



**BERMUDA POWER BOAT  
ASSOCIATION LTD.**

# 2015

## AROUND THE ISLAND POWER BOAT RACE

### RACE PROGRAMME

Race Date: August 9<sup>th</sup>, 2015

Backup Race Date: August 16<sup>th</sup>, 2015

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## 1) The Course

The current course for The Around the Island Power Boat Race was established in 1976. With 39 years in the running the records that have been set for each class are historically significant.

The Race starts at Ferry Reach and proceeds through the Pylons at Coney Island, along North Shore, and around a buoy off Gibbets Island. Boats continue along North Shore and around Hog Fish Beacon, through Two Rocks Passage and around Whites Island. From there, boats continue through past Darrell's Wharf, along the Harbour Road shoreline, around buoys at Five Star Island, along to Commissioner's Point, around Daniels Head and on to South Shore. Boats continue along South Shore to St. David's Head, then on to St. Catherine's Point, down North Shore and back into Ferry Reach for the finish.

Freisenbruch Meyer holds the 3<sup>rd</sup> party liability insurance for the 2015 BPBA race season.



## 2) Course Delineation - Race Markers and Buoy Lines

- a. Large buoys are used at critical turns and are used to create a path for the racers to pass through.
  - i. Gibbets Island
  - ii. Hog Fish Beacon
  - iii. Whites Island
  - iv. Five Star Island
- b. Buoy lines are used to guide race boats into and out of the pylons at Ferry Reach (they will also be used to contain pleasure boats behind)

## 3) Race Communication

- a. **Cellular calls/text messages**
  - i. Race boats may call or text their location in case of emergency
  - ii. The **Race Control (Bus)** number is **Kim McCallan 534-8544 Ernie Mello 535-3427**
- b. **VHF**
  - i. Race boats can also use VHF radios to call in to Race Control (Channel 80)
  - ii. For serious emergencies, race boats should use VHF radio Channel 16 call sign “Bravo 2”.

