

Ski Boat Driver Level 1 & 2 - Practical Assessment Checklist – Assessment details

If the candidates own boat is to be used, the centre principal will check that the insurance is valid. The principal will brief the candidate and skier before each examination. This is an examination form and must be returned to British Water Ski & Wakeboard.

(C) = Competent – The skills must be demonstrated satisfactorily, **(R) = REFER** – Candidate must undergo more training prior to a retest.

Principal to explain the purpose of the manoeuvre in more detail. Principal must see the candidate **complete each skill at least 3 times**.

Driver name		Driver signature		Date	
Principal name		Principal signature		Date	

Purpose of Manoeuvres:	Manoeuvres Without a Skier:	Key Notes	C/R
This manoeuvre can be used to pick up a mooring buoy. The test is to control the boat at very low speed.	Approach a buoy in a very slow and controlled manner using 'in gear, out of gear' technique. Reverse gear may be used as part of the manoeuvre but <u>NOT as a brake</u> .	<ul style="list-style-type: none"> Must approach into wind or tide. Idle RPM only is permitted in reverse gear 	
For the driver to demonstrate how to manoeuvre a vessel within a confined space.	Complete a <u>3-point turn</u> within a 10-meter radius (e.g., between the slalom boat guide buoys and a slalom turn buoy).	<ul style="list-style-type: none"> Shaft drive boat; The driver must decide the correct start position for the boat in order for reverse gear to be the most favourable. 	
This is for the driver to demonstrate how to reverse away and re-approach a skier/drop ski etc. For example, if the driver misses the drop ski on the first attempt, how to reverse and reproach the ski.	Perform a figure of eight around two buoys/markers (approx. 12.5 meters apart) keeping the bow within 3 meters of the buoys. Complete this using a series of short manoeuvres, reversing off and re-approaching the buoy.	<ul style="list-style-type: none"> Correct use of both forward and reverse gear is a requirement. Reverse off and re-approach several times in both clockwise and anticlockwise directions (In windy/coastal conditions drive continuously around a single Buoy both clockwise and anticlockwise). 	
For the driver to demonstrate how to turn at the end of a pass and to make best use of the ski area.	Demonstrate two 'P' turns (1 x clockwise and 1 x anti-clockwise) in the correct manner, without a skier . This must be completed at 18 ± 1mph.	<ul style="list-style-type: none"> Maintain a suitable speed around the turn The driver MUST have one hand on the helm and one hand on the throttle at ALL times 	
To make the driver aware of how to moor the boat, taking into consideration wind/tide.	Moor the ski boat by approaching the dock in a slow and controlled manner (in-gear, out-of-gear technique).	<ul style="list-style-type: none"> Idle RPM only is permitted in reverse gear, not to be used as a brake. 	
If the hand is taken off the throttle the boat is out of control.	Keep one hand on the throttle/gearshift throughout the test.	<ul style="list-style-type: none"> Drive while seated in the appropriate position and wearing the kill cord. 	

OVERALL RESULT:
PASS / REFER

Purpose of Manoeuvres:	Driving for a Skier:	Key Notes	C/R
To make sure the driver and skier have communicated the essential information such as speed and turn.	Check the skiing environment and equipment was safe and operational. Communicate details of the skier activities for the test.	<ul style="list-style-type: none"> When the boat is in gear, the driver MUST have one hand on the helm and one hand on the throttle at ALL times 	
To ensure the driver understands boat momentum and dangers of the line.	Was the boat driven slowly to take up the slack line?	<ul style="list-style-type: none"> As the line went tight, it must not 'pull' the skier? 	
To check that the skier is in the correct position, the whole line is taught, and the handle is visible.	The driver must look over the right shoulder for a final check when the skier says, 'in gear'. Then look forward, before applying power, using the mirror to check the skier.	<ul style="list-style-type: none"> Was the skier positioned on the right-hand side of the boat? 	
Never from neutral to 'hit It' power.	Was the first command 'in gear'? Did the driver engage forward gear and wait for the call 'Hit-it'.	<ul style="list-style-type: none"> Did the driver check the line was taught and out of the water? 	
Driver must driver must always look forward under power.	Did the driver look forward (<u>use the mirror</u>) before applying power?	<ul style="list-style-type: none"> The driver must not turn back to look at the skier 	
Too fast can injure the skier.	Did the driver pull the skier out with the appropriate amount of power?	<ul style="list-style-type: none"> Did the driver reduce the power as the boat came onto the plane? 	
Provide a good course for the skier.	Did the driver maintain a straight course, between transit points or a boat lane?	<ul style="list-style-type: none"> Also the same course after turn 	
Provide the skier with the correct speed that does not vary.	Did the driver maintain a constant speed for the skier within a three MPH range?	<ul style="list-style-type: none"> Speed of 20 MPH: An acceptable range is 19 to 21mph (20 ± 1mph) 	
Does the driver understand where the P-turn should start and end?	Drive a correct 'P' turn to the left at the end of the pass, with the skier <u>between</u> the wakes. The speed must be maintained and controlled around the turn. The turn must be completed at the same point that it began.	<ul style="list-style-type: none"> Did the driver maintain a safe distance between the skier and the bank, shallow areas and hazards? 	
Does the driver understand which turn is best for a regular or goofy wakeboarder?	Drive a correct 'P' turn to the RIGHT at the end of the pass, with the skier outside of the wakes. The speed must be maintained but controlled around the turn to keep the skier close to the wake. The turn must be completed at the same point that it began.	<ul style="list-style-type: none"> Did the driver maintain a safe distance between the skier and the bank, shallow areas and hazards? 	
To reduce wash for the next pass and to ensure the driver has enough time to correct any mistakes they may make during the approach to the skier (please refer to skills gained in the figure of 8 manoeuvre).	After a skier has fallen, maintain a straight course, bring the gear shift to neutral in a controlled manner, allow the boat to slow down, then turn the helm to full lock right and return to the skier slowly, keeping to the original course as much as possible, minimising wash (slow idle).	<ul style="list-style-type: none"> Wait for the boat to come off the plane Trail the rope around the skier using in and out of gear technique Skier on drivers side approximately 2 meters away from skier 	
Stop the boat alongside the skier. The skier should be adjacent to the driver not the stern of the boat.	End the set a safe distance from the bank or dock, drop the skier in safe water. Return to the skier, bring the boat to a standstill alongside the skier. Turn off ignition.	<ul style="list-style-type: none"> Switch off the ignition, before instructing the skier to swim to the platform and board the boat. 	