

**NOTICE is hereby given that a NATIONAL COUNCIL MEETING of the  
AUSTRALIAN POWER BOAT ASSOCIATION  
(ABN 17 339 864 022)**

**will be held on the weekend of Saturday 1 August and Sunday 2 August 2009  
at the Ciloms Airport Lodge, 398 Melrose Drive, Tullamarine, Victoria.  
The Meeting will commence at 10.00am on Saturday 1 August 2009.**

## **AGENDA**

- AGENDA ITEM 1                      ATTENDANCE AND APOLOGIES**
- AGENDA ITEM 2                      CONFIRMATION OF THE MINUTES OF THE NATIONAL  
COUNCIL MEETING HELD ON 9 MAY 2009**
- AGENDA ITEM 3                      BUSINESS ARISING FROM THE MINUTES**
- AGENDA ITEM 4                      CORRESPONDENCE**
- AGENDA ITEM 5                      FINANCIAL AND TREASURERS REPORT**
- a. Receive the Associations' Balance Sheet and Profit and Loss as at 31 May 2009
  - b. Adopt the Report of the Council and the Auditor's report.
  - c. Accounts for payment and ratification
  - d. Decide and set fees for the 2009/2010 Season
    - i. Membership Fees*
    - ii. Insurance Fees*
    - iii. Sanction Fees*
    - iv. Rule Book cost*
    - v. Other Fees*
  - e. Affiliations/Membership with other bodies
    - i. UIM*
    - ii. Others*
- AGENDA ITEM 6                      REPORTS**
- a. Executive
  - b. Sub Committees
  - c. Appointments
  - d. Member Councils



AUSTRALIAN POWER BOAT ASSOCIATION

National Authority Affiliated with the Union Internationale Motonautique

National President: Glenn Banks

National Secretary: Marie Baker

## AGENDA ITEM 7 GENERAL BUSINESS

- a. **Alterations to Rule Book (Racing and Safety Rules)**
- b. **Appointments**
  - i. *Patron(s)*
  - ii. *Secretary*
  - iii. *Auditor*
  - iv. *Solicitor*
  - v. *Recommendations for reappointment of Australian Referees & Engine Measurers*
  - vi. *Appointment of Sub Committees*
    - a. *Appeals Committee*
    - b. *Reinforced Cockpit Committee*
    - c. *Safety and Technical Committee*
    - d. *Race Performance Committee*
  - vii. *Any other Appointment or Sub Committee considered necessary and in accordance with the Rules of the Association*
- c. **Ratifications and Approvals**
  - i. *Ratification of Engine and/or Hull classes for all Racing, Speed and Time Trials for all categories;*
  - ii. *Ratification of motors for standard motor classes for Outboards;*
  - iii. *To decide and confirm dates and venues for the 2009-2010 season:*
    - a. *Australasian Championships*
    - b. *Australian Championships*
  - iv. *Ratify Member Council Race Calendars/Race Dates for the 2009-2010 season*
  - v. *Printing of the Rule Book, Licence Book and Calendar for the 2009-2010 season*
- d. **Further General Business**

## AGENDA ITEM 8 DATE AND VENUE FOR THE NEXT COUNCIL MEETING

---

**AGENDA ITEM 7 GENERAL BUSINESS**

**a. Alterations to Rule Book (Racing and Safety Rules)**

**Proposed by: NEW SOUTH WALES COUNCIL**

**Supported by:**  
Deepwater Motor Boat Club / Dargle Valley Boat Club  
NSW Hydroplane Club / Raymond Terrace Aquatic Club  
St George Aquatic Club / St George Motor Boat Club  
Taree Aquatic Power Boat Club / Upper Hawkesbury Power Boat Club

**Motion No: 1 Discuss Rule 605 Overtaking and Rule 604 Overlap**

**Reason:** With increasing speeds and the prevalence of reinforced cockpits, it seems to be asking a lot of drivers to judge 30, 36, 42 feet while also trying to check gauges, watch for flag and water conditions. In addition, there are always many differing and often confusing interpretation on these Rules.

**Motion No: 2 ADD as NEW Rule 606.06:**

**606.06** In the event of an incident on the course, any boat travelling at race speed past the scene of an incident while under RED FLAG conditions will be disqualified from that heat.

**Reason:** It has become ever increasing that drivers do not slow down when an incident is on the course, in some cases not until they have passed course boats at the scene of the incident.

