

## 6. General Race Regulations

### GEN.1. GENERAL PRE-START PROCEDURES

GEN.1.1 Due to varying shoreline and water conditions, the type of start will be explained at the riders meeting.

GEN.1.2 Watercraft must be pushed or ridden at idle to the starting line. All watercraft must enter the race course, in both practice and racing, through the starting area only. Entry from the pit area is not allowed.

GEN.1.3 The maximum number of watercraft per closed-course heat should not exceed the following:

	SKI DIVISION	SPORT DIVISION	RUNABOUT DIVISION
JUNIOR	12 (14*)	12 (14*)	8 (12*)
BEGINNER	12 (14*)	12 (14*)	10 (14*)
NOVICE	14 (16*)	12 (16*)	12 (16*)
EXPERT	16 (18*)	14 (18*)	14 (18*)
PRO	18 (20*)	16 (20*)	16 (20*)

\* If a dual first-turn design is used.

IN HIGH PERFORMANCE RUNABOUT CLASSES, THE IJSBA RECOMMENDS REDUCING THE AMOUNT OF ALLOWED WATERCRAFT BY A TOTAL OF FOUR (Two on each side of a split start).

GEN.1.4 The method for determining starting lineup in heat or qualifying races is by drawing for position. The number drawn will be the starting position, from the pole to the outside. (The pole position is always closest to the first turn buoy.) Starting-line positions for main events are determined by finish positions in heat or qualifying races. At the Race Director's discretion, riders may be given their choice of starting-line position for main events based on their qualifying position.

GEN.1.5 No warm-up or practice starts will be allowed during staging or while getting positioned in the starting area.

GEN.1.6 The Race Director may penalize any rider whose method of start interferes with other participants.

GEN.1.7 A damaged watercraft may be prohibited from competition if, in the opinion of the Race Director, it presents a hazard to spectators, participants or the rider him/herself. The decision of the Race Director is final.

GEN.1.7 The watercraft used in a semi-final or final race must be the same watercraft used to qualify for that race. If the moto scoring system is used, the same watercraft must be used in all motos. The use of a second or backup watercraft, due to damage or other conditions that make the craft non-operational,

may be allowed, providing that it meets all class and safety regulations. Any such replacements can be made only with the authorization of the Race Director.

## GEN.2 GENERAL STARTING PROCEDURES

GEN.2.1 If a rubber band-type starting gate is used, riders should stay clear of the neutral zone to avoid any chances of the rubber band hindering their start. All riders must position the nose of their boats behind the rubber band. A maximum staging distance of 60cm (2 ft.) from the rubber band will be allowed. No running starts. (See diagram in Appendix.) Riders must be on the starting line at the start of the race to compete (i.e., riders may not enter the race course unless they are on the starting line at the start of the race).

GEN.2.2 The starter will signal riders to start their engines and hold up the "2" card.

GEN.2.3 After acknowledging the riders, the starter will hold up the "1" card. Within seconds, the "1" card will be turned sideways signifying the race will start at any moment. The race will start when the green flag is waved, or when the starting gate is tripped.

GEN.2.4 Other methods of starting may be used with prior approval from the IJSBA.

GEN.2.5 The start of the race may be delayed only when the "2" card is displayed. Once the starter has displayed the "1" card, the start of the race cannot be delayed. Only one two-minute hold will be granted per race unless the race is officially restarted. Both boat and rider must be on the starting line in order to receive a two-minute hold.

GEN.2.6 Only one holder and one mechanic will be allowed in the starting area. Runabout and Sport classes will be allowed two holders. (The Race Director may allow more holders depending on water conditions.) Holders will not be allowed to use ropes or other implements to hold their riders' watercraft. When the "2" card is held up, the mechanic must move to the back of starting area. All other persons except officials and/or designated media must be out of the starting area.

GEN.2.7 Ski Division riders will not be allowed to place feet or knees in or on the riding platform until the race has been officially started. Both feet must remain on the ground. Riders must be in a standing position on their watercraft immediately after the start and well before reaching the first turn buoy. Riders cannot sit on the rails or kneel in the tray. No rider will be allowed to use devices (e.g., milk crates) to aid his or her starting procedure unless all riders are given the same opportunity and it is announced by the Race Director. Riders not obeying these rules will be penalized.

GEN.2.8 Sport and Runabout Division riders may start in their riding positions and may sit while riding. No rider will be allowed to use devices (e.g., milk crates) to aid his or her starting procedure unless all riders are given the same opportunity and it is announced by the Race Director. Riders not obeying these rules will be penalized.

