



Racing Rule Book

Club Regulations & Summation of Safety/Risk Management for Events

Bundaberg Powerboat Club Incorporated

PO Box 5054,
Bundaberg 4670

Version **8: Effective 01/07/2025**

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Racing Rules & Regulations
Bundaberg Powerboat Club Incorporated

1.0 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.

1.1 Club Membership

1.1.1 It is not a prerequisite of racing to be a member of the club.

1.1.2 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.

1.1.3 Membership is taken as being completed once the applicant has received an official receipt.

1.1.4 The club may, at its sole discretion, accept or reject member applications as it sees fit from time to time.

1.1.5 The club may, at its sole discretion, cancel a membership as part or whole of disciplinary action.

1.2 Location Of Race Meetings

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

1.3 Public notification of a proposed or current event.

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

1.3.2 Events are listed on our website, Facebook page and in local newspapers advertising the event

1.4 Timing Of Race Meetings

1.4.1 No race event shall start prior to 10.00am or finish after 5.00pm.

1.4.2 Scrutineering is the morning of the race event from 7.00am until 9.00am.

1.4.3 Other scrutineering days and times may be advised.

1.4.4 A drivers briefing will be held prior to the start of the first race, usually at 9.00am.

1.5 Licences

1.5.1 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. See clause 1.5.2 for reference to junior drivers.

1.5.2 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.

1.6 Boat Registrations

1.6.1 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.

1.7 Boat Racing Numbers

1.7.1 If a boat already has a race number on it that number will be recorded for that particular class.

1.7.2 The Club shall not be drawn into, nor issue advice, on boat race numbers.

1.8 Designation Of a Race Boat

1.8.1 The Club designates a race boat being a boat that has an external propeller (not a jet drive impeller) as its propulsion source.

1.9 Noise Levels

1.9.1 Race Boats generally emit greater noise than domestic vessels. For this reason, water shall be running through pipes and / or mufflers to meet the standard of 100 DB.

1.9.2 Zoomies are not permitted.

2. Race Officials

2.1 The Race Committee will decide, prior to the drivers briefing, who shall be the designated officials of the day.

2.2 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.

2.3 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.

2.4 Entry Fees

2.4.1 Race entry fees or nomination fees may be changed from time to time according to the type and style of meeting being held.

2.4.2 The Bundaberg Powerboat Club Inc, may decide that entry fees are not refundable if the driver decides not to compete, is unable to compete, or the entered boat is unable to compete

2.5 Scrutineering and Scrutineering Forms

2.5.1 The only scrutineering form that is acceptable is the Bundaberg Powerboat Club Incorporated "Scrutineering Form" which may be amended from time to time.

2.5.2 All boats will be scrutineered prior to the days racing.

2.5.3 Owners and or drivers are to have their boat and related safety equipment scrutineered no later than one hour prior to commencement of racing. Failure to do so may result in the club refusing entry to race.

2.5.4 The scrutineer shall be the person or persons as decided by the Club from time to time.

2.5.5 Scrutineers will not be held responsible or accountable for the accuracy of the scrutineering done.

2.5.6 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) and passes subsequent scrutineering.

2.5.7 Where a boat is unacceptable, the Officer of the Day must have the final say and either approve or deny entry to race.

2.5.8 Limitations and other specific boat information used for scrutineering may be found in the section headed Boat Machinery.

3. Appeals and Protests (Racing)

3.1 In the first instance the appellant is to discuss the issue with the Officer Of The Day.

3.2 If an immediate resolution is not achieved, an official Club Appeals and Protests Form is available for completion by the appellant, submission with the nominated fee of \$100.00 to the Officer of the Day for resolution.

3.3 Drivers that display intentional or blatant bad driving behaviour will be cautioned and or penalised.

3.4 Drivers that display repeated intentional or blatant bad driving behaviour will be suspended from racing for the rest of that meeting.

3.5 Where a driver is penalised, that driver may not receive points for that race.

3.6 Depending on the severity of the offence or behaviour and in accordance with clubs constitution, the club may

(a) offer a verbal or written warning that shall be documented by the club

(b) recover competition points for a single race, the days racing or accumulated and potential points for the calendar year.

(c) Order the offender to remove themselves, or have them removed by authorities, from the venue.

(d) revoke the offenders club membership.

