

CLUB RULEBOOK

2022 SEASON

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RULE 1 GENERAL

1.01 Exception to the Rules

Where compliance with the rules is impossible, the Chief Judge shall, with the approval of a majority of the Race Committee, make the necessary change, inform each contestant

1.02 Any amendment deemed necessary between meetings must be agreed to unanimously by majority of Race Committee

1.03 The entire obligation of putting on a sanctioned event remains with the organising Body. This organising Body shall see that adequate Officials are in attendance for all requirements at an event.

1.04 The written rules governing the event, should be made available to the owner or competitor of each boat entered for the event by the Body conducting the event.

1.05 Schedule of Events

No later than one week before the start of the events.

1.06 Schedule Changes

(a) Schedule event changes shall be made only for weather, water conditions, safety or similar reasons, and not for the convenience of any contestants. Race Committee majority must approve the change; all affected contestants must be notified.

(b) On a notice of postponement, the Race Committee shall call a meeting of the contestants as soon as convenient. A new starting time and date, if the day is changed, will be set by the Race Committee and will be acceptable to the majority of competitors.

1.07 General Qualifications

All participants in events shall be MPBC and/or SRQ members with current dues paid. This requirement shall be satisfied if the skier or crew member pays his dues before competing.

1.08 Reference to "Competitors" or "Participants" shall refer to all persons combining to make a "Boat Crew" or "Team" and shall consist of "Driver and Observer" and "Skier and/or Skiers" being towed by the Boat.

RULE 2 OFFICIALS - RESPONSIBILITY

2.01 Chief Judge

A Chief Judge shall be appointed by the Race Committee.

2.02 Judges

(a) The Chief Judge shall supervise all judging and scoring operations and shall select the judges and assistants for each event.

(b) A Jury shall be appointed by the Chief Judge to adjudicate on Rule infringements.

Disagreements

The Jury shall consist of a minimum of Event Judges and a Chief Judge. In case of a disagreement between the Judges, the majority shall decide. In the case of a tie, the Chief Judge shall decide. The Chief Judge's decision shall be final for the event. The Appeals Committee may deal with any subsequent appeal against the procedure employed or the severity of the penalty incurred.

The Appeals Committee to consist:-

Race Director
Chief Scrutineer
Safety Officer
Judge (non Jury member)

The Chief Judge, or his or her nominated representative, shall be required to place evidence to the Appeals Committee as to the procedure employed and the penalty applied.

COURSE OPERATION

- (a) The Chief Judge will be responsible for adequately appointing Judges and Lap Scorers to cover the event. The Race Director shall assist in recruitment of these personnel if requested.
- (b) The control and observation at turn buoys shall be carried out by Official, who will submit any reports to the Chief Judge.
- (c) Helpers will be briefed by the Chief Judge and report infringements of the rules that they have observed to the Chief Judge as soon as possible. They are not empowered to impose penalties themselves directly.
- (d) Boats which can take aboard at least one Helper (min., age 16 years) chosen by the Chief Judge, will stand at near proximity to all turns.
- (h) Only race Officials and Official Helpers will be allowed on Course boats (min., age of 16years). All personnel are to be financial Club Members.
- (i) It shall be the responsibility of the Helpers and Judges to attend the compulsory Briefing of Drivers and Observers and to assure themselves that all questions, in regards to the Rules and general conduct of the event etc., are thoroughly explained to all contestants.
- (j) Starter shall be a responsible person with experience of water ski racing. They will be appointed and briefed by the Chief Judge in consultation with the Race Director.
- (k) The Chief Judge has the authority to stop any race where conditions are judged unsafe to continue, or upon the recommendation of the Safety Officer.
- (l) The Chief Judge and/or the Race Director have the responsibility to take necessary action against any competitor using unsafe equipment at any time.

2.03

- (a) The Race Committee shall at least consist of the following Officials:
- i) Race Director
 - ii) Chief Judge
 - ii) Chief Scrutineer
 - iii) Safety Officer
- (b) In Events, the Race Committee will set the Course, which shall meet with the Chief Judge's approval, alterations to the course must be made to the Chief Judge's approval, provided notice of such alterations is given to each competitor before the start of the event.
- (c) On a closed course, the Committee in control shall see that the Course is clear of all traffic for a period covering the race (or heat) for five minutes before the start and five minutes after the completion of such event. The Course shall be laid down, ready for inspection, at least one hour prior to the Official starting time for inspection and approval of the Chief Judge or his/her representative.
- (d) The Organisers must provide an adequate rescue service at all times. Paramedic and/or Doctor must be in attendance at all times during competition.
- (e) It is desirable that the Organisers ensure communication be maintained between all course Officials and Course boats.

2.05 The Race Director shall be the Chairman of the Race i.e is responsible for overall management of the events.

2.06 The Chief Scrutineer is responsible for technical matters and which are the responsibility of the Race Committee and shall assist when necessary with Interpretation of technical rules.

2.07 Safety Officer

- (a) The Safety Officer shall be a member of the Race Committee with expert knowledge of local water conditions. They shall be responsible for deployment of safety boats, liaising with Course Boats and first aid services, and advising the Race Director and Chief Judge of dangerous conditions. They may also be required to advise the Race Director on the likely safety of boats under local water conditions before the Controller allows the first boat to start in a race. It is the Safety Officer's responsibility to check that all competing and Official boats are safely accounted for at the conclusion of racing.
- (b) Rescue boat drivers (min., age 16 years) will be briefed by and responsible to the Safety Officer.
- (c) All Judging and Rescue boats should carry appropriate fire-fighting equipment.
- (d) The Safety Officer shall remain in contact with the Chief Judge during the race. It is strongly recommended that intercommunicating radios be used.

2.08 Chief Scrutineer

- (a) The Chief Scrutineer shall be appointed by reason of their special technical knowledge of ski boats and their use in water similar to that on which the race will take place. They are responsible for seeing that no boat starts in the race until a visual technical scrutineering has been carried out.
- (b) The Chief Scrutineer will be responsible to the Race Director and Chief Scrutinner, and the scrutineering standards which should be aimed at are in accordance with rules contained within this book.

2.09 Responsibilities of Scrutineers

- (a) Should Officials find themselves in a position that could be deemed to be a conflict of interest, then they are to advise the organising body accordingly as soon as they become aware.

2.09 Definition of an Incident

- (a) An incident is defined as an occurrence that results in the competitor needing to seek medical attention whether at the scene or following any competition.

2.10 Incident Report Form to be Completed

- (a) Should an incident occur, it is the responsibility of one of the event Organisers or the Chief Judge to arrange for either the competitor and/or a crew member to complete an Incident Report Form and return it to the Club within **24 hours** following the Incident.
- (b) Should the injury to the competitor not be apparent during the event, but becomes known following the event, then it is the responsibility of the competitor and/or the crew to advise the Chief Judge or the Organisers immediately they become aware of the incident. The Chief Judge or the event Organisers will arrange for an Incident Report Form to be forwarded to the crew member who will complete the form and return it to the Club within seven (7) days. A copy of the Incident Report Form is to be forwarded to either the Chief Judge or the event Organisers to be retained for their records.

RULE 3 HEATS SCORING AND POINTS

3.01 Scoring

- (a) Method of Scoring will be determined by the type of event. The Committee will advise the contestants prior to the event as to how the winner and, if any, placegetters will be determined. In general the skier will be Judged unless otherwise stated.
- (b) Any Junior Competitor may nominate number of laps to be completed. Any Junior Competitor who completes their nominated laps will receive 1 point for Starting and 1 point for Finishing. Should the full number of laps be run points will be awarded accordingly
- (c) Tied Scores: In the event of tied scores, contestants involved may share equally any trophies.
- (d) A race may be declared Official if the lead boat has completed at least 50% or more of the race in question, according to the official score sheets.

