



Racing Rule Book

Club Regulations
&
Summation of Safety/Risk
Management for Events

Bundaberg Powerboat Club Incorporated PO
Box 5054, Bundaberg 4670

Version 6: Effective 18 August
2021

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Racing Rules & Regulations
Bundaberg Powerboat Club Incorporated

100 The Club

The Club is **Bundaberg Powerboat Club Incorporated** of
PO Box 5054, Bundaberg West 4670, Queensland, Australia.

All correspondence and contacts are to be directed to the Secretary of the Club, nominated annually at the Club's AGM.

110 Club Membership

- 111 It is not a prerequisite of racing to be a member of the club.
- 112 To become a member of the club, a membership form is to be completed and forwarded together with the prescribed membership fee, to the club.
- 113 Membership is taken as being completed once the applicant has received an official receipt.
- 114 The club may, at its sole discretion, accept or reject member applications as it sees fit from time to time.

120 Location Of Race Meetings

- 121 The home or base location for race events is the Sandy Hook Aquatic Zone, upper reach Burnett River, Bundaberg Regional Council, Bundaberg, Queensland, Australia.

130 Timing Of Race Meetings

- 131 No race event shall start prior to 10.00am or finish after 5.00pm.
- 132 Scrutineering is the morning of the race event from 7.00am until 9.00am.
- 133 Other scrutineering days and times may be advised.
- 134 A drivers briefing will be held prior to the start of the first race, usually at 9.00am.

150 Licences

- 151 All competitors are required to have proof of holding a current State Boating Authority issued boat licence. Failure to provide such proof may render the competitor unable to compete until such time as the proof may be obtained and submitted. This proof of State Boating Authority licence must be presented at each race meeting contested.
- 152 Junior competitors are to refer to the **Notification of Exemption from the Maritime Safety Agency of Queensland dated Brisbane 26 June 2007 by Captain John Richard Watkinson, General Manager, Maritime Safety Queensland, pursuant to section 18A of the Transport Operations (Maritime Safety) Act 1994. (Copies of Notification of Exemption) enclosed as an attachment.**

160 Boat Registrations

- 161 All competitors are required to have proof of having a current State Boating Authority issued Boat Registration. Failure to provide such proof may render the competitor unable to compete until such time as the proof may be obtained and submitted. This proof or State Boating Authority registration must be presented at each race meeting contested.

170 Entry Fees

- 171 Race entry fees or nomination fees may be changed from time to time according to the type and style of meeting being held.
- 172 Entry Fees are not refundable if the driver decides not to compete, is unable to compete, or the entered boat is unable to compete UNLESS such advice is given to the Club in writing at least 24 hours prior to the race day.

180 Boat Racing Numbers

- 181 Race Numbers are required to compete, please contact Club Secretary to obtain your race number.
- 182 If a boat already has a race number on it that number will be recorded for that particular class.
- 183 The Club shall not be drawn into, nor issue advice, on boat race numbers.

190 Designation Of a Race Boat

- 191 The Club designates a race boat being a boat that has an external propeller as its propulsion source and shall seat one person only.

192 Noise Levels

- 193 Race Boats generally emit greater noise than domestic vessels. For this reason, water should be running through pipes and / or mufflers to meet the standard of 95 DB.

200 Race Officials

- 201 The Club shall decide by vote at its appropriate meeting who shall be the designated officials at any or all race meetings.
- 202 The Officer of the Day shall have sole final say on all items of the race meeting, format, classes, seeding, entries, boats, contestants, scrutineering, and prizes.

210 Entry Forms

The only entry form that is acceptable is the Bundaberg Powerboat Club Incorporated "Standard Entry Form" which may be amended from time to time.

211 Scrutineering and Scrutineering Forms

- 212 The only scrutineering form that is acceptable if the Bundaberg Powerboat Club Incorporated "Scrutineering Form" which may be amended from time to time.
- 213 All boats will be scrutineered prior to the days racing.
- 214 The scrutineer shall be the person or persons as decided by the Club from time to time.
- 215 Scrutineers will not be held responsible or accountable for the accuracy of the scrutineering done.
- 216 Any boat, which fails to meet the acceptable levels of safety or class acceptability, may not be able to compete until such items are made good to the acceptable level(s).
- 217 Where a boat is unacceptable, the Officer of the Day must have the final say and sign off.
- 218 Limitations and other specific boat information used for scrutineering may be found in the section headed Boat Machinery.