(e) Ban that competitor or team from future races.

(f) notify the relevant authorities of the offence.

4. The Racing Course

4.1 The Club shall apply, and maintain, the Aquatic Event Permit with the local and or State Marine Authority as required.

4.2 No event shall take place unless such an Aquatic Permit is granted and is available for viewing.

4.3 The laying out of the racecourse and transit lanes shall be approved by a club official.

4.4 In the interest of safety, the actual position of the course on the water may vary from time to time according to conditions of the day.

4.5 Such safety considerations may include depth of water, wind, debris, weed, the number and type of race entrants, necessity to accommodate recreational boaters and as directed by authorities.

4.6 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.

4.7 Smaller markers along the edge of the course indicate the recreational boater's channel.

4.8 A designated area where no spectator or official or any other person shall stand, and an area surrounding this are of 5 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.

4.9 The size of the sinking area is not less than 5 metres along the water edge and a suitable distance inland regulated by conditions on the day. Any boat that utilises the sinking area shall not regain racing until scrutineers have checked the vessel again and approved the vessel for competition.

4.10 Racing shall always be in an anticlockwise direction.

4.11 All racing vessels turning greater than approximately 60 degrees (Spin or partial spin) must do so in an anticlockwise direction

5. Race Procedures

5.1 Breath & Drug Testing

5.1.1 All competitors (drivers) club officials and volunteers will be breath tested at the time of submission of their volunteering, entry and scrutineering forms.

5.1.2 All drivers, club officials and volunteers shall have a zero Blood Alcohol Content (BAC) reading for the duration of the event without exception.

5.1.3 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 will not return before the closure of the race event.

5.1.4 Any competitor/driver, club official or volunteer that does not have a zero BAC is not permitted to have any involvement in the event nor access to the pit area.

5.1.5 At the discretion of the club, additional drug and alcohol testing may take place during the event

5.2 Driver's Briefing

5.2.1 A driver's briefing is held, usually one hour, prior to commencement of racing on every race day.

5.2.2 Any competitor entered and not present at the driver's briefing may be disqualified from racing on that day.

5.3 Pole Positions and Handicap times

5.3.1 Competitors are notified of their respective pole positions by the time they enter the water for that race.

5.3.2 This notification may take the form of verbal advice, announced over a public address or displayed on one or more notice boards. Note- It is the driver's responsibility to actively seek the handicap / pole information relevant to them.

5.3.3 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.

5.4 Pole Boat Starts

5.4.1 The blue flag is raised signalling to competitors that 3 minutes exists before the white flag will be raised. The three minute time allowance may be increased or decreased at the discretion of the Officer Of The Day. It is during this time that competitors are to enter the racecourse and make their way to the milling area.

5.4.2 At expiry of the three minutes, or greater or lesser time as deemed suitable by the Officer of The Day, and under instructions from the Officer of the Day when the course is deemed suitable for racing, the pole boat will raise a white flag signalling the competitors to move onto the course and head to the milling area.

5.4.3 Once the white flag is raised from the start boat/jet ski, competitors are to form a line with the bow of the competitor's boat in line with the stern of the pole boat.

5.4.4 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.

5.4.5 The pole boat will build in speed to ensure that boats are planing at or before the first course marker. In an area between the first course marker and the start/finish line, the pole boat will drop the white flag indicating that the race has started.

5.4.6 The green flag is now displayed for the duration of the race until 5.4.6 takes effect.

5.4.7 When the lead boat is approaching the start/finish line for their final race lap, the green flag is replaced by a yellow flag.

5.4.8 The first boat to cross the start – finish line, after completing their final lap, will be met by the black and white chequered flag signalling race completion.

5.4.9 All boats subsequently crossing the line after the winning boat under their own power will be classed as finishing the race.

5.4.10 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.

5.4.11 Drivers should not cross the centre of the course, unless they will be passing

behind all other boats under their own power, but should continue around the course marker buoys before returning to the riverbank.

5.4.11 Unless a safety issue dictates otherwise, Drivers are to remain seated and 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.