## GEN.3 GENERAL RESTART PROCEDURES

GEN.3.1 The Race Director may have a restart at his/her discretion. Reasons for restart may include (but are not limited to) a jumped start, loose buoy, an accident on the first lap involving several riders, or a downed rider whose presence potentially creates a hazard.

GEN.3.2 All machines will be stopped under the red flag. The starter will notify riders when to move their machines, and will have them proceed slowly to the point of restart. Any rider causing the stoppage of a race and subsequent restart, or any rider unable to immediately restart, may be penalized. 6.3.3 If the race is restarted, riders not having previously started in that race will not be allowed to enter with the restart. Exceptions to this rule must be clearly stated at the Rider's Meeting or be printed in writing and published in reasonable advance of the event.

GEN.4 A rider who jumps the start and causes a restart must restart in the same position with a dead engine. The rider must remove the lanyard from the engine stop switch and hold it with his/her arm extended overhead. The rider must be standing or sitting in an upright position. After the green flag is waved or the starting gate is tripped, the lanyard may be connected and the engine started.

GEN.3.5 If a race is stopped with fewer than three laps completed and a restart is required, a total restart (i.e., previously run laps will not count) may be used. Riders will be assembled on the starting line in the order of the original start. Any rider penalized on the original start will be required to restart under the same penalty.

GEN.3.6 If a race is stopped after three or more laps have been completed and a restart is required, a flying start may be used. The riders will be positioned in a single-file line in the order in which the last complete lap was scored. The riders will be led around the course in single file at slow speed, maintaining one boat length between them. When the starter waves the green flag, the riders may resume racing. No passing will be allowed until the green flag is waved by the starter.

#### GEN.4 GENERAL REGULATIONS

GEN.4.1 Corner/Course Marker Buoys: All riders must negotiate completely around any course marker buoy in either slalom or closed-course events. The nose of the watercraft must be clearly steered around any marker buoy. Any competitor riding over a course marker buoy will be judged to have missed the buoy no matter what side of the watercraft the buoy reappears. The rider will be required to renegotiate the turn buoy going in the proper direction, and will be required to do so in a safe manner so as not to create a hazard or danger to other riders on the course.

GEN.4.2 Missed Buoys: A rider failing to negotiate a buoy or missing a marker buoy in a closed-course event will be penalized one lap for each missed buoy unless he/she completes the announced procedure for picking up a buoy. The preferred method for correcting a missed buoy is to have a strategically placed buoy on the course which serves as a "penalty buoy" (commonly called the "Black Buoy"). If a rider fails to properly negotiate, or misses, a buoy then that rider must properly negotiate the penalty buoy instead of reattempting the missed buoy. The buoy should be placed between the merge section of an option course and the finish line buoys or in a manner where no redeemable buoy penalties can be caused between the penalty buoy and the finish line buoys. The penalty buoy should be placed in a position to cause the offending rider to markedly depart from the course. Riders who cut the course may not make up any missed buoy by negotiating the penalty buoy. If the race director determines that a rider is strategically missing a buoy to gain a position then that rider may be penalized even if the penalty buoy is properly negotiated.

The penalty buoy should be placed in a location sufficient to cause lost time to the rider who has missed the originally intended buoy so that an advantage is not gained by having to take the penalty buoy. The

location of the penalty buoy should allow for safe travel to and from the rest of the race course. The penalty buoy may not be renegotiated if missed or improperly negotiated. The race director may make some buoys/pathways ineligible for the penalty buoy if missed or improperly negotiated (i.e. log jump, merge buoy, first turn buoy, etc.).

A rider circling back against traffic to renegotiate a buoy is not the preferred method for correcting a missed buoy. The IJSBA recommends that this procedure not be used to correct a missed buoy.

**Missed Log Jumps:** Where a log jump is a required portion of the course, the rider shall be penalized one lap for each time the rider fails to properly negotiate the log jump. The Race Director shall have discretion to penalize the rider a position, or other employ another appropriate score adjustment, where the Race Director determines that the offending rider improperly negotiated the log jump to avoid colliding with a downed rider or watercraft. The Race Director shall have the discretion to allow a rider to utilize a penalty buoy to negate a log jump penalty in the interest of safety. Any such policies for log jump penalties and their exceptions shall be clearly stated at the riders' meeting.

**GEN.4.3 Merge Lanes:** A rider crossing over the line created by merge-lane buoys will be penalized one lap. Going back to renegotiate the merge lane is not allowed.