RULE 4 INFRINGEMENTS & PROTESTS

4.01 Protests

- (a) Protests shall be made to the Chief Judge by the team representative. Protests must be made in writing, giving the reasons for the Protest and be filed within 30 minutes after the provisional results of the event are announced or posted.
- (b) Protests directed against another contestant shall be made to the Chief Judge by the team representative. Protests must be in writing and indicate the reason for the protest. Protests must also give the names or identity of any other witnesses. They must be filed within 30 minutes after the arrival of the participant.

4.02 (a) The Chief Judge shall form a Jury to resolve any protest if required.

(b) The Jury shall not overrule any judgement a Judge has made during the running of an event.

(c) A decision shall be made after a meeting with only the participants concerned, away from any crowd, and after a vote has been taken in private.

4.03 No placings shall be posted whilst a Protest is pending.

4.04 (a) Results shall be final for all events within one hour after the results of the event are announced and the judge's scoring forms are available for inspection.

(b) Only OFFICIAL TIMES by Judges, Official Time-keepers and official Scorers will be recognised.

(c) No PROTEST shall be permitted on judgement decisions by the Judges.

4.05 Disqualifications and Penalties

Disqualifications may be imposed for any of the following or similar items:-

- (a) Where any boat or skier, in the opinion of the Chief Judge, is proved to be behaving in a dangerous manner or contrary to the rules.
- (b) Any boat or driver demonstrating poor handling ability or creating a safety hazard.
- (c) Anyone running so close to the Course during a race so as to interfere with the event.
- (d) Any blocking or turning wide.
- (e) In the opinion of the Judges, any participant exhibiting unsportsmanlike conduct during the running of the events.
- (f) The violation of running on a Course that is closed will subject the boat and driver to a penalty for the first infringement and disqualification from that meeting for subsequent infringements.
- (g) Refusing to give way to other competitors whilst on course.
- (h) Should a boat or its competitor commit a breach of these rules which is of a minor or technical nature and in the judgement of the Judges has no direct effect on the relative positions of the boats at the finish, the said Judges' Committee shall have the power to decide whether or not a boat or competitor shall be disqualified or a lesser penalty may be imposed.

- (i) The boat crew must be advised of infringements or penalty by the Chief Judge prior to announcement of results.
 - (j) No abuse or offensive language to Judges or Officials will be permitted.
 - (k) Any accident involving property damage or personal injury must be reported on the day to the Chief Judge of the event. Failure to do so could result in non-acceptance in future events for all crew members involved.
 - (l) A team shall not be disqualified if wrongly compelled to do so by another boat, or where the majority of the event judges are satisfied that a rule has been breached for safety reasons ONLY, and that the team breaching the rule gained no advantage.
- 4.06 (a) A driver receiving two disqualifications for violations during a single event, may be disqualified for the rest of that day's events. Any driver disqualified for violations three times during a calendar year may be disqualified for the remainder of the races that ski racing year
- (b) Penalties for moving violations will apply to an entire team (skier, driver and observer).
 - (c) The Race Controller must be notified of any disqualifications.
- 4.07 For a serious contravention of the rules, the Chief Judge may, with a majority decision of the Committee, disqualify and/or recommend the suspension or removal of a ski racing driver's licence to the Race Committee. The re-issue of this licence, however, will be done through the Committee on re-application by the driver.
- 4.08 The Chief Judge and the Committee shall have the right to give summary judgement on any happening unforeseen in these rules.
- 4.09 Exclusions from Events
- (a) If in the opinion of the Judges or Race Committee, the conduct of a participant/s is against the best interest of the Club the Race Committee may exclude such member/s from participating in events under its control.
 - (b) Boats that constitute a danger or non-bonafide entries, shall not be permitted to race. The Judges' and Race Committee's decision is final.
 - (c) Any boat or participant failing to comply with one or more of the rules contained within Sections 6, 7 and 8 of these rules, and in the opinion of the Race Committee should not enter an event as a result of non-compliance.

4.10 Drugs and Alcohol

- (a) A competitor who is under the influence of a non-prescribed drug, restricted prescribed drug, cannabis, narcotics and stimulants (such as amphetamines, cocaine, etc), shall be liable to immediate suspension from competing in events on that day and shall be liable to disqualification from events already competed in on that day.
- (b) A competitor who is found to have used a non-prescribed drug or restricted prescribed drug shall be liable to disqualification and such other penalty as prescribed by such policy.
- (c) Subject to (j) hereof, a competitor shall not consume alcohol on the day of an event. A competitor who has consumed any alcohol on the day of the event shall be immediately suspended from competing in all events on that day.
- (d) A competitor who is under the influence of alcohol shall be liable to immediate suspension from competing in events and shall be liable to disqualification from events already competed in on that day.
- (e) It shall be absolute proof of a competitor “being under the influence” if there is present in that competitor’s blood a concentration of alcohol of in excess of 0.00 grams in 100 milliliters of the blood, or such lower concentration as may be prescribed by any relevant State laws.
- (f) The Race Committee or the Chief Judge, or anyone authorised by the Race Committee or the Chief Judge, shall have the power to require any competitor at any time during the running of events or prior to the running of events on any day to submit to a breath test or breath analysis for the purposes of ascertaining the concentration of alcohol in that person’s blood by use of a breath testing or breath analysis device approved of for that purpose.
- (g) Breath testing must be completed by drivers, observers **& skiers** over the age of 18 years, 15 minutes prior to competitor's start time so as not to upset mental and physical preparation of competitor, other than if authorised by the Chief Judge. Nothing contained in this rule shall prohibit breath testing after completion of an event.
- (h) No minor can be breath tested without the consent of his/her parent or guardian or crew member or without the approval and in the presence of the Chief Judge or his/her nominee.
- (i) Any competitor refusing to undertake an authorised breath test or breath analysis shall be liable to immediate suspension from all events on that day and shall be liable to disqualification from all events competed in on that day.
- (j) Nothing herein contained shall apply to alcohol consumed after the completion of that competitor’s competition in events on that day, that is after a competitor reaches the bank following the completion of his/her final event of the day. Cross reference Rule 8.09 (e).
- (k) A reference herein to a “competitor” shall also include reference to an “official” or other participant in an event.

RULE 5 SECTIONS OF COMPETITION

- (a) Ages and dates specified be for the Ski Racing Calendar Year.
- (b) Ages of competitors prior to midnight on the 30th June of the current Ski Racing Calendar Year, determines the age Divisions for the following season.

Competitor's age as at 30th June will determine Class in which to run for the oncoming Season. Should a competitor have birthday during the Season they are still entitled to run in their Age Class until the next Season.

(c) Social Rules

The spirit of the rules of Social Class is to provide a class in which the majority of social skiers may be competitive (depending on their skiing skill) without necessarily spending money on special skis. The skis used should not have a significant advantage over any of the commonly available and popular slalom skis.

Ropes Social — maximum allowable length is 45meters (150ft) from the transom of the boat to the handles.

