute these charts.
- 1622.1 CRASH HELMETS** - All persons aboard any boat participating in a sanctioned event must wear an adequate helmet.
- 1622.2 The condition of the helmet must be checked by the Scrutineer.
- 1622.3 The wearer is entirely responsible for the effectiveness of the helmet.
- 1622.4 At least 50% of the total area of the helmet must be of fluorescent or straight orange in colour.
- 1623.1 LIFE JACKETS** - All persons not restrained in a reinforced cockpit participating in a sanctioned event must wear a waistcoat type jacket the condition of which must be checked by the Scrutineer.
- 1623.2 Life jackets must have webbing straps; effective leg straps and be manufactured to a standard and of a type, acceptable to the SBA or other competent authority, for the type of boat being driven.

1700 AUSTRALIAN OFFSHORE POWERBOAT CHAMPIONSHIPS FORMAT

- 1701 The Australian Offshore Powerboat Championships will be conducted under the control of the Offshore Council and must be conducted over at least three rounds annually and may be referred to as the Offshore Superboat Championships.
- 1702 The Championship for each class will only be conducted each year if the owners or drivers of three different boats have indicated their intention, in writing, to compete in the class at least four weeks prior to the first round.
- 1703 This intention must be indicated to form the class even if the boat will not commence racing until later rounds.
- 1704 The Offshore Council may require owners or drivers to pay a bond to the Offshore Council when lodging their intention to compete.
- 1705 Boats may not be entered in multiple classes at this time.
- 1706 Should three intentions not be lodged for a particular class, and then at the discretion of the Offshore Council, that particular class may be combined with the next highest or lowest class.
- 1707 Should the proposed combination of classes be deemed unfair and inappropriate, the Championship for that Class may be conducted despite the lack of required intentions.
- 1708 A boat may compete in a combined class provided that it complies with one of the classes forming part of the combination.
- 1709 The minimum race distance or race duration for each class shall be set by the Offshore Council prior to the commencement of each Championship Season.
- 1710 The Point Score System will be in accordance with Rule 1000. Should two or more boats score the same total points, the Championship will be awarded to the boat that recorded the greatest number of first placings throughout that Championships Season. Should a tie still exist then the boat that completed the greatest number of laps during that Championships Season will be the winner. Should a tie still exist then the boat that recorded the highest average speed over all races of the Championships Season will be the winner.
- 1711 Competitors will only be eligible for Championship points if a minimum of 50% of all Championship rounds have been entered not later than four (4) week prior to the first round.
- 1712 Late entries for the Championship will be accepted at the sole discretion of the Offshore Council for receipt of the competitors' written application.
- 1713 The points for each Championship will be awarded in principal to the boat/crew combination.
- 1714 The crew is composed of the persons named on the Entry Forms submitted in accordance with the rules.
- 1715 The first-named driver is the person responsible for the boat.
- 1716 The first-named driver may be replaced by the second-named driver in the case of physical impairment of a temporary nature or not more than twice in the Championship series for any other reasons.
- 1717 The Offshore Council must receive written application for such replacement, consent to which will be advised by the Offshore Council in writing.
- 1718 The second-named driver will also be classified and share in the Championship together with the first-named driver provided that those competitors have participated together in at least 70% of the Championship races entered.
- 1719 Competitors may enter different boats throughout the Championship series but Championship points may not be accumulated or transferred from one boat to another except in the following circumstances and only with the express written consent of the Offshore Council, such consent having been applied for in writing by the competitor:
- If the hull first entered in the Championship becomes totally lost or totally destroyed it may be replaced by a hull of like kind (monohull or catamaran) for completion of the Championship series, or, if the original hull is seriously damaged until the restoration of the original hull. The replacement hull may have engines of a different type.
 - The hull may be changed once during the Championship series provided the replacement hull is used for the remainder of the Championship series.
- 1720 In the case of Rule 1719 it is not permitted for the competitors to use the original hull unless the replacement hull becomes seriously damaged, totally lost, or destroyed.
- 1721 The replacement hull must be of a like kind to the original hull (monohull or catamaran).
- 1722 Competitors may change to engines of a different type once during the Championship series.
- 1723 Entry fees shall be set annually by the Offshore Council and advised in writing to all prospective entrants in conjunction with all other annual entry information.

