

Dear Competitors

These EAME Racing rules have been produced as a base line for water ski racing in Europe.

In response to you the competitor we have tried to give a consistent level of penalty, we are all aware that in the past Judges have given penalties ranging from 3% to 10%, this was unfair and left you the competitor not sure of what penalty you were likely to be given. Judges now have a distinct set of penalties to give.

Europe has shown the way once again with Fixed Penalty rules. These have been based on the severity of the offence. If you fall foul of the rules in a small way you get 3%, if you abuse the safety rules you get 6%, if you endanger your skier or others you get 9% and for Cheating, abuse, endangering life or limb or serious misconduct you get disqualified.

EAME will not tolerate verbal or physical abuse to any official, competitor or any member of the organisation. Rules have been put in place to combat this and they will be actioned.

Other changes are minor but are designed with your safety in mind.

Please read and understand these rules as if they are the first set of rules you have seen. What has been written in the past has gone and we now move into a new period of technology and design which will affect our sport tremendously.

Something that bothers me greatly is the depth that certain individuals will go to "win at all costs". Why?

Because certain individuals are using modern technology to boost performance outside of the rules. In other words CHEATING.

Water ski racing has always been a family orientated sport and has always been conducted fairly. Yes people have pushed the rules to their limit and tried to go beyond, but never have we been in a position where things can be done to engines in such a way that they cannot be seen. That doesn't mean that they cannot be detected and we along with Marine Engineers are discussing ways in which we will be able to check, safely, easily, quickly and reliably the parameters of any engine. Where an electronic device has been inserted there is always a device to find it.

I implore these people to play fair, stop tampering with equipment and enjoy our sport for what it is.

Log Books will be introduced hopefully this year and will be produced at every race so scrutineers will be able to check and sign off the log and any penalties imposed will be noted and be seen by the next Official.

People have always asked 'Why are you penalising the skier when it is a drivers error.' The reply is and always will be that it is a team sport and any errors made by any of the team reflect upon that team. Skiers, Pilots and Observers can also be penalised individually for events which happen off the race course.

We are aware that these points and rules may not be to everybody's liking but we have not produced them for individuals but for the sport as a whole.

Enjoy your ski racing in 2007 and we hope to see you on the water at one or more venues.

Howard Smith

(For and on behalf of the EAME Racing Council)

EAME (Europe Africa Middle East) WATER SKI FEDERATION

RACING RULES (2007)

The 2007 EAME Racing Rules have been ratified at the EAME Racing Council meeting held in Rome on January 28th 2007.

Edited by Howard Smith EAME Racing Council/Judge and Paul Cole EAME Racing Judge on behalf of the EAME Racing Council.

Electronically published by Robbie Llewellyn - IWSF Racing Council Communication Director Member

The electronic version of these rules is available at www.rules.skirace.net and www.wskream.org

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EUROPEAN CUP

General

The European Cup of Water Ski Racing will take place every year, subject to the current EAME rules.

It will run with a minimum of 3 (three) rounds and a maximum of 5 (five) rounds. Ideally there should be only one round per year in a country. In case of more than 5 rounds the EAME Racing Council will decide which 5 will be accredited European Cup points races, depending on the qualities of the sites and of the respective organisers.

At the end of the season the first three classified skiers and crews of each division will be awarded Region EAME Medals, Gold, Silver, Bronze.

A classification will be done for each European Cup round on the basis of the 1000 points system.

The winner of the cup will be determined by adding the points granted at each round as outlined below in Competition Format/Medal Ceremony.

The results will be given after each round and the Region EAME medals award ceremony will take place at the Prize Giving Ceremony of the last round of the European Cup.

The race levy 750 Euro to be paid to the Region EAME as per the obligations.

Teams

There is no team trophy within European Cup Racing.

EUROPEAN CUP LICENCES for PILOTS and OBSERVERS

International Licences issued by the EAME Racing council are delivered by the National Federations to their teams, and shall be issued to the applicants, subject to the following instructions:

- It is the responsibility of the National Federations to deliver the International Licences to experienced boat drivers and observers.
- When there is an obligation to be in possession of a boat driving licence issued by the (marine) authority of their own country, the applicant shall be in possession of such a licence.
- The International Licence shall be granted initially as Provisional for the first 12 months of competition from the date of issue.
- Before being granted a Provisional International Licence, the applicant must participate in racing for a minimum of one year in National and where applicable Club ski races.
- The applicant shall be in possession of the EAME Racing Rule Book and know the content of it.
- Every applicant for an International Provisional Licence should have the following explained to them by an experienced International Pilot and Observer as well as their National Team Captain the procedure of international races on lakes, canals and at sea, which should include:
 - overtaking other competitors on different circuits
 - how to manage turns
 - which is the most usual and safest way to protect a fallen skier, including the Box System (see rule 8.05) etc.
- Provisional Licence holders will not be allowed by their Federation to participate in World Championship events.