5.5 JETSKI or other single flag start.

- 5.5.1 – When a jet ski start is required, a single white flag will be utilised on the jet ski in conjunction with the blue, white and green flags on the bank and other course boats.
- 5.5.2 When the blue flag is raised on the bank and course boats the jet ski will display the white flag and competitors will follow the jet ski to the milling area.
- 5.5.3 The competitor's position on the course is determined by their respective handicap and 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.
- 5.5.4 The Officer of the day will pass the start procedure over to the jet ski driver when the course is suitable to commence racing.
- 5.5.5 the jet ski driver will continue to display the white flag and have the competitors line up at speed in the same manner as is used with a pole boat.
- 5.5.6 when the competitors are in position the jet ski driver will drop the white flag at some point between the first course marker and the start/finish line to indicate racing has commenced. At this stage the bank and course boats will display the green flag.
- 5.5.7 The finishing procedures are the same as that for a pole boat start.
- 5.5.8 Unless a safety issue dictates otherwise, Drivers are to remain seated and 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.

5.6 Handicap Start when deemed applicable by the club.

- 5.6.1 Competitors complete a scratch race so that times may be recorded for subsequent calculation of the handicap. Points are awarded for the scratch race.
- 5.6.2 The competitor's position on the course is determined by their respective handicap and 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
- 5.6.3 Competitors are notified of their respective handicaps / pole positions by the time they enter the water for that race.
- 5.6.4 The blue flag is raised signalling competitors that 3 minutes exists before the race starts. Competitors can now enter the course and move to the milling area in readiness for the race to start.
- 5.6.5 On entry to the milling area competitors are to either mill around or dead engine.
- 5.6.6 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". And the minute clock will start from the Zero position.
- 5.6.7 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 and at or near racing speed.
- 5.6.8 When the lead boat is approaching the start/finish line for the final lap, the green flag is replaced by a yellow flag.
- 5.6.9 The first boat to cross the start – finish line, after completing their final lap, will be met by the black and white chequered flag signalling race completion.
- 5.6.10 The finishing procedure are the same as that for a pole boat start
- 5.6.11 Unless a safety issue dictates otherwise, Drivers are to remain seated and 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.
- 5.6.12 A competitor that completes a race more than 4 seconds quicker than the scratch race time shall have their handicap adjusted and will be penalised by the Officer of the Day and advised by the Pit Marshall.
- 5.6.13 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.

5.7 Clock start scratch race when deemed applicable by the club

5.7.1 will have the same start procedures as 5.6 Handicap Starts.

5.7.2 will have the same finish procedures as that for a pole boat start.

5.7.3 Unless a safety issue dictates otherwise, Drivers are to remain seated and 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.

5.8 General Precautions - Unless it is not safe to do so

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

5.8.2 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.

5.8.3 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.

5.8.4 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 re-enter the racetrack.

5.8.5 As notification to all competitors, when a hazard such as a disabled boat or other obstacle, is on the course, the officer of the day shall advise that the hazard flag (white with a red cross) be raised on the bank and course boats

5.8.6 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.

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

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

5.8.9 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.

5.8.10 A driver shall not force a corner. You may pass but only in a safe manner. The first person to the buoy holding the inside position owns the buoy and control of the racing line. The turn or corner is as described in clause 5.8.2

5.8.11 When overtaking a driver shall maintain a minimum of three boat lengths separation to the boat being overtaken.

5.8.12 When overtaking a driver shall maintain a minimum of one boat width separation when alongside and within three boat lengths in front or behind the boat being overtaken

5.9 Signal Flags – it is the driver's responsibility to observe and obey all signal flags.

5.9.1 **Blue Flag** = Boats may enter the racecourse to transit to the milling area. Generally, 3 minutes until race start.

5.9.2 **White Flag** = one minute to race start (clock) or line up with stern of start boat and prepare to commence racing or for jet ski starts, enter the racecourse, follow the jet ski to the milling area and prepare to follow the jet ski to the racecourse to commence racing when the white flag is dropped.

5.9.3 **Green Flag** = Racing has commenced. Racing is underway.

5.9.4 **Yellow flag** = replaces the green flag when the lead boat is approaching and or is on the final lap.

5.9.5 **Checkered Flag** – is displayed as the lead boat approaches the finish line on their last lap. The checkered flag continues to be displayed as the lead boat and all subsequent competitors cross the finish line. The race is completed when the last boat crosses the finish line.

5.9.6 **Black Flag** – Upon completion of the race (see 5.8.5) and at the discretion of the officer of the day, the black flag will be displayed signalling all competitors to continue around the course and return to the bank / ramps.