300 Appeals and Protests

- 301 An official Club Appeals and Protests Form is available for completion by the competitor, submission with the nominated fee to the Officer of the Day for resolution.
- 303 Drivers that display intentional or blatant bad driving behaviour will be cautioned and / or penalised.
- 304 Drivers that display repeated intentional or blatant bad driving behaviour will be suspended from racing for the rest of that meeting.
- 305 Where a driver is penalised, that driver may not receive points for that race.

400 The Racing Course

- 401 The Club shall apply, and maintain, the Aquatic Event Permit with the local or State Marine Authority.
- 402 No event shall take place unless such an Aquatic Permit is granted and displayed in a prominent location on race days.
- 403 Official of the Club lay out the racing course.
- 404 The actual position of the course on the water may vary from time to time according to conditions of the day.
- 405 Such conditions include depth of water, wind, debris, weed, and necessity to accommodate recreational boaters.
- 407 There will be a minimum of one (1) buoy to mark each end of the course, and another buoy to mark the start - finish line.
- 408 Smaller markers along the edge of the course indicate the recreational boater's channel, and the on water safe area where competitors that do not wish to take boats from the water between rounds may moor.
- 409 A designated area where no spectator or official or any other person shall stand, and an area surrounding this are of 10 metres shall be provided as the "sinking" area. This area allows competitors who realise that their boat is sinking to be able to make land and beach their boat for later retrieval.
- 410 The size of the sinking area is not less than 5 metres along the water edge by 10 metres land ward. Any boat that utilises the sinking area shall not regain racing until scrutineers have checked the vessel again and approved the vessel for competition.
- 411 Racing shall always be in an anti-clockwise direction.

500 Race Procedures

510 Breath & Drug Testing

- 511 All competitors (drivers) will be breath tested at the driver's briefing held the morning (or mornings) of the race day.
- 512 All drivers shall have a zero reading without exception.
- 513 No driver shall consume alcohol on the day of racing until such time as his/her boat is on the trailer and the driver has left the pit area and at the closure of the race event.

520 Driver's Briefing

- 521 A driver's briefing is held prior to commencement of racing on every race day.
522 Any competitor entered and not present at the driver's briefing may be disqualified from racing on that day.

530 Pole Boat Start

- 531 Competitors are advised of their respective pole positions by the time they enter the water for that race.
532 Pole positions may be randomly drawn from a hat OR be the reverse Finishing positions from a previous race of that class, OR by smallest engine to inside pole position, OR any combination of the above on any one race day.
533 The blue flag is raised signalling competitors that 3 minutes exists before the race starts.
534 At expiry of the three minutes, and under instructions from the Officer of the Day, the pole boat will raise a white flag. Competitors are to start their engines and follow the pole boat to the milling area in readiness for the race to start. On entry to the milling area the pole boat will drop the flag and competitors are to either mill around or dead engine.
535 On call of the Officer of the Day when the course is deemed satisfactory for racing, the pole boat will again raise the white flag. Competitors should briskly form a line with the bow of the competitor's boat in line with the stern of the pole boat.
536 The competitor's position on the course is determined by their respective Pole positions; inside pole or pole 1 is the position closest to the pole boat, outside pole (or highest number pole position) is that closest to the land.
537 The pole boat will build in speed to ensure that boats are planning. At or before the first course marker, the pole boat will drop the white flag indicating that the race has started.
538 The green flag is now displayed for the duration of the race.
539 Upon 2/3 - race distance (one lap to go), the green flag is replaced by a yellow flag.
540 The first boat to cross the start - finish line will be met by the black and white chequered flag signalling race completion.
541 All boats subsequently crossing the line after the winning boat will finish the race as well.
542 Boats shall continue around the course proper, and when safe a black flag shall be raised signalling that it is safe to return to the riverbank.
543 Drivers should not cross the centre of the course but should continue around the course marker buoys before returning to the riverbank.
544 Helmets, life jackets, and all safety gear shall be worn and correctly fastened at all times that the boat is in motion on the racecourse, even if under tow.