- Pilots and Observers are strongly recommended to be in possession of an up-to-date first aid certificate.
- Medical Certificate: Every licence holder must be in possession of a current Medical Certificate which must be updated every two years.

European Cup Format

The European Cup races are open to the following categories:

MEN: Formula I, Formula II and Formula III

WOMEN: Open Formula

JUNIOR: Boys and Girls Open Formula The last year of eligibility of a skier is the year in which he/she has his/her 17th birthday.

SENIORS: More than 35 years of age on the 1st of January of the year of competition.

Men and Women will have distinct classifications.

Euro-Kids A; 8-9-10-11-12 years old on the 1st of January of the year of competition.

Euro-Kids B: 13-14-15 years old on the 1st of January of the year of competition.

Euro-Kids: Maximum FII Outboard engine boats are allowed in this category.

An EAME International Licence is obligatory.

Separate races for Euro A 15min + 1 lap and Euro B 25min + 1 lap on a shortened circuit if possible. Maximum of 10min allowed for competitors to finish race after leader takes finish flag. Time to be calculated to the last full lap. Red flag to be used to stop the race.

Medals for the team: The same as the other categories 3 gold, 3 silver and 3 bronze. It is recommended that all EuroKid skiers receive a token for their participation.

From 2008 Euro-Kids A will be 8-9-10-11 years of age. Euro-Kids B will be 12-13-14

If a skier changes his/her category (Junior or Formula) it must be for the whole season with no possibility of reversion to the previous category.

Medal Ceremony

Competitors are reminded that to receive final placing medals in the European Cup they must participate in the following:

When there are 6 Rounds – they must have participated in at least 4 rounds.

5 Rounds – they must have participated in at least 3 rounds.

4 Rounds – they must have participated in at least 2 rounds.

3 Rounds – they must have participated in at least 2 rounds.

Competitors are reminded they must participate in the final round to be able to qualify for any medal placings.

EUROPEAN CHAMPIONSHIPS

General

The European Racing Championships shall be held biennially in even numbered years subject to the current EAME rules.

The Championships will be a four race series with only the three best scores counting to individual overall standings.

All four scores will count towards team standings.

A classification will be made for each European Championship round on the basis of the 1000 points system.

The winners of the Championship categories will be determined by adding the points won in each round as outlined below in Competition Format.

The results will be given after each round and the Region EAME medals award ceremony will take place at the Prize Giving Ceremony of the last round of the Championship.

The Championship levy 2,700 Euro shall be paid to Region EAME by the host nation according to the Region EAME list of obligations.

CHAMPIONSHIP LICENCES for PILOTS and OBSERVERS

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- It is the responsibility of the National Federations to deliver the International Licences to experienced boat drivers and observers.
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From 2008 Euro-Kids A will be 8-9-10-11 years of age. Euro-Kids B will be 12-13-14

If a skier changes his/her category (Junior or Formula) it must be for the whole championship with no possibility of reversion to the previous category.

Teams

A Country may nominate a Team of 4 skiing members for each days racing from a pre-named squad of eight. One from 3 different category, excluding Euro Kids A or B

8 skier Squads should be listed and a copy given to the Chief Judge and Calculator prior to the start of competition.

The daily race team selection should be given to the Chief Judge/Calculator before the days racing commences. Changes will only be allowed due to illness or injury.

The Team Captain will nominate the grid position for the first round only at the first team captains briefing.