## Race Control Maps – Ferry Reach → Hamilton Harbour

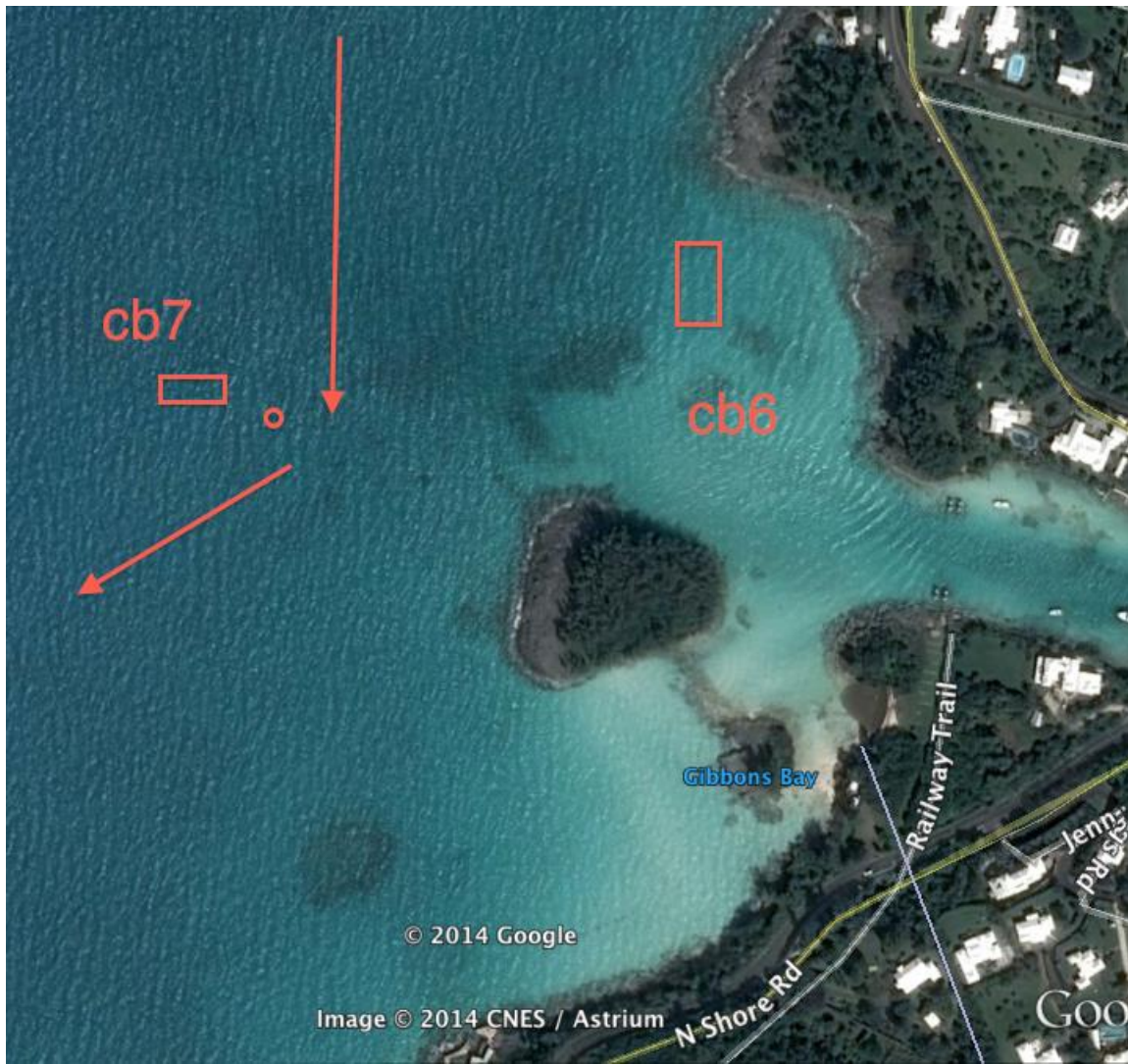
### Ferry Reach and the Pylons



1. Crash boats
  - a. The BPBA will have one boat patrolling this location
    - i. #1 will be near to the Swing Bridge monitoring marine traffic
  - b. There will also be several other crash boats patrolling the area as well in an effort to stop marine traffic from entering the race course
    - i. #2 will be a regiment boat and patrol the area between Stonecrusher Corner and Coney Island
    - ii. #3 will roam the area to the north of Coney Island
    - iii. #4 will roam the pylon area in an effort to stop pleasure boats from entering into Ferry Reach
2. Buoys
  - a. Two large buoys will be set at the positions indicated on the chart above. Buoy lines will connect the buoys creating a race channel to enable race boats to exit and re-enter Ferry Reach unobstructed by spectator boats.



## Gibbet Island / Flatts Inlet



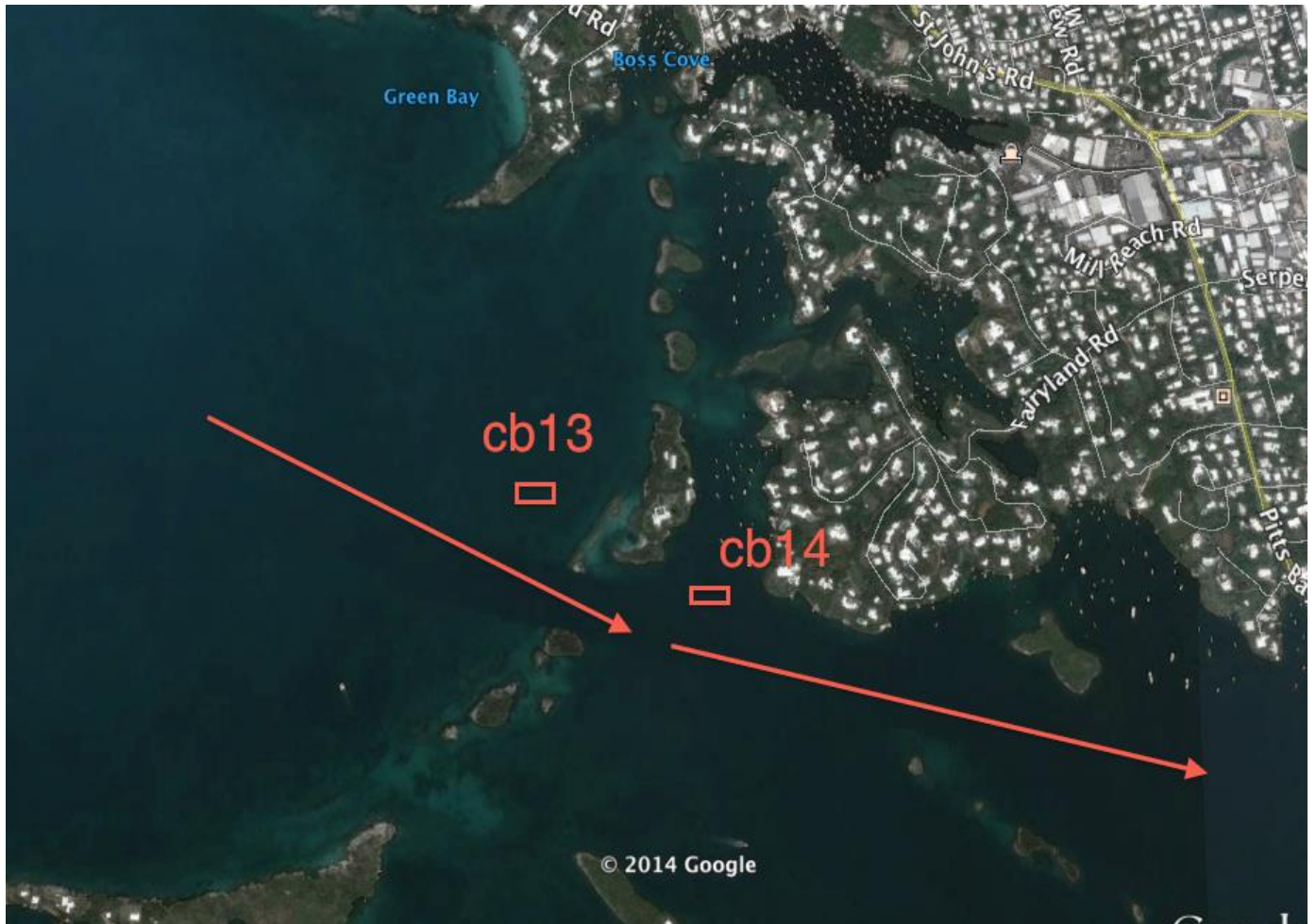
1. Crash boats
  - a. Two will be used at the Gibbet Island turn
    - i. #6 will be on the Flatts Inlet side of turn controlling marine traffic from entering course
    - ii. #7 will be at the turn buoy and act as a Race Control
2. Buoy
  - a. One 5 ft turn buoy will be dropped in the vicinity of Gibbet Island (race boats will keep the buoy to their starboard side)

