

































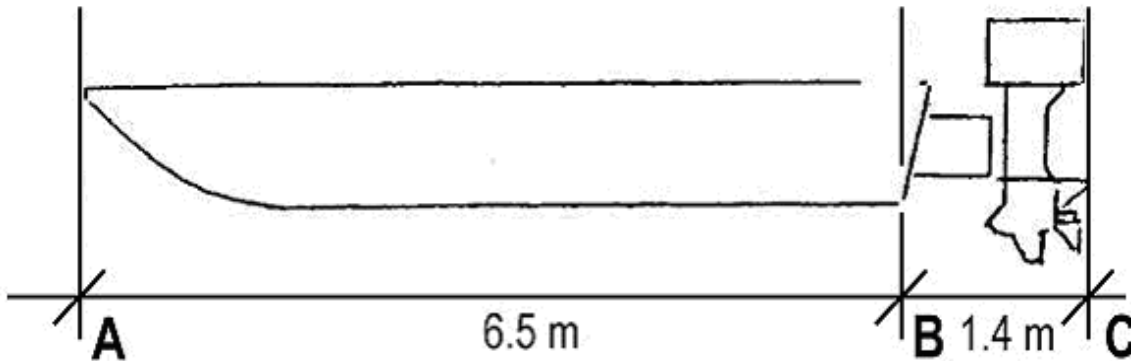






B-C Transom to propulsion point (e.g. last tip of propeller blade, nozzle of jet unit) 1.4m.

**PENALTY 12.02 = Disqualification**



**4.05/02: Displacement:** Total displacement of the engine(s) whether inboard or outboard shall not exceed 9.42 litres – 535 c.i. or 300hp for Formula 2 measured at the prop shaft.

**PENALTY 12.02 = Disqualification**

**4.05/03: 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 shall be free of oil or debris. Remember oil causes structural deterioration, fuel is dangerous and debris chokes pumps etc.

**HULLS (Interior):**

**4.05/04: Buoyancy**

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 clearance if in doubt and refer the matter immediately to the Chief Judge.

**4.05/05: 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.

**4.05/06: Steering Gear will be double ride guide type or hydraulic:**

- (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) There shall be no undue degree of play in the steering system.
- (e) 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.
- (f) Engine or tiller and rudders shall operate with full and free movements in the correct sense.
- (g) Rudder assemblies, gland keys etc shall be in good condition and secure with locked nuts and/or tight split pins.
- (h) Rack and pinion steering shall be in good mechanical condition with no excessive backlash. Casings should also be checked.
- (i) Jet boats must be fitted with a rudder extending below the bottom of the boat and operating in conjunction with the normal jet steering.
- (j) Inboards and Outboards - Repairs to Stern Drives  
Should any part of the outboard/out drives be welded or repaired below the cavitation plate line, then a certified x-ray to show structural integrity is required and must be permanently stamped or engraved on the cavitation housing by the repairer with the date of repair for identification purposes. This certification must be renewed every 12 months
- (k) Hydraulic Steering: Shall be fully serviceable with particular attention paid to Reservoir being full; No play: Pipes are not rubbing or worn and that undue pressure is not put on pipes when engine is in a raised/tilt position.
- (l) No extensions allowed on aluminium shafted helm units
- (m) No play in bolt from engine to Steering Ram.

**It is recommended that steering where used in conjunction with engines classed above sportsboat is changed and a minimum of double ride-guide steering be fitted.**

#### **4.05/07: Control Cables**

All control cables shall be taped or screwed down securely.

#### **4.05/08: 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.
- (d) Should be insulated or isolated from the engines etc, preferably by bulkheads.
- (e) It is recommended there should be an easily accessible means of shutting the fuel supply off from the tanks.

#### **4.05/09: Fuel Lines and Fuel Type**

- (a) Shall be lead 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).
- (b) Fuel or gasoline is unrestricted and competitors are responsible for the supply of their own type of fuel.

- (c) The delivery, transportation, and storage of gasoline used, shall comply with the law of the land and any byelaws imposed by the host club. This also concerns the environmental regulation which shall be fully respected.

**PENALTY 12.02 = Disqualification**

**4.05/10: Jack Plug and Throttle Control**

- (a) Path and length of the cord shall ensure disconnection of the plug whatever direction of ejection.
- (b) Plug cord and attachments shall be adequate, a spare plug to be carried in the boat.
- (c) Shall actually cut the engine completely when operated.
- (d) No device shall be fitted to render the jack plug inoperative.
- (e) Control unit shall be within easy reach of the driver in his normal position.
- (f) Unit shall be attached securely to the boat structure.
- (g) All throttles must be operated by foot whether in board or outboard. Throttles must be spring loaded to close at the engine and must function accordingly.
- (h) Fly by wire controls of any type are prohibited

**4.05/11: Seats**

Seats shall be of adequate strength and firmly secured.

**4.05/12: Handholds:** All boats must have a minimum of one handhold fixed securely to the hull and in a convenient location for observer's use at all times. This shall be located to prevent entrapment of the boat crew.

**4.05/13: Footrests:** All boats are required to have a minimum of one footrest for the observer which should be suitably located for bracing the observer within the seat. This shall be firmly fixed and of such construction that the observer's foot may not be caught underneath.

**4.05/14: Extinguisher System**

- (a) Shall be of satisfactory condition and easily accessible.
- (b) Only fully charged extinguishers shall be permitted and they shall not contain carbon tetrachloride. It is recommended the extinguisher be capable of putting out a petrol fire of at least 4 sq metres.
- (c) Extinguishers must be certified for current use and within the date specified.

**4.05/15: Compasses (if required by the organisation)**

- (a) Main compass shall be securely mounted and should be able to be read by pilot/driver.
- (b) There shall be no large metal objects in the near vicinity of the compass.

**4.05/16: Flares**

Smoke signals are recommended for daylight use and flares after dusk. Flares 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. A minimum of three flares must be carried.

**4.05/17: 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.

**4.05/18: Flag Pole Holder**

Shall be fixed to the boat in an accessible position so that the observer can, wherever possible, erect the orange or any other flag whilst **still in the observers seat**.

**4.05/19: Paddles**

- (a) Shall be stowed for immediate use, not loosely stowed.
- (b) Shall be of practical form related to the size of boat and in useable condition.

**4.05/20: Battery Stowage**

- (a) Batteries, where carried, shall be easily accessible and prevented from any movement in any direction.
- (b) Shock cords shall not be accepted for batteries in excess of 4.5kg weight. (Remember a 15kg battery weighs over 150kg at 10g.) See there is adequate support below the battery.
- (c) Batteries shall not be placed in a sealed compartment.

