

**2024  
SEASON**



**POWER BOAT RACING  
RULEBOOK**

**FEBRUARY 2024**

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## **1. GENERAL SAFETY**

MPBC must provide an adequate rescue service at all times. A First Aid Officer must be in attendance at all times during competitions.

MPBC must hold a pre-race briefing during which the fullest possible details must be given about navigation, course, and safety of the competition, including the dropping-off area at the race's end.

A nominated MPBC club member will do a visual inspection of the vessel. Any non-compliance may lead to exclusion from the event.

Should an incident occur, it is the responsibility of the race controller to arrange for the competitor to complete an Incident Report Form. The Form is to be returned to the Club within **24 hours** of the Incident.

Should an injury to the competitor not be apparent during the event, but become known following the event, then it is the responsibility of the competitor to advise MPBC immediately they become aware of the injury. MPBC will arrange for an Incident Report Form to be forwarded to the competitor who will complete the form and return it to the Club within **24 hours**. A copy of the Incident Report Form is to be forwarded to [secretary@mackaypowerboatclub.com](mailto:secretary@mackaypowerboatclub.com).

Any participant hospitalised or sustaining any injury during the racing season, which in the opinion of the MPBC management committee that is thought to have an effect on the competitor or others safety, must, if requested, present a doctor's release, in writing, to that Race Controller prior to continuing to race for that or the following season.

Where a medical certificate is required to allow a participant to compete following an injury or illness, the medical certificate is to clearly state that the participant is fit to resume racing at speed. Failure to produce a medical certificate clearly stating this will result in the participant not being allowed to compete.

All boat drivers must wear spectacles if eyesight requires spectacles under normal circumstances.

Any time a boat is under power or testing, outside the pit area on race day, the occupant will wear full race gear.

## **2. COMPETITOR REQUIREMENTS AND SAFETY**

When competitors lodge a Membership and Entry, they agree to the Terms and Conditions within the membership and entry application. Competitors are absolving the MPBC and Organising Committee of liability.

Boat drivers must attend compulsory briefings or will not be allowed to start.

Boats must proceed around the course as indicated at the briefing and must pass on the correct side of all course marker buoys. Failure to comply with these regulations, or any of the Club Racing Rules, will result in disqualification.

When taking a turn, the boats on the outside must leave room for the boats on the inside.

An overtaking boat must not cut in until a safe distance ahead of the boat being overtaken is achieved

## **3. BOAT REGISTRATIONS**

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 is obtained and submitted. This proof or State Boating Authority registration must be presented at each MPBC sanctioned event contested.

## **4. BOAT RACING NUMBERS**

Race numbers are required to compete, please contact the Club Secretary to obtain your race number.

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

The Club will issue a race number on the day of the event should the one on the boat be a double up, or no number is in use.

## **5. LICENCES – SENIOR COMPETITORS**

All competitors are required to have proof of holding a current State Boating Authority issued boat license. Failure to provide such proof, may render the competitor unable to compete until such time as the proof is obtained and submitted.

This proof of State Boating Authority license must be presented at each MPBC sanctioned event.

Drivers must be completely conversant and compliant with the competition rules.

## **6. DESIGNATION OF A RACE POWER BOAT**

The Club designates a race boat being a boat that has an external propeller as its propulsion and shall seat one person only, during race events.

## **7. JUNIOR PARTICIPATION REQUIREMENTS AND CONDITIONS**

- a) The Aquatic Event is conducted by the Mackay Power Boat Club.
- b) The Aquatic Event is managed under the Racing Rule Book and Club Administration.
- c) Attention to the wearing of the following attire: -
  - o Wearing of fit for purpose life jacket
  - o Wearing crash helmets
  - o A lanyard attached dead engine system
  - o The attendance of First Aid services
  - o Three rescue vessels and a diver in place on the course when junior operators are participating
  - o Operation by juniors is limited to vessels up to 3.6 metres in length with propulsion power up to 20kw
  - o Prior to participation in club events junior operators must be trained and deemed as being 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.

## **8. GENERAL**

Entries for events must be completed through the MPBC website.

<https://mackaypowerboatclub.com/racing/enter-a-race-meeting/>

MPBC reserves the right to refuse any entry.

The Official Start Method will be determined by the Race Controller, who will consider safety factors in relation to location and weather conditions as examples.

Both instances of finishing either with or without checkered flag is not being used to denote the finish of the race, any boat completing more than the prescribed number of laps shall be issued a Warning. Should an incident re-occur after warning loss of race points will apply.

The competitor's age as of the 30<sup>th</sup> of June, will determine the Class in which to run for the oncoming Season. Should a competitor have a birthday during the Season they are still entitled to run in their Age Class, until the next Season.

Event Classes will be published on the MPBC website for each event.

## **9. DRIVERS BRIEFING**

A driver's briefing is held prior to commencement of racing on every race day.