**GEN.4.4 Buoy Identification:** Red buoys signify a left-hand turn. Yellow buoys signify a right-hand turn. Black Buoys are generally used to signify the path taken by a rider who has missed a buoy. Blue and other specially colored buoys are for special use (e.g., merge lanes, perimeter boundaries, etc.). The Race Director will explain their purpose at the riders meeting.

**GEN.4.5 Finish Line Buoy:** Finish line buoys, two (2) each, should be clearly marked with contrasting colored checkerboard and/or the word "Finish" repeating around the central circumference of each buoy. A rider incorrectly negotiating a finish line buoy will be penalized two positions. Going back to renegotiate a finish line buoy is not allowed.

**GEN.4.6 At the Finish:** A rider and his/her watercraft shall be considered a unit to constitute a finish. The rider must be in reasonable control to be scored as finishing an event.

## GEN.5 GENERAL SLALOM REGULATIONS

**GEN.5.1** When applicable, Women-, Veterans- and Masters-class riders entering more than one slalom class per division must make their respective Women, Veterans- or Masters-class runs first.

**GEN.5.2** Each rider will be allowed two runs with a maximum of one minute between each run. The same watercraft must be used in all slalom runs per class.

**GEN.5.3** Riders attempting to trip electronic timing systems with their hands or by any means other than the watercraft itself will be disqualified.

**GEN.5.4 Missed buoys:** A rider failing to properly negotiate a course buoy in slalom will be penalized 10 seconds for each buoy missed, unless he/she goes back to pick up the buoy in the proper direction.

**GEN.5.5 Tie breaker:** Finishing-position tie breaker for slalom events is a rider's second fastest run (i.e., assuming two or more riders have identical best runs), the rider with the best next-fastest run will receive the higher ranking.

## GEN.6 GENERAL COMPETITION RULES

GEN.6.1 The following General Competition Rules will apply to all IJSBA- and IJSBA affiliate-sanctioned events and classes.

GEN.6.2 All IJSBA and IJSBA affiliate members and racing personnel—including but not limited to owners, mechanics, pit crew, sponsors and promoters—are deemed to be fully aware of all rules and will be expected to abide by them. Any entry is subject to inspection upon request of the Technical Director or Race Director.

GEN.6.3 Riders Meeting: A meeting for all event competitors will be held at an announced time and place. Attendance is mandatory. The meeting will be conducted by the Race Director or an official appointed by the Race Director. Descriptions of the course and flags will be made. Roll call may be used to verify attendance of riders at the meeting. Riders not attending or arriving late are subject to penalty.

## GEN.7 RULE BOOK ADDENDA

GEN.7.1 Rule book addenda shall be announced via publishing on the IJSBA's Web site. **It is the responsibility of the competitor to regularly check the Web site for updates.**

GEN.7.2 Rule book addenda become legal and enforceable upon announcement.

## GEN.7.3 TECHNICAL RULES

GEN.7.1 It is the responsibility of the rider to select a helmet and apparel that will provide appropriate protection. The International Jet Sports Boating Association does not endorse or guarantee specific products or manufacturers. Riders must rely on their own judgment in the selection of helmets and apparel for safety and durability.

GEN.7.2 At all IJSBA- and IJSBA affiliate-sanctioned events, a Personal Flotation Device (PFD) meeting local buoyancy requirements (typically U.S. Coast Guard Type I or Type III) that is in sound condition must be worn by all competitors at all times when on the water. Inflatable-type PFDs are not allowed.

GEN.7.3 At all IJSBA- and IJSBA affiliate-sanctioned events, a properly fitting, full-coverage helmet with chin and mouth protection meeting local requirements often including internationally recognized DOT and Snell Foundation motorized vehicle standards will be worn by all competitors at all times when on the water. Helmets with bolt-on chin guards are not allowed. Full face shields shall be allowed providing the shield is pivoting with no locking mechanism. A quick release capability is acceptable in lieu of a pivoting mechanism. Exception: Helmets are not required for freestyle competitors when engaged in freestyle competition. All helmets must be in sound condition and must be approved during pre-race technical inspection. No plastic, bicycle-type, BMX, or similarly designed headgear will be allowed.

GEN.7.4 Back protection is mandatory for all Ski competitors with the exception of Freestyle. All Ski competitors shall be required to wear a spinal column protection device capable of distributing, diffusing, or absorbing impact. Protection devices may be rigid or soft material capable of absorbing and distributing an impact sufficient to reduce injury. Devices must not be capable of absorbing water. Where there is doubt that the device covers the required area of the spinal column, the following measurement shall be used: "No greater distance shall be allowed than two inches below a horizontal line between the top of both shoulders and no less distance shall be allowed than three inches below a horizontal line

between both hips. The Race Director shall have final determination of whether the back protection used by a rider is adequate.