550 Handicap Start

- 551 Competitors are to complete a time trial or scratch race so that times may be recorded for the competitor craft, and subsequent calculation of the handicap.
552 The competitor's position on the course is determined by their respective handicap /pole positions by the time they enter the water for that race. (inside pole or pole 1 is the position closest to the pole boat, outside pole or highest number pole position) is that closest to the land.
553 Competitors are advised of their respective handicaps / pole positions by the time they enter the water for that race.
554 The blue flag is raised signalling competitors that 3 minutes exists before the race starts. Competitors will start their engines and move to the milling area in readiness for the race to start.
555 On entry to the milling area competitors are to either mill around or dead engine.
556 On the call from the Officer of the Day, when the course is deemed satisfactory for racing, the flag-marshal near the time clock will raise the white flag signalling one minute before "go".
557 At "go" or the 12.00 o'clock position, the green flag is displayed signalling that the race is in progress. Competitor's times are measured from "go" to a time after "go".
Competitors are to try to ensure that they cross the start - finish line at the exact time that they were issued prior to race start.
558 Upon 2/3 - race distance (one lap to go), the green flag is replaced by a yellow flag.
559 The first boat to cross the start - finish line will be met by the black and white chequered flag signalling race completion. All boats subsequently crossing the line after the winning boat will finish the race as well.
560 Boats shall continue around the course proper, and when safe a black flag shall be raised signalling that it is safe to return to the riverbank.
561 Drivers should not cross the centre of the course but should continue around the course marker buoys before returning to the riverbank.

562 Helmets, life jackets, and all safety gear shall be worn and correctly fastened at all times that the boat is in motion on the racecourse, even if under tow.

563 A competitor that completes a race more than 4 seconds quicker than the time trial or scratch race time shall have their handicap adjusted and will be penalised by the Officer of the Day and advised by the Pit Marshall.

564 Where the same handicap is issued to two or more boats, their initial pole position will be the starting pole positions for those affected vessels.

570 General Precautions

571 Competitors shall head from their start position in a direction parallel to the marker buoys to the first corner turn buoys.

572 Competitors shall maintain their respective handicap / pole positions until *after* rounding the first corner turn buoy(s) and on the straight heading for the second turn buoys.

573 Right of way is granted to the boat that enters the corner first; that boat may alter its course as necessary but only in the needs of self-preservation.

574 Where a competitor has a failed boat, the driver shall steer the vessel to the inside of the course or a safe position on the course available at that time and raise one arm to signal that he/she is slowing and OK. The competitor shall not re-start that race, nor try to re-start that race, nor re-join that race.

575 The Officer of the Day will advise that a white flag with a red cross be raised signalling to all other competitors that a disabled boat or other obstacle exists on the racing course.

576 Where a competitor has a failed boat and that boat or driver is in a dire situation, the driver shall attempt to raise both arms and wave vigorously. In this case, or if the driver does not wave at all, then the Officer of the Day shall determine that the driver is in grave danger and a red flag shall be raised.

577 Where a red flag is raised, all competitors shall immediately stop.

578 A rescue boat is immediately dispatched to the stricken craft upon the last competitor boat stopping.

579 The stricken competitor shall not re-start that race, nor try to re-start that race, nor re-join that race. If the vessel is still able, immediately the black flag is raised the failed competitor may then return to the riverbank along with all other competitors.

580 Penalties

581 Hit course marker buoy - cost of repair or replacement of marker buoy to be incurred by person/s responsible.

582 Early start in either handicap or scratch race start - action to be determined by the Officer of the Day or disqualification from that race.

584 Disregard safety rules on Race Day - Immediate disqualification and loss of accumulated points.

586 Poor public display - includes fighting, abusive or offensive language, wilful damage to property, intoxication (non-driver) - Expulsion from racing and possible from venue (time to be determined according to severity)

587 Failure to follow Official advice or direction - Expulsion from racing (time to be determined according to severity).

588 Arguing with Official(s) - Expulsion from racing (time to be determined according to severity).

590 Pointscoring (Changed @ 18/2/2015 by the Executive Committee)

591 The Ten, Nine, Eight, point system will be used for all club days with the accumulation of points transferred to the End of Year Awards. Example is: - 1st = 10 points, 2nd = 9 points, 3rd = 8 points etc. A DNF (did not finish) + a DNS (did not start) will receive 0 (zero) points.

600 Safety & Equipment

610 Driver Protection

611 All drivers in all classes shall wear a PFD class one (1) safety jacket with anti-submarining leg or crotch restraints or full driver cell suit for capsule boats.

612 The jacket shall be in good order and condition, with no sticking zippers or clasps.

613 All drivers in all classes shall wear full-length protective clothing (driving suit), either one piece or two piece, covering from ankles and from wrists to upper neck.