- 1724 Boats entering and starting in ALL ROUNDS of the championship are, in addition to points received for start and finish place, to receive 75 points. The only exception can be in the case of Force Majeure and only then points may be awarded for rounds contended to a competitor who missed a race, this is at the sole discretion of the Offshore Council upon written application from the competitor.
- 1725 A Pole Position Shootout may be conducted at each round and points will be awarded towards each respective championship in accordance with the second table in Rule 1000. The format of each Pole Position Shootout shall be communicated in the respective Briefing Notes.
- 1726 All Competitors participating in the Australian Offshore Powerboat Championships must, at the direction of the Offshore Council, make available a suitable area on the sides and/or deck of their boat for the placement of sponsors decals. The dimensions and position of this area will be advised prior to the commencement of the first round, ensuring that sufficient time exists for any existing decals to be removed. The Offshore Council or Race Director will distribute sponsors decals, which must be displayed. Failure to display sponsors decals will result in disqualification.

1800 ALLOCATION OF RACING NUMBER “AUS 1”

- 1801 The racing number “AUS 1” will be awarded to the driver having the highest number of points at the completion of each Championship series, regardless of class entered.
- 1802 Points for the purpose of awarding “AUS 1” will be awarded based on the outright finishing positions, irrespective of class, for each race. Failure to complete the minimum distance required for the respective class, ie failing the 70% requirement, will not preclude a driver from receiving points for “AUS1”.
- 1803 The Point Score System will be in accordance with Rule 1000. Should two or more boats score the same points, “AUS1” will be awarded in accordance with Rule 1710.
- 1804 “AUS1” will be awarded to the first named driver on the entry form.

1900 PENALTIES

1901 FAILURE TO ROUND COURSE MARK

- 1901.1 The penalty for failing to round a course mark is calculated as the time gained from missing the mark multiplied by a set factor of 10 (ten).
- 1901.2 The time gained is calculated on the offending boat’s average speed for that race.
i.e. if a boat short cuts by one mile and the average speed is 60 mph, the time gained would be one minute, multiplied by ten equals ten minutes.
- 1901.3 The minimum penalty for failing to round a course mark is 3 (three) minutes.

2000 MEASUREMENT CERTIFICATE

- 2001.1 On the recommendation of the Offshore Council, the National Authority will appoint “Offshore Measurers” who will be eligible to measure hulls and engines of boats competing in Offshore classes.
- 2001.2 Offshore Measurers will be supplied with sealing equipment and stationery by the Offshore Council.
- 2001.3 Any Offshore Measurer involved in the building of the hull or motor or is a member of the crew of a boat is not permitted to measure that boat.
- 2001.4 With the exception of the Production Class, all boats taking part in Championship or Speed Trial events must be measured by an Offshore Measurer.
- 2001.5 Following measurement and on payment of the Boat Owner Licence Fee, the Offshore Measurer will seal all engines measured and complete a Measurement Certificate in the form issued by the Offshore Council and as detailed in Schedule 1.
- 2001.6 The Measurement Certificate is to be forwarded to the Offshore Council Secretary for issue to the boat owner.
- 2001.7 The Measurement Certificate will be considered valid when any fee received has been receipted and the Certificate has been signed by the Offshore Council Secretary and affixed with the appropriate official stamp.
- 2001.8 All sections of the Measurement Certificate that pertain to the class of boat being measured must be completed prior to the issue of the Certificate.
- 2001.9 A Measurement Certificate will remain valid for the boat until;
- 2001.91 There is a change of ownership of the boat; or
- 2001.92 The seal on an engine is broken or an engine is replace; or
- 2001.93 A change is made to the boat that affects any measurements or weights of the boat.
- 2001.10 Boats competing in a Championship or Speed Trial are only permitted to compete in the class for which a Measurement Certificate is held.
- 2001.11 Boats entered in more than one class must have a Measurement Certificate for each class entered.
- 2001.12 Boats competing without a valid Measurement Certificate will not be eligible for Championship points.
- 2001.13 It is the owners and drivers responsibility to ensure that a current Measurement Certificate is held and that all engine seals are in place.
- 2001.14 The Measurement Certificate must be available to be produced upon request.