**HULLS (Exterior):**

**4.05/21: Number:** Numbers must be displayed in black on a white background. They shall be visible on both sides of the boat when planing. On a white or light coloured boat a black framed edge shall be placed around the background a minimum of 25mm from the number edge. The minimum dimensions of the individual numbers shall be height 300mm, width 225mm, thickness 50mm and spacing 125mm. A maximum of 3 figures are permitted. Numbers must be clearly visible from a distance of a minimum of 200m. **Non-compliance is to be correct by the next race. Failure to do so will result in a penalty.**

**PENALTY 4.12/01 = One minute**

**4.05/22: Towing Cleat or Eye**

Shall be adequate in itself and shall be adequate for towing the boat when water logged.

**4.05/23: Tow Rope/Mooring Lines**

- (a) Shall be strong enough for the purpose.
- (b) The tow rope shall be attached to a bow eye 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. **It must be attached at all times.**
- (c) It shall not be long enough to reach the propeller.

**4.05/24: Sharp Edges**

All mascots, lights, external fittings and other sharp edges shall be adequately protected or removed.

**4.05/25: Windshield (if fitted)**

- (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.

**4.05/26: Anchor**

Shall be of weight and type adequate to hold the boat. Shall be properly stowed to prevent damage, but shall still be accessible. The use of an anchor shall be governed by the type of venue or if a requirement of the local marine authority.

**4.05/27: Anchor Line**

If anchor required, the following shall apply for anchor line:

- (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 all time to the boat and the anchor. It shall perform no other function.

**ENGINES:**

**4.05/28: Formula 2 Rules.**

- (a) Hulls – Minimum length of hull shall be 18 ft or 5.48 metres. See Rule 4.05/01.
- (b) This class is for single outboards only.
- (c) Engine capacity – Maximum manufacturers rating of 300HP +/- 5% as per ICOMA Rating schedule 28
- (d) All engines must carry original manufacturer's model number, serial ID plates, stickers or tags. These will be located on the engine
- (e) Standard gear box available for the engine model only.
- (f) All engines must have operational forward, neutral and reverse gears controlled from the cockpit.
- (g) Steering - must meet the requirements of steering rule 4.05/06.
- (h) No means of height adjustment for the motor whilst in motion.
- (i) No steering or throttle is to be wireless or fly-by wire.
- (j) F2 class shall be restricted to commercially available unleaded pump fuel. No avgas, racing fuel or octane boosters.
- (k) All engines may be inspected and sealed by the organizing committee prior to the competition.
- (l) All engines competing in F2 may be technically inspected after each race and at the completion of the competition.

**4.05/29: Formula 3 Rules:**

- (a) Minimum Length of the hull 18ft or 5.48 metres.
- (b) This class is for Single outboards only.
- (c) Seating Pilot and Observer side-by-side. Backward facing Observer seat can be positioned aft of drivers seat.
- (d) Standard Recreational outboard engines of 2 stroke, direct injection, or 4 stroke. Not racing or high performance. (See chart in this bulletin)
- (e) Maximum power of 150 HP / 111,85 Kw +/- 5%, measured at the propeller shaft as per ICOMIA specifications.
- (f) Standard Manufacturer's Exhaust, under water level
- (g) Only allowed to change the propeller pitch
- (h) Steering. Dual Cable or reliable Hydraulic Steering System
- (i) Ballast tank allowed
- (j) Bracket, if fitted, adjustable only by hand, not during navigation
- (k) Boat construction: Normal materials like on the recreational boats. Not permitted other materials used for racing like carbon fibre, etc.
- (l) All engines must have operational forward, neutral and reverse gears.

**Older engines which produce 150hp maximum horsepower are still allowed to race.**

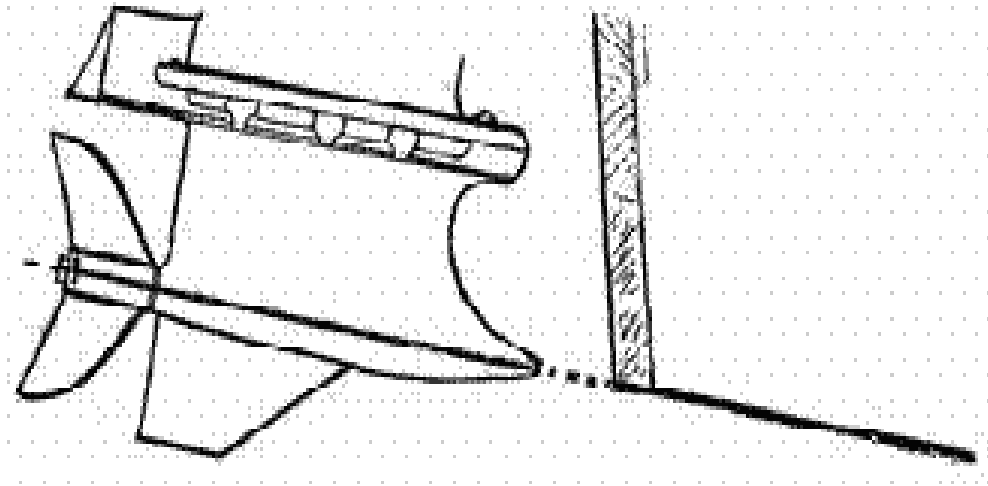
**Engine Height**

To restrict the height a single outboard is mounted on the transom with the outboard trimmed so the prop shaft is parallel to the bottom of the hull, the centre of the prop shaft will be no higher than the

bottom of the hull (plank or vee). No removal of metal from the skeg and no modification to the water intake.

There is to be no hydraulic jacking plates & engine height must be static therefore not adjustable while in motion.

All Electronic Control Units will be production units applicable to the model and serial no of the unit.



<b>ENGINE LIMITS GB and Europe</b>		
	<b>GB</b>	<b>EUROPE</b>
<i>F 1</i>	<i>9.420 cc</i>	<i>9.420 cc</i>
<i>F2</i>	<i>300 hp</i>	<i>300 hp</i>
<i>F3</i>	<i>150hp</i>	<i>150hp</i>
<i>Open Class</i>	<i>See note below</i>	

*The above table figures will be doubled for diesel engines*

**MAIN RACE OPEN CLASS: Maximum 250hp (Excluding XR2 F1 Engine) minimum 18ft boat.**

- (a) Minimum Length of the hull 18ft or 5.48 metres.
- (b) Seating Pilot and Observer side-by-side. Backward facing Observer seat can be positioned aft of drivers seat.
- (c) Steering. Dual Ride Guide type or reliable Hydraulic Steering System
- (d) Ballast tank allowed

- (e) Bracket, if fitted, adjustable only by hand, not during navigation
- (f) Boat construction: Normal materials like on the recreational boats. **Not permitted:**  
Other materials used for racing like carbon fibre, etc.