614 All drivers in all classes shall wear bright coloured crash helmets that meet or exceed AS1698 standards and have that certification decal clearly attached and visible.

615 All drivers in all classes shall wear boots or shoes. Such boots or shoes when fitted, and worn in conjunction with the driving suit, shall result in no visible skin to be seen when in the sitting position.

- 616 Arm restraints are highly encouraged.
617 Ballistic pants are highly encouraged.
618 Helmet Restraints / Helmet Supports are highly encouraged and, in some instances, will be mandatory.
619 Self-inflating life jackets are not acceptable.
620 Parachute equipped life jackets are not acceptable.
621 Seat belts are not encouraged in open cockpit boats but may be allowed at the discretion of the safety officer.
622 Seat belts must be fitted to enclosed capsule boats. The diver of the day must be introduced to the restraint and latching system employed. The responsibility of this introduction rests with the driver.
623 All capsule drivers must complete an immersion test within every race calendar year. Proof of this test must be provided at each event.

630 Other Safety

- 631 Club shall ensure that suitable ambulance and / or paramedical services are at the racing venue at all times that racing is in progress.
632 If for some reason the ambulance or paramedical have to leave the venue, then racing is suspended until such time as the ambulance / paramedical teams return.
633 Where a driver is ejected from his/her vessel, the driver shall endeavour to raise one arm in the water to identify themselves to other racing vessels that may not clearly see him/her.
634 Where a driver is ejected from his/her vessel, the driver shall remain in the water in a calm and relaxed position until the rescue boat arrives.
635 The rescue boat shall provide immediate verbal basic first aid analysis; the result of this analysis shall determine if the driver is willing and capable of being assisted into the rescue vessel OR to remain in the water until stretched out.
636 The Club shall provide fire-fighting appliances in each course and rescue boat, in the main pit area, and strategically about the race precinct.
637 Smoking is not allowed in the pit area.
638 Any competitor, official, volunteer, driver, or spectator who sustains an injury requiring the assessment or treatment by the ambulance / paramedic shall assist the Club in completion of a Medical Incident Form. Such forms will be held by the Club Secretary.
639 No boat is to be started in the pit area where the propeller is engaged.
640 Any competitor found to have left the dead engine cut out switch connected in the "run" or "on" position, but the engine not started or attempted to be started, shall render the entrant disqualified from that race meeting as a matter of safety.

700 Boat Machinery

- 710 **Engines**
711 Engines may use the following fuels: Petroleum (Unleaded, Premium Unleaded, Ethanol, Ultra-High Unleaded, Leaded, and blended petroleum-based fuels commercially available to the Australian racing public including holders of an EPA fuel purchase booklet), or Methanol.
712 Nitromethane and nitrous oxide is not allowed.
713 Engine capacities are as stated by the entrant and may be randomly measured by the Club Officials to ensure compliance.
714 The method of engine capacity testing will vary from time to time.
715 Supercharging and turbo charging is allowed with the penalty being the effective swept displacement engine volume X 1.7 Eg: 4.0 litre engine turbocharged has an effective capacity of 6.8 litres.
716 The capacity calculation of a rotary engine is as is in force from time to time by the Confederation of Australian Motor Sport.
717 Turbine and jet engines are not allowed.
718 All throttle bodies and carburettors shall have an auxiliary steel return spring fitted at the body or carburettor(s) to ensure positive throttle return.
719 All engine breathers must terminate inside the hull. Breather tanks or "snot tanks" are highly recommended.
720 No motor or boat shall emit any substance into the water, aside from water that the boat collects as cooling water.

730 Hulls

- 731 Any boat manufactured after January 1st, 2006, or first presented for competition after January 1st, 2006, that utilises an engine that has a total calculated engine capacity over 7.4 litres, or has a speed in excess of 105 mph, shall have a UIM approved safety cell fitted. Details of approved cells are available from www.uimpowerboating.com.au
732 The battery must be secured so as it will not move.
733 The fuel tank must be secured so as it will not move.