**Motion No.: 3 DELETE Rule 604.42 entirely.**

**Reason:** Disqualifying a competitor for doing an extra lap seems harsh, especially as there are concerns with flag sizes and flag colours blending into the shoreline or background. Until these are rectified, benefit of the doubt should remain with the competitor

**Motion No: 4 AMEND Rule 801.04 to read:**

**801.04 HELMET RESTRAINTS AND BREAKAWAY CLIPS for ALL Inboards and Outboards (over 800cc in capacity) not fitted with a reinforced cockpit.**

**801.041** Drivers and Riding Crew **MUST** wear either:  
▪ A helmet restraint, of a type that restricts movement of the head and secures to the body or arms by straps or other means; or  
▪ a break-away clip on the standard helmet strap

**801.042** The wearer is entirely responsible for the effectiveness of the restraint or breakaway clip.

**Reason:** This has been a recommendation for a number of years. Recent incidents have seen helmets coming off drivers' heads at various speeds. The time has come to make this compulsory. Using either restraints or breakaway clips gives the driver the option.

**Motion No.: 5 AMEND Rule 1103.81 to read as follows:**

**1103.081** No boat will be permitted to start in any 6 Litre Restricted Displacement Class events unless its engine complies with the 6 Litre Restricted Displacement Class Regulations.

**AGENDA ITEM 7 GENERAL BUSINESS**

**a. Alterations to Rule Book (Racing and Safety Rules)**

**Proposed by: NEW SOUTH WALES COUNCIL**

**Motion No.: 6** only if Motion No.: 5 is passed, then **DELETE** Rule 1103.082 in its entirety.

**Reason:** Other than register classes, this Class has been the only class that requires engines to be measured and sealed PRIOR to racing. If any competitor is found cheating, they will found out after the event, when the engine is checked and measured in the normal practice.

**Motion No.: 7** **AMEND** all references to 6 Litre Restricted Displacement in the Rule Book to read **ProStock**.

**Reason:** Owners and Drivers in this class feel that with two other 6 Litre Displacement classes, there tends to be some confusion. ProStock will give the class its own identity, rather than being just another 6 Litre class.

**Motion No: 8** **AMEND** Rule 801.06 to read:

**801.06** **BALLISTIC PANTS** for ALL Inboards and Outboards (over 800cc in capacity) not fitted with a reinforced cockpit.

**801.061** Drivers and Riding Crew in addition to the protective clothing mentioned in 801.05 **MUST** wear pants made of ballistic type material.

**Reason:** Again, this has been a recommendation for a number of years.

**Motion No: 9** **ADD** as **NEW** Rule 804.26:

**804.26** **For all Inboard, Outboard and Formula Future classes** – Left and Right hand mirrors are permitted to be used. Mirrors must be effectively secured to the hull.

**Reason:** As speeds and safety apparel increase, giving drivers the option of using mirrors for added visibility to the side and rear of their boats can be safer.

**Motion No.: 10** **DELETE** Rule 804.181 and replace with:

**804.181** Removable deck cowlings and the side and/or rear wall of a Reinforced Cockpit are **NOT** considered to be adequate deflection shields, covers or fixed guards for moving equipment located inside the hull.

**Motion No.: 11** **DELETE** Rule 804.182 and replace with:

**804.182** **Moving equipment located inside the hull would include, but would not be limited to:**

- Flywheel
- Drive shaft from the motor to the gearbox
- Propeller shaft from the motor
- Gearbox to the log
- Any moving parts exposed and adjacent to the drivers seat
- Any other moving parts of the motor within 300mm of the vicinity of the driver

**Reason:** These two changes tidy up the rules that scrutineers have been concerned about, particularly regarding the Reinforced Cockpit walls.



AUSTRALIAN POWER BOAT ASSOCIATION

National Authority Affiliated with the Union Internationale Motonautique

National President: Glenn Banks

National Secretary: Marie Baker

**AGENDA ITEM 7 GENERAL BUSINESS**

**a. Alterations to Rule Book (Racing and Safety Rules)**

**Proposed by: NEW SOUTH WALES COUNCIL**

**Motion No.: 12 THAT THE ASSOCIATION ADOPTS A "DUTY OF CARE STATEMENT" AND PRINTS A COPY OF THE STATEMENT IN THE LICENCE BOOK**

**DUTY OF CARE STATEMENT**

**It is my duty to advise you that:**

Powerboat racing can be dangerous, your equipment could be damaged or destroyed and you may suffer serious personal injury or worse.