- 2001.15 Owners/Drivers need only supply and Offshore Measurers need only check such particulars as are applicable to the class of boat being measured.
- 2001.16 The owner of the boat pays all fees and expenses for measurement of the boat.
- 2001.17 The Measurement Certificate may only be issued upon payment of all fees and expenses.
- 2001.18 All measurements are to be taken at least twice.
- 2001.19 All measurements of length are to be expressed to the millimetre, the bore and stroke to one tenth of a millimetre.
- 2001.20 Measurements are to be taken while the boat is ashore.
- 2001.21 The length must be measured between the perpendiculars of the extreme bow and the rear most planing surface (the rear most part of the keel) including all planing steps (regardless of height) but excluding trim tabs, either fixed or movable.
- 2001.22 As far as outboard are concerned, the stern is the transom, joining the extremities of the hull and on which the outboard motor(s) are attached.
- 2001.23 Any extending parts, rubbing strakes, fenders, outboard motor spacing brackets, stabilising and trim tabs and rudders are not to be included.
- 2001.24 The beam of the boat is measured at the widest part of the hull.
- 2001.241 The weight of the boat will include engines, drives, permanent fixed ballast, the position of which must be specified on the Measurement Certificate, and safety equipment. Fixed ballast must be permanent via the inclusion of weight bags (lead, salt, etc) not able to be removed, moved and/or added by the crew during a race or throughout the racing season. Should a team wish to redistribute the permanently fixed ballast throughout the course of the racing season a new Measurement Certificate will be required and submitted to the Offshore Council no less than 7 days prior to any scheduled races within the APBA Offshore Superboat calendar. Any added ballast to the boat must be separate and in addition to the permanently fixed ballast required to bring a boat up to the minimum weight requirements of each Class. The weight of the boat excludes Crash Helmets, PFD's, mooring tackle, unused fuel and removable ballast (including water). The Offshore Measurers are not required to verify the weight of the boat. It is the responsibility of the Boat Owner and Drivers to ensure that the boat meets the Class weight requirement as details in the Class Rules and on the Measurement Certificate.
- 2001.242 All boats will be weighed, using equipment approved by the Offshore Council, prior to and at the completion of each Pole Position Shootout and Race to ensure compliance with the respective Class weight. Should there be insufficient time between a Race and/or Pole Position Shootout (whether due to event schedule constraints or Force Majeure) for the weighing of boats, the Race Director may waive the weighing requirement on that occasion. The boat weight after each race includes any residual fuel. All hull drain plugs/bungs must be removed during weighing. Any equipment used by the driver during the race (helmet, PFD, etc) and any fenders or mooring lines carried in the boat during the race may remain on the boat during weighing. Any boat that fails to meet the minimum weight requirement or refuses to be weighed will be disqualified from that Pole Position Shootout or Race. If the Briefing Notes or any other documented race instructions prohibit the addition of fuel between Races then the disqualification shall extend also to the preceding Race. If solid ballast (lead, salt bags or other) is added to a boat prior to a race/s for the purposes of trimming (ie for safety) then the weight of the boat must exceed the minimum Class weight by at least that additional ballast weight. The addition or removal of such ballast must be under the supervision of the Race Director or his representative.
- 2001.25 Upon issue of an Engine Builder's Declaration, in the form set out by the Offshore Council (Schedule 2), by the supplier/builder of each engine, and following verification of engine capacity and compression ratios utilising equipment mandated by the Offshore Council, all engines are to be sealed by an Offshore Measurer to ensure that capacities and internal components cannot be altered. The Offshore Measurer is not required to verify the capacities or engine/s or the eligibility of engine components. The sealing of an engine or engines does not infer that such verification has taken place. Any Boat Owner or Driver competing in a particular class that is of the opinion that a boat competing in that same class is non-compliant in any aspect may protest the eligibility of the competing boat.
- Should that protest allege non-compliance with any engine related rule which requires the inspection or dismantling of an engine then the protester will, in the event that the protest is dismissed, be liable for any and all expenses incurred in the rebuilding of that engine. The Race Director may mandate the verification of engine capacity and/or compression ratio at any time throughout the season utilising equipment mandated by the offshore Council.
- 2001.26 If an engine does not bear a manufacturers engine number, an individual number must be stamped or engraved on the engine to enable identification by the Offshore Measurers and Scrutineers.
- 2001.27 Where a hull is fitted with a Reinforced Cockpit, drawings of the cockpit and material specifications, as required by Rule 1111, must be submitted to the Offshore Council in duplicate prior to construction of the Reinforced Cockpit.
- 2001.28 One copy of the drawing will be retained by the Offshore Council and the other will be distributed to the Offshore Measurer who will ensure, where possible, that the Reinforced Cockpit measured appears to be constructed in accordance with the designers' drawings as lodged with the Offshore Council.
- 2001.29 Following measurement, the Offshore Measurer will return the drawings and specifications to the Offshore Council.