- Skis —
1. The front foot binding is unrestricted, i.e. any social or racing binding can be used.
 2. The rear foot binding is restricted to a toe piece only. No heel piece may be used, i.e. no part of the fitting may support the heel or ankle.
If a heel piece or ankle strap is standard, these pieces must be removed from the ski to be eligible. No sole plate or wedge may be used under the foot, no toe grips or supports. No indentations in the top surface of the ski. Roughened surfaces are allowable under the rear foot with equal density but must be continuous from in front of the rear toe to behind the rear heel; contact roughened sole pieces may also be used, provided the total thickness of any or all sole pieces is 3mm thick, above the top surface of the ski. No other form of support or adhesion for the rear foot is allowed either outside, under or within the rear foot binding. Competitors are not permitted to tape ski bindings, in any way, externally.
 3. The maximum thickness for the ski is 2.2 cm.
 4. The ski must have a concave bottom surface. This concave must be at least 0.5 cm deep and 7.0 cm wide, and being of a curve and blended cross-section. This section should start in front of the front foot piece and extend rearwards to behind the back of the rear foot piece, this section being at least 70 cm.
 5. The ski must fit in a box of the following internal dimensions:
 - a) Length: 175 cm
 - b) Width for front 100 cm of box : 20 cm
 - c) Width at back edge of box : 7.5 cm
 - d) The box will taper uniformly and symmetrically from 20cm to 7.5 cm over the last 75 cm of its length.
 - e) The front edge of the box will be 18 cm high so that the tip of the ski will not pass over it.
 - f) There will be a space cut in the bottom of the rear of the box, large enough to allow any fins to pass through.
 - g) The ski must be placed flat on the bottom of the box with the rear of the ski against the rear of the box, and the centre line of the ski along the centre line of the box.

Virtually, all common skis will fit into the box. Due to manufacturing tolerances some of the popular social skis do not always fit. Skis which comply to the spirit of the rules will be allowed, i.e. those which in the opinion of the Judges do not give a significant advantage. Square back skis such as wake jumpers, do not fall within the spirit of the rules and will not be allowed unless modified to fit into the box.

Specially made skis designed to take full advantage of the rules will be allowed only if they meet all the requirements, i.e they must fit into the box.

5.02 Classes

- Marathon
- 0-9 Boys & Girls
- 10 – 12 Boys & Girl
- Come and Try
- Social men & women
- 13-15 Boys & Girls
- 16-24 Men & Women
- Novice Men and Women
- Come & Try Drivers
- Over 25 Men & Women
- Heritage Boats
- Masters – Over 40 (85mph)
- Veterans – Over 40 (110mph)
- Open Men
- Open Women
- 90mph Class
- 70mph Class
- 60mph Class
- 110mph Class
- 80mph class
- 90mph Class

- 5.03 (a) Substitution of a boat and/or skier in the same class or division shall be permitted 30 minutes, or less at the Judges' discretion, prior to the start of an event. The withdrawn boat and/or skier shall be eligible to re-enter other events on the day. The withdrawn boat and/or skier must be proven to be unable to compete.
- 5.06 To qualify as a novice skier, the skier shall never have skied in a sanctioned race, nor trophied in a novice race. A skier may ski in novice class for a maximum of two race seasons or portions thereof.
- 5.07 Any Junior Competitor may nominate number of laps to be completed. Should the full number of laps be run points will be awarded accordingly.
- 5.08 Any Junior Competitor who completes their nominated laps will receive 1 point for Starting and 1 point for Finishing

RULE 6 BOAT REQUIREMENTS AND SAFETY

Where State Maritime Laws are applicable all safety gear must be carried

- 6.01 (a) Dry land boat safety inspection - prior to or during entry hours, boat requirements and safety inspection may be affected.
- (b) A Scrutineering Sticker of Safety Compliance will be issued to each boat each calendar year, but this Certificate may be revoked should compliance with safety regulations not be maintained upon the boat at any time during the season.
- 6.02 Such boat and equipment shall be available for examination at least one hour prior to the start of the event and if found not to be in compliance with governing rule or regulation, the Committee may refuse to allow the boat to start. Corrections or substitution may be permitted if made prior to competing in the event, but the start shall not be delayed to allow compliance.

6.03 The owner or his representative must be notified immediately by the officials prior to the start of the event, if it is found on inspection that any rules have not been complied with and the owner or his representative shall be granted the privilege of complying with the rules prior to the start of the event. If the rules are not then complied with, officials may decline to permit the boat to start.

6.04 All boats must be currently registered with the relevant Maritime Services.

6.05 All boats are to comply with any requirements or regulations stipulated by the Marine Authority.

6.07 Structural State

Scrutineers are not expected to undertake a “condition survey” of the boat, but general appraisal shall be made of the structure. The following points should, however, be checked.

- (a) Split planks, fractured frames and beams and transom knees or their equivalent in reinforced plastic or alloy hulls.
- (b) Steering mounting (structure).
- (c) Shaft brackets and mechanical items other than those already covered.
- (d) Bilge should be free of oil or debris. Remember oil causes structural deterioration, fuel is dangerous and debris chokes pumps etc.

6.08 The design of a boat or a combination of hull and power source, must be compatible for speeds travelled during events. The owner must provide proof of safety of boat handling if requested.

6.09 Restrictions to Boat Names & Associated Materials

- (a) Restrictions shall apply to the name of a boat. No name, mural or advertisement shall be permitted that is obscene, in breach of good taste or of such a nature as to cause embarrassment or to bring the sport of waterskiing into disrepute. This shall apply to double meanings, innuendoes or in any other language than English.
- (b) All of the restrictions listed in Rule 6.09(a) shall apply to the team/crew members’ clothing and apparel, tow vehicles, tractors and any equipment, or any object brought to the venue by the competing team/crew.

6.10 Towing Cleat or Eye, or Sampson Post (if fitted)

- (a) Shall be adequate in itself and shall be adequate for towing the boat when water logged.
- (b) Shall be strongly fixed to the structure, not merely to the decking. It should be remembered that this item may have to carry the whole weight of a water- logged boat.

6.11 Painter/Mooring Lines/Bow Lines (if fitted)

- (a) Shall be strong enough for the purpose and shall be long enough for mooring.
- (b) The painter shall be attached to a bow eye or sampson post where available and shall be secured in the cockpit preferably by jamming cleat to avoid the crew having to clamber out on to the bow to accept a tow.
- (c) It shall not be long enough to reach the propeller.

6.12 Sharp Edges

- (a) All mascots, lights, bow fittings and other sharp edges shall be adequately protected or removed.

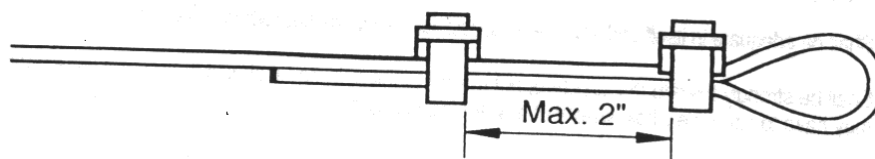
- (b) Fixed aerofoils or adjustable aero trimming devices attached to the hull or engine must be securely fixed and stayed.

6.13 Windshield

- (a) Shall be well secured.
- (b) Shall not be of plate or ordinary glass.
- (c) Scrutineers may order the removal of any windshield that appears dangerous.

6.14 Steering Gear

- (a) Steering wheel and drum shall be secured and locked on to the shaft.
- (b) Steering wheel unit shall be fixed to, or through, the dash panel or a steering mounting bar and shall be through bolted and locked.
- (c) Steering wheel strength shall be checked, if the wheel is split or cracked the wheel shall be rejected. Wheels of the laminated rim type shall be checked for wear caused by the breakdown of the laminations. Plastic composition wheels shall be checked for early fatigue where the spokes join the boss to ensure the wheel cannot be forced to spin on the internal boss without undue minimum amount of pressure.
- (d) Where shackles or such devices are used to attach the steering to outboard engines, they shall not be of a non-ferrous metal. Scrutineers shall satisfy themselves that this is so even if the shackles are painted.
- (e) Pulleys shall operate freely and shall be through bolted with positive locking. Riveted will be accepted in the interim.
- (f) Steering wires shall be in good condition and shall have free running throughout their path, with adequate tension throughout their travel.
- (g) Wires shall be secure and where doubled to form an eye shall be around a thimble to protect the wire from wear or folding, and then be secured with two cable grips or equivalent as per diagram. Minimum diameter of wire used will be 5/32" or 4mm diameter. Cable clamps must be fitted with the



largest holding area of the clamp on the load carrying length of cable and the smallest holding area of the clamp on the tail end of the cable. All clamps must face the same direction and must not be alternated. Minimum of 2 clamps to be fitted on each ending.