TECHNICAL RULES

RULE 1: GENERAL

- 1.01 These rules set forth are the EAME Technical Rules for Water Ski Racing. Whenever the masculine is used, the same shall be construed as meaning the feminine where the context so requires.
- 1.02 These rules are concerned with:
- (a) Circuit Races (more than 2 laps)
 - (b) Distance Races (point to point)
- 1.03 Exception to the rules - complementary rules. Where compliance with the rules is impossible and where complementary rules in connection with the circuit are needed, complementary articles will be set forth by the organisers, in agreement with:
- 1. for European Cup and International Open races,
 - 2. for European Championships,
- these complementary rules have to be sent to the EAME Racing Council, together with the Technical Dossier.
- 1.04 Interpretation of the rules
- Questions of interpretation of the rules shall be referred to the EAME Racing Council. Any interpretation made by EAME Racing Council as a whole shall be considered final and the Chief Judge shall make a detailed homologation and report to the EAME Racing Council.
- 1.05 Amendments to the rules
- The rules may be amended at any time by the EAME Racing Council. They shall become effective sixty (60) days after they are sent to the Member Federations or immediately on the grounds of safety.

RULE 2: COMPETITION FORMATS

See previous regulations under European Cup and European Championships Pages 7, 8, 9, 10

RULE 3: ENTRY REQUIREMENTS

- 3.01 Each Federation shall notify the organisers of the names of their teams participating. The Chief Judge shall be notified of the Team members by the Team Captain prior to the start of each race.
- 3.02 A Team is defined as one skier, pilot and observer. The skier may be towed by a boat with pilot and/or observer of different nationalities. The EAME Racing Council consider that the skier is the member of the team who defines the teams nationality. Each skier, pilot and observer must notify the organisers of their blood groups.
- 3.03 All entrants must be insured for third party insurance and each boat must be insured against third party risks for a minimum of **€2.000.000** or the equivalent in local currency. Competitor to competitor insurance although desirable is not compulsory. The current policy of insurance with a valid renewal receipt for the same must be included within the Dossier.
- 3.04 In addition, any driver residing in a country whose Government controls the issue of boat driver licences shall not be permitted to compete in a race unless he has possession of such a licence.

RULE 4: JUDGES - RACE OFFICIALS

- 4.01** At the beginning of the year of competition Judges/Scrutineers/Timekeepers/Calculators will be notified of the seasons calendar of racing and asked to urgently confirm their availability. Appointments will be ratified at the March/April EAME Racing Council meeting and officials notified of their appointments.
- 4.02** The EAME Racing Council shall then appoint the Chief Judge, the Assistant to the Chief Judge the 4 Jury members and the Chief Calculator.
- 4.03** **The Chief Judge** is responsible for briefing his Assistant Judge and Jury members and for verifying that time-keepers, lap recorders, calculators and scrutineer(s) carry out their jobs correctly.
- 4.04** **Assistant Judge:** shall be a qualified International Judge from the host country. He/She will act under the Chief Judges instructions. He/She should involve themselves in checking the Dossiers prior to racing.
- 4.05** **Jury:** The 4 European Cup and/or 6 European Championship International Judges appointed from as many different countries as possible will be briefed by the Chief Judge and report infringements of the rules they have observed to the Chief Judge as soon as possible. They are not empowered to impose penalties themselves directly.
- 4.06** **The Chief Judge** shall not serve as a Jury member. The Chief Judge's decision shall be final for the event. Any subsequent appeal should be directed to the EAME Racing Council.
- 4.07** **The Chief Judge** will act as Chairman of the jury. In case of disagreement between the jury the majority shall decide. In case of a tie the Chief Judge shall decide.
- 4.08** The control and observation at turn buoys will be carried out by Judges and assisted by National Judges who will submit a report to the Chief Judge at the end of the race. Only **Official** video cameras shall be admissable in the case of a protest.
- Judges will not discuss any possible penalties over the radio during the race.**
- 4.09** **Race Organiser:** shall be appointed and/or approved by the appropriate authority for the level of the competition and will be responsible for the pre-race organisation. He/She will act under the direction of the Chief Judge on the day or days of the Races and must not be a competitor at that event unless a replacement is provided.
- 4.10** **Safety Officer:** normally a member of the organising Federation with expert knowledge of local water conditions, responsible for deployment of safety boats and advising the Race Organiser and the Chief Judge of dangerous conditions. He may also be required to advise the Race Organiser and Chief Judge on the likely safety of competing boats under local water conditions before the Chief Judge allows the first boat to start in a race.
- It is the Safety Officer's responsibility to brief rescue boat drivers and to check that all competing and officials boats are safely accounted for at the conclusion of racing. The Safety Officer, with the consent of the Chief Judge, shall take whatever action is necessary whenever he observes a condition to be unsafe. He shall remain in personal or radio contact with the Chief Judge.
- 4.11** **Chief Scrutineer(s):** appointed by the appropriate authority for the level of the competition and by reason of his special technical knowledge of ski boats and their use in water similar to that on which the race will take place. Responsible for seeing no boat starts in the race until it and all racing equipment meets all Technical Rules and the engine(s) fall within the class structure for which entry has been made. (Should be a person from outside of the host nation for European Cup. Two selected from differing nations for the European Championships.)