Back protection, protective footwear and eye protection are recommended for all riders in all competition events.

GEN.7.5 The Race Director of an event shall have the authority to prohibit the use of any helmet or PFD, and/or other equipment which he or she may consider to be unsafe, to offer insufficient protection or to be otherwise considered inadequate.

GEN.7.6 No rider shall be allowed to compete in any event if it is determined by an official that he/she is under the influence of alcohol or drugs. It is forbidden for anyone to consume any alcoholic beverages during an event in the pit area or any other portion of the premises under official control.

GEN.7.7 The Race Director shall have the authority to deny participation to any rider if, in his/her opinion, the rider may be a hazard to spectators, participants or themselves. Written approval of a doctor may be required for the removed rider to return to competition.

GEN.8.8 Any competitor exhibiting dangerous or un-sportsmanlike conduct at any time during a sanctioned event may be penalized.

GEN.8.9 All watercraft, with the exception of those used during freestyle competition, must have a properly working, lanyard-type engine stop switch installed. Modifications made to the lanyard-type engine stop switch, using tape, wire or any other material whatsoever, that can be removed by the rider or pit crew during or immediately following a competition event are not allowed. Engines may idle at any time, provided that the lanyard is connected.

GEN.8.10 All watercraft must pass a pre-race technical inspection. The Race Director may remove any watercraft from competition that does not meet IJSBA technical requirements.

GEN.8.11 Equipment that is damaged, broken or lost during a race is not necessarily grounds for penalty unless an infraction is determined during that race.

GEN.8.12 All watercraft must run a permanently affixed nose bumper approved by the IJSBA. If plastic or metal hull supports are used, all edges must be smooth as not to create a hazard.

GEN.8.13 The Race Director shall have authority to stop or conclude any event(s) he/she deems necessary to ensure the safety of participants, spectators and/or officials, or because of technical problems.

GEN.8.14 The maximum number of riders per vehicle is one. No two-up or tandem racing allowed.

## GEN.9 FLAG RULES

GEN.9.1 The following flag rules apply generally to all forms of IJSBA competition, including closed course, drag and endurance racing, slalom and freestyle competition and other special events.

GEN.9.2 Green Flag: Signifies the start of the race or the course is clear and the race is in progress.

GEN.9.3 Yellow Flag: Warns of hazard on the course. After the yellow flag is displayed, riders should continue with caution and be aware of hazards; however, they are allowed to continue racing in a responsible manner. Competitors may be penalized if they continue to race in an improper manner.

GEN.9.4 Red Flag: Signifies the event will stop immediately regardless of position of machines on the course. The red flag will be used if, in the opinion of the Race Director, the race course has become hazardous. Riders must return to the starting line using extreme caution.

GEN.9.5 Black Flag: Signifies the rider must leave the course immediately and report to the Race Director. This does not necessarily mean an additional penalty will be given; however, failure to obey the black flag may result in additional penalties.

GEN.9.6 Blue Flag w/Diagonal Yellow Stripe: Signals that one rider is being overtaken and lapped by another. Competitor(s) must make way for the overtaking rider(s) to pass safely. Riders not yielding may be penalized.

GEN.9.7 Crossed Checkered and White Flags: Signifies the halfway point of the race has been reached. For events with an odd number of scheduled laps, the halfway point will be rounded up (e.g., in a 15-lap race, the halfway point is decided when the lead rider passes the finish line after 8 laps have been completed). 6.9.8 White Flag: Signifies that riders have started the last lap.

GEN.9.9 Checkered Flag: Signifies the completion of the race or event. As a rider passes the checkered flag, he/she has completed the last lap of the race. Riders must return to the pit area in a cautious and responsible manner. Racers may first be required to report to post-race technical inspection.

6.10 GENERAL REGULATIONS 6.10.1 Riding Tune-Up Area: If location/space allows, an area will be designated as a "Riding Tune-Up Area." All riders must wear approved PFD and helmet while tuning/testing watercraft in this area, and must ride in a safe manner.

GEN.10.2 Riding on the Course: Riding will not be allowed on the race course at any time without permission from the Race Director.