## Hog Fish Beacon



1. Crash boats
  - a. Two crash boats and a jet-ski will be used at this location
    - i. #9 will be anchored beyond the turn and act as Race Control
    - ii. #8 and #10 will roam the location to keep spectator boats away from the racing course
2. Buoys
  - a. There will be no turn buoys to delineate the outside of the corner. All race boats will turn at Hogfish Beacon, keeping it on their port side.
  - b. Buoys will be used to keep spectator boats off of the race course after the turn and between Hogfish and Two Rocks passage

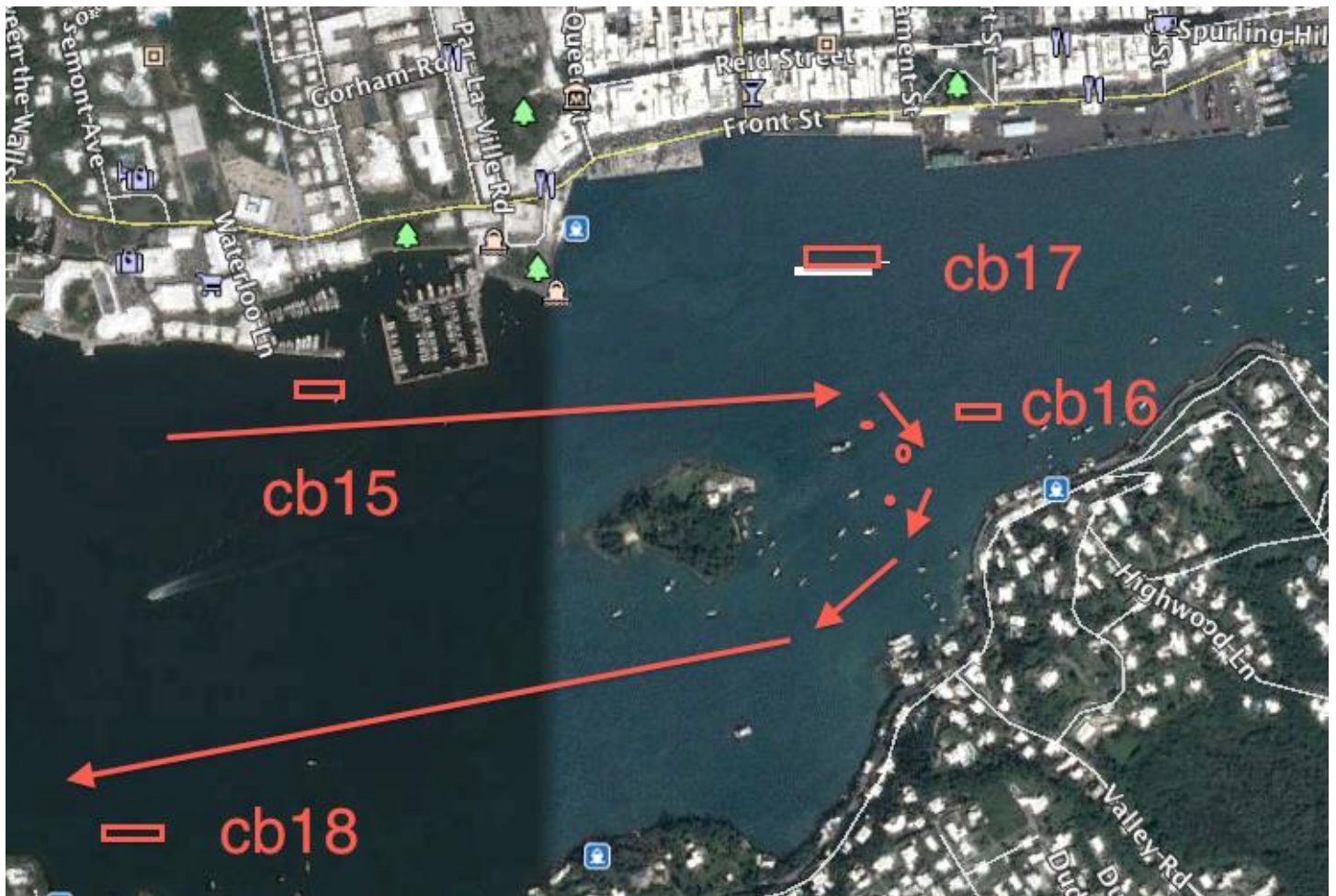
## Two Rocks Passage



1. Crash boats
  - c. Two boats will be used at this location
    - i. #13 will roam the area to the entrance of Two Rocks Passage
    - ii. #14 will roam the area between Agars Island and Point Shares