No clothes line wire to be used.

- (h) Lock wiring on all shackles, turnbuckles, stretching screws etc., in the system shall be secure.
- (i) There shall be no undue degree of play in the steering system, but steering wires shall not be over-tightened in a "piano-wire" fashion.
- (j) For outboards — attachments to the engine, for inboards attachments to tillers and/or quadrants and their fitting to the stock shall be in good condition and secure.
- (k) Engine or tiller and rudder shall operate with full and free movements in the correct sense and shall be fitted with stops to prevent over-control.

- (l) Rudder assemblies, gland keys etc. shall be in good condition and secure with locked nuts and/or tight split pins.
- (m) For rod steering, the rods are to be sufficiently rigid to prevent undue flexing.
- (n) Rack and pinion steering shall be in good mechanical condition with no excessive backlash. Casings should also be checked.
- (o) All pulleys with riveted swivel attachments, are not to be used on any boat, pins of non-ferrous materials shall be rejected or the pins shall be replaced by a positively locked steel bolt. Pulleys should also, if possible, incorporate a bush.
- (p) All pulleys with any tension shall not cause the yoke to clamp down on the pulley wheel.
- (q) All pulleys which use an attachment hook of non-ferrous material shall be rejected.
- (r) All attachment hooks shall be closed.
- (s) Sheathed steering cables shall not be permitted.
- (t) Wires to the steering wheel running across the front of the dashboard shall effectively be shielded.
- (u) It is also recommended that wires running fore and aft inside the cockpit be similarly shielded.
- (v) Jet boats must be fitted with a rudder extending below the bottom of the boat and operating in conjunction with the normal jet steering.
- (w) Teleflex steering shall incorporate dual system unless equipped with power steering. 150hp and below allowed single teleflex.
- (x) Two piece outrigger steering will only be accepted if both halves (wings) are securely joined to each other and braced to power-head studs. The outriggers should be sufficiently rigid to prevent undue flexing. It is recommended that stays/supports could be used.
- (y) Each boat utilising a cable and pulley system must have a new steering cable at the commencement of the ski race season (July 1st in each year). At the commencement of each ensuing season old cable with seal attached together with new cable fitted to vessel is to be presented for scrutineering and resealing.

For Inboard Classes Only

- (z) The rudder shaft on Inboard Classes shall have some type of locking device fitted to prevent the quadrant from moving up the shaft. Rudder shaft to have some type of collar or other preventive measure fitted above cavitation plate or above seal on inboard rudders to prevent rudder dropping. Rudders fitted to inboard boats are to have quadrant and/or arm for steering cables, keyed and lock bolted to rudder shaft with a minimum 6 mm thick key.
- (z-i) **CRACK TESTING OF RUDDERS** - All rudders are to be engraved or hard stamped on side of blade with boat registration number or state identification number for states where boat registration does not apply. A current certificate of crack testing to be supplied when boat is scrutineered for new season, i.e. July to June in any given year. A further current certificate must be supplied for replacement rudders.
- (z-ii) **FOR INBOARDS AND OUTBOARDS** - Should any part of the outboard/out drives be welded or repaired below the cavitation plate line, then a certified x-ray to structural integrity is required and must be permanently stamped or engraved on the cavitation housing by the repairer with date of repair for identification purposes. This certification must be renewed every 12 months.

6.15 Control Cables

All control cables shall be taped or screwed down securely.

6.16 Fuel Tanks

- (a) Shall be secure in all directions.
- (b) Shall not leak.
- (c) Shall have sensible filling and venting arrangements where applicable, that are not close to any hot parts, such as exhaust manifolds. As from 1.7.93 all newly manufactured ski racing boats must have external breathers with fuel fillers deck mounted.
- (d) It is recommended that there should be an easily accessible means of shutting the fuel supply off from the tanks.

6.17 Fuel Lines

Shall be leak resistant and run in a manner to avoid damage. Lines shall be in good condition with proper connectors. Flexible hoses and pipe runs should be clipped up at suitable intervals with fair runs to the engine (at all points of travel in the case of outboards). Lines should be fire-resistant non-collapsing.

- 6.18 (a) All throttles must be by foot operation, whether inboard or outboard.
- (b) All carburettors and/or throttles must be spring loaded to close at the engine, and must function accordingly.

6.19 Extinguisher System

- (a) Approved SAA fire extinguisher must be carried at all times.
- (b) Shall be of satisfactory condition and easily accessible.
- (c) Only fully charged extinguishers shall be permitted and they shall not contain carbon tetrachloride. It is recommended that the extinguisher be capable of putting out a petrol fire at least 4 sq. metres.

6.20 All component parts of boat such as fuel tanks, batteries and hatches, etc. must be securely fastened in a permanent manner to prevent movement.

6.21 Battery Storage

- (a) Batteries, where carried, shall be easily accessible and prevented from any movement in any direction by means of adequate hold downs.
- (b) Ensure that there is adequate support below the battery.
- (c) Batteries shall not be placed in a sealed compartment.

6.22 Propellers

- (a) Propeller shall be sound, particularly at the blade roots.
- (b) All propellers to be lock nutted and/or secured by a split pin or locking tab.

6.23 Propeller Shaft

- (a) Propeller shaft to have restraining collar fitted in front of the log.

- (b) Top line shaft (jack shaft) between engine and gear box or stern leg shall have circular braces or suitable supports to contain the shaft in case of failure and both prop shaft and top line shaft, or any other moving part of the mechanism within the vicinity of the driver or observer or likely danger, is to be fully enclosed with a safety guard (guard should be minimum 3mm steel or 6mm aluminium sheet).

6.24 For Inboard Classes Only

The boss of the propeller shall have, at all times, some clearance between the rear of the skeg.

6.25 Buoyancy

- (a) All boats shall have sufficient buoyancy to keep afloat in all conditions. Buoyancy aids or material shall be adequately fixed. Scrutineers shall not be responsible for determining the adequacy of the buoyancy in any boat, but may suspend acceptance if in doubt.
- (b) Unless a boat has built in positive buoyancy, the team must demonstrate visually that adequate buoyancy aids have been installed, i.e. that inflated truck tube or similar be secured in bow of vessel.

6.26 Seating

- (a) Adequate seating to be provided for driver and observers. A formed rigid seat with back to be the minimum.
- (b) Seats will be firmly mounted and secured.
- (c) Observer's seat shall face the rear of the boat and be positioned to allow the observer full view of the skiers at all times with the observer remaining seated in the defined observer's seat.
- (d) When back to back seating is employed it must conform to the following:
 1. Be placed centrally within the craft.
 2. Not be further apart than 300 mm.

6.27 Cut Out Switch (Jack Plug)

- (a) Cut out switch with cord is compulsory.
- (b) Path and extended length of the cord shall ensure disconnection of the switch when driver unseated or whatever direction of ejection.
- (c) Cord and attachments shall be adequately attached to the cut- out switch and the driver's jacket.
- (d) All boats competing in ski racing events must have their fuel pumps rendered inoperative when the cut - out switch is activated.
- (e) No device shall be fitted to render the switch plug inoperative.
- (f) Unit shall be attached securely to the boat structure, forward of the back rest of the driver's seat.