Hulls must be standard, no adjustments of any kind will be allowed. If, by the nature of the design, an engine bracket has to be fitted, (i.e. the hull has no back well) the bracket must be the one recommended by the hull manufacturer.

The Chief Scrutineer or his appointed officer, has the authority to have any boat checked. Costs arising from any checking shall be the responsibility of the boat owner only.

**PENALTY 4.12/03**

**4.05/30 Engine Eligibility F2 and F3**

Scrutineers can check to ensure an engine's specification has not been changed from that of the manufacturer's recommendation at any time. Scrutineers should inspect for any obvious signs that might have altered the declared engine displacement.

The Chief Judge in consultation with the Chief Scrutineer can request any pre or post race strip or examination of any engine or engines which they consider necessary for whatever reason (eg. bore/stroke, pistons, gearbox or Electronically) which may have been altered in order to exceed manufacturer's engine specifications, **at the competitor's expense**. The Chief Judge, in consultation with the Chief Scrutineer, can ask for a **new standard out of the box** EFI unit to be fitted. The electrical connections to be sealed and checked by an authorised dealer at a later date.

If the Chief Judge receives a protest about an engine or engines from another competitor he/she can call for any engine/engines to be tested at anytime at the protesters expense. The protest must be received by the Chief Judge in the usual manner with a fee of £50 (to cover protest fee and testing costs).

**If the engine/s is found to be illegal the cost of testing will be borne by the offending owner. The engine and boat will be disqualified and not allowed to take part in any race until rechecked. Engine owner to pay for the re-test.**

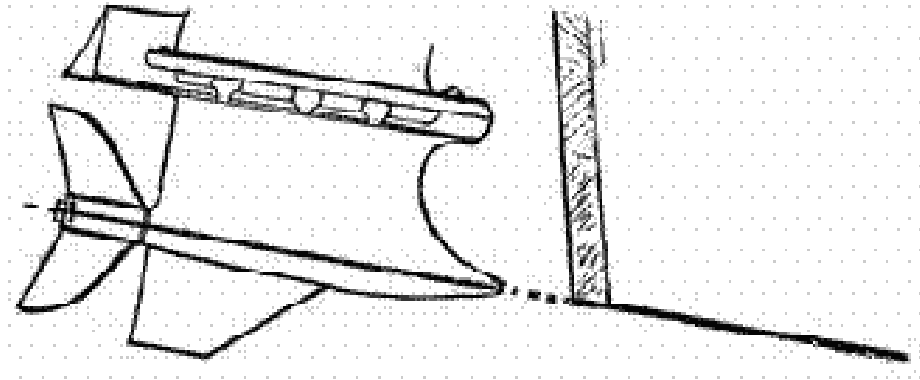
**If the engine/s are found to be legal the £50 protest fee will be lost.**

**PENALTY 12.02: Disqualification from Individual Race or Championship**

**4.05/31 Engine Mountings and Transmissions for Outboards**

- (a) Engine brackets shall be secure and in satisfactory condition.
- (b) Engine mountings shall be attached to the transom with at least four bolts.
- (c) All bolts shall be adequately tightened. Nuts or bolts shall be of the nylock type. If this is not possible studs or bolts should be prevented from becoming loose by using tabbed washers or stainless steel retaining wires or double nuts.
- (d) To restrict the height a single outboard is mounted on the transom with the outboard trimmed so the prop shaft is parallel to the bottom of the hull, the centre of the prop shaft will be no higher than the bottom of the hull (plank or vee). No removal of metal from the skeg and no modification to the water intake.
- (e) All boats require **mechanical** trim gauges to be fitted. **Boats without mechanical trim gauges will incur a penalty**

**PENALTY 4.12/03 = 3%**



For Inboards

- (e) Engine mountings shall be sound, and the mounting bolts securing to the hull shall be pinned or lock-nutted.
- (f) Where an out drive (or jet unit) is fitted, the out drive ring connection to the transom and the unit to the ring shall be secure.
- (g) 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 1cm clearance at either end.
- (h) Bearers shall not be saturated with oil.

**4.05/32: 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 traps are recommended.

**4.05/33: Electrical Harness**

Properly protected terminal boards shall be used with flexible (not solid core) cabling supported well up to the terminals and adjustable in intervals throughout their runs. Where relative movement or vibration occurs across a gap, cable shall be sheathed in plastic or metal tube anchored at both ends. Reinforced cable suitable for marine duty should be used. Electrical equipment in engine compartment shall be a minimum and away from heat or fuel.

**4.05/34: Exhaust Systems**

Shall conform to organising Federation's standards of decibels or a maximum of 105 db(A) at a distance of 30 metres. There shall be adequate insulation where required and runs sited to avoid fire.

(This rule is under review with H & S Exec)

**PENALTY 12.0 = Disqualification**

**4.05/35: Propeller Security**

- (a) Propeller shall be sound, particularly at the blade roots.
- (b) It should be ascertained that the propeller nut can be securely locked.

**ALL ENGINES MUST HAVE FORWARD AND REVERSE GEARS**

**4.05/36: Boat number on trailer**

To assist recovery boat numbers **must be clearly displayed** on the trailer.

**4.05/37: The Chief Judge** in consultation with the Chief Scrutineer shall have final authority to determine whether equipment to be used by a competitor meets the above safety requirements.

## **6: CREW OF THE BOATS & COMPETITORS EQUIPMENT**

**4.06/01:** The crew consists of a boat driver and one observer only.

**4.06/02:** The minimum age for a driver shall be 18 years of age

**4.06/03:** The minimum age for an observer shall be 16 years of age.

**4.06/04:** Either one or two skis may be used. But skis must be:

- (a) In serviceable condition.
- (b) The skis must be fluorescent flame orange except fins and bindings and running surfaces. The underside of the ski from the tip must be orange for at least 20cm.

**PENALTY 12.03 Fixed = 6%**

- (c) Competitors may tape lower legs, feet or ankles, but not in a manner that would stop their feet coming free of the ski bindings in the case of a fall. Legs, ankles or feet must not be taped directly to either the ski or bindings. Any type of harness to stop free movement of legs, ankles or feet is prohibited.

**4.06/05:** The minimum length of the tow line is 21 metres, including handles. Maximum length of 75 metres including handles. The tow line length for Canals or tight circuits will be limited to a Maximum length of 60 metres for FI and 50 metres for FII, FIII, Open, Ladies, Junior and Brit A and Brit B.