## White's Island



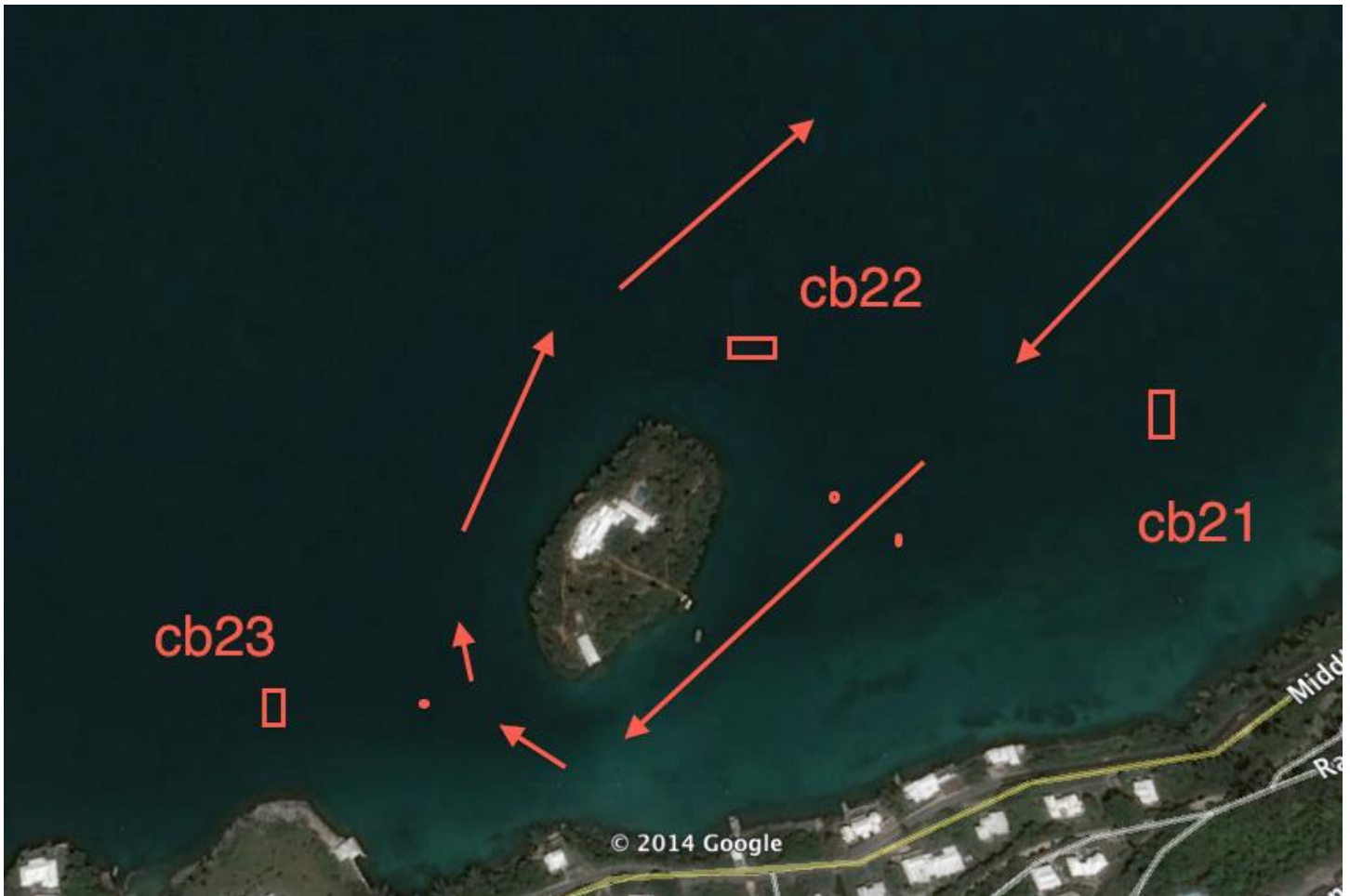
1. Crash boats
  - a. #15 will roam the area along the Fairmont Hamilton Princess
  - b. Two crash boats will be located at the Whites Island turn
    - i. #17 will monitor the entrance to the turn respectively
    - ii. #16 will be anchored and serve to communicate to Race Control
  - c. #18 will roam the area North of Salt Kettle
  - d. #19 will roam the area between Hinson Island and Burnt Island
2. Buoys
  - a. Three 5 ft. buoys will be placed on the inside of the turn at the locations specified on the chart above. Race boats will keep them to their starboard side as they make their way around the island.

## Darrell Island



1. Crash boats
  - a. One crash boats will be deployed in this location
    - i. #20 will roam the area from Darrel Island to Grace Island

## Five Star Island



### 1. Crash boats

- a. #21 will roam the entrance to the Five Star Island turn. This boat will also attend to any incidents.
  - i. This boat will attend to any accident in the area
- b. Three boats will cover the turn at Five Star Island
  - i. #22 will be on the west of Five Star Island ready for any event it is required for.
  - ii. #23 will be anchored and will communicate back to race control. If there is an incident, this boat will remain in place showing the appropriate flag.