5.9.7 **Hazard Flag** – A red cross on a white background is displayed at the discretion of the officer of the day when there is a hazardous but not critical situation on the racecourse. Example of non-critical hazards include a boat broken down in a manageable position, rouge wave/s, debris, a course marker moving. It is the driver's responsibility to determine what the hazard is and how they will mitigate the risk of the hazard.

5.9.8 **Red Flag** – is displayed when a critical hazard is identified on the course, signalling all competitors to immediately stop their boats and engines. The black flag will be displayed when competitors are permitted to restart their engines and return to the back / ramp. The only exception is if a competitor will be putting themselves or others in additional risk by stopping. In this instance the competitor is to assess the situation,

drive directly to the sinking area via the safest route and notify a club official as to why they did not stop on the course.

5.10 Penalties

5.10.1 Depending on the severity of the behaviour or incident, the club may

- (a) offer a verbal or written warning that shall be documented by the club
- (b) seek to recover costs incurred by such action
- (c) recover competition points for a single race, the days racing or accumulated and potential points for the calendar year.
- (d) Order the offender to remove themselves, or have them removed by authorities, from the venue.
- (e) revoke the offenders club membership.
- (f) notify the relevant authorities of the offence.

5.10.2 Examples of penalties

- (a) Striking and or damaging a course maker buoy
- (b) Early start in either handicap or scratch race start
- (c) Disregard safety rules on Race Day
- (d) Poor public
- (e) Failure to follow Official advice or
- (f) Arguing with Official(s)
- (g) Any action deemed unreasonable by the club.

5.11 Point scoring

5.11.1 The Ten, Nine, Eight, point system will be used for all club days with the accumulation of points transferred to end of day and the End of Year Awards. Example is: - 1st = 10 points, 2nd = 9 points, 3rd = 8 points etc.

5.11.2 Zero points will apply for

- (a) Did Not Start (DNS)
- (b) Did Not Finish (DNF)
- (c) Disqualification
- (d) other penalty as described in 5.10
- (e) 3 boats deem a class.

If less than 2 boats are entered per class, at the approval of the Officer of the Day, those boats may be able to move up to the next suitable class to compete, however no points will be awarded to them.

6.0 Safety & Equipment

6.1 Life Jackets

6.1.1 All drivers in all classes shall wear a Life jacket designated as Level 100 or equivalent according to AS4758. NOTE - AS4758.1.2002 section 6.7.10. Must meet AS4785 or AS1512 or ISO12402.4 or EN395 or NZ5823/2005. *Note: Lifejackets manufactured to standards AS1512, AS1499 or AS2260 are only compliant until the end of their serviceable life if the ship carrying them was equipped with them prior to 1 September 2016. The end of the serviceable life of a lifejacket occurs when the lifejacket needs to be replaced because it is irreparable, unserviceable, incapable of being restored to its original condition, or has reached the end of its serviceable life as stated by its manufacture.

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

6.2.1 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. apart from the hands

6.2.2 Enclosed gloves are recommended

6.3 All drivers in all classes shall wear bright coloured crash helmets that meet or exceed AS/NZ 1698:2006

Protective helmets for vehicle users' standards and have that certification decal clearly attached and visible.

6.3.1 Where a helmet is fitted or supplied with a visor, the visor shall comply with AS1609

6.4 Arm restraints are strongly encouraged

- 6.5 Ballistic pants are strongly encouraged.
- 6.6 Helmet Restraints / Helmet Supports are strongly encouraged and, if determined by the club will be mandatory.
- 6.7 Inflatable life jackets are not permitted.
- 6.8 Parachute equipped life jackets are not permitted.
- 6.9 Seat belts are not encouraged in open cockpit boats but may be allowed at the discretion of the club.
- 6.10 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.
- 6.11 All capsule drivers must complete an immersion test within every race calendar year. Proof of this test must be provided at each event.
- 6.12 No boat is to enter the course during either a designated practise session or race day without full race attire, including helmet, Jacket, driving suit and gloves. (based on the requirements of their own class)