6.28 Official Race Numbers

- (a) OFFICIAL NUMBERS shall be those issued by the Club Committee to the contestants prior to the event. Numbers, number boards, etc. to be supplied by the competitor.
- (b) Numbers to be coloured black and be minimum 25cm high, 15cm wide (except number one) and 5cm thick with minimum 5cm clear spacing between each number and from all edges of mounting board.
- (c) Mounting board or backing to be coloured white and to have a clear horizontal visible area from both sides when planing of minimum 35cm high by minimum 45cm wide. Number board or backing to be located on a straight vertical surface. In instances where a straight number board is fitted, it is a

requirement that the front leading edge of the number board be rounded and have a minimum diameter of 50mm.

- (d) If preferred, a light, yellow number board with black lettering will be permitted providing all measurements are as above.
- (e) All numbers/boards to be located above deck or gunwale line and securely fixed to vessel or motor area. Number board to be of a non-translucent material.
- (f) Leading edge of no., board to have protective padding/strips - no sharp edges.
- (g) Boats having more than two numbers are to increase mounting board accordingly to achieve the above spacing and size requirements.
- (h) Race No., may be affixed to hull but **MUST** meet measurements/standards as per Item (b)
- (i) If the number or part of the number comes off or if it is in a position that it cannot be readily identified by the judges then it may cause for a penalty or no time being given.

6.29 Safety / Medical Flag

- (a) Safety flag (for downed competitor) must be fluorescent orange 50 cm x 50cm fixed to a pole of 1 metre length, and must be part of equipment. Boat name and registration number must appear on handle.

OR

Medical flag (for injuries to competitors) must be royal blue and white 50cm x 50cm fixed to a pole of 1metre length, must be part of equipment. Flag will be 1/2 royal blue & 1/2 white separated diagonally on each side. **Flag only to be used if medical assistance is required.** Boat name and registration number must appear on handle.

- (b) A suitable flag pole holder must be provided for use when the skier is in the water and the observer requires both hands for other operations. The safety flag must be in a clearly visible location in all directions when mounted in the pole holder.

6.30 Distress Flares

- (a) Boat may carry a minimum of two SAA Approved coloured daylight smoke flares for ignition, should a member of the crew or competitor be seriously injured, subject to local Council laws.
- (b) Flares, etc. normally have a stamped expiry date and if they have expired or the date is illegible or the condition poor they shall not be accepted.

6.31 Paddle

- (a) Paddle — not a water ski — shall be stored for immediate use, but not loose.
- (b) The paddle shall be of practical form related to the size of the boat and in useable condition.

6.32 Handholds

All boats must have adequate stationary handhold fixed securely to hull and in a convenient location for observers use at any time. They shall be located to prevent entrapment of boat crew.

6.33 Footrest

All boats are required to have adequate footrests for observer and to be suitably located for bracing observer within seat. They shall be firmly fixed and of such construction that the observer's foot may not be caught underneath.

6.34 Engine Mountings, Transmissions and Lifts for Outboards

- (a) Mounting brackets shall be secure and in a satisfactory condition.
- (b) Engine mountings shall be attached to the transom with at least four (4) bolts. Should a hydraulic lift up plate system be fitted, the mounting plate fixed to the boat must have minimum of 4 bolts fixing mounting plate to boat. The whole moveable motor assembly fixed to the mounting plate must be securely mounted and fitted with safety stops, thus preventing the assembly from parting from the mounting plate or moving up or down beyond design limits. A positive stopper (eg bolt) shall be included to prevent motor upward travel in the event of hydraulic ram failure/breakage.
- (c) All bolts shall be adequately tightened.
- (d) The engine height of the outboard on the transom is to be limited to the centre of the prop-shaft, no higher than level with the bottom of the hull. (This is measured with the outboard trimmed so the prop-shaft is parallel with the bottom of the hull). Hydraulic jacking plate vertical travel must be limited to this height.

6.35 For Inboards

- (a) Engine mountings shall be sound.
- (b) Where an outdrive - or jet unit - is fitted, the outdrive ring connection to the transom and the unit to the ring shall be secure.
- (c) Transmission and all parts motivated by the engine shall be efficiently shielded so as to prevent damage to persons or structure in the event of breakage. For shafts in excess of one foot in length the shielding shall not allow more than 1/2" (1cm) clearance at either end.
- (d) Bearers shall not be saturated with oil.

6.36 Engine Condition

- (a) The engine shall be free of dangerous corrosion, oil or fuel leaks or excessive heating and shall not be a danger to any adjacent structure. Oil leaks are a particular source of fire danger.
- (b) For inboard engines, flame arresters are recommended.

6.37 Exhaust Systems

Exhaust systems shall conform to governing authority's standards of decibels. There shall be adequate insulation where required and runs sited to avoid fire.

Open exhausts must meet EPA decibel levels of 95

6.38 Anchor (if required) – State Maritime Law applies

Anchor shall be of weight and type adequate to hold the boat. Shall be properly stored to prevent damage, but shall still be accessible.

6.39 Anchor Line (if required) – State Maritime Law applies

- (a) Shall be of a size and strength appropriate to the boat.
- (b) Shall be in good condition.
- (c) Shall be at least 35 metres in length.
- (d) Shall be attached at the time of scrutineering, to the boat and the anchor. It shall perform no other function.

6.41 Bilge Pump

- (a) Shall be in proper working order and properly secured to the boat.
- (b) Shall be reasonably accessible for operation.
- (c) Shall have a suction pipe to the lowest suction point of the bilges and a discharge pipe overboard.
- (d) It must be possible to pump out all sections of the boat, even if separated by water-tight bulkheads.

6.42 Engine Wells

For boats with engine wells, any non-sealed openings, other than self-draining holes in the transom, shall be above a horizontal line through the lowest point of the top of the transom.

6.43 Dry Land Engine Testing

Portable types of safety /clearance devices such as witches-hats/bunting shall be used whilst engines are running with boats on trailers, to protect any person against being injured by moving propellers.

RULE 7 CREW AND COMPETITOR REQUIREMENTS AND SAFETY

7.01 Competing Team or Crew

The competing "Team or Crew" shall mean the Driver, Observer and Skier/s.

7.02 Crew Members of the Boat

- (a) The crew of the boat consists of a Driver and Observer. No boat competing in an event is allowed further boat crew members, unless otherwise approved by the Officials.
- (b) All boat crew members competing in events shall be required to wear helmets. Hard hat area of helmet to be fluorescent orange OR are brightly coloured and clearly visible... Helmet manufacturer's logo will be the only advertising allowed on helmets, a maximum of 2 no larger than 75 mm x 25 mm each, preferably on the ear cover sections. Competitor's name will be permitted once in letters of 20 mm maximum height 100 mm long at the base of the helmet.

- (c) All helmets are to be in good condition and devoid of dents and splits. Fluro orange contact on helmet permissible.

All helmets are to be pre- approved by MPBC and SRQ scrutineering

Helmet visors shall be in good condition and devoid of cracks and easily detachable (i.e. not bolted down). Visors must not be secured in any way which prevents them lifting up (i.e. taping).

Failure by any team member to correctly wear his helmet whilst under power as a team on race day in the normal accepted manner, may incur a penalty.

- (d) All drivers & observers competing at 70mph or over are to wear a fire-proof driver's suit that covers from neck to ankle including long sleeves with a rating equal to SRF-2A/1.
All drivers and observers competing at below 70mph are to wear long sleeve shirt and pants

When a boat is on the plane idling back upon completion of an event, no helmets are required to be worn.

- (e) All boat crew members competing over 60mph shall be required to wear a waist-coat type unaltered life jacket with leg straps. Life jackets must be equipped with collars and/or must have flotation material high on the chest to hold an unconscious person's face out of water.

All boat crew members competing Under 60mph must have at a minimum of a well fitting, good condition Level 50 (PFD Type 2/3 lifejacket.