- 4.12 Starter:** normally someone with reasonable experience of water ski racing. Will be appointed and briefed by the Chief Judge in consultation with the Race Organiser.
- 4.13 Chief Timekeeper** will be appointed by EAME Racing Council. Assistants to come from Organising Federation but are ultimately responsible to the Chief Judge.
- 4.14 Chief Calculator** will be appointed by EAME Racing Council, Assistants will be appointed by the Organising Federation, but are ultimately responsible to the Chief Judge.
- 4.15** The organisers must hold a pre-race briefing supervised by the Chief Judge and the Safety Officer, during which fullest possible details must be given concerning navigation, details on overtaking, course and safety of the competition, including the drop off area at the conclusion of the race. Team captains must be present.
- 4.16** A qualified Medical Practitioner or trained Paramedic must be present at events and on site during race practice. Their decision on a competitor's fitness is final.
- 4.17** All Judge, rescue and safety boats must carry appropriate fire fighting equipment.
- 4.18** On the day of the competition no alcohol is to be consumed by Judges and Officials until after completion of the competition.
- 4.19** A Judge must be available for official team practice.
- 4.20 All Judges should act without bias and in a fair and sporting manner and not discuss decisions outside of the Jury room before during or after a race.**

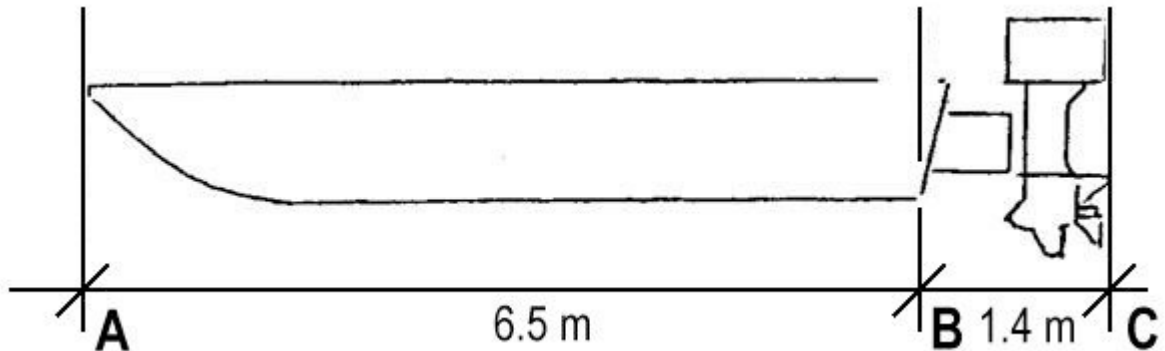
RULE 5: SPECIFICATION OF COMPETING BOATS

The Chief Scrutineer will be responsible to the Chief Judge and the scrutineering standards are given herewith:

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

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

[PENALTY 12.02 -- Disqualification](#)



- 5.02** Total displacement of the engine(s) whether inboard or outboard shall not exceed 9.42 litres or 575 ci. Formula 2 as per Rule 5.34 [PENALTY 12.02 -- Disqualification](#)
- 5.03 Structural state:** Scrutineers are not expected to undertake a "condition survey" of the boat, but a general appraisal shall be made of the structure. The following points should be checked however:
- Split planks, fractured frames and beams and transom knees or their equivalent in reinforced plastic or alloy hulls.
 - Steering mounting (structure)
 - Shaft brackets and mechanical items other than those already covered.
 - Bilge shall be free of oil or debris. Remember oil causes structural deterioration, fuel is dangerous and debris chokes pumps etc.

HULLS (Interior)

5.04 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.

5.05 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.

5.06 Steering Gear Suggest we look at this during 2007 period with a view to updating for 2008

- Steering wheel and drum shall be secured and locked on to the shaft.
- Steering wheel unit shall be fixed to, or through, the dash panel or a steering mounting bar and shall be through bolted and locked.