- 734 All other items in the boat must be secured so that they will not move or dislodge during a race - this is at the discretion of the scrutineers.
- 735 All vessels must have sufficient floatation so that in the event of an accident the vessel will not sink. If automotive tubes are to be utilised, at least two of such tubes must be employed.
- 736 Boats with "Teleflex" style steering are not permitted.
- 737 Boats with cable steering shall use minimum 2.5mm diameter stainless steel cable without the use of spring tensioners.
- 738 The maximum allowable cable movement over a 100mm distance shall not be greater than 10mm.
- 739 All cable connections shall be lock wired to prevent cable un-wind.
- 740 All cable ends shall be taped or otherwise clamped to prevent up fray.
- 741 Steering stops must be fitted to all boats.
- 741A** Steering stops are to be metal to metal contact Eg: A metal section of an outboard motor or rudder or rudder shaft to contact a metal stopper fitted to the hull or other non-moving part of the steering system.
- 742 Any vessel that has an adjustable propeller angle system (out drive system, or an outboard engine) must have an operative trim gauge in clear view of the driver OR the trim system must be fixed and not adjustable during the race.
- 743 The steering cable on each side of the tiller arm on inboard displacement boats must be tied together with a secondary cable which shall be clamped to the main cable on each side of the tiller arm and pass through or be fixed to the tiller arm.
- 744 All moving parts of the motor, gearbox, or drive system within 300mm of the driver must be completely covered to ensure sufficient protection in the event of component failure and to also prevent drivers apparel from being drawn into the reciprocating components.
- 745 Skegs and whip skegs shall be either nyloc nutted, double nutted, or single nut with lock wire to provide positive retention.
- 745A** Skegs and whip skegs shall have a plate of at least equal size on the inside of the hull for which retaining bolts shall pass through.
- 746 The maximum allowable clearance between the boss of the propeller hub and the skeg shall be no greater than 1.5 X the propeller shaft diameter.
- 747 All inboard boats and hydroplanes shall utilise a propeller shaft lock collar to prevent the shaft from coming out of the boat. The position of such collar must stop the propeller shaft from coming far enough backwards so as to strike the rudder.
- 748 All vessels must have a bow eye for the connection of a towing rope. The bow eye must be of such ability to retrieve the vessel if sunk. A hole through the bow eye of minimum 19mm is mandatory.
- 749 All non-capsuled boats must have a dead engine system.
- 749A** Such dead engine system must immediately be activated by way of a lanyard attached to the drivers clothing.
- 749B** In the event of the driver coming out of the boat, the system shall cut power or otherwise disable the engine ignition system.
- 750 The maximum length of any competitor boat must not exceed 8100mm including any and all protrusions.
- 751 The only acceptable form of propulsion is propeller.
- 752 Any vessel that has a ski pole as its highest point in that area of the vessel, must remove the ski pole or cover in padded material(s) and approved by the Clubs Assessor.
- 753 Wings are allowed provided that no part shall extend past the extremities of the hull.
- 753A** The primary fixing point for the wing shall be the engine block, engine mountings, or the vessel stringer(s).
- 753B** Only one wing is allowed on any one vessel.
- 753C** The wing shall not be adjustable from the drivers seated position.
- 753D** The maximum height of the wing, and/or its assemblies, shall be no more than 100mm above the driver's head.

Rules & Regulations
Bundaberg Powerboat Club Incorporated

Notification of Junior Exemptions under Maritime Safety Queensland

(Department of Transport & Main Roads - Maritime Safety Queensland)

Junior Competitors: -

Statements & Requirements Under the Authority to Hold an Aquatic Event in Queensland - Junior Participation & Conditions: -

1. The Aquatic Event is conducted by the Bundaberg Powerboat Club Inc. 2. The Aquatic Event is managed under the Racing Rule Book and Club Regulations.
3. Attention to the wearing of the following attire: -
 - Wearing PFD Type 1
 - Wearing crash helmets
 - A lanyard attached dead engine system
 - The attendance of rescue boats, and
 - The attendance of ambulance / or paramedical services
4. Three rescue vessels and a diver in place on the course when junior operators are participating.
5. Operation by juniors is limited to vessels up to 3.6 metres in length with propulsion power up to 20 kw.
6. Prior to participation in club events junior operators must be trained and assessed as competent in those areas of boat handling and marine safety related to the safe operation of a boat within the area defined by the aquatic event authority by a competent person or persons appointed by the Bundaberg Powerboat Club Inc. committee.
7. Records of such training and assessment must be kept.
8. Junior operators are to receive a separate and specific race briefing prior to each event in which they participate.