Must comply with a minimum PFD2 Australian standard Life jackets.

Must be securely fastened at all times, while on the course - racing or testing. Leg straps must be securely fastened to life jacket and legs for over 60mph. Cord and attachments shall be adequately attached to the cut out switch and the driver's jacket.

- (f) Life jackets shall also meet the following inspection requirements:-

1. Lacing ties and/or straps shall be adequate and in good condition.
2. Zips, where used, shall be in working order.
3. Tears or rents or bad repairs whereby buoyancy will leak out, shall not be permitted.

4. Jackets shall be dry and not oil or water-logged.
 5. Jackets shall be fitted with hold-down straps to the legs.
- (g) All life jackets to be predominantly one or more of the following colours – canary, wattle, golden yellow, international orange, scarlet or bright colours.
- (h) When boat testing and in unofficial practice all crew members must wear all safety equipment. (Cross-reference Rule 7.06(1))

7.03 Safety Belts are not permitted.

7.04 Boat Drivers

- (a) All drivers must hold a current Boat Driver's Licence where applicable, as specified by the Controlling Government Body and must have attained the age of 18 years.
- (b) In addition, any driver residing in a Country or State whose Government controls the issue of Boat Drivers' Licences, shall not be permitted to compete in a race unless he has possession of such a licence.
- (c) Drivers must hold a current approved ski Racing Licence.
- (d) For all Drivers competing at 70mph and over they must hold a current approved Medical Certificate, medical examination to be carried out by a medical officer at least every two years.
For all Drivers competing below 70mph a medical history tick sheet is to be completed yearly and medicals are required for those who have existing conditions of concern
- (e) Drivers must be completely conversant with the Club Rules.
- (f) Fully enclosed footwear must be worn within the boat at all times.

7.05 Boat Observers

- (a) Required minimum age for an observer is 16 years.
- (b) All helmets are to be in good condition and devoid of dents and splits. Fluro orange contact on helmet permissible.

Helmet visors shall be in good condition and devoid of cracks and easily detachable (i.e. not bolted down). Visors must not be secured in any way which prevents them lifting up (i.e. taping).

Failure by any team member to correctly wear his helmet whilst under power as a team on race day in the normal accepted manner, may incur a penalty.

- (c) Observers must be completely conversant with the Club Rules.
- (d) Observers must hold a current approved ski Racing Observer's Licence or a current ski Racing Driver's Licence.
- (f) For all Observers competing at 70mph and over they must hold a current approved Medical Certificate, medical examination to be carried out by a medical officer at least every two years.
For all Observers competing below 70mph a medical history tick sheet is to be completed yearly and medicals are required for those who have existing conditions of concern
- (f) Fully enclosed footwear must be worn within the boat at all times.

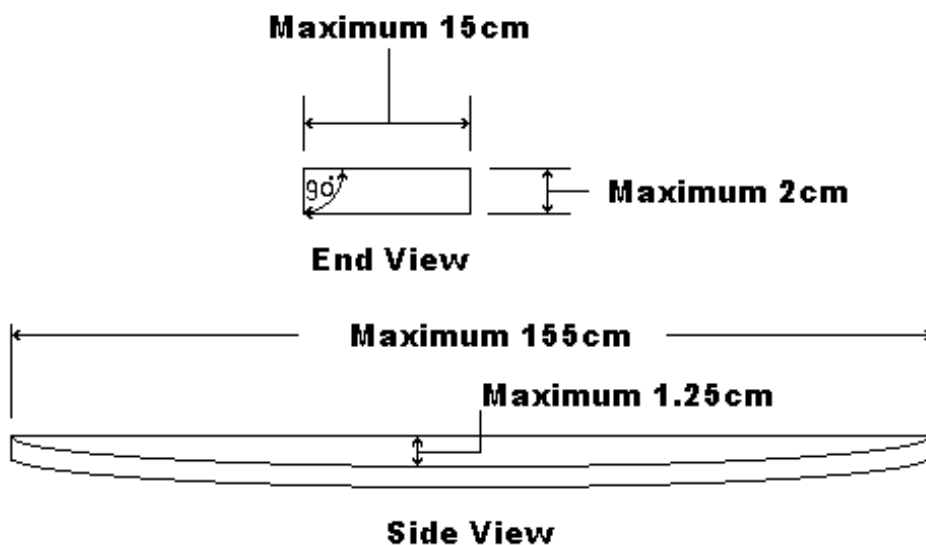
7.06 Skiers

- (a) All external surfaces of the hard helmet shell shall be fluorescent orange, in the case of soft outer covered helmets they shall be fluorescent orange (fluoro orange contact permissible) with the exception of the chin and goggle securing straps and Mauser joining tape.
- (b) Helmets to have:-
1. Cover for the ears to prevent ruptured ear drums when the head hits the water in a sideways fall. When soft ear covers are added to a helmet they may be a different colour e.g. black, etc.
 2. A secure and close fit on the head to reduce the possibility of “bucketing” or forcing water between the helmet and the head.
 3. Secure straps - correctly adjusted. “D” Clips must not be used as a means of fastening or adjusting skiers’ helmets.
 4. The helmet must float and be adequately constructed to absorb impact.
 5. Competitor's name will be permitted once in letters of 20 mm maximum height 100 mm long at the base of the helmet.
- (c) All team members shall wear their helmets in the normally accepted manner during the race and whilst under power on race day or practice periods. Failure by any team member to correctly wear his/her helmet whilst under power on race day, may incur a penalty. When a boat is on the plane idling back upon completion of an event, no helmet is required to be worn.
- (d) Approved buoyancy vests must be worn by all competitors, these to be predominantly one or more of the following colours — canary, wattle, golden yellow, international orange, scarlet or **bright fluorescent** colours. A wet suit or belt shall not be considered to be an adequate buoyancy vest. Vests must have two straps completely encircling the body. Crutch straps are compulsory.
- (e) If a wet suit is worn over a vest, crutch straps are not necessary. Wet suit must be one or more of the following colours — canary, wattle, golden yellow, international orange, scarlet or **bright fluorescent** colours.
- (f) Approved ski racing wet suits with built-in flotation will be accepted provided that the top section from the armpits up, excluding underarm gussets, Mauser tape on seams and edging, and zipper is one or more of the following colours — canary, wattle, golden yellow, international orange, scarlet or **bright** fluorescent colours and have three safety straps over the opening area. Must comply with a minimum PFD2 Australian standard. It is desirable but not mandatory that the safety straps be one of the aforementioned colours. All recommended colours must be still visibly bright when wet.
- (g) Safety water ski trunks with manufactured, unaltered leg straps may be acceptable.
- (h) Buoyancy vests shall also meet the following inspection requirements:-
1. Lacing ties and/or straps shall be adequate and in good condition.
 2. Zips, where used, shall be in working order.
 3. Tears or rents or bad repairs whereby buoyancy will leak out, shall not be permitted.
 4. Jackets shall be dry and not oil or water-logged.
 5. Jackets shall be fitted with hold-down straps to the legs.

- (i) Prohibit the wearing on or attaching to the body or items of apparel any water bottles or other container or receptacle designed or used for the purpose of carrying, retaining or storing fluids whether or not such fluids are to be consumed prior to, during or subsequent to a race.
- (j) No video/GoPro cameras permitted to be mounted either on skier's person or on skier's helmet. Penalty - Disqualification.
- (k) Clinch type gloves are not permitted.
- (l) Competitors are not permitted to tape ski bindings in any way externally. (Cross-reference Rule 5.01(e) Skis 2)
- (m) It is recommended that when boat testing and in unofficial practice all crew members wear all safety equipment. (Cross-reference Rule 7.02(g))

7.07 Skis

- (a) A coloured fluorescent orange paint or adhesive tape at least 15cm in length must be placed on the upper and lower front tip of all skis with a maximum 5mm margin permissible around the perimeter of the ski. Manufacturers' logo must be under the 15cm area.
- (b) Either one or two skis may be used, and such skis must be in a serviceable condition.
- (c) Skis shall not be more than 3 metres in length. For Marathon events definitions of skis are as follows:
- (d) Any type of binders and fins are allowed except in events specifying skis without such fittings.