### 2. Buoys

- a. A 5 ft. buoy will be set at the location specified on the chart above (between Burgess Point and Five Star Island) to ensure that racers follow a direct course to Five Star Island. This buoy should be kept to the starboard side.
- b. A 5 ft. buoy will also be set at the location specified on the picture above. This buoy will be used as the turning point for the Five Star Island turn. Racers will go around marker indicated in picture above, after passing Five Star Island.

## 5) SECTION A – General Rules

### 1. Interpretation of the Rules

In all situations, the Executive Committee's interpretation of these rules and their decisions in enforcing them are final and binding.

The Executive Committee reserves the right to issue further rules and regulations in addition to the present ones. Such rules and regulations will become part of all present rules and regulations and will be binding. The Rules of the BPBA are adopted from the A.P.B.A./U.I.M and IJSBA and are highlighted in the following.

### 2. BPBA Event

BPBA event is identified as; (i) sanctioned race days, (ii) authorized practice times or practicing in full race conditions legally under Bermuda marine laws.

### 3. Race Committee

The Race Committee has absolute power to refuse entry to any boat or participant at any point during race activities.

### 4. Rookie Drivers/ Co-Drivers

A rookie driver/co-driver is a driver/co-driver that has not steered or throttled a boat during a full season of sanctioned BPBA events. Rookie drivers/co-drivers **WILL** wear a white cross on their helmet for one (1) year (on a capsule boat, an orange stripe on the motor cover) and **WILL** start behind their class for three (3) race days. Approval **WILL** be given by the Executive Committee to allow the competitor to start with the class. Rookie drivers/co-drivers and throttle men are required to demonstrate driving ability before the Executive Committee. Any exceptions to this rule **WILL** be at the discretion of the Executive Committee.

### 5. International Drivers

International drivers may participate in sanctioned races only if the Executive Committee gives prior approval.



6. Pit Crews

All teams **WILL** ensure that pit crew members are at least 16 years old and are paid pit crew members of the Association if they are involved in the launching or retrieving of the boat from the water. Persons that are not paid members of the Association and not part of your pit crew may assist in the launching/retrieving of your boat or Jet Ski, when needed, but are only permitted to drive your launching/retrieving vehicle. Junior pit crew members must be at least 10 years of age.

Race teams will have duties assigned to them on a race day. Any team who does not perform the assigned task **WILL** have a penalty enforced.

Teams are responsible for the conduct of their pit crew members on a sanctioned race day.

7. Conduct

All members of the Association **SHALL** act respectfully and in sportsman-like manner at all times. This requirement pertains to the entire period during which the individual is a member of the association. This is particularly relevant while operating a boat exhibiting race numbers, even during recreation use.

8. Violations

If a member is determined by the Executive Committee to have violated any of the Associations Rules or Regulations, the Executive Committee **SHALL** have the power to **SUSPEND OR EXPEL** the individual from the Association. The length of a suspension is at the discretion of the Executive Committee. If practical, the suspected offender will be requested to appear before the Executive Committee prior to a decision being made.

9. Boat Registration

All boats must display a valid Marine and Ports registration sticker and number to compete in a BPBA event. Marine law states 3" numbers.

10. Trailer Permits

All participants with trailers must have a valid TCD trailer license. A warning will be given once and then the Club will collect a penalty of \$100.00 (one hundred dollars) before the driver can participate in the races for the day.

11. Race Pre-Registration

Sign up for races **WILL** be the Thursday of the race week at a time and location determined by the Executive Committee. Any late entries will have to pay double the original race entry fee. (When enforced by the Executive Committee).

12. Race Number & Class Letter

All race number and class designations will be painted on the boats or displayed using proper vinyl from a sign artist. All race boat numbers shall be in either; (i) black, block lettering over a white background (ii) white block lettering over a black background. If applied to a white hull, a black border must surround them. If applied to a black hull a white border must surround them. Class numbers and letters must be clearly visible from both sides of the entry. Minimum dimension are as follows:

Letter/number

Height: 12"

Width: 6"

Stroke: 2"

Spacing: 1 ½"

The single exception to this can be the number "1" the width may be narrower.

13. Advertising on Boats

Any advertising, writing or graphics may be freely displayed on any boat except in those cases where the Executive Committee determines that it may be detrimental to the image or continued growth of the Association or dangerous to other competitors.

## 14. Safety Rules

### (A) Drinking/Drugs

Absolutely no driver or pit crew member will be permitted to participate on a sanctioned race day while under the influence of drugs or alcohol.

There will be no drinking of alcoholic beverages before, during and up to 15 minutes after the finish of the race day. Interested parties involved in a protest will not be permitted to drink on the sanctioned race day until the protest is heard.

The BPBA is a member of the Bermuda Council for Drug Free Sports. This means that any member of the BPBA may be randomly selected to take a drug test. Failure or non compliance (failing to appear) of the drug test will result in a one (1) year suspension.

### (B) Accidents and Injuries

The entrants of any boat involved in an accident must be checked by the officer of the day prior to entering any other races. Any drivers or crew members injured or ejected from their boats must be examined by medical officers on duty prior to entering any other races. Any drivers or crew members injured and requiring medical treatment at the hospital must present a medical certificate to the Committee prior to entering any other races.