6.11 Safety equipment for course boats

- 6.11.1 Course boats – are to have at least one life jacket for each occupant on board that meets or exceeds requirements as specified by Maritime Queensland. (Standard regulatory requirements)
- 6.11.2 Jet ski driver/s and passengers are to always wear a life jacket that meets or exceeds requirements as specified by Maritime Queensland. (Standard regulatory requirements) while on the water, unless the club has applied for an exception.
- 6.11.3 The start boat driver and passenger/s shall wear life jackets and helmets while performing start boat duties.
- 6.11.4 The jet ski driver (and passenger if applicable) shall wear a helmet while performing start boat duties, unless the club has applied for an exception.
- 6.11.5 Rescue diver/s are NOT required to wear helmets nor life jackets due to the need to be able to immediately submerge in the event of an incident.

6.12 Other Safety

- 6.12.1 The Club shall ensure that suitable ambulance and or paramedical services are at the racing venue at all times that racing is in progress.
- 6.12.2 If for some reason the ambulance or paramedical services leave the venue, racing is shall be suspended until such time as the ambulance or paramedical services return and are ready to perform their duty.
- 6.12.3 Where a driver is ejected from their vessel, the driver shall remain in the water in a calm and relaxed position until the rescue boat or rescue diver arrives.
- 6.12.4 The rescue boat crew or rescue diver shall provide immediate verbal calming Instruction and if required basic first aid and place the driver on the stretcher, into the rescue boat and taken to shore for inspection by the paramedic/s
- 6.12.5 The Club shall provide fire-fighting appliances in each course and rescue boat, in the main pit area, and strategically about the race precinct. Due to storage accessibility, Jet skis are exempt from having to carry a fire extinguisher however they can if the operator chooses to do so.
- 6.12.6 Consuming drugs or alcohol, Smoking, BBQs and other open flames are not permitted in the pit area.
- 6.12.7 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.
- 6.12.8 No boat is to be started in the pit area where the propeller is engaged.

7.0 Race Boats Boat Machinery – any vessel that is not able to remain stationary in the water for a continuous time of one hour without risk of rolling over or sinking is NOT permitted to participate in an event.

7.1 Engines

- 7.1.1 Engines may use publicly available petroleum or distillate fuels, 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 unless specific class rules dictate otherwise.
AV Gas is not permitted!
- 7.1.2 Nitromethane and nitrous oxide is not permitted
- 7.1.3 Engine capacities are as stated by the entrant and may be randomly measured by the Club Officials to ensure compliance.

- 7.1.4 The method of engine capacity testing will vary from time to time.
- 7.1.5 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.
- 7.1.6 The capacity calculation of a rotary engine is as is in force from time to time by the Confederation of Australian Motor Sport.
- 7.1.7 Turbine and jet engines are not permitted
- 7.1.8 All throttle bodies and carburettors shall have an auxiliary ~~steel~~ return spring fitted at the body or carburettor(s) to ensure positive throttle return, in the event of throttle or throttle cable or wiring failure.
- 7.1.9 All engine breathers must terminate inside the hull. Breather collection tanks are highly recommended.
- 7.1.10 No motor or boat shall emit any substance into the water, except for raw cooling water extracted by the engine cooling system or uncontaminated water extracted via a bilge pump or other bailing device.
- 7.1.11 All non-capsuled boats must have a dead engine system that will be immediately ~~be~~ activated by way of a lanyard attached to the drivers clothing. the system shall cut power or otherwise disable the engine ignition system in the event of the driver coming out of the boat.
- 7.1.12 Engine restrictions for classes include
 - (a) Juniors. 2 stroke & 4 stroke engines are permitted. See Clause 8.4
 - (b) 25hp class. 2 stroke & 4 stroke engines are permitted. Engines are to be or have been commercially available to the public. The engine manufacturer has not used the equivalent engine block to manufacture an engine that produces over 30hp / 22.4kw.
 - (c) 850cc. 2 stroke engines up to a cylinder capacity 850cc. 4 stroke engines up to a cylinder capacity of 1000cc.
 - (d) engines in the above classes are to remain visually stock with the exception of (e).
 - (e) engines in the above class are permitted to have nose cones added, replacement of factory propellers with high performance propellers, close off part of the standard water pickups. Scoops and separate low water pickups are NOT permitted.