- (e) A competitor wishing to use any equipment that does not comply with these above rules, may submit a sample to the Race Committee for determination at least four weeks prior to the event.

7.08 Tow Lines

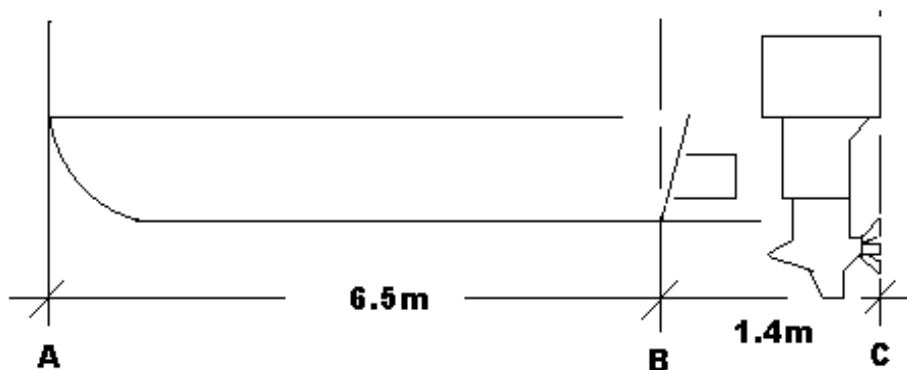
- (a) The skier shall provide tow lines, preferably of polythene or polypropylene material. No harness is to be used. A harness is defined as any device that is not permanently attached to the tow line, the only exception to this rule will be for disabled skiers, who will be assessed on a case-by-case basis.
- (b) The minimum length of a tow line is 21 metres, including handles and skier's bridle.
- (c) The maximum length of a tow line is unlimited, providing safety limitations are maintained.

RULE 8 BOAT TECHNICAL REQUIREMENTS

8.01 The boat used for towing skiers must not exceed 6.5m in overall length. The overall length is measured between two perpendiculars at the extremities of the structure, including the skin or shell, which constitutes a floating vessel. Any extension to this length is restricted to 1.4 metres, this extension is not to be part of the running surface of the hull measurement.

See sketch A - B Bow to bottom point of transom 6.5 m.

B - C Transom to propulsion point (e.g. last tip of propellor blade, nozzle of jet unit) 1.4 m.



RULE 9 COMPETITION AREA

- 9.01 (a) A set course and distance, with a minimum depth of 2 metres, must be provided. Competition area, course, and alternative position of buoys, location of lap buoys, starting buoys, beaches and finishing buoys will be clearly defined by the Officials. These will be clearly outlined to the competitors before the event and/or at a briefing by the Race Controller prior to the start of the event. The number of laps, if more than one, and the finish line, shall also be clearly designated at the briefing prior to the start.
- (b) It is desirable that a scale map of long distance courses be made available to entrants.
- (c) The course shall be marked by buoys, moored vessels or permanent sea marks. All markers shall be passed on the outside, unless otherwise directed at the briefing.
- (d) All courses shall run in an anti-clockwise direction. Boats will travel in anti-clockwise direction unless otherwise directed.
- (e) Each course buoy should be clearly and adequately marked to ensure a safe race course. Guidelines for desirable dimensions of turn and course buoys are as follows:-
- Turn Buoys - a minimum of 75cm in height and 45cm in diameter.
Course Buoys - a minimum 48cm high and minimum 30cm in diameter. All buoys to be constructed and laid so as not to create a hazard.
- (f) Any buoys marking safety hazards shall be clearly distinguishable for the course buoys. All buoys shall provide maximum visibility.
- (g) Should a mark be absent from its proper place during a heat or race, the Officials may replace the mark or substitute one therefore, at the discretion of the Committee.

9.02 Buoy Colour Code

- (a) Orange — Centre Course Markers.
- White — Outside Course Markers
- Large Yellow Buoys — Course Turn Buoys.
- Yellow — Safety Hazard or Clearance Buoy.
- Black and White or Black and Yellow Checkered — Finish Buoy/s.
- (b) It is recommended that all course buoys be fluorescent colours.

RULE 10 CONDUCT IN COMPETITION AREA

10.01 (a) All competitors must be conversant with the official Club Rules.

- (b) Boats and skiers 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 may result in disqualification, except in the case of rules where a lesser penalty is indicated, but a boat shall not be disqualified if wrongly compelled to do so by another boat, or where the majority of the event Judges are satisfied that a rule has been breached for safety reasons ONLY and that the team breaching the rule has gained no advantage. (Cross-reference Rules 4.05(n) and 10.26)

10.02 (a) All possible safety precautions to be taken.

- (b) No competitor shall be allowed to compete or to continue to compete if, in the opinion of the Safety Officer and two-thirds of the event Judges, by continuing to compete would be a danger to that competitor or other competitors in the event. During the competition, the Safety Officer may, at any time, request the Chief Judge to halt the event for a poll of the Judges in regard to the competitor's actions or condition. Whenever practical, the advice of a doctor should be obtained.
- (c) Any participant hospitalised or sustaining any injury during the racing season, which in the opinion of any or all of the following Officials, the Safety Officer, the Chief Judge or the Racing Committee, could have an effect on the competitor or others safety, must, if requested to do so by any or all of the above, present a Doctor's release, in writing, to that Official/s prior to continuing to race for that or the following season.
- (d) 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.
- (e) All boat crew members must wear spectacles if eyesight requires spectacles under normal circumstances.

10.03 All participants must sign a release at each meet absolving the Club and the organising Race Committee of liability.

10.04 In the event of a boat crew member being in difficulties and requiring immediate medical assistance, a team member (one only) shall stand on deck and wave a fluorescent orange flag. Should assistance not be in the immediate vicinity, a team member should ignite a distress flare to attract attention upon the course. (Where Local Governing Authority prohibits flares, one crew member should stand on the deck and wave a safety flag, V sheet or life jacket until attention is attracted).

10.05 In case of breakdown or equipment failure outside assistance is permissible, providing that no infringement or hazard is created to any other competitor.

10.06 Skiers may get into stationary boat during event in case of distress, boat breakdown, refitting of skis, with no penalty.

10.07 Any time a boat is under power or testing, outside the pit area on race day, all occupants will wear full race gear. When a boat is on the plane idling back upon completion of an event no race helmets need to be worn (gear) remove is required to be worn.

10.08 Skiers are strictly prohibited from fastening their tow line or the handle of the tow line to their body in any way whatsoever.

10.09 The skier must always have at least one hand on his tow line.

10.10 Entries

- (a) Entries for events will only be accepted on the prescribed Official Entry Form and is to be lodged as advertised. The entries must be signed by **ALL** members of the team. The entry is to be lodged with the Secretary.
- (b) The Race Committee reserves the right to refuse any entry.
- (c) Notification of withdrawal of an entry must be within one hour before official draw to be eligible for refund.

10.11 Order of Contestants

Before the start of each event, the entry list shall be closed and the order of contestants shall be made by random draw and contestants notified. No change in this order is permitted except for withdrawals. As each event starts, the order shall be announced and thereafter any contestants who fail to be in starting order and in condition to compete, shall not be allowed to start. However, for an acceptable reason they are unable to start after word “Go” they may leave as soon as possible whilst still retaining original start time.