If there is any aspect of this race meeting that causes you concern for your personal safety or that of any member of your crew whether it be on the racecourse, the venue or the manner in which the meeting is being conducted:

- **It is your obligation to bring those concerns to the attention of a Senior Race Official.**
- **If after doing this, those concerns are not addressed to your satisfaction, you are advised to withdraw from this race meeting.**

**DOES EVERYBODY UNDERSTAND HIS OR HER OBLIGATIONS AND RIGHTS IN THIS REGARD?**

**It is also my duty to advise you that:**

The APBA insurance is a liability policy that covers your liability to the public and non-competitors and that you and your equipment are not covered by any other form of insurance unless you have obtained separate insurance cover.

Scrutineering is a compliance check and the responsibility for the safety and mechanical condition of your boat and equipment is yours.

Random drug and alcohol testing may take place as well as boat / engine measuring for class compliance.

**If you have any doubts about your ability to pass such a test or your boat not complying, you should withdraw from this race meeting IMMEDIATELY.**

**ANY QUESTIONS?**

In your attendance at this briefing (*and if applicable: signing of an attendance sheet or book*), you understand the Duty of Care Statement and agree not to take any legal action against the **<insert name of club>**, any of its officers and members or any other competitor regarding this race meeting.

**Motion No.: 13 ADD as NEW Rule 304.10**

**304.10** A Duty of Care Statement **MUST** be read out at every driver's briefing on sanctioned race days.

**Reason:** The Duty of Care Statement is a straightforward explanation of the responsibilities of all participants at sanctioned race meetings. A Statement such as this would cover the bases if some sort of outside action was taken.

**Motion No: 14 ADD as NEW Rule 304.11**

**304.11** Every Drivers Briefing **MUST** be recorded and the recording kept for a statutory period (to be determined by the National Council).

**Reason:** By doing this, Clubs are covering themselves, especially if questions are raised. Preserving the recording could assist if called upon in future by Local or State bodies and would cover the bases if some sort of outside action was taken.



AUSTRALIAN POWER BOAT ASSOCIATION

National Authority Affiliated with the Union Internationale Motonautique

National President: Glenn Banks

National Secretary: Marie Baker

AGENDA ITEM 7 GENERAL BUSINESS

a. Alterations to Rule Book (Racing and Safety Rules)

<b>Proposed by:</b>	<b>OFFSHORE COUNCIL</b>
<b>Supported by:</b>	<b>New South Wales Council</b>

Motion No.: 15 REMOVE ALL offshore-specific rules throughout the APBA Rule Book, including Group 1400 Rules and insert the following under Group 1400 – Offshore Rules:

- 1401.00 The specific rules of offshore powerboat racing (Offshore Rules) are set, collated and administered by the Australian Power Boat Association Offshore Council and are complimentary to the rules of the Australian Power Boat Association.
- 1402.00 All boats, drivers and events must comply with both the rules of the Australian Power Boat Association and the Offshore Rules.
- 1403.00 Where there is a conflict between the rules of the Australian Power Boat Association and the Offshore Rules, the Australian Power Boat Association rule is to take precedence.
- 1404.00 The Offshore Rules must be submitted annually to the Australian Power Boat Association for the records of the Australian Power Boat Association.

Reason:

1. To remove all sources of confusion for all non-offshore administrators, officials and competitors from the APBA Rules.
2. To remove all sources of confusion for all offshore administrators, officials and competitors from the APBA Rules.
3. To enable the APBA Offshore Council to effect rule changes on a timetable that better matches the timing of the offshore championship season.

Note:

A copy of the Offshore Rules, prepared by the APBA Offshore Council, will be provided to the Australian Power Boat Association prior to voting on the above rules (and in anticipation of the success of the above rule change motion) for verification.

**AGENDA ITEM 7 GENERAL BUSINESS**

**a. Alterations to Rule Book (Racing and Safety Rules)**

<b>Proposed by:</b>	<b>SOUTH AUSTRALIAN COUNCIL</b>
<b>Supported by:</b>	<b>Adelaide Speed Boat Club Riverland Power Boat Club New South Wales Council</b>

**Motion No.: 16 ADD as NEW Rule Number 1001.00**

Reinforced cockpits in sponsored boats are a mature technology and have been demonstrated to improve driver safety.

Their development and use in inboard displacement hulls has progressed sufficiently that the fitting of an APBA approved reinforced cockpit is highly recommended for inboard displacement hulls fitted with non-supercharged engines capable of speeds over 150kph and outboard mono hulls fitted with engines over 1000cc.

Their use in inboard displacement hulls fitted with forced induction engines is highly recommended to reduce the risk of injury from collisions and driver ejection from the boat.