**PENALTY 12.03 Fixed = 6%**

**4.06/06:** Either single or double handles may be used, ski ropes and handles to be part of skier's personal equipment.

**4.06/07: Life Jackets & Built-in Buoyancy Wet Suit – Skier**

**Skiers must wear a top which is in a fluorescent colour to ensure they are visible when in the water. This may be in the form of appropriate clothing or other means (like a bib).**

- (a) A buoyancy jacket of the ski jump type easily visible and predominantly a fluorescent colour. – excluding white, black or silver.
- (b) A wet suit or buoyancy belt is not adequate.
- (c) Leg or holds down straps are mandatory.
- (d) Wet suits designed for ski racing with built-in buoyancy will be accepted only if they are of a fluorescent colour or an article of clothing like a bib is worn (from the waist up) over the wet suit.

**NOTE:** (i) Wet suits must conform to colour.

(ii) Leg straps are not necessary on buoyancy Jackets if under wet suit.

**PENALTY 12.03 Fixed = 6%**

**4.06/08: Life Jacket & Footwear – Driver and Observer**

Drivers and Observers shall wear a life jacket in an easily visible and conspicuous colour - excluding white, black or silver. All boat crew members competing in events 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. Life jackets and life collar, if any, must be securely fastened at all times, while on course - racing or testing. Leg straps must be securely fastened to life jacket and legs. Life jackets must meet the following inspection requirements:

- (a) Lacing ties and/or straps shall be adequate and in good condition.
- (b) Zips, where used, shall be in working order.
- (c) Tears or rents or bad repairs whereby buoyancy will leak out shall not be permitted.
- (d) Jackets shall be dry and not oil or water-logged.
- (e) Jackets shall be fitted with hold-down straps to the legs.
- (f) Closed toe footwear is compulsory.

**PENALTY 12.03 Fixed = 6%**

**At least one member of the crew should wear appropriate clothing for entering the water to assist the skier.**

#### **4.06/09: Skiers Crash Helmets**

Skiers shall wear helmets meeting the following requirements checked for individual fit by Scrutineer.

- (a) The colour: Fluorescent Orange only will be accepted.
- (b) Cover for the ears to prevent ruptured ear drums when the head hits the water in a sideways fall.
- (c) Secure straps and fit on the head.
- (d) The helmet must float.
- (e) The possibility of 'bucketing' or forcing water between the helmet and the head to be reduced by a very tight fitting.
- (f) Full face skiing helmets are **NOT** allowed.

#### **Non Skiing Crew Members Helmets (BS6658)**

- (a) Helmets can be bright red or bright orange. However, we strongly recommend that any new helmets you may need to source in the future, should be fluorescent orange.
- (b) Helmets should comply with BS:6658 or higher. This includes Snell standards and also the new CE Motorcycle standards (ECE22:05). If your helmet has either an ACU green or gold sticker, an ECE sticker or BS green or blue sticker then your helmet does comply with the standards.
- (c) If you have a helmet which is painted orange with no sticker, please contact the manufacturer who should be able to provide you with the necessary paperwork confirming compliance with the above standards.
- (d) All helmets must be in good condition, devoid of dents and splits and fit for the purpose.
- (e) Helmets constructed from plastic material may not be painted unless this is authorised by the manufacturer.
- (f) Visors shall be in good condition and devoid of cracks and easily detachable (i.e. not bolted down) and must not be secured in any way which prevents them lifting up (i.e. taping).

**PENALTY 12.03 Fixed = 6%**

(g) It is recommended that all boats should have an intercom system between driver and observer.

(h) When ANY member of a team is a Novice, the Skier must wear during racing the approved coloured vest which is available from the Racing Committee a fluorescent coloured vest. For the avoidance of doubt there shall be a large Cross on the back.

**PENALTY 4.12/03 = 3%**

**4.06/10: Boat Flags: Orange / Blue & White Medical Flag:**

(a) Observers shall have in the boat a flame orange flag to be used at all times when the skier is in the water **once the race is under way**.

(b) A ½ Blue and ½ White flag separated diagonally with point of Blue to the top nearest the pole. This flag will be raised only when medical assistance is required. Both flags to be not less than 50x50cm fixed to a pole of a minimum 1 metre length. Both flags must be clean and free from oil and grease.

## 7: RACE CONTROL FLAGS

4.07/1: The following flags are required:

<b>National:</b>	The National flag may be used as a starting flag. Dimensions: 100 x 100cm
<b>Green:</b>	Pre start and identifying flag for Judges, safety and rescue boats. Dimensions: 100 x 100cm
<b>Yellow:</b>	Caution. The 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: 50cm x 50cm.
<b>Red:</b>	Stop the race. All Judge Boats will carry a Red Flag to stop the race on the instructions of the Chief Judge. When no Judge boat is available a safety boat at each end of the course will be nominated. At the completion of a race the raising of the red flag will indicate "return to the pit area". Dimensions: 100 x 100cm
<b>Black:</b>	Disqualification. The black flag is used to notify a competitor that he/she has been disqualified and must retire from the race. When shown it will be pointed at the offender and they must withdraw from the race immediately. Dimensions: 100 x 100cm
<b>Blue:</b>	The blue flag is used to signal to all competitors that the leader of the race has begun his last lap. Dimensions: 100 x 100cm
<b>Chequered:</b>	Finish. The chequered flag indicates the end of the race. Dimensions: 100 x 100cm.
<b>Orange</b>	For use by Observers when their skier is in the water. 50cm x 50cm

4.07/2: Each Judge's boat must continuously fly a green flag for identification; they 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 instructions

**4.07/3:** The Safety and Rescue boats must continuously fly a green flag for identification.

**Start flags must be flown from the start boat, and the finish flags must be flown from the boat at the finish gate.**

## 8: DEPARTURE & CIRCUIT

**4.08/01:** Details of the competition shall be given by the organisers with the help of a plan, which shall be sent with the invitation. All courses shall run in an anti-clockwise direction.

Race Distances: Main race – 50min + 1 lap; Support race - 35 mins + 1 lap. Brit A 15min +1 lap. Brit B 25 mins + 1 lap.

Before a race may be declared a minimum time of 51% of the race must be recorded.

**4.08/02:** According to local circumstances any of the following methods of starts may be chosen:

- (a) Grid starts with separate timing for each group.
- (b) Simultaneous mass start.
- (c) Time trial - interval starts.