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

## 10. FLAGS



### **BLACK FLAG:**

Signals track is closed – All boats to return to bank safely.  
No boats to entre track for any reason  
Remains flown between races – not removed until race control states ready for next race



### **BLUE FLAG:**

Signals track is OPEN – raised **3 minutes** prior to race start. All boats to follow race direction to starting point – following Start Boat.



### **WHITE FLAG:**

**ONLY FLOWN IN START BOAT** – indicates **1 minute** to race start.  
Used for heads up on first race of the day – follow start boat at pace to start finish line. Handicap Clock started once called flag has been



### **GREEN FLAG:**

Signals RACE HAS STARTED – racing has commenced flown on lap 1 and Lap 2



### **YELLOW FLAG:**

Signals FINAL Lap – flown as first boat rounds final turn ready for their last lap – end of Lap 2 Bank Flag to radio to all boats when flag is flown – BANK to watch and count Laps from lead boat.



### **RED FLAG:**

Signals DANGER RACE STOP – All boats to stop engines and hold where they are on the track. There has been an incident or conditions are not suitable.



### **WHITE WITH RED CROSS FLAG:**

Signals CAUTION - there is a potential hazard on the course, but racing is not needed to be stopped – DRIVERS PROCEED WITH CAUTION – flown at the flag immediately prior the hazard only



### **CHECKERED FLAG:**

Signals RACE FINISHED – Waved from BANK only when lead boat crosses the line then for each boat that follows.

## **11. THE RACING COURSE**

The Club shall hold, and maintain, the Aquatic Event Permit with Maritime Safety Queensland.

No event shall take place unless such an Aquatic Permit is granted.

The Club shall hold, and maintain, a Permit from Sunwater. No event shall take place unless such a Permit is granted.

Officials from the Club will lay out the racing course.

The actual position of the course on the water, may vary from time to time according to the conditions of the day. Such conditions include depth of water, wind, debris, weed, and the necessity to accommodate recreational boaters. 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.

As required at certain venues, 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.

Racing shall always be in an anti-clockwise direction.

## **12. POWER BOAT SCRATCH RACE START**

It is the Competitors responsibility to obtain their respective pole position from the race officials, prior to the event.

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.

Under instructions from the Race Controller, the start boat will raise a blue flag. Competitors are to start their engines and follow the start boat to the milling area in readiness for the race start. On entry to the milling area, competitors are to mill around or dead engine.

On the call of the Race Controller, when the course is deemed satisfactory for racing, the start boat will 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 start boat, with all boats in a straight line.

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 start boat, outside pole (or highest number pole position) is that furthest from the start boat.

The start boat will build in speed to ensure that boats are planning. At or before the finish marker, the start boat will drop the white flag indicating that the race has started.

The green flag is displayed for the duration of the race.

On the last lap, the green flag is replaced by a yellow flag.

The first boat to cross the start – finish line will be met by the black and white chequered flag signaling race completion.

All boats subsequently crossing the line after the winning boat, will finish the race as well.

Boats shall continue around the course proper, and when safe a black flag shall be raised signaling that it is safe to return to the bank.

Drivers should not cross the centre of the course but should continue around the course marker buoys before returning to the bank.

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

### **13. POWER BOAT HANDICAP START**

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.

The competitor's position/handicap is determined by their respective handicap /pole positions, as determined by the time trial or scratch race. (inside pole or pole 1 is the position closest to the start boat, outside pole, or highest number pole position) is that closest to the land.

It is the Competitors responsibility to obtain their respective handicap / pole position from the race officials, prior to the event.

The blue flag is raised signaling competitors to follow the start boat to the milling area in readiness for the race to start.

Under instructions from the Race Controller, the start boat will raise a blue flag. Competitors are to start their engines and follow the start boat to the milling area in readiness for the race to start. On entry to the milling area competitors are to either mill around or dead engine.

On the call from the Race Controller, when the course is deemed satisfactory for racing, the flag-marshal near the time clock will raise the white flag signaling the start of the time clock and one minute before "go."

At "go" or the 12.00 o'clock position, the green flag is displayed signaling that the race is in progress. Competitor's start times are measured from "go" to a time after "go". Competitors are to ensure that they don't cross the start/finish line prior to their issued start time. Should a competitor cross the start/finish line prior to their issued time, they will be disqualified from the race.

On the last lap, the green flag is replaced by a yellow flag.

The first boat to cross the start/finish line will be met by the black and white chequered flag signaling race completion. All boats subsequently crossing the line after the winning boat, will finish the race as well.

Boats shall continue around the course proper, and when safe a black flag shall be raised signaling that it is safe to return to the bank.

Drivers should not cross the centre of the course but should continue around the course marker buoys before returning to the bank.

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

The competitors handicap will be adjusted throughout the day based on their times, as determined by the Race Controller.

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

### **14. SPEED LIMITED EVENTS**

It is the Competitors responsibility to pick up a GPS from officials, prior to their event.

It is the Competitors responsibility to ensure the GPS has been reset to 0, at time of receipt of the GPS from officials.

It is the Competitors responsibility to return the GPS to officials, as soon as possible, on completion of their event.

If a competitor exceeds the maximum speed for their event, they will be disqualified from that event.