The owner in determining their suitability and adequacy must assess the risks of major hull damage incurred in potential accidents.

**Reason:**

There have been numerous "inboard displacement reinforced cockpit" rules submitted and / or changed over recent years. There are currently no **valid** rules in force to deal with this topic.

The introduction of compulsory reinforced cockpits for sponsored boats was "on the back" of international development followed by increasing voluntary Australian use improving designs, leading to compulsory use.

The international experience was not available in the same way for inboard displacements or outboard mono hulls, however considerable local development has been undertaken, largely in the naturally aspirated classes.

There have not been a large number of accidents involving cockpit fitted boats so their benefits over risks have not been fully proven, but in the naturally aspirated classes, it appears probable that they improve driver safety, sufficiently that they should be "highly recommended". Their benefit in major accidents has yet to be proven, thus it is premature to make them compulsory.

Based on accident review research conducted several years ago 150kph was identified as the speed at which fatality risk increased, thus the use of this speed in the rule submission.

The use of cockpits should protect drivers from being ejected from their boats and on balance reduce the likelihood of injuries from ejection and collisions.

The counter risks are in ensuring the driver is then able to be rescued having "survived the accident", the biggest risk is drowning. Event rescue facilities need to take into account the additional issues of dealing with recovering drivers from cockpit fitted boats.

The large, heavy supercharged boats are attaining speeds in the order of 230kph plus, the forces coming into play combining their higher mass and speeds when they crash often result in catastrophic destruction of the hull.

One of the major risk factors is propeller failure, which generally results in such damage. Where cockpits are fitted to these hulls in such accidents, there is a high risk of losing floatation integrity and this increases the risk of the cockpit sinking with the engine and remaining hull.

In addition it is possible that the restrained driver will receive very heavy g-forces and tumbling during the accident. As there have been no such accidents or testing to date again, it is premature to make reinforced cockpits mandatory in these boats and the decision on these risks should be made by the owner and driver.

**AGENDA ITEM 7 GENERAL BUSINESS**

**a. Alterations to Rule Book (Racing and Safety Rules)**

<b>Proposed by:</b>	<b>VICTORIAN COUNCIL</b>
<b>Supported by:</b>	Glenmaggie District Boat Club Melbourne Runabout & Speed Boat Club Victorian Drag Boat Club Victorian Outboard Club Victorian Speed Boat Club

**Motion No.: 17**      **AMEND** all references to “outside a 10 Kilometre Radius” in Rules 806.02, 806.021 and 806.022 to read:  
“... outside a 20 kilometre radius ...”

**Motion No.: 18**      **AMEND** all references to “inside a 10 Kilometre radius” in Rules 806.03 and 806.031 to read  
“... inside a 20 kilometre radius ...”

**Reason:**            The increasing cost of having an ambulance on standby for at least 6-8 hrs each day at a race venue is becoming too prohibitive. Distance re Time frame is insignificant. If there is a serious accident, the Air ambulance is called for. St Johns Ambulance would be used to provide basic first aid on race days.  
  
There are several clubs in Victoria just outside the 10 km radius, e.g. Glenmaggie & District Boat Club 10.2Km and are still required to have an ambulance on site.

**Motion No.: 19**      **Rule 1202.41 – Mono Hull Classes**  
**AMEND** all reference to '1800cc Class' to read:  
'2000cc Class'

**Reason:**            Engine manufactures of this capacity now only produce 4 cylinder engines greater than 1800cc and less that 2000cc. For example, a Yamaha 130hp is approx 1860cc and the Mercury 135 and 150 are 2000cc. In Victoria over the past two years, a 2000cc Mono class has been successfully run and boat number are expected to reach more than 15 next season.

**Motion No.: 20**      **ADD** to Rule 1204.01 the words 'Super Sports, Mod VP' so that the rule reads:  
**'STANDARD MOTOR, SUPER SPORTS, MOD VP & 1250CC SUPER STOCK CLASSES'**

**Motion No.: 21**      **DELETE 1204.03** – This rule is a duplicate of rule 1204.01

**Motion No.: 22**      **DELETE** from Rule 1204.04 the words 'Super Sports Classes'

**Reason:**            Super Sports classes are aimed at producing the best in driver ability in a affordable class limited by capacity. Drivers using fuels like methanol have an unfair advantage over other competitors and makes engines expensive to maintain.