2001.30 The drawings will be attached to the Measurement Certificate and will form a valid part of the Measurement Certificate.

2100 RULES OF THE ROAD

- 2100.1 The International regulations for the prevention of collisions at sea shall apply at all times.
- 2100.2 Where by any of these rules one of the two boats is to give way the other must keep her course and speed.
- 2100.3 Every boat, which is directed by these rules to give way to another boat must, if the circumstances of the case admit, avoid crossing ahead of the other.
- 2100.4 Every boat which is directed by these rules to give way to another boat must on approaching her, if necessary, slacken her speed or stop or reverse.
- 2100.5 Any boat overtaking any other must give way to the overtaken boat.
- 2100.6 In obeying these rules, due regard must be made to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.
- 2100.7 **OVERLAP** – An overlap may only be established when two boats are on the same course or approximately on the same course and the overtaking boat has no longer a free choice on which side he shall pass.
The inside boat may gain the right of way by establishing an overlap even after the outside boat has altered her helm for the purpose of rounding a mark.
Once an overlap is established during the approach to or rounding of a mark it cannot be broken even if the inside boat is clear astern.
An overlap exists when one boat is not clear astern of another.
A boat is clear astern of another when her hull is abaft a line projected abeam from the aftermost part of the other.
- 2100.8 **PASSING OBSTACLES** – Should an overlap exist between two or more boats when they are about to pass an obstacle, then the outside boats shall give the inside boats room to pass clear of the obstacle.
- 2100.9 **PASSING MARKS** – Should an overlap exist between two or more boats when they are about to pass a mark on the required side, then the outside boats shall give the inside boats room to pass clear of the mark, leaving it on the required side.
- 2100.10 **ALTERING COURSE** – When one of the boats is obliged to keep clear to avoid risk of fouling, the other shall not alter her course. A boat must not alter her course so as to hinder another in passing.
- 2100.11 When an overlap exists but neither boat is an overtaking boat, the one which has the other on her starboard side must give way.
- 2100.12 **PENALTIES** – If any boat is, in the opinion of the Race Director, guilty of any breach of Rule Group 2100 then a penalty appropriate to the breach, and approved by the Race Committee, will be handed down by the Race Director. Such penalties may include declassing, time penalty, disqualification and Yellow Card.