GEN.10.3 Reckless/Dangerous Riding: Any reckless or dangerous riding, unnecessary bumping, crowding, chopping, blocking, deliberate striking or breaking of a course marker buoy, or unsportsmanlike conduct on the course or off, may result in the rider being penalized. In the case of a team effort, the complete team may be penalized at the discretion of the Race Director.

GEN.10.4 Blocking: The deliberate blocking of a faster machine is cause for penalty at the discretion of the Race Director.

GEN.10.5 Spin Outs: It is expressly forbidden to ride in a direction opposite of that in which the event is being run. A rider whose boat has spun out is permitted to turn around to continue the event provided such action is taken only when the course is clear. The rider must give right of way to other racers on the course. Riders going in the wrong direction may be penalized.

GEN.10.6 Obstruction: If for any reason a rider is forced to stop on or near the course during an event, it is the rider's first duty to remove his or her boat from the course in a safe manner so as not to endanger or obstruct other riders.

GEN.10.7 Passing: A rider must always be prepared for another rider to pass and must therefore be aware of other riders approaching from behind. The overtaking rider must consider the safest route to pass and must do so without forcing the overtaken rider to suddenly alter course.

GEN.10.8 Lapping: A rider being lapped must move over, but can continue racing.

GEN.10.9 Hand Signals: A rider who has spun out, fallen or stalled must raise one or both hands overhead to indicate that he or she is not injured. Re-entry into the course must be done in a safe and careful manner with the right-of-way given to oncoming riders.

GEN.10.10 On-course assistance: Racers may not receive any on-course assistance from anyone other than course officials. If mechanical or other assistance is needed, the rider must safely pull completely off of the course. A rider receiving on-course assistance may be penalized one lap. Riders entering the course in an unsafe manner may be penalized. The decision by the Race Director will be final.

#### GEN.11 PIT REGULATIONS

GEN.11.1 Support Vehicles: No motorized rider-support vehicles (e.g., minicycle, motorcycle or ATV) will be allowed in the pit area unless authorized as an official vehicle by the Race Director. Support vehicles must not be ridden in excess of 5 mph in the pit area. Helmets may be required.

GEN.11.2 Misuse of Pit Passes: Improper usage of pit passes will be grounds for discipline.

GEN.11.3 Fuel Containers: All fuel containers must be 1) red in color; 2) marked "Flammable" or "Gasoline" with 7.5cm (3 in.) tall letters; and 3) be placed in a safe area at least 4.6m (15 ft.) from any open flame.

GEN.11.4 Inspection of Fuel Containers: Fuel containers will be subject to inspection by and approval of the Race Director and local fire marshal. Local regulations in some countries and/or areas of countries allow only metal containers.

GEN.12.5 Fire Extinguishers: At least one dry chemical fire extinguisher must be carried by each participant/crew and readily accessible in his/her respective pit areas.

GEN.12.6 Fuel Disposal: Any entrant disposing of fuels or lubricants in the pit area or on the race course by pouring or spilling such fuels or lubricants is subject to penalty.

GEN.13 REGISTRATION/ENTRY RULES 6.14.1 Any class except freestyle can be eliminated when there are less than five entries at the close of registration (freestyle requires just one entry). In the event of minimum entries per class, classes may be combined to create an event. Riders will be scored separately and trophies/prize money may be paid at the option of the promoter agreement with the IJSBA or IJSBA affiliate.

GEN.14.2 No refunds of entry or other fees will be made at sanctioned events after competition has begun unless the event is officially canceled or rescheduled by a ruling of the Race Director or at the discretion of the Race Director, after which time, fees will be returned.

GEN.14.3 Entry fees will be regulated by the IJSBA and/or IJSBA affiliate.

GEN.14.4 A rider may enter as many classes as he/she wishes. However, only specified classes may count toward overall championships.



GEN.14.5 Veterans-, Masters- and Women-class competitors may additionally compete in Novice, Expert and Pro classes of their ranking (i.e., a Novice Woman Ski rider may compete in Novice Ski but not Expert Ski).

GEN.15.6 Novice-, Expert- or Pro-ranked riders may not compete in another ranking within the same division (i.e., Novice Ski riders may compete only in Novice Ski classes).

GEN.15.7 If a rider has questions regarding class determination, it is his/her responsibility to check with the proper official for clarification.

GEN.15.8 Gate admission fees for rider and crew members will be regulated by the promoter.

GEN.15.9 The schedule of events will be regulated by the promoter.

GEN.15.10 No rider, entrant or mechanic shall enter and/or sign the waiver and release with an assumed and/or fictitious name or give inaccurate information (e.g., age, date of birth, etc.).