7.2 Hulls

- 7.2.1 Any boat capable of speeds greater than 95mph shall be fitted with a safety cell
 - (a) which meets or exceeds UIM specifications
 - (b) which is within certification date and displays current certification plate
 - (c) which is structurally sound and free from any defects
- 7.2.2 The battery, fuel tank, pumps, seat and all other auxiliary items must be secured so as it will not move or dislodge during operation. This is the responsibility of the driver and adherence to the rule is at the discretion of the scrutineers.
- 7.2.3 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 used, at least two of such tubes must utilised and secured fast to the inside of the hull.
- 7.2.4 Boats with "Teleflex" style steering are not permitted.
- 7.2.5 Boats with cable steering shall
 - (a) use minimum 3.0mm diameter stainless steel cable without the use of spring tensioners.
 - (b) have a maximum cable movement over a 100mm distance of no more than 10mm.
 - (c) maintain constant cable tension while turning the steering from lock to lock
- 7.2.6 All cable connections, including shackles, shall be lock wired to prevent cable from becoming loose or being put under excessive stress.
- 7.2.7 All cable ends shall be taped or otherwise clamped to prevent fraying.

7.3 Steering stops must be fitted to all boats.

- 7.3.1 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.
- 7.4 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.
- 7.5 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.
- 7.6 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 vent of component failure and to also prevent drivers' apparel or person from being drawn into the reciprocating components.

- 7.7** Skegs and whip skegs shall be either Nylock nutted, double nutted, or single nut with lock wire to provide positive retention.
- 7.7.1** 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.
- 7.8** 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.
- 7.9** 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.

7.10 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.

7.11 The maximum length of any competitor boat must not exceed 6800mm including any protrusions.

7.12 The only acceptable form of propulsion is propeller.

7.12.1 The propeller is to be fastened by a self-locking nut or double locking nuts or a nut retained by locking wire/split pin or similar.

7.13 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.**

7.14 Aerofoils are allowed provided that no part shall extend past the extremities of the hull.

(a) The primary fixing point for the wing shall be the engine block, engine mountings, or the vessel stringer(s).

(B) Only one wing is allowed on any one vessel.

(C) The wing shall not be adjustable from the drivers seated position.

(D) The maximum height of the wing, and/or its assemblies, shall be no more than 100mm above the driver's head.

7.15 Hulls designed to elevate the main hull out of the water while underway by way of hydrofoils are not permitted.

8.0 Notification of Junior Exemptions under Maritime Safety Queensland

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

Junior Demonstration Events. Participation and Conditions.

8.1 The Event is conducted by the Bundaberg Powerboat Club Inc.

8.2 The Event is managed under the Racing Rule Book and Club Regulations.

8.3 Particular attention to be given to

(a) Wearing Life jackets as described in clause 6.1.1

(b) Wearing crash helmets as described in clause 6.3 and 6.3.1

(c) Wearing a lanyard attached dead engine system as described in clause 7.1.11

(d) Attendance of ambulance or paramedical services as described in clause 6.12

(e) Three rescue vessels and a diver in place on the course when junior operators are participating.

(f) Operation by juniors is limited to vessels up to 3.6 metres in length with propulsion power up to 11.2 kilowatts / 15 horsepower. See Clause 8.4.

(g) 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.

(h) Records of such training and assessment must be kept.

(i) Junior operators are to receive a separate and specific race briefing prior to each event in which they participate.

8.4 Junior Categories

(a) J2. Engine up to 9.9hp / 7.4kw. Participant to be 10 to 12 years old.

(b) J3. Engine up to 15hp / 11.2kw. Participant to be 12 to 16 years old.

8.4.1 Engine power noted above is the maximum permitted for each category

8.4.2 Upper age limits noted above is the age of the participant at the start of the racing calendar year.

E.G Participant turns 17 after the first race of the year, they can participate as a J3 for the entire racing calendar year.

8.4.3 Any competitor 16 years or old MUST have a state marine licence.

8.5 All other aspects of The Clubs rule book and regulations apply.

8.6 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.

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

9.1 No safety or course boat(s) to enter the course until, the course is clear, and the race has been stopped.

9.2 The Jet Ski & Diver will attend to any incident immediately/or as communicated by The Officer of The Day.

9.3 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.

9.4 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.

9.5 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.

9.6 Designated personnel to assist with rescue stretcher at the nominated access point by the Officer of the Day, Pit Marshalls, and Ramp Marshalls.