2200 OFFSHORE MEASURERS

ORC 1	Vacant	
ORC 2	Paul Gibbs	0414 371 122 (m)
ORC 3	Kevin McCarroll	0417 070 248 (m)
ORC 4	Simon Isherwood	0412 038 789 (m)
ORC 5	Russell Embleton	0411 624 304 (m)

CLASS	AUSTRALIAN	VICTORIAN
CLASS 1	MARITIMO Bill Barry-Cotter/ Peter McGrath 242.89 km/h Eagle Point Bay, VIC 3 rd November 2003	MARITIMO Bill Barry-Cotter/Peter McGrath 242.89 km/h Eagle Point Bay, VIC 3 rd November 2003
SUPERCAT 1000	TEAM 3 Travis Thompson / Steve Jellick 188.42 km/h Newcastle, NSW 27 th April 2013	
SUPERCAT 600	SARACEN Antony De Fina / Brett Luhrmann 167.37 km/h Newcastle, NSW 27 th April 2013	
SUPERCAT 400	THE LOANER Karl Wall / Nigel Craven 135.42 km/h Newcastle, NSW 27 th April 2013	
CLASS 2	MURRAY MORE STEEL John Rumler / Paul Lingard 148.43 km/h St Kilda, VIC 17 th May 1997	WYLD CAT Kevin Wyld 110.80 km/h Glenmaggie, VIC 18 th September 1977
CLASS 3 - 1 LITRE	HAWK I Brian Tootel 71.63 km/h Ricketts Point, VIC 4 th July 1981	HAWK I Brian Tootle 71.63 km/h Ricketts Point, VIC 4 th July 1981
CLASS 3 - 1.3 LITRE	ERNIES MILK CART Peter Hawkins 76.33 km/h Glenmaggie, VIC 18 th September 1977	ERNIES MILK CART Peter Hawkins 76.33 km/h Glenmaggie, VIC 18 th September 1977
CLASS 3 - 2 LITRE	THE HUNTER Malcolm Lynne 104.31 km/h Ricketts Point, VIC 4 th July 1981	
CLASS 3 - 4 LITRE	SHIFTY Paul Gibbs / Paul Fowlds 137.25 km/h Eagle Point Bay, VIC 3 rd November 2003	SHIFTY Paul Gibbs / Paul Fowlds 137.25 km/h Eagle Point Bay, VIC 3 rd November 2003
CLASS 3 - 6 LITRE	GLOBAL RACING Mark Gilbert 149.40 km/h Eagle Point Bay, VIC 3 rd November 2003	GLOBAL RACING Mark Gilbert 149.40 km/h Eagle Point Bay, VIC 3 rd November 2003
NATIONAL "A" CLASS	ZOOM ZOOM Simon Thomas / Antony DeFina 118.23 km/h Eagle Point Bay, VIC 3 rd November 2003	ZOOM ZOOM Simon Thomas / Antony DeFina 118.23 km/h Eagle Point Bay, VIC 3 rd November 2003

2400 SPEED AWARD HOLDERS**APBA SPEED BADGE AWARDS – 100 Miles per Hour**

BADGE #	NAME	BOAT	STATE	SPEED	DATE
228	JOHN RUMLER	MURRAY MORE STEEL	VIC	103.33	15.11.97
242	PETER McGRATH	MARITIMO	VIC	150.92	2.11.03
249	DARREN NICHOLSON	MARITIMO	NSW	109.58	27.04.13
250	BRETT LUHRMANN	SARACEN	NSW	102.79	27.04.13
251	ANTONY DE FINA	SARACEN	NSW	102.79	27.04.13
252	STEVE JELICK	TEAM 3	NSW	117.08	27.04.13
253	TRAVIS THOMPSON	TEAM 3	NSW	117.08	27.04.13
254	MIKE BEIL	GLOBAL RACING	NSW	113.36	27.04.13
255	CHRIS HANLEY	GLOBAL RACING	NSW	113.36	27.04.13
256	BRENDAN FRIER	TEAM NAVY	NSW	115.01	27.04.13
257	CHRIS FRIER	TEAM NAVY	NSW	115.01	27.04.13