If an accident occurs which requires stopping a race, the race will be restarted if less than 50% of the race has been completed. If more than 50% of the race has been completed, the positions at that time stand. Any boat which has committed an infringement of the rules in a stopped race will not be allowed to start in the rerun of the race. New entries are not allowed to be accepted for the restart of the race. If an entrant has not joined the race by the time the last boat has completed the first lap, then you are unable to join the rerun of the race.

### (C) Accident Procedures

In the event of an accident, the first race boat on the scene is required to stop, check the scene and the victims and then render assistance to the victims of the race boats if any of the following conditions exist:

- (a) There are no crash boats already on the scene dealing with the incident
- (b) The driver and/or co-driver have been ejected from the boat
- (c) A race boat is capsized/overturned, partially or completely sunk
- (d) The driver, co-driver and/or third parties have suffered injury

In addition, if the first boat on the scene requires additional assistance from the second or third race boats on the scene, they are also required to stop and render assistance. Competitors must also stop and assist when a crash boat requires additional help. Competitors who stop and render assistance are not permitted to leave the scene of an accident until all of the following conditions have been met:

- (a) A designated crash boat arrives on the scene to take charge/control
- (b) The driver and/or co-driver ejected from the boat are safely back in the boat
- (c) Capsized/overturned or partially sunk boats are taken under tow
- (d) First Aid and/or CPR have been administered to injured parties or a qualified EMT or a certified First Aid or CPR provider has assumed responsibility.

Competitors stopping at the scene of an accident must contact Race Control and give them the following information: type of accident, location of the accident, boats involved, condition of driver, co-driver or third party, first aid and/or CPR administered, and whether an ambulance is required.

Race boats stopping at the scene of an accident will be given finishing positions and points based on their positions when they stopped, if at the completion of the race they have not advanced to a higher finishing position.

It is encouraged that all drivers, co-drivers and crash boat crew be certified in first aid and CPR.

#### (D) Boats

- a) All boats and/or trailers shall be out of the water, with the wheels of the trailer at the highest point of the tide on the shoreline, while the race is in progress.
- b) All boats must have rigidly fixed seats of the appropriate height for the boat make, and sufficient for the driver and any other occupants.
- c) All cable steering must be equipped with safe and secure pulleys: plastic covered cable will not be accepted.



- d) Foot throttles must be of a self-returning nature. All boats must have a separate kill switch for each driver and co-driver whereby the ignition is broken if either person is ejected. All crew members must have a kill switch cover attached to their life jackets and the cord must not exceed 4 ft. Spare kill switch caps are the only permitted method of emergency override and are mandatory. All drivers and co-drivers must be connected to appropriate individual kill switches while on a plane during an event. Capsule boats must have a shut off switch for the driver and co-driver.

#### (E) Helmets

- e) All drivers and co-drivers must wear safety-approved competition crash helmets when racing or while on a test run. Helmets must be 70% either red or orange applied to the top of the helmet. Helmets must be approved by the SNELL Foundation of America of SNELL 98 or later. Anything prior to SNELL 98 would not be accepted.
- f) Capsule boats and helmets must be SNELL 98 or Military Spec.
- g) Helmets shall not be removed if the boat is under its own power until it returns to the pit area. As soon as the boat is under control by the pit crew and/or the power has been shut off, then the boat is said to be in the pits.

#### (F) Eye Protection

- h) Eye protection is mandatory for all racing and should be constructed of shatterproof material. Eyeglasses and sunglasses are not accepted.

#### (G) Shoes

- i) All drivers and co-drivers must wear lace-up or Velcro running shoes. Docksidars will not be accepted. Personal Watercraft riders are permitted to wear approved water shoes.

#### (H) Life Jackets

- j) All occupants shall wear approved jacket/preserver when racing or while on a test run. Life jackets must be red, orange or yellow, U.I.M. approved 1999 or later. They must be of a suitable design and quality to meet or exceed the BPBA safety requirements as seen fit by the Scrutinizing Committee.

## (I) Engines/Equipment

- k) The engines are not to be started while the boat is on the trailer and the propeller is attached unless the propeller is under water. Any violation of this rule will result in one day's suspension for the registered boat.
- l) Propellers **WILL BE COVERED** when installed on motors while the boat is on the trailer and out of the water in the pit area.
- m) All entries must have a fire extinguisher in their pit area in addition to any that are required on the boats. The fire extinguisher must be at least five (5) pounds in weight.
- n) Motors must be firmly bolted to the transom fixture i.e. Set back hydraulic lift plate or manual adjusting jack.
- o) Motors are to be tied down securely or equipped with a thrust block using 3/8" stretch cords (i.e. Bungee cord) and/or steel cable. For steel cable, A class may use 1/4" all other classes minimum requirements is 5/16". No matter which method is used, all should be attached to proper eye bolts or mooring eyes on the transom. Tying to cleats will not be accepted.
- p) All boats must have a secure towline of a minimum length of 15 ft. spliced onto the front tow eye. The minimum rope size is 3/8".
- q) All VHF radios must be accessible to all drivers and co-drivers in case of emergency.
- r) All equipment must be securely fastened to the boat and be readily accessible to the driver and co-driver.