- (c) Steering wheel strength shall be checked, if the wheel is split or cracked the wheel shall be rejected. Wheels of the laminated rim type shall be checked for wear caused by the breakdown of the laminations. Plastic composition wheels shall be checked for early fatigue where the spokes join the boss to ensure the wheel cannot be forced to spin on the internal boss without undue minimum amount of pressure.
- (d) Where shackles or such devices are used to attach the steering to outboard engines, they shall not be of a non-ferrous metal. Scrutineers shall satisfy themselves this is so even if the shackles are painted.
- (e) Pulleys shall operate freely and shall be through bolted with positive locking.
- (f) Steering wires shall be in good condition and shall have free running throughout their path, with adequate tension throughout their travel.
- (g) Wires shall be secure and where doubled to form an eye shall be around a thimble and shall be secured with two bull-dog clips or equivalent.
- (h) Lock wiring on all shackles, stretching screws etc. in the system shall be secure.
- (i) There shall be no undue degree of play in the steering system, but steering wires shall not be over-tightened in a "piano-wire" fashion.
- (j) For outboards - attachments to the engine, for inboards attachments to tillers and/or quadrants and their fitting to the stock shall be in good condition and secure.
- (k) Engine or tiller and rudder shall operate with full and free movements in the correct sense.
- (l) Rudder assemblies, gland keys etc shall be in good condition and secure with locked nuts and/or tight split pins.
- (m) Rack and pinion steering shall be in good mechanical condition with no excessive backlash. Casings should also be checked.
- (n) All pulleys with riveted pins of non-ferrous materials shall be rejected or the pins shall be replaced by a positively locked steel bolt. Pulleys should also, if possible, incorporate a bush.
- (o) All pulleys with any tension shall not cause the yoke to clamp down on the pulley wheel.
- (p) All pulleys which use an attachment hook of non-ferrous material shall be rejected.
- (q) All attachment hooks shall be closed.
- (r) Sheathed steering cables shall not be permitted, morse type systems exempt.
- (s) Wires to the steering wheel running across the front of the dashboard shall effectively be shielded.
- (t) It is also recommended wires running fore and aft inside the cockpit be similarly shielded.
- (u) Jet boats must be fitted with a rudder extending below the bottom of the boat and operating in conjunction with the normal jet steering.
- (v) 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.

5.07 Control Cables

All control cables shall be taped or screwed down securely.

5.08 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.

5.09 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 the gasoline used, shall comply with the law of the land and any bylaws imposed by the host country. This concerns also the environmental regulation which shall be fully respected.

[PENALTY 12.02: Disqualification](#)

5.10 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.

[PENALTY 12.02: Disqualification](#)

- (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 inboard or outboard. Throttles must be spring loaded to close at the engine and must function accordingly.

5.11 Seats: Seats shall be of adequate strength and firmly secured.

5.12 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.

5.13 Compasses (if required by the organisation)

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

- 5.14 Flares** (if required by the organisation) 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.
- 5.15 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.
- 5.16 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 a sitting position. **(Compulsory for 2008)**
- 5.17 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.
- 5.18 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)

- 5.19 Numbers** must be displayed in black on a background of white, by means of waterproof material, in such a manner that they are visible on both sides of the boat when planing. On a white or light coloured boat a thin framed edge must be placed around the background a minimum of 25mm from the number edge. The numbers should be block figures to the following minimum dimensions of individual numbers -- Height 300mm, Width 225mm, Thickness 50mm and Spacing 125mm. However, if hull space permits, larger numbers are encouraged. No serifs, shadows or Italic/Slanting numbers are allowed. The number can only consist of maximum 3 figures and no boat will be allowed to start in a race until the requirements of this Rule are satisfied. *Numbers will be attributed by each Federation in accordance with the numbers allocated to them by EAME Racing Council.*

PENALTY: 12.03: Numbers to be corrected by next race – failure to do so will result in Disqualification

- 5.20 Towing Cleat or Eye**
- Shall be adequate in itself and shall be adequate for towing the boat when water logged.
- 5.21 Tow Rope/Mooring Lines**
- (a) Shall be strong enough for the purpose.
 - (b) The tow rope shall be **permanently** 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. **PENALTY 12.03 FIXED: 3%**

(c) It shall not be long enough to reach the propeller.