Junior Categories - J1 / J2 / J3

**Racing Rules & Regulations
Bundaberg Powerboat Club Incorporated**

Club Rules & Regulations Addendums & Amendments Summation Sheet

We ask you bring your attention to the following rules: -

- 193
- 536
- 552
- 572
- 573
- 574
- 590
- 639
- 640
- **570 General Precautions**
- 573A A driver cannot force a corner. You may pass but only in a gentlemanly way. The first person to the buoy owns the buoy.
- **580 Penalties**
- 852A There is zero tolerance for breaking nominated handicaps. If a driver breaks the start, they will be given no points.

And especially all rules relating to Section 600 – Safety & Equipment

SUMMATION OF SAFETY/RISK & MANAGEMENT FOR EVENTS
Bundaberg Powerboat Boat Club Inc
Effective 18 August 2021

Public Notice

BPCI Signage is placed at the boat ramps at Sandy Hook notifying residents and boating enthusiasts of a scheduled event.

Events are listed on our website, facebook page and are also in local newspapers advertising the event.

Course/Buoys

The course using inflatable buoys will be set by the Officer of the Day and or The Committee and may change from time to time according to the conditions of the day. Such conditions include depth of water, wind, debris, weed and necessity to accommodate recreational boaters.

There will be a minimum of one (1) orange inflatable buoy to mark each end of the course, and another buoy to mark the start -finish line. If the depth of the water is adequate, two (2) orange inflatable buoys maybe used to mark each end of the course.,

Smaller marker buoys (also orange) placed along the edge of the course indicate the recreational boats channel (transit lane) which is controlled by the Ramp Marshall on duty.

All course and marker buoys are removed from the water within one (1) hour of the conclusion of the event.

Course Boats

Three water rescue/course boats are placed on the course during all heats including a Jet Ski and Diver Operator which is on constant patrol. Water Rescue 1 (2 x Crew) are placed at the northern end, Water Rescue 2 (2 x Crew) are placed at the southern end with Water Rescue 3 (2 x Crew) – attached with the rescue stretcher placed on the bank to follow the Jet Ski with Diver Operator.

All course boats are fitted with a full set of flags and will use the appropriate flag to indicate the commencing or ceasing of a race, fly a green flag during racing and use a red and white flag when there is a hazard in the race path or on the course. The Red flag will be flown whenever the race needs to be stopped for any reason. The black flag will be raised for the competitors on the water to return to the bank once the race has been completed.

All course boats will have radio communications with each other, including the Officer of the Day and Race Control on land. Water Crew will wear high vis yellow/orange vest attire and carry all the necessary water/safety equipment such as tow ropes, paddles, first aid kits and a fire extinguisher.

All course boats are registered and do have identification numbers displayed.

Safety & Equipment

All race boats must be scrutineered at the start of each event by the clubs qualified assessors.

The boats are checked to ensure the safety and mechanical devices for steering and throttle are in good and safe working order, to ensure the structure and buoyancy of the vessel is safe and seaworthy, fuel tanks and seats are secure, and the kill switch(s) (safety cord) are fitted and tested.

If a boat has passed scrutineering and all safety checks, the Formal Scrutineering Document will be signed off.

During racing, it is compulsory for the driver to have attached the kill switch (safety cord) to their lifejacket that will cut the engine in the case that he or she is ejected from their seat during a race. (For open cockpit boats only)

Each boat must be fitted with satisfactory buoyancy such as an inflated tyre or foam under the deck.

Driver Protection

It is compulsory for each driver to wear the following during racing;

- Full-length protective clothing (drivers suit) either one piece or two pieces, covering from their ankles and from their wrists to their upper neck.
- A Life Jacket – Australian Standards PFD Calls One (1) with anti-submarining leg and scotch restraints. - or Approved Cell Suit for Capsule Drivers.
- Race Helmet that meets AS 1696 standards and has certificate decals clearly visible – Day Glow Orange or Bright Yellow in colour in accordance to the Rules (Rule 614 Safety & Equipment)
- Enclosed footwear/race boots
- Arm restraints are encouraged
- Ballistic Pants are encouraged
- Helmet restraints are encouraged
- Approved seat belts must be fitted to enclosed capsule boats.

Junior Competitors

It is compulsory for each junior competitor to undergo the following competencies before entering the water with the Qualified Assessors for the water safety and rescue operations.