**4.08/03:** All starts are only allowed if a distance of at least 10 metres on either side of each competing boat is allowed for. It is recommended the distances between the starting line and the first turn is 2.5kms. Races to be conducted over a 5km course where possible.

**4.08/04:** For simultaneous mass start, a 3 minute signal shall be given by raising the National flag together with a green flag on a starting boat or dock in sight of the skiers and boat crew. The 30 seconds signal shall be given by lowering the green flag. Skiers may then enter the water from their boats which may take up the slack in the ski line. The start will be signalled by the lowering of the National flag and skiers must not be in a skiing position until the start is signalled.

(a) When the starting procedure is stopped the red flag must be raised during the interruption. The new start procedure shall be of 3 minutes and will follow the normal starting procedure.

(b) In grid starts the boats must start from the position they are allocated.

**PENALTY 12.01 = 1 Minute**

(c) Boats must remain in their starting positions, without moving, unless exceptional weather conditions exist.

(d) When grid starts are being used and a skier misses his/her pull the towing boat is **NOT** allowed to turn to pick up the skier until all grids have passed. The observer should pull in the ski line out of the way of other boats before going to their skier.

**PENALTY 12.03 Fixed = 9%**

(e) Boats must not be over the start line prior to the lowering of the National flag. (Startline to be defined at Briefing).

**PENALTY 12.01 = 1 Minute**

**4.08/05A:** It is obligatory that all turns shall be marked by buoys, moored vessels or permanent sea marks. All course markers shall be passed on the outside. No passing inside or changing of lanes is permitted from within 100 metres of the turn buoy or mark until the skier rounds the buoy and attains a straight line on the natural course. It **may** be permissible to come inside the turn buoy on grounds of safety. However, the Driver **must** raise his hand to advise he is making this manoeuvre.

**PENALTY 12.03 Fixed = 9%**

**4.08/05B:** If the course turns are considered tight such as on a Canal or tight turn a Box System (an imaginary line drawn across the course dissecting the 100m buoy and an imaginary line drawn across the course at 50m past the Turn Buoy) should be used. All skiers falling in this area must be picked up and taken to the SAFEST POSITION outside of the box. The ski line must be retrieved before picking up the skier).

**PENALTY 12.03 Fixed = Disqualification**

**4.08/06: Judge Boats: All Judge boat's will be positioned at the entry 100m buoy to clearly define the 100m position and in order for the judge to observe the entry into the corner.**

**4.08/07:** In closed circuit racing the Judge must state at the briefing the manner of passing other competitors. The designated manner of passing other competitors must be complied with. A fallen skier may be passed on whichever side is deemed to be the safest if not directed by the safety boat.

**(Also see rule 4.09/10)**

**PENALTY 12.03 Fixed = 6%**

**4.08/08:** The passing driver shall acknowledge sight of a fallen skier by raising a hand. Failure to comply will incur a penalty.

**PENALTY 12.03 Fixed = 3%**

**4.08/09:** A skier or a team shall not be allowed to start or continue in the competition if, in the opinion of the Chief Judge, after consultation with the Safety Officer and/or Jury, their presence would be a danger to themselves or other competitors.

**4.08/10:** The organisers must provide a rescue service at all times during the competition.

**4.08/11: Substitution of Boats**

A competitor may substitute a boat once a boat is pronounced unserviceable by the Chief

Scrutineer: V Hull to V Hull

Flat Hull to Flat Hull

Catamaran to Catamaran

Outboard to Outboard - equal horsepower or less

Inboard to Inboard - equal horsepower or less (a stern drive is an inboard)

In the case of extreme circumstances where boat substitution of a similar craft is impossible the Chief Judge shall refer the matter to the Skiers, Drivers and Observers reps and fellow on-site judges.

The original hull may only be resubmitted with the specified permission of the Chief Judge.

Definition of V hull: A V hull with a flat runner surface was still a V hull and may be exchanged for a normal V hull.

**4.08/12: Grid Positions**

If the first race of the season requires grid starts the positions are decided by means of a Draw, after that the positions are defined by their accumulated points total within their class.

**4.08/13:** In the event of a race having to be red flagged, if the race is 51% complete, then the event is deemed to have been finished and the results will count. If the race is less than 51% complete the race will be classified as void and no points will be allocated. Following a red flag situation the Chief Judge will decide whether the race will be a continued race or an entire new race.

If the restart is a continuation of the original race, the number of completed laps prior to the red flag is carried forward to the restarted race and the pole positions will be determined by the placing as of the last completed lap prior to the red flag. The team causing the red flag, and teams who have retired from the race, are not allowed to restart the race whether the restart is a continuation of the original race or a new race.

*Procedure to be followed when a red flag is displayed to stop a race.*

1. All Judges are to display a red flag
2. All competitors must stop immediately that it is safe to do so and remain where they are for instructions.
3. No further laps will be timed after the red flag is shown.
4. When red flag is lowered, or instructed to do so by a Judge competitors may return to the recovery area. **PENALTY 12.03 Fixed Disqualification**

**4.08/14:** At the end of the race drivers, after picking up their skier, will take down their Orange flag and remain stationary in the Drop Zone until the Start/Finish boat drops the Chequered flag and flies a Red Flag denoting the course closed and all skiers are accounted for. However, under power, crews shall continue to wear all safety equipment until boat recovery area is reached.

**4.08/15:** To qualify for points the boat and skier must pass between the designated outer gate buoy and timing control designated at briefing. **PENALTY: NO POINTS GIVEN**

## 9: CONDUCT OF RACE

**4.09/01:** In case of a fall of a competitor, the driver must immediately slow down and the observer must display the flame orange flag and start retrieving the ski line. The driver may turn to pick up the skier along the incoming ski line, facing the fallen skier without interfering with the progress of the race. In picking up a fallen skier the driver must give right of way to oncoming boats and then turn in whichever direction is safer. For canals, rivers or in general when the space near the turning buoys is narrow the Box System as described in Rule 4.08/05 will operate. The Observer **MUST** retrieve the ski line before picking up the skier.

**PENALTY 12.03 Fixed = 6%**

**4.09/02:** 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 flame orange flag must remain visible until the skier is in proper skiing position.