5.22 Sharp Edges

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

5.23 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.

5.24 Anchor (if required by the organisation)

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.

5.25 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 the time of scrutineering, to the boat and the anchor. It shall perform no other function.

5.26 Boat number on trailer

To assist recovery boat numbers should be painted clearly on the trailer on the starboard side at the hitch.

ENGINES

All engine owners must sign a form at the beginning of the season stating that the horsepower, gearing etc of their engine/s is to the manufacturers specifications and qualifies for the formula which they race in.

5.27 Formula II Rules:

Definition of Formula II Engines

Formula II: 300 HP Maximum Horsepower– about 223.7Kw. (with 5% tolerance) at the propeller shaft

The Formula II boats, must comply with all the specifications as per RULE 5, from point 5.01 to 5.35, as shown in the current EAME Racing Rule Book, with only the following modifications allowed:

- (a) Hulls – Minimum length of hull shall be 18 ft or 5.48 metres.
- (b) This class is for outboards only.
- (c) Standard engines only, no racing or performance enhanced engines.
- (d) Engine capacity – limit of 300 HP measured at the prop shaft or the equivalent in KW.
- (e) Standard legs only. No quick foats allowed.
- (f) Must run standard manufacturer's exhaust system.
- (g) All engines must have operational forward, neutral and reverse gears.
- (h) Steering - Dual cable system with either dual rotary or dual rack helms should be fitted.

- (i) No mechanical means of height adjustment for the motor.
- (j) FII class shall be restricted to commercially available unleaded pump fuel. No avgas, racing fuel or octane boosters.

LIST OF ELIGIBLE ENGINES IN FORMULA 2:

Mercury OPTIMAX 300 XS

Mercury OPTIMAX 200 XS

Mercury 2.5 EFI SPORT

Mercury 2.5 EFI SS

Mercury 2.5 EFI OFFSHORE

Yamaha 300

NOT PERMITTED: PRO MAX 300X

Definition of a Standard Motor for F2 & Procedures for Checking

Motors must be a stock production out of the box unit with no additional porting, polishing, blue printing, deburring and no removal of any metal will be allowed.

Resleeving or reboring will be permitted up to a maximum of 3 cylinders, but will not be permitted as an aid to enhance performance. Replacement parts etc to be those catalogued as such by respective outboard manufacturers for the applicable engine.

Exceptions are spark plugs, propellers, carburettor jets, timing, fitting nose cones, torque tamers, fibreglass / plastic reeds (no double "piggyback" reeds allowed unless fitted by the manufacture as part of the standard engine). *As a safety measure it is not compulsory to have oil injection operational, but its removal as a weight saving exercise is not allowable.* No louvered cowls other than what has been installed by the manufactures as part of a standard outboard.

Removal of the fuel connection bayonet is permissible.

Electric fuel pumps are acceptable provided fuel passes through original, unaltered fuel pump on engine and is operational.

All outboards must have operational forward, neutral and reverse gears.

Nose cones are not to have additional fluting to aid water pick-up, other than the original contour of the gear box no water pick up to be blanked off.

Changing of engines from their original years specifications to another year's specifications will not be allowed.

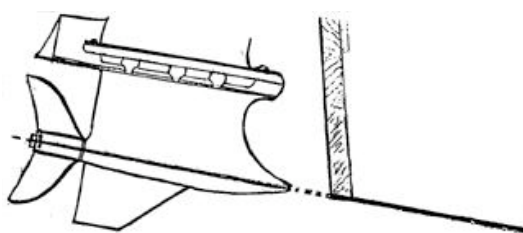
The upgrading of engine H.P. is not allowable.

All engines must carry original manufacturer's model number and serial number plates or tags. These tags must be attached to the engine.

Engine Height

The height of the prop shaft in relation to the bottom of the boat must be either level or below the bottom of the boat (this measurement is taken when the motor is at level trim). 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.



5.28 Formula III Rules:

Engines: 150 HP Maximum Horsepower – about 111,85Kw. (with 5% tolerance) at the propeller shaft

The Formula III boats, must comply with all the specifications as per Rule 5, from point 5.01 to 5.35, as shown in the current EAME Racing Rule Book, with only the following modifications allowed:

- (a) Minimum Length of the hull 18ft or 5.48 metres.
- (b) This class is for 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, 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 fiber, etc.
- (j) All engines must have operational forward, neutral and reverse gears.