## (J) Refueling Operations

- s) Gravity-fed fueling systems shall be permitted.
- t) Hand operated pumping systems shall be permitted.
- u) 5 gallon Jerry can type canister will be permitted.
- v) Electrical devices of any type shall not be permitted.
- w) Hand refueling from open containers with a diameter greater than 3 1/2" shall not be permitted.

15. Scrutinizing and Inspection of Boats and Engines

All boats, motors and safety equipment will be inspected by a BPBA scrutinizer before taking part in any race or being allowed on the race track for practice sessions. All drivers and co-drivers must be present when their boat is scrutinized. In addition, 5 gallon Jerry cans will also be scrutinized for marathons.

The scrutinizer may remove an engines cover to make a visual inspection of the power head.

**Those up to 30 minutes late for scrutinizing will be fined \$75. Any who appear after that shall be disqualified from the race.**

The BPBA scrutinizer **WILL** have the authority and discretion to inspect all entries to ensure they comply with applicable rules and specifications and are safe to race.

16. Race Suspension or Refund from Entry

The Race Committee has the power to cancel or postpone any race day if weather conditions make it necessary. When a race is postponed, the entry fee will be held over for the makeup race day. Any boat on the starting line, which fails to start, will forfeit their entry fee.

17. Flags/Signals

When displayed:

- a) The BPBA black and yellow flag flown at the top of the flagpole in the race control bus means the race day is in progress.
- b) The Bermuda Flag will start the race.
- c) A yellow flag means to proceed with caution – overtaking is permissible.
- d) A black flag held from the start line means that all boats are to return to the pit area to receive further instruction, ensuring they do not cross the track at any point.

- e) A black flag pointed at an entry means that boat must return to the pits immediately, ensuring they do not cross the track at any point.
- f) A red flag means the race is stopped and all entries must return to their pits, ensuring they do not cross the track at any point.
- g) A green flag signifies five minutes remaining for a marathon race.
- h) A white flag signifies the last lap or in a marathon one minute remains.
- i) A checkered flag signifies the end of the race, and is waved at each entry crossing the finish line.
- j) An orange flag is flown on the crash boats and at the bus when racing is in progress.

#### 18. Start

A boat that makes the starting line but is unable to start with the fleet will be allowed to participate in the race if it crosses the starting line without endangering any other participants and prior to the completion of one lap by any boat in its class.

#### 19. Lack of Entries

In the case of a class being short of entries, leaving only one boat to race, that entry may complete one lap, return to the pit area and receive full points. If the entrant chooses to continue the race, they must receive the checkered flag in order to receive points.

#### 20. Overtaking, Overlaps and Rounding Buoys

Overtaking is established when the stern of the passing boat has gone beyond the bow of the boat being passed. The boat overtaking now has the right of way. Every boat overtaking any other boat must keep out of the way of the boat being overtaken.

For inshore racing, should an overlap exist between two boats when both of them are about to pass a mark on the required side, then the outside boat must give the inside boat room to pass clear of the mark.



When a boat has failed to round a marker Buoy, it must turn immediately in a circle (clockwise if the Buoy is to be passed on the starboard side of the boat and counterclockwise if the Buoy is to be passed on the port side of the boat) and go around the mark to continue without obstructing any other boat.

21. Altering Course

A boat shall not alter the course with the intention of obstructing another boat. Any boat cutting across the course during a race and under its own power will automatically be disqualified. (Exceptions will be made if the driver alters the course to assist at the scene of an accident.)

22. Boats Under Tow

Any boats accepting a tow from a crash boat or other boat is considered not to have finished the race.

23. Finish Line

All boats must cross the finish line under their own engine power to qualify for full points. Only its own engine propulsion is allowed to advance a boat along the racecourse. Boats not completing the full time or laps will receive half points as long as they have officially completed 50% of all timed and lap counted races.

A dead heat finish occurs if two boats cross the finish line simultaneously and they will be awarded the same points according to the tied position.