AUSTRALIAN POWER BOAT ASSOCIATION

National Authority Affiliated with the Union Internationale Motonautique

National President: Glenn Banks

National Secretary: Marie Baker

**AGENDA ITEM 7 GENERAL BUSINESS**

**a. Alterations to Rule Book (Racing and Safety Rules)**

<b>Proposed by:</b>	<b>RULES OFFICER</b>
<b>Supported by:</b>	<b>New South Wales Council Deepwater Motor Boat Club Dargle Valley Boat Club</b>

**Motion No.: 23 ADD as NEW Rule 102.076**  
**102.076** Medicals issued by Ski Racing Australia (SRA) will be acceptable as a substitute to the APBA Medical.

**Reason:** The Ski Racing Australia Medical is more comprehensive than our current Medical. It will also save drivers who have an SRA Licence, the extra expense of getting another medical completed.

**Motion No.: 24 ADOPT NEW MEDICAL FORM 22 FOR 2010-2011 SEASON AND BEYOND (See Attachment A)**

**Reason:** The current Australian Power Boat Association Medical is outdated.  
 The proposed Form is comprehensive and protects the confidentiality of the Licence Holder. Presently, Licence Officers have access to the Licence Holder’s medical details, which is not necessary.  
 The only part of the proposed Medical that is returned to the APBA is Section 5, which is the Medical Assessors determination as to whether the applicant is FIT or UNFIT to participate in powerboat racing – which is all a Licence Officer needs to know.

**Motion No.: 25 REMOVE THE FOLLOWING RULE GROUPS FROM THE RULE BOOK**  
**GROUP 1500 – Cruisers**  
**GROUP 1700 – Inflatables**

Depending on the outcome of (if any) discussions that may occur at the May or August National Council Meetings:

**GROUP 1800 – F1 Commission Rules** (except 1824 & 1825, which should be moved to Group 1200 Outboard Rules)

**POST THESE GROUPS IN A “RULES” SECTION ON THE APBA WEBSITE**

**Reason:** The Rules would not be deleted as such, but preserved on the APBA Website. I cannot recall the last time a Cruiser Licence or an Inflatable Licence (if ever) was issued.

Rather than having the Rule Book filled with Rules that are not used or used by a very small percentage of members, a simple message in the Rule Book along the lines of: **“For Specific Cruiser, Inflatable or Formula 1 Commission Class Rules see [www.ausapba.com.au/rules](http://www.ausapba.com.au/rules).”**

**Motion No.: 26 Rule 1202.62 – Open Hull Classes – AMEND all reference to “1800cc” to read “2000cc”**

**Reason:** Engine Manufacturers now produce four cylinder engines greater than 1800cc but less than 2000cc. This also brings the Rule Book inline with changes made to the 1800cc classes at previous meetings.

**AGENDA ITEM 7 GENERAL BUSINESS****a. Alterations to Rule Book (Racing and Safety Rules)****Proposed by: RULES OFFICER****Motion No.: 27 ADD as NEW Rules 904.40 and 904.41****904.40** Flags must be of a size that can be easily seen by competitors. \***904.41** All Course boats MUST, as a minimum have a Red Flag and a Caution Flag. It is recommended that Course Boats also have a Chequered Flag and a Black Flag onboard.**Reason:** At recent race meetings, the drivers seem to raise concerns about not being able to see the flags. Often it is due to the size of the flag being too small, other times because the flags blend in with the colours on the shoreline. Having a minimum standard size may help rectify the problem.

Having course boats displaying a chequered flag and black flag on course would also be helpful in stopping drivers completing extra laps under race speed, because they didn't see the flags at race control or were not counting their laps.

***\*It would be helpful if Clubs and Councils can discuss and come up with a minimum size for flags.*****Motion No: 28 ADMEND Rule 802.15 to read:****802.15** Approved Cut out switches are Nauti-Haul and the types produced by the various outboard manufacturers.**Reason:** This Rule has not been updated in 20 years. As all outboard manufacturers produce these switches, it seems prudent not to list individual companies.*(The next three motions have been submitted in consultation with the Safety Officer)***Motion No.: 29 ADMEND Rule 1002.24 to read:****1002.24** Glass is not permitted.**Reason:** Perspex is a trade name and acrylic technology has advanced considerably since the original rule was written.**Motion No.: 30 ADMEND Rule 1102.05 to read:****1102.05** Any boat fitted with a stern drive **and using power trim** must have a **working** trim indicator fitted in a position clearly visible to the driver at all times.**Motion No.: 31 ADMEND Rule 1202.10 to read:****1202.10** Any boat fitted with power trim must have a **working** trim indicator fitted in a position clearly visible to the driver at all times.**Reason:** At present the Rules state you must have a trim indicator, but says nothing about it needing to be working.