Assessment 1 – Knowledge of Safety Aspects & Operations of Vessel

- Ensure vessel is seaworthy and safe to enter the water
- Ensure familiar with operation of the vessel
- Ensure buoyancy check
- Fuel tank is secure
- Ensure Kill Switch (safety Cord) is attached and easy to release
- Mechanical devices for steering and throttle are in good and safe working order.

Assessment 2 – Personal Equipment/Racing Apparel

- Personal Floatation Devices (PFD) and helmets must be inspected to ensure sound condition and colour in accordance with the Rules (Rule 614 Safety & Equipment)
- Driving Suit
- Shoes (fully enclosed & made from wet suit material/Race Boot)
- Gloves

Assessment 3 – Driver and Diver Briefing

- Attend and listen to both the drivers' briefings (main brief & Junior brief)
- Attend and listen to the diver briefing (Juniors only)
- Read through the diver's water rescue notes
- Be familiar with the Ambulance location
- Complete and sign their assessment sheet with the Assessor and Junior Liaison Officer.

Water Safety Rescue Information for all Watercraft/Drivers & Paramedics.

- No safety or course boat(s) to enter the course until, the course is clear, and the race has been stopped.
- The Jet Ski & Diver will attend to any incident immediately/or as communicated by The Officer of the Day.
- All other drivers are to remain stationary; you are not to assist and stay in your boats with your safety gear on including your helmet.
- Course boat crews are to be fully aware of where the Paramedics/Ambulance Officers are located on the day – Next to Ramp 2 under the orange tent as discussed at each driver briefing.
- Paramedics, course boat crews, drivers and their crews to be aware of the designated access point for boat entry/release of the injured and their craft. This will be coordinated by the Officer of the Day and Rescue Team.
- Designated personnel to assist with rescue stretcher at the nominated access point by the Officer of the Day, Pit Marshalls, and Ramp Marshalls.
- The Rescue Stretcher has secure floatation attached for ease of lifting and pulling the injured onto the stretcher.
- Anyone that is alert/conscious or suspect of broken limbs will be towed in on the stretcher with the assistance of the diver.
- Anyone that is unconscious will be placed directly into the back of the rubber ducky and returned directly to the nearest Paramedic Access/entry to the bank.
- On advice from either the paramedic or Ambulance Officer, 4 – 6 people will need to assist when lifting the injured from the rubber ducky to the Ambulance area for attention.

Other Safety

To ensure that suitable ambulance or paramedic services are in attendance at the race event at all times that racing is in progress.

If for any reason the ambulance or paramedic services have to leave the event, then racing is suspended until such time as an ambulance or paramedic returns.

Where a driver has been ejected from his/her vessel, the driver shall endeavor to raise one arm in the water to identify themselves to other racing vessels that may not clearly see him/her.

Firefighting appliances are placed in each course boat, the main pit area, the Safety Officers marquee and strategically about the race precinct.

First Aid

It is a requirement of the Bundaberg Powerboat Club Inc and our insurer that a condition of sanctioning is that first aid facilities are provided and be available on site. Our club enlists the services of the Queensland Ambulance/Paramedic Services who provide rostered teams who are able to administer lifesaving support as instructed and set out in all schedules.

Licensing

All competing boats have to be fully registered, and all competitors are required to have proof of holding a current State Boating Authority issued boat license.

This proof of SBA license must be presented at each race meeting attended and provided to Race Control with a signed off Scrutineering Form.

Junior competitors are to refer to the *Notification of Exemptions from the Maritime Safety Agency of Queensland (Transport Operations – Marine Safety Act 1994) & (Transport Operations – Marine Safety Regulation 2004)*

Competing Vessels

10 classes of competition covering inboards and outboards compete at each of our clubs' events. Categories of class competition are as follows:

Junior Demonstration Races – 6, 9.9 and 15 hp classes

25Hp Class – Speeds of up to 50 mph

850 CC Mono – Speeds of up to 70 mph

Combo/restricted Class – Speeds of up to 80 mph

Unlimited Displacement – Unlimited Inboard Capsule

Inboard A Class – Speeds from 85 mph and up to but not exceeding 105 mph

Inboard B Class – Speeds of up to 85 mph

Outboard A – Unlimited Capsule boats.

Outboard B – Mono and Mod VP with Speeds of up to but not exceeding 105 mph.

Outboard C – Mono Hull (only) up to 18 feet with a Max Horsepower of 260hp.