**PENALTY 12.03 Fixed = 6%**

**4.09/03:** For a single skier race the skier must remain in the wake of the towing boat for the entire race. **PENALTY 12.03 Fixed = 3%**

**4.09/04:** An overtaking boat must not cut in until their skier is 100 metres ahead of the boat being overtaken. **PENALTY 12.03 Fixed = 6%**

**4.09/05:** Observers must remain seated in the cockpit of the boat and must keep the skier under observation at all times during their participation in the event. **PENALTY 12.03 Fixed = 3%**

**4.09/06:** Boats shall not follow closer than 100 metres directly behind any skier except when overtaking, in which case it is imperative the driver should keep his boat in a different line than the preceding one. When a pass is completed, the skier who is at least 100 metres in front of the overtaken boat **may** move to the inside of the course. **PENALTY 12.03 Fixed = 6%**

**4.09/07:** The driver must keep his attention ahead of the boat at all times, and both hands on the steering wheel except when operating controls. **PENALTY 12.03 Fixed = 6%**

**4.09/08:** Skiers are strictly prohibited from fastening the wrap handles together around their body or fix the handles of the tow line to their body in any way whatsoever. It is permissible to hook one arm

through the bridle of the ski rope. No means of adjusting skier's rope length allowed when in motion. Damaged ropes may be replaced during races.

**PENALTY 12.02 = Disqualification**

**4.09/9: When taking a turn:** If the pursuing boat is behind the skier of the boat in front at the 100m buoy the pursuing boat does **NOT** have right of way into the corner and **MUST** not power up the inside or attempt an undertaking manoeuvre until the turn has been completed and a straight line has been achieved. When overtaking on the outside the outside team must leave room for the team(s) on the inside to turn and not attempt to flatten the corner.

**PENALTY 12.03 Fixed: 9%**

**4.09/10:** Refusing to give way to other competitors is strictly prohibited.

**PENALTY 12.03 Fixed: 9%**

**4.09/11:** Drivers must maintain a minimum lateral distance of 2 metres between their boat, any skier and other competing boats

**PENALTY 12.03 Fixed 9%**

**4.09/12:** All team members shall wear their helmets in the normally accepted manner during the race and whilst under power on race day or practise periods.

**PENALTY 12.03: Fixed 9%**

**4.09/13:** Skiers must drop off in the areas indicated by the Chief Judge at the pre-race briefing.

**PENALTY 12.03 Fixed: 3%**

**4.09/14:** At no time during or after the event will any competitor or Official enter into unofficial discussions regarding decisions made during the event with any Judge.

**PENALTY 12.03 FIXED 3%**

**4.09/15: Unsportsmanlike behaviour in the form of physical or verbal abuse will not be tolerated. It is expected that all competitors and officials will act in a civilised way towards each other. Contravention of this rule will result in a report being sent to BWSW Racing Committee by the Chief Judge for a decision on what action if any is to be taken.**

**4.09/16:** On the day of the competition no alcohol to be consumed by competitors until after completion of their last event.

**PENALTY 12.02: Disqualification**

**4.09/17:** The use of drugs is prohibited as per the current regulations of IWWF drug testing policy and procedure.

**PENALTY 12.02: Disqualification**

## **10: TIMING**

**4.10/1:** Timing will be accurate to at least one hundredth of a second, this precision holding good as well for departure as for arrival of a skier.

**4.10/2:** Places in the competition shall be determined according to the skier times made, after addition of the penalties, if any.

**4.10/3:** The Race shall finish when the winner or leader (in the case where the start was held with several lines) having been given the blue flag on the previous lap crosses the finishing line between two points clearly delineated (buoys, boats etc). At that moment the chequered flag will be lowered. All the following skiers will finish the race on the chequered flag. A maximum of 15 minutes will be allowed for competitors to finish after the end of the race by the winner.

- 4.10/4:** A skier is not to be placed in a competition unless he is in a proper skiing position when crossing the finish line. A proper skiing position is defined as that position in which all of the following exists:
- (a) The skier has possession of the tow lines.
  - (b) The skier is riding forwards with a ski or skis on his feet.
  - (c) The weight of the skier is entirely supported by his ski or skis and the skier is in good balance, or if he is able ultimately to regain a good balance.

**4.10/5: 1000 POINT RULE**

In each complete race points shall be awarded on the following basis:

The race shall be timed and the time of the winner will represent 1000 points, the remaining skiers will receive points based on the following formula:

$$\frac{\text{Winners Time from racing distance in average per 1 km}}{\text{Skiers/Team Time from racing distance in average per 1 km}} \times 1000 = \text{Skiers Points}$$

Such points to be calculated to two decimal places. The third place will be ignored.

**4.10/6: Sprint Championship scoring**

Skiers who do not complete the same number of laps as the winner will have:-

$$\text{Calculated Average Time} = \frac{\text{Boat Time}}{\text{Distance}}$$

$$\text{Skier's points} = \frac{\text{Winner's average time}}{\text{Skier's average time}} \times 1000$$

## 11: PROTESTS

Any protests forthcoming from the day's events will be handled in the following manner:

For offences seen by Judges a decision shall be made by the Chief Judge and his/her assistant. The decision is final.

For protests about other competitors by competitors the 4 person Jury, consisting of Skier, Driver and Observers Rep, Assistant Chief Judge or other judges will be formed to hear the protest. Chief Judge will chair and will vote only in an event of a tied decision. The final decision cannot be questioned.

- 4.11/01:** Protests shall be made to the Chief Judge in writing, giving the reasons for the protest, names or identity of any other witnesses within 20 minutes of the results being posted. **All persons involved in a protest MUST be on site until a decision has been reached or given permission to leave by the Chief Judge.**

- 4.11/02:** Protests must be accompanied by the appropriate fee of £20. This amount will be refunded if the protest is considered reasonable by the Jury.

## 12: EXCLUSIONS AND PENALTIES

### 4.12.01:

For contravention of Rules: 4.03/05 4.05/21 4.08/04 (b) and (e)	Penalty:  One minutes will be added to the competitor's time
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### 4.12.02:

For contravention of Rules: 4.04/17 4.05/01 4.05/02 4.05/03 4.05/11(c) 4.05/12(c) 4.05/17 4.05/20 4.08/05(a) 4.08/13 4.09/08 4.09/09 4.09/13 4.09/16 and 4.09/17	Penalty:  The penalty will be disqualification
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### 4.12.03: Fixed Penalty Rules

4.03/04 4.05/05 4.05/31 (e) 4.08/08 4.09/01 4.09/03 4.09/05 4.09/14	3%
4.06/09(h) 4.06/03 4.06/04 4.06/06 4.06/07 4.06/08 4.08/07	6%

4.09/02 4.09/04 4.09/06 4.09/07	
4.08/04(d) 4.08/05 4.03/2 4.09/10 4.09/11 4.09/12	9%