APBA SPEED BADGE AWARDS – 200 Kilometres per Hour

BADGE #	NAME	BOAT	STATE	SPEED	DATE
26	PETER MCGRATH	MARITIMO	VIC	242.89	1.11.03



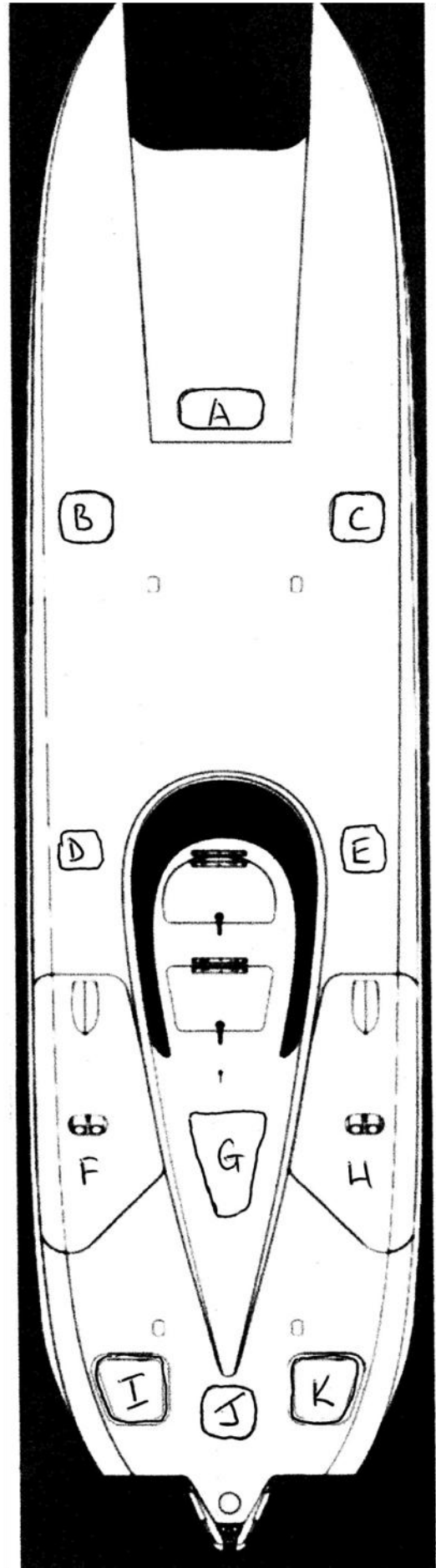
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OFFSHORE SUPERBOAT CHAMPIONSHIPS MEASUREMENT CERTIFICATE

Boat Name:	
Owner:	
Class:	
Registration No:	
Race No:	
H.I.N. No:	
Construction Material:	
Hull Type:	
Hull Manufacturer:	
Engine Manufacturer/Model:	
Combined Horsepower:	
Hull Length (cm):	
Hull Beam (cm):	
Hull Height (cm):	
Tunnel Width (cm):	
Class Weight Required (kg):	
Declared Boat Weight (kg):	
Ballast Included(kg):	
Ballast Diagram Attached:	

Date of Issue:	
Measurer:	

Added Ballast	
Compartment A	
Compartment B	
Compartment C	
Compartment D	
Compartment E	
Compartment F	
Compartment G	
Compartment H	
Compartment I	
Compartment J	
Compartment K	





AUSTRALIAN POWER BOAT ASSOC. OFFSHORE COUNCIL

OFFSHORE SUPERBOAT CHAMPIONSHIPS ENGINE BUILDER'S DECLARATION

I _____ refer to Offshore Specific rule 2001.25 and declare that I built the engine/s, the engine number/s of which are listed below, for the boat entered in the Offshore Superboat Championships and known as _____ on behalf of _____, who is the owner of said boat.

I further declare that the engine/s were built in complete accordance with the engine rules, specifications, capacities and component requirements referred to in the rules applicable to the relevant class.

Engine number/s:

Signed: _____

Date: _____