9.7 The Rescue Stretcher has secure floatation attached for ease of lifting and pulling the injured onto the stretcher.

9.8 Anyone that is alert/conscious or suspect of broken limbs will be towed in on the stretcher with the assistance of the diver.

9.9 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.

9.10 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.

10.0 – First Aid

10.1 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.

11.0 - Licensing

11.1 All competing boats shall be fully registered, and all competitors shall have a current State Boating Authority issued boat license. See Junior exemption clause 8.0

11.2 It is the competitor's responsibility to provide proof of licencing and registration as part of the scrutineering process. The signed scrutineering and entry forms are to be submitted to race control no later than one hour prior to race commencement.

11.3 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) See Clause 8.0

12.0 Race Classes – The clubs accommodates up to 10 competition classes covering inboards and outboards at each of our clubs' events.

12.1 Junior Demonstration Races 9.9 and 15 hp classes

12.2 25Hp Class – Speeds of up to 55 mph. Unlimited hull.

12.3 850CC Monohull – Speeds of up to 70 mph

12.4 Combo/restricted Class – Speeds of up to 75 mph

12.5 Unlimited Displacement – Unlimited Inboard Capsule

12.6 Inboard A Class – Speeds up to 95mph - GPS

12.7 Inboard B Class – Speeds up to 85mph - GPS

12.8 Outboard A – Unlimited Capsule boats.

12.9 Outboard B – Monohull and Mod VP. No horsepower restriction. Max 95mph - GPS

12.10 Outboard C – Monohull. Max 5.5mt. Max 260hp. Max 95mph - GPS

12.11 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 although no points will be awarded.

12.12 Boats that are similar in size and speed but are in different classes may, at the clubs discretion, be instructed to race together (two classes on the water at the same time) when both classes have limited numbers entered.

12.13 A maximum of 8 boats will be permitted in each class. If there are more than 8 boats entered in one class, the club will divide the class into two or more to groups with a maximum of 8 boats in each group. The points system will be individual for each group, (There will be a 1st, 2nd, 3rd etc for each group).

13.0 Drivers Briefing

13.1 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.

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

14.0 Racing rules

14.1 The rules of racing are described in each driver brief and are also stated in this the updated 2025 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.

14.2 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.

14.3 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.

15.0 Drugs and Alcohol

15.1 As per the BPCI rulebook, no driver, divers crew, competitor, or course boat crew is permitted to have a blood alcohol content greater than zero.

15.2 Breath testing takes place prior to racing where each competitor has to provide ~~his or her~~ their ID, License, Boat Registration and Signed Scrutineering Form. At this time each competitor will be tested and signed off.

Breath Testing is conducted by club official/s using up to date breath testing units similar to those used by the police. The club may periodically carry out random testing throughout the day.

16.0 Incidents

16.1 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. See Clauses 6.12.3 & 6.12.4

16.2 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.

16.3 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

16.4 Any driver that has been ejected from their vessel shall be taken to the nominated area, via the stretcher and rescue boat, to receive a paramedics assessment.

16.5 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 with club officials.

16.6 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.

16.7 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.

16.8 Vessel recovery is a secondary priority behind the rescue of a person or persons in the water.

16.9 Vessel recovery is not to commence without the permission of the rescue diver/s

17.0 Race Officials - Each event has the following officials from the Bundaberg Powerboat Club Inc.

17.1 **Officer of the Day** – who has the authority to stop the race and who enforces any rule infringement in accordance with the rulebook.

17.1.1 The Officer of the Dy 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.

17.2 **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 refuelling and assists with manning the safety operations and

equipment marque.

17.3 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. If 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.

17.4 Scrutineers – 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.

17.4.1 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.

17.4.2 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.

17.4.3 Scrutineers must also check to see if water is being used through the exhaust of each boat to minimize excess noise.

17.4.4 All competitors should be aware of the contents of the scrutineering check list.

17.5 Course Boat Crews

17.5.1 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.

17.5.2 They liaise heavily with the Officer of the Day reporting on any incidents and hazards on the course whilst also engaging in the displaying of all appropriate coloured flags as instructed by the Officer of the Day.

- Section 43. Changing the constitution
- Section 44. Common seal.
- Section 45. use of cheques MSQ Safety measures request.