- 4.12.04:** For a serious contravention of the Rules the Chief Judge may, with a majority decision of the Jury, disqualify and may recommend the suspension or removal of a driver's, observer's or skier's licence to the BWSW Racing Com. The re-issue of this licence, will be done through the Technical Committee, endorsed through the BWSW Racing Com, on re-application by the driver, observer or skier.
- 4.12/05:** For contravention of any Rule which attracts a penalty the Chief Judge, in consultation with his Jury, may additionally award up to a maximum of 3 penalty points. Such penalty points shall be endorsed on the competitor's licence and shall be valid for 2 years from the date of offence. Any competitor reaching a total of 10 points or more within 2 years will forfeit their licence. Application for re-issue shall not be considered by the Racing Com. for 12 months from the date of suspension.
- 4.12/06:** For contravention of any Rule which incurs disqualification the Chief Judge (in consultation with his jury) may additionally award up to a maximum of 3 penalty points and any such penalty points shall be governed by the same conditions as set out in Rule 4.12/06.
- 4.12/07:** The Chief Judge and the Jury shall have the right to give summary judgment on any happening unforeseen in these Rules.
- 4.12/08:** Repeat offenders should be dealt with under rule **12.05**. Action taken will be by the majority decision of the Jury. Decisions can be taken on the day or referred back to BWSW if the offence is severe.
- 4.12/09:** Ungentlemanly conduct towards any official before during or after the event will result in the offender(s) having their results cancelled and their licences revoked.
- 4.12/10:** For a serious contravention of the rules the Chief Judge **can suspend the offender(s) from the competition and will then refer the matter to the Racing Committee for further adjudication.**

## SECTION 5 – REGIONAL RULES

### REGIONAL WATER SKI RACING RULES

The following are the minimum acceptable for a Region to arrange and run a water ski race. Regions may make their own administrative rules, however, BWSW will not agree to any leeway on the safety and race rules as listed below.

These rules must be read in conjunction with the current BWSW Racing Rules and where problems occur, BWSW Racing Rules shall be applied.

#### 5.01: RACE OFFICIALS

The following race officials shall be appointed:-

- Race Controller – responsible for overall management of the race and acceptance of entries.
- Chief Judge – must be minimum BWSW qualified Regional Judge. Responsible for the enforcement of racing rules, approving and briefing any assistant Judges and verifying that lap scorers carry out their jobs correctly.
- Safety Officer – responsible for deployment of safety boats liaising with Coast Guard and advising the Race Controller and the Chief Judge of dangerous conditions. Also that all competitors are accounted for after the event.
- Chief Scrutineer – should wherever possible be authorised to act as a scrutineer by BWSW Executive Chief Scrutineer, but in any case shall have a technical knowledge of ski boats. Responsible for seeing that no boat starts until it and all racing equipment meet these rules in so far as can reasonably be done by a brief external inspection.
- Starter – someone with reasonable experience of water ski racing.

#### 5.02: COURSE

The course shall be marked by buoys, laid in a pattern where all turns are to the left hand.

The start shall be in deep water as described at briefing.

The Race Controller shall satisfy the Chief Judge that the course is adequately defined, and a safe distance allowed between the start area and the first turn.

All skiers shall pass between the gate buoys on each completed lap.

#### 5.03: START/FINISH PROCEDURES

The start will be effected by means of two flags or indicators.

Start flags must be flown from the start boat, and the finish flags must be flown from the boat at the finish gate.

The 3 minute signal shall be given by raising the said flags or indicators. After 2 minutes 30 seconds one flag or indicator shall be lowered allowing 30 seconds for skiers to enter the water and make ready. After three minutes total, the second flag or indicator will be lowered to signal the start.

The finish shall be denoted by the chequered flag (all skiers should then proceed to the centre of course or other area designated at briefing) before dropping off.

Any teams who, in the opinion of the Chief Judge, are endangering others shall be disqualified and withdrawn from the race by means of displaying a black flag to the driver from the Safety boat and/or start/finish boat.

**5.04: I INSURANCE**

As Current BWSW Racing Rules

**5.05: B BRIEFING**

Race briefing for all crews shall be under the authority of the Chief Judge and shall be held as per the racing structure for the day prior to the start of racing. The Driver and Observer from each crew shall attend to be informed of the course, weather, safety and any other relevant matters

If any competitor does not fully understand any aspect of the briefing then they should seek immediate clarification from the Chief Judge at that time.

**5.06: EQUIPMENT**

- All team members must wear safety helmets and lifejackets. The minimum requirement is that these conform to the current BWSW Racing Rules. Helmets and ski tips must be flame orange and skiers must wear leg straps.
- All boats shall be checked to see if they conform to these rules particular attention being paid to steering (see BWSW Rules). Note: Double ride guide or hydraulic steering is required for regional racing.
- All boats shall carry flares, fire extinguisher, painter and effective anchor and orange flag (for use by observer whenever skier or ski line is in the water)
- All boats shall carry a blue and white medical assistance flag

**5.07: CREWS**

The crews shall consist of one or more skiers, one observer and a driver. They shall meet the following criteria:-

- Observers shall be aged over 16 years and in possession of a current BWSW Novice Observers Licence (minimum)
- Drivers shall be aged over 18 years and in possession of a current BWSW Novice Drivers Licence (minimum)
- All crew members shall be current members of British Water Ski and Wakeboard

**5.08: RACE CONDUCT**

- All skiers must remain in the wake of the towing boat.
- No boat shall follow closer than 100metres directly behind a skier.
- No overtaking is permitted on the inside from 100 metres before a turn buoy until the turn has been completed
- If a pursuing boat is level with the skier in front of him 100 metres before a turn buoy the pursuing boat is deemed to have right of way and the lead boat must allow room for the pursuing boat to complete the turn on the inside.

- Blocking of the pursuing boat in the situation described in the paragraph above will lead to disqualification or a time penalty at the discretion of the Chief Judge.
- Skiers are strictly prohibited from fastening their tow line or handles of their tow line to their body in any way whatsoever. Skiers are also strictly prohibited from locking or joining together the handles in any way whatsoever.
- It is forbidden to modify the length of the tow line after the start of the race.

**5.09: C LASSES**

Classes for Regional races shall be as designated by the region.

**5.10: RACE DURATION**

The race duration shall be as designated by the region.

**5.11: MEDICAL SUPERVISION**

A qualified Nurse, St Johns Ambulance Service or Red Cross shall be in attendance for the duration of the race. If possible a Doctor or Paramedic is recommended.

## SECTION – 6 CLUB RULES

### CLUB WATER SKI RACING RULES

The following are the minimum acceptable for a Club to run a water ski race. Clubs may make their own administrative rules, however, BWSW will not agree to any leeway on the safety and race rules as listed below.