A minimum of 3 boats constitutes a class. If less than 3 boats are entered it is up to the committee and the officer of the day to advise what class they will be able to run in.

Drivers Briefing

All drivers and their crews, course boat crews, pit marshals, ramps marshals, Officer of the Day, Divers and Safety Crews are required to attend the drivers briefing prior to each race day.

The briefing is to cover the course, any issues with the waterway/venue and an overview on the racing procedures and emergency access point, location of the Safety officer and the equipment marquee.

The briefing will always begin with the reading of the "Duty of Care" Statement.

Rules During Racing

The rules of racing are described in each driver brief and are also stated in the updated 2021 version of the Bundaberg Powerboat Club Inc Book of Rules and Regulations which is provided to all competitors on request or when rejoining at the start of the race year.

The Officer of the Day/Committee Member will brief all competitors prior to entering the water and will liaise with all new competitor's regarding racing rules separately.

The Officer of the Day has the authority to prevent any driver from racing in the event they are posing safety issues to other competitors.

Alcohol/Drugs

As per the BPCI rulebook, no driver, divers crew, competitor, or course boat is allowed to be over 0.0 blood alcohol. Breath testing takes place prior to racing where each competitor has to provide 1.0 his or her ID, License, Boat Registration and Signed Scrutineering Form.

At this time each competitor will be tested and signed off.

Breath Testing is conducted by the Safety Officer/Race Committee using Alcolizer breath testing units identical to those used by the police. Testing is done with plastic straws, not the counting method. The safety Officer can periodically carry out random testing throughout the day.

Incidents

The Officer of the Day manages all incidents and will stop a race in the event of a boat spinning out, capsizing or collision, bad weather and interference with recreational vessel entering the course.

The Jet Ski and diver course boat will render assistance along with other water safety boats when an incident occurs and takes further instructions from the diver and the Officer of the Day. The diver will advise the course of action, liaise with the Officer of the Day and Ambulance Officers of the situation and advise if medical assistance is required.

If medical assistance is required, the diver will return the injured to the nominated access point via the appropriate means of transportation as instructed by the ambulance/paramedics personal to make their assessment.

Once the Paramedic has made the assessment and advised the Officer of the Day of the injuries- non formal or formal proceedings can take place in the safety officers' marquee.

Race Control with the assistance of the Officer of the Day, will ensure that the relevant authorities

are contacted and advised of any incidents and that the Marine Safety incident reports are completed and submitted.

Any competitor injured at a race event requiring any type of medical attention is required to have a full doctor's release based on racing conditions submitted to the committee before they can compete at any future race events.

Race Officials

Each event has the following officials from the Bundaberg Powerboat Club Inc.

Officer of the Day – who has the authority to stop the race and who enforces any rule infringement in accordance with the rulebook. The Officer of the Day receives all radio communications from the course boats and land officials and manages all facets of his/her other officers, coordinates rescues and conducts driver briefings in association with the Safety officer. Manages all incidents and reports, acts as the race judge and will have the final say on any issue. Will debrief all volunteers and liaise with all associated parties of the race day if not in an official capacity.

Pit/Ramp Marshalls – will assist the Officer of the Day with the running of the race and the marshalling of boats and crews ready for each event scheduled on the program throughout the day. Also monitors refueling and assists with manning the safety operations and equipment marque.

Safety Officer – has comprehensive knowledge of the venue and waterway and is responsible for advising the Officer of the Day that conditions are safe for racing. In the event that there are issues regarding the weather conditions, the safety officer will liaise with the Officer of the Day when conditions are no longer safe, and racing needs to cease or put on hold until weather conditions permit.

Scrutineers – our clubs scrutineers are qualified assessors. They are responsible for ensuring that all race boats comply with safety regulations and all equipment is deemed to be in good and sound working condition and should not be an issue to the safety of the event.

However, scrutineering is a compliance check and the responsibility for the safety and mechanical condition of each competitor's boat and equipment is the competitors alone.

At any time, the Scrutineers can advise a competitor that they are not able to complete if there are concerns about any equipment or their watercraft. Scrutineers must also check to see if water is being used through the exhaust of each boat to minimize excess noise.

Course Boat Crews – are experienced crews from the club who assist in the course boats, comply with all the rules and assist with safety of the recreational users if required. They liaise heavily with the Officer of the Day reporting on any incidents on the course whilst also engaging in the displaying of all appropriate coloured flags as instructed by the Officer of the Day.