**2 STROKE OUTBOARD MOTORS OF 150 HP, STANDARD RECREATIONAL VERSIONS
(The chart may change due to manufacturer specifications)**

Brand	Evinrude	Mercury	Mariner	Yamaha
Model	150 D.I.	150 OptiMax	150 OptiMax	150 HPDI
HP / KW @ Prop: (ICOMIA Stand 28/83)	150/112 at 5000rpm	150/110 at 5500rpm	150/110 at 5500rpm	150/111,8 at 5000rpm RPM
Operating Range RPM:	4750-5250	5250-5750	5250-5750	4500-5500
Cylinder/Configuration:	V-6 (60 degree vee)	V-6 (60 degree vee)	V-6 (60 degree vee)	V6 (76 degree vee)
Displacement cc	2589	2507	2507	2596
Bore & Stroke (mm):	91 x 66	89 x 67	89 x 67	
Fuel Induction System:	DI – direct fuel Inj	2-stage direct fuel inj	2-stage direct fuel inj	direct fuel inj–HPDI
Recommended Fuel:	Min 87 Oct Unl pump	Min 92 Oct Unl pump	Min 92 Oct Unl pump	
Ignition System:	CD – through EMM	PCM 038	PCM 038	TCI Micro Comp
Exhaust System:	Through propeller	Through propeller	Through propeller	Through propeller
Lubrication System:	Elect multipoint oil inj	Elect multipoint oil inj	Elect multipoint oil inj	Prec Blend Oil Inj
Recommended Oil:	Evinrude HD-50	Mercury Optimax/ DFI Mercury Oil	Mariner Optimax/ DFI Mariner Oil	
Trim System:	Power trim	Power trim	Power trim	Power trim
Shaft Length (mm):	508/635	508/635	508/635	635
Gear Ratio:	1.85:1 – ((0,54)	1.87:1 - (0,534)	1.87:1 - (0,534)	1.86:1 – (0,538)
Available Propellers:	See prop guide. It comes with inox 19 pitch	Consult dealer propeller guide	Consult dealer propeller guide	

4 STROKE OUTBOARD MOTORS OF 150 HP, STANDARD RECREATIONAL VERSIONS (The chart may change due to manufacturer specifications)

Brand	Honda	Johnson	Suzuki	Yamaha
Model	BF150	BJ140	DF140	F150

HP / KW @ Prop: (ICOMIA Standard 28/83)	150/111.9 at 5500	140/104.40 at 5900	140/104,4 at 5900	150/111.9 at 5500
Operating Range RPM	5000-6000	5600-6200	5600-6200	5000-6000
Cylinder/Configuration	4 cil. In line	4 cil. In line	4 cil in line	4 cil. In line
Displacement cc	2354	2044	2044	2670
Bore & Stroke (mm)	87 x 99	86.36 x 88.9	86.4 x 88.0	
Air Induction System	DOHC – 16 Valve	DOHC – 16 Valve	DOHC – 16 Valve	
Fuel Induction System	Programmed E.F.I.	E.F.I. Multi Port	E.F.I	E.F.I.
Recommended Fuel:	Unleaded	Unleaded	Unleaded	Unleaded
Ignition System:	Micro Prog.	Solid State Elec. Ig.	Solid State Elec. Ig.	TCI Micro
Exhaust System:	Through Exhst	Through Exhst	Through Exhst	Through Exhst
Lubrication System:	Wet Sump	Oil Carter w/press pump	Oil Carter & press pump	Wet Sump
Trim System:	Pow Trim & Tilt	Pow Trim & Tilt	Pow Trim & Tilt	Pow Trim & Tilt
Shaft Length (mm):	508 / 635	508 / 635	508 / 635	508 / 635
Gear Ratio:	2.14:1 = 0.467	2.38:1 = 0.42	2.38:1 = 0.42	2.00:1 = 0.50
Available Propellers:	Accord Boat eeds	Accord Boat Needs	Accord Boat Needs	Accord Boat Needs

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

5.29 Engine Eligibility

Scrutineers shall check to ensure an engine specification has not been changed from that recorded before the race. Scrutineers are not expected to remember specifications of each and every engine; they should inspect for any fairly obvious sign that might have altered the declared engine displacement.