These rules must be read in conjunction with the current BWSW Racing Rules and where problems occur, BWSW Racing Rules shall be applied.

#### 6.01: RACE OFFICIALS

The following race officials shall be appointed:-

- Race Controller – responsible for overall management of the race and acceptance of entries.
- Chief Judge – must be minimum BWSW qualified Club Judge. Responsible for the enforcement of racing rules, approving and briefing any Assistant Judges and verifying that lap scorers carry out their jobs correctly.
- Safety Officer – responsible for deployment of safety boats liaising with Coast Guard and advising the Race Controller and the Chief Judge of dangerous conditions. Also that all competitors are accounted for after the event.
- Chief Scrutineer – should be on the BWSW Scrutineering List (See List of Officials in this Document) and shall have a technical knowledge of ski boats. **Responsible for seeing that no boat starts until it and all racing equipment meet these rules in so far as can reasonably be done by a brief external inspection.**
- Starter – someone with reasonable experience of water ski racing.

#### 6.02: COURSE

The course shall be marked by buoys, laid in a pattern where all turns are to the left hand.

The start shall be in deep water as described at briefing.

The Race Controller shall satisfy the Chief Judge that the course is adequately defined, and a safe distance allowed between the start area and the first turn.

All skiers shall pass between the gate buoys on each completed lap.

#### 6.03: START/FINISH PROCEDURES

The start will be effected by means of two flags or indicators.

**Start flags must be flown from the start boat, and the finish flags must be flown from the boat at the finish gate.**

The 3 minute signal shall be given by raising the said flags or indicators. After 2 minutes 30 seconds one flag or indicator shall be lowered allowing 30 seconds for skiers to enter the water and make ready. After three minutes total, the second flag or indicator will be lowered to signal the start.

The finish shall be denoted by the chequered flag (all skiers should then proceed to the centre of course or other area designated at briefing) before dropping off.

Any teams who, in the opinion of the Chief Judge, are endangering others shall be disqualified and withdrawn from the race by means of displaying a black flag to the driver from the Safety boat and/or start/finish boat.

**6.04: I INSURANCE**

As current BWSW Racing Rules.

**6.05: B BRIEFING**

Race briefing shall be under the authority of the Chief Judge and shall be held prior to racing and so on the same day. The driver from each crew shall attend to be informed of the course, weather, safety and any other relevant matters.

**6.06: EQUIPMENT**

- As Current BWSW Racing Rules.

**6.07: CREWS**

The crews shall consist of one or more skiers, an observer and a driver. They shall meet the following criteria:-

- Observers shall be competent and aged over 16 years.
- Drivers shall be competent and aged over 18 years.
- All crew members shall be current members of BWSW

**6.08: RACE CONDUCT**

As Current BWSW Racing Rules.

**6.09: CLASSES**

Classes for Club races shall be as designated by the Club.

**6.10: RACE DURATION**

The race duration shall be as designated by the Club.

**6.11: MEDICAL SUPERVISION**

A qualified Nurse, St Johns Ambulance Service or Red Cross shall be in attendance for the duration of the race.

## SECTION 7 – OFFICIAL'S QUALIFICATIONS

### RACING JUDGES CATEGORIES

All race officials must be current members of BWSW. **All Judges must be in possession of a VHF (DSO) Certificate.**

#### 7.01: I NTERNATIONAL JUDGE

Examinations are held annually and applications should be made to BWSW via the Executive Chief Judge who, after discussion with the Racing Com. will in turn apply to the IWWF E&A Region. Only one per country per year may apply for International status, hence the importance of continuity in applications

#### 7.02: N ATIONAL JUDGE

Candidates may apply to the Executive Chief Judge after a two year period of judging at Regional level. They will sit a written examination under the supervision of a National Judge and achieve a pass mark of 85%. A calculator only will be allowed.

Upon passing the exam the candidate will act as Chief Judge at a National race under the supervision of a qualified National judge and a report may be submitted on the candidate's ability.

#### 7.03: ASSISTANT NATIONAL JUDGE

A Regional Judge may sit as an Assistant National Judge at National races prior to sitting written paper.

#### 7.04: R EGIONAL JUDGE

Candidates must be supported by a recommendation from either a National Judge, their Club Commodore or other person acceptable to the Executive Chief Judge. A written examination must be sat under the supervision of a National Judge and must achieve a pass mark of 90%. A rule book and calculator may be used during the exam.

#### 7.06: FU NCTIONS

All categories of judges may be used at National Races either as Assistants or as Turn buoy judges. If asked by the Chief Judge on the day to assist either land based or on the water it is expected they will comply with the request.

Any person wishing to become an official National or Club Judge should apply to the Executive Chief Judge for further information.

## **RIGHTS AND DUTIES OF RACING OFFICIALS**

This document shall be considered as "*The Commandments of Racing Official*". It will be delivered to all new and former Judges for their information and must be returned, **duly signed**, to the Executive Chief Judge BWSW Racing.

- 1 When a National Judge is appointed as an International Judge, he/she obviously keeps his/her Nationality, but he/she must remember "*to lose it*" during the time he/she is acting as a Judge during an International Race.
- 2 A Judge has the obligation of being *impartial*.
- 3 As it is stated in the Rules, decisions shall be made by the majority vote of the Jury on duty on Race day.  
In case of tied vote, the vote of the Chief Judge shall decide.
- 4 It is "*strictly forbidden*" for Judges - on duty or not - to make any Comment concerning the decisions of the Jury with competitors, press or any other persons, relevant to the events of the day.
- 5 In the case where a decision requires the attendance of involved competitors, they must report to the Jury Meeting Room to present their arguments when called for by the Chief Judge. The Judge's deliberations shall be done without the attendance of any other person, other than the Jury members or persons invited by the Chief Judge.
- 6 The Chief Judge has overall responsibility on Race day.
- 7 *The murmuring or comments which may create an anti-sportive atmosphere should be denounced by the Judges to the Racing Com., through the Chief Judge. The Racing Com. may sanction the people involved in the murmuring.*
- 8 Uphold the authority and dignity of the IWWF, E&A Region and BWSW.
- 9 *Officials who do not honour their duty with impartiality could be sanctioned by the Racing Com.*
- 10 Except in case of "force majeure", Judges must attend the Jury to which they have been appointed, unless they have given notice of their absence, in due time, to the Organisers and to the Ex Chief Judge.

Please return one copy, duly signed, to the Executive Chief Judge, BWSW Racing Com.

Read and accepted: Signature: .....

Name..... Date .....

(Approved by the Racing Committee February 2010)

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**British Water Ski & Wakeboard – Racing Rules 2010**  
Published February 2010

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