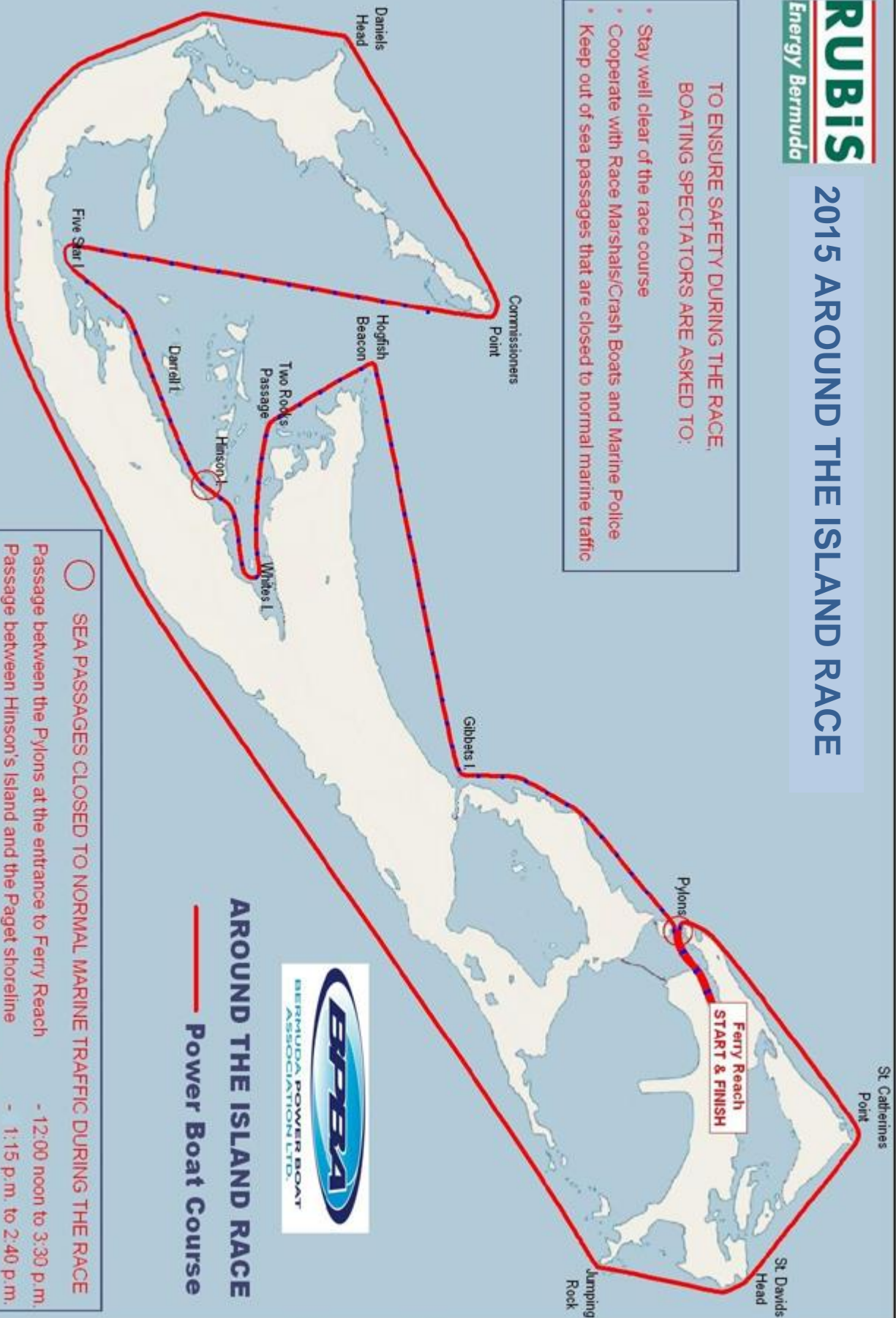
The race committee has absolute power in deciding when the race is over and the course is closed.

<i><u>CLASS</u></i>	<i><u>START TIME</u></i>
Thunder	1:55 PM
Class A	2:00 PM
Class B	
V-4	2:07 PM
150	2:10 PM
200	2:12 PM
Class C	2:15 PM
Class D	2:16 PM
Class S	2:23 PM

## 2015 AROUND THE ISLAND RACE

TO ENSURE SAFETY DURING THE RACE,  
BOATING SPECTATORS ARE ASKED TO:

- Stay well clear of the race course
- Cooperate with Race Marshals/Crash Boats and Marine Police
- Keep out of sea passages that are closed to normal marine traffic



### AROUND THE ISLAND RACE

— Power Boat Course

○ SEA PASSAGES CLOSED TO NORMAL MARINE TRAFFIC DURING THE RACE

Passage between the Pylons at the entrance to Ferry Reach - 12:00 noon to 3:30 p.m.  
 Passage between Hinson's Island and the Paget shoreline - 1:15 p.m. to 2:40 p.m.  
 Passage between Five Star Island and the Southampton shoreline - 1:20 p.m. to 2:50 p.m.

<b>2014 Around The Island Race</b>		
<b>Race Day Schedule – Sunday, August 17<sup>th</sup></b>		
<b>Time</b>	<b>Activity</b>	<b>Assigned</b>
9:00 to 10:00	Pre-race Inspection of Race Boats	Ernie Mello / Kim McCallan
Before 10:00	Final placement/adjustment of all race course markers and buoy lines	
Before 10:30	All race entries to be at Ferry Reach	Race Participants
10:30	Race course check to confirm markers and buoy lines are correct	Paul Wellman
Before 11:00	All Crash Boats/Race Control Boats in position	Paul Wellman
12:00	Passage between the pylons at the entrance to Ferry Reach closes to marine traffic	
12:05	Roll Call, Race Briefing & Drivers Meeting	Ernie Mello / Kim McCallan
1:15	Passage between Hinson's Island and the Paget shoreline closes to marine traffic	
1:20	Passage between Five Star Island and the Southampton shoreline closes to marine traffic	
1:30	Crash boat roll call/radio check in preparation for the race	Paul Wellman
Before 1:30	Race boats to milling area	
2:00	Start -Class A	Ernie Mello & Representative
2:12	Start -Class B	Ernie Mello & Representative
2:16	Start -Class C	Ernie Mello & Representative
2:18	Start -Class D	Ernie Mello & Representative
2:26	Start -Class S	Ernie Mello & Representative
2:40	Passage between Hinson's Island and the Paget shoreline opens to marine traffic	
2:50	Passage between Five Star Island and the Southampton shoreline opens to marine traffic	
3:30	Passage between the pylons at the entrance to Ferry Reach opens to marine traffic	