E.g. – 95MPH Class – if the competitors GPS displays a speed greater than 95MPH (95.1MPH & above) they will be disqualified from that event.

### **15. GENERAL PRECAUTIONS**

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

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.

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.

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.

The Race Controller will advise that a white flag with a red cross be raised signaling to all other competitors that a disabled boat or other obstacle exists on the racing course.

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 Race Controller shall determine that the driver is in grave danger and a red flag shall be raised.

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

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

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 bank along with all other competitors.

## **16. POINTS SCORING**

The 3, 2, 1 point system will be used for all club days with the accumulation of points transferred to the End of Year Awards.

Example: -

1st = 3 points, 2nd = 2 points, 3rd = 1 point. A DNF (did not finish) + a DNS (did not start) will receive 0 (zero) points.

Points are accumulated by the boat (not the driver).

On the race season's completion, the points from all race meets are accumulated to determine the finishing position.

## **17. SAFETY EQUIPMENT**

Life Jackets shall be in good condition, with no sticking zippers or clasps. A Life Jacket that meets or exceeds AS4758 and ISO 12402-3:2020 must be available in the boat.

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

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.

Arm restraints are highly encouraged.

Refer to the 'Powerboat Inspection Checklist' document.

Helmet Restraints / Helmet Supports are highly encouraged.

Seat belts are not encouraged in open cockpit boats but may be allowed at the discretion of the safety officer.

Seat belts may be fitted to enclosed capsule boats, provided that the diver has been introduced to the restraint and latching system employed. The responsibility for this introduction rests with the driver.

All Drivers competing in boats fitted with a Reinforced Cockpit (cell) are to complete a Reinforced Cockpit Orientation evaluation every year.

The Club shall ensure that suitable First Aid services are at the venue at all times that racing is in progress.

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.

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.

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.



The Club shall provide fire-fighting appliances in each course and rescue boat, in the main pit area, and strategically about the race precinct.

Smoking is not allowed in the pit area.

Any competitor, official, volunteer, driver, or spectator who sustains an injury requiring the assessment or treatment by the First Aid Officer shall assist the Club in completion of a Medical Incident Form. Such forms will be held by the Club Secretary.

Where a boat is started in the pit area and the propeller is engaged, either a member of the crew shall maintain vigilance to stop any other person or object coming in close contact with the rotating propeller OR use a propeller shield or portable protective fence to achieve the desired level of safety.

Competitors found to have the engine kill switch hard wired in the “run” or “on” position, shall render the entrant disqualified from that race meeting as a matter of safety.

## **18. ENGINES**

Engines may use the following fuels:

- Commercially available pump fuel (from a service station)
- E85
- Methanol

Turbine and jet engines are not allowed.

All throttle bodies and carburetors shall have an auxiliary steel return spring fitted at the body or carburetor(s) to ensure positive throttle return.

All engine breathers must terminate inside the hull. Breather tanks are highly recommended.

No motor or boat shall emit any substance into the water, aside from water that the boat collects as cooling water.

## **19. HULLS**

The battery must be secured so as it will not move.

The fuel tank must be secured so as it will not move.

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.

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 such tubes must be employed.

Boats with cable steering shall use a minimum of 2.5mm diameter stainless steel cable without the use of spring tensioners.

The maximum allowable cable movement over a 100mm distance shall not be greater than 10mm.

All cable connections shall be lock wired to prevent cable unwind.

All cable ends shall be taped or otherwise clamped to prevent fraying.

Steering stops must be fitted to all boats. Steering stops are to be metal to metal contact E.g.: 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.

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.

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.

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.

**20. BOAT CLASS RULES**

Refer to the ‘Powerboat Inspection Checklist’ for all boat class requirements.

**21. INFRINGEMENTS & PROTESTS**

The Race Controller and or the MPBC Management Committee are the judges of fact.

**22. PENALTIES**

The Other Penalties listed in the Rules may be imposed in place of, or in addition to the Recommended Minimum Penalties outlined in the tables below. The Race Controller is the judge of fact!

<b>INFRINGEMENT</b>	<b>MINIMUM PENALTY</b>
Exceeding the speed cap in a speed limited race	Disqualification from that race.
Early start in either handicap or scratch race start	Disqualification from that race
Disregard safety rules on Race Day	Immediate disqualification and loss of accumulated points
Poor public display – includes fighting, physical abuse, abusive or offensive language, willful damage to property, defaming the club.	Cancellation of MPBC club membership for up to 24 months and show cause after the exclusion period.
Failure to stop and remain stopped in a red flag situation. Failure to follow Official advice or direction	Expulsion from racing (time to be determined according to severity).
Arguing with Official(s)	Expulsion from racing (time to be determined according to severity)
Driving infringements.	Disqualification from the race.
Verbal abuse of an official, volunteer, spectator, or competitor	Exclusion from event – show cause to enter future events
Physical abuse of an official, volunteer, spectator, or competitor	Exclusion from the event. Exclusion from future events for at least 12 months – show cause after the completion of the exclusion period.