10.12 Official Start Method

- (a) Official Start Method will be determined by the Race Committee methods selected, these will take into consideration safety factors in relation to location, beach and tide conditions on the day of the event. Methods considered will be:-
 - 1. Grid start with separate timing for each group.
- (b) Starter - An Official with reasonable experience of water ski racing. Will be appointed and briefed by the Chief Judge in consultation with the Race Controller.

10.13 Grid Start - Similar to mass start, but each group must move to the start line within the time nominated at the briefing.

10.14 Simultaneous Mass Starts - All contestants start on the same grid or line.

10.16 Briefing

- (a) The organisers must hold a pre-race briefing during which fullest possible details must be given concerning navigation, course and safety of the competition, including the dropping off area at the conclusion of the race or issue a detailed briefing sheet.
- (b) Boat drivers and observers must attend compulsory briefings or will not be allowed to start.

10.17 Start

- (a) The Start will be signaled by the lowering of the National Flag. Skiers **MUST NOT** be in a skiing position until the Start is signaled.
- (b) Boats **MUST NOT** be over the Start Line prior to the lowering of the National Flag.
- (c) In the case of a fall in the start area the boat must idle and turn slowly and return to the skier for a pick up. Wide fast turns may result in disqualification.
- (d) Safety flag not required in marked Start Area.
- (e) In the event of a race having to be stopped, only boats which took their grid positions for the event will be allowed to restart.

10.18 Tow lines must be fed from the boat at the start of an event.

- 10.19(a) Boats may whip a skier or skiers out during the start, however, excessive swerving greater than 45 degrees from the mean course direction shall incur a penalty if impeding other competitors.
- (b) Boats must not whip a skier out during mass type starts or lane racing.
- (c) If a successful start is not made following two attempts to start, the competitor must either withdraw from the event or move well away from the start area.

10.20 No lifting boats at start of event.

10.21(a) The driver must keep his attention ahead of the boat at all times.

- (b) Boat drivers must look ahead at start of race — observer to watch skier/s take off, however, driver may glance back.

10.22(a) Occupants of boat must remain in cockpit at all times, i.e. observer's feet to remain on floor of boat whilst putting weight on foredeck.

- (b) In tunnel or tunnel deck hulls, observer's feet must not go past the driver's seat on take off and must remain in observer's cockpit.
- (c) Observers must keep the skier under observation at all time during his participation in the event.
- (d) Observers will remain in their seats at all times whilst pulling a skier after reaching a plane.

10.23 Skiing Position/ A Fall

- (a) A Skiing Position is defined as the skier's weight is wholly supported by the ski or skis and he has possession of the tow rope.
- (b) A Fall is defined as accomplished at the time when a skier loses possession of his ski, the tow line, or is not maintaining a skiing position, that is, the skier's weight is wholly supported by the ski or skis and he has possession of the tow rope.
- (c) In the case of a fall of a skier/s, the driver must immediately slow the boat and the observer must raise the safety flag.
- (d) When picking up a fallen skier, you must slow down, yield right of way to oncoming boats, then turn either direction, whichever is safer and come back along their line. Ski line must be kept as parallel to the course as possible.
- (e) A fallen skier is allowed to make physical contact with the boat and crew to enable the replacement of equipment. At all times whilst such action is being carried out, the motor of the tow boat will be dead or in neutral, i.e. propeller not rotating. The safety flag must remain visible until the boat is under way and the skier/s is in proper skiing position.
- (f) A driver or observer shall acknowledge the safety flag or a downed skier by putting his hand up. Failure to do so may result in a penalty.
- (g) Competitors are required to fill out a Falls Report and, where applicable, a Falls and an Accident Report at all events.

10.24 Passing in a Distance Race

- (a) Passing shall be either side unless specifically stated otherwise at briefing.

- (b) A boat or team shall not force a passage between other team/s or a team and course or hazard buoy.
- (c) It is obligatory that all turns shall be marked by buoys, moored vessels or permanent sea marks. All markers shall be passed on the outside. No changing of lanes is permitted from within 100 metres of the turn buoy or mark, this distance to be clearly shown by a 100 metre buoy or marker, until the skier rounds the buoy and attains a straight line on the natural course. Minimum distance of 5 metres between competing boats after the start.

If the outside boat believes the inside boat has turned in an unnecessarily large arc causing the outside boat loss of time or putting that boat in danger (river bank etc.), the outside boat may report to the Chief Judge bad or dangerous driving or bad sportsmanship.

- (d) When taking a turn, the boats on the outside must leave room for teams on the inside.
- (e) An overtaking boat must not cut in until the skier is 100 metres ahead of the boat being overtaken.

10.25 Passing Applicable to All Events Unless Noted Otherwise

- (a) Skiers must ski to the outside of each turn, course or hazard buoy.
- (b) A fallen skier may be passed on whichever side is deemed to be the safest. The passing driver or observer shall acknowledge sight of a fallen skier by raising a hand.
- (c) For a single skier race, the skier must remain in the wake of the towing boat for the entire race.
- (d) When more than one skier is being towed in a race, skiers must ski in the wash or if this is impracticable within one metre of the wash at all times. Two skiers may not ski on the same side of the boat outside the wash. No two skiers shall ski further than six metres apart.
- (e) Boats or skiers who follow directly in the wash of a previous boat and skier closer than 100m. will be disqualified.

10.26 Any boat not completing course i.e. missed turn buoy, will not be given a finishing time. Any boat that misses a course buoy/s will be given a penalty relative to the infringement. However, should a missed buoy/s be recovered before the completion of the same lap, course will be deemed as completed. Missed safety buoys must **NOT** be recovered. (Cross-reference Rule 10.01(b))

10.27 Skiers in speed events must complete the course on the same number of skis they start with, however, damaged or lost equipment during the race may be replaced.

10.28 Finish

- (a) The finish of the ski race shall be determined by the skier.
- (b) Skiers must be in skiing position when crossing the finishing line or as long as a skier is attempting to regain a skiing position and in the process crosses the finish line and eventually attains skiing position within a reasonable distance.

10.29(a) The drop-off area for a ski race will be determined by the Officials prior to the event and announced at driver's meeting. Skiers must hang onto handles and must drop off in the areas indicated.

- (b) 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 incident re-occur after warning loss of race points will apply.

RULE 12 FLAGS

12.1 FLAGS	The following flags are required:
NATIONAL	The National flag may be used as a starting flag - dimensions 100 x 100 cms.
GREEN	Pre-start and identifying flag for judges, safety and rescue boats - dimensions 50 x 50 cms.
YELLOW	Caution. Judges and safety boats will raise the yellow flag when a skier has fallen, when a skier is in the water, or in any other case of interference after the National flag has started the race - dimensions 50 x 50 cms.
BLUE/WHITE - DIAGONAL	Medical flag. This flag must be shown in the case of a medical emergency - i.e. skier/boat crew requiring medical assistance. Dimensions 50cm x 50cm
RED	Stop the race. The judges and safety boats will raise the red flag to stop the race - dimensions 100 x 100 cms.
BLACK	Disqualification. The black flag is used to notify a competitor that he has been disqualified and that he must retire from the race. When the black flag is shown, the number of the team being disqualified should be displayed in figures not less than 300mm high at a point designated by the Chief Judge - dimensions 100 x 100 cms.
BLUE	One lap to go for leading boat - dimensions 100 x 100 cms.
CHECKERED	Finish. The checkered flag indicates the end of the race - dimensions 100 x100 cms
WHITE	The white flag will be used to designate return to pits .

Each Judges boat must continuously fly a green flag for identification; they shall also carry yellow, red and black flags on board. The red and the black flags can only be used after communication with the Chief Judge, and on his/her instructions.

The safety and rescue boats must continuously fly a green flag for identification.