The Chief Judge in consultation with the Chief Scrutineers 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 manufacturers engine specifications), **at competitor's expense.**

If the Chief Judge receives a protest about an engine or engines from Team Captains he/she can call for any engine/engines to be tested at anytime at the Team Captain(s) expense. The protest must be received by the Chief Judge in the usual manner with a fee of 50E plus the real cost of the engine test of which they will be notified.

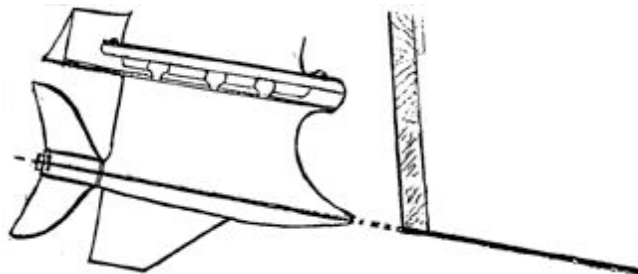
If the engine/s is found to be illegal the cost of testing will be borne by the offending owner. The engine and boat will be banned and not be allowed to take part in any race until rechecked. Engine owner to pay for the re-test.

If the engine/s are found to be legal the 50E protest fee plus the test money will be lost. [PENALTY 12.02: Disqualification from Individual Race or Championship](#)

5.30 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.

- (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.



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 outdrive (or jet unit) is fitted, the outdrive 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.

5.31 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.

5.32 Electrical Harness

Properly protected terminal boards shall be used with flexible (not solid core) cabling supported well up to the terminals and at suitable 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.

5.33 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.

[PENALTY 12.02: Disqualification](#)

5.34 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.

- 5.35** The Chief Judge shall have final authority to determine whether equipment to be used by a contestant meets the above safety requirements.

RULE 6: COMPETITORS EQUIPMENT

- 6.01** The crew consists of a boat pilot and an observer.
- 6.02** The minimum age for a driver shall be 18 years of age and the minimum age for an observer shall be 16 years of age.
- 6.03** 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 binders in the case of a fall. Legs, ankles or feet must not be taped directly to either the ski or binders. Any type of harness to stop free movement of legs, ankles or feet is prohibited.
- 6.04** The minimum length of the tow line is 21 metres, including handles, with a maximum length of 75 metres also including handles. Length of ski tow line to be limited and governed by safety and venue. Races on Canals, Rivers and circuits with tight corners the ski rope length, including handle will be a maximum length of 60 metres for FI, FII, FIII, Ladies and Seniors and 50 metres maximum including handles for Junior and Euro-Kids. **PENALTY 12.03 Fixed: 6%**
- 6.05** Either single or double handles may be used, ski ropes and handles to be part of skier's personal equipment.
- 6.06** Life Jackets & Buoyancy Vests - Skier
- (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 hold 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.
- NOTE:** (i) Wet suits must conform to colour.
(ii) Leg straps are not necessary on buoyancy vests if under wet suit. **PENALTY 12.03 Fixed: 6%**
- 6.07** Life Jackets, Buoyancy Vests & Footwear – Pilot and Observers shall wear a life jacket in an easily visible and conspicuous - 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%**

2007 to look at different type of lifejacket for Pilot/Observer, similar to that of powerboat

crew for inclusion in 2008.

6.08 Crash Helmets

All skiers shall wear helmets which are fit for purpose and meet the following requirements. Checked for individual fit by Scrutineer.

- (a) The colour fluorescent flame orange.
- (b) Cover for the ears to prevent ruptured ear drums when the head hits the water in a sideways fall.
- (c) A secure fit on the head.
- (d) Secure straps.
- (e) The helmet must float.
- (f) The possibility of 'bucketing' or forcing water between the helmet and the head to be reduced by either a very close fitting about the head or substantial drain holes fitted within the helmet.
- (g) Full face helmets are not allowed.

Pilots and Observers shall wear helmets in good condition and conforming to International Safety standards. They shall be devoid of dents and splits. Any holes drilled to improve hearing must not exceed 4mm diameter nor number more than one each side. (This is in order the helmet is not weakened.)

Helmets constructed from plastic material may not be painted unless this is authorised by the manufacturer, but should be of a bright red colour. Helmets made from fibreglass may not be painted.

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

PENALTY 12.03 Fixed: 6%

6.09 Boat Flags: Orange Flag/Blue & White Medical Flag

Observers shall have available in the boat a flame orange flag not less than 50cm x 50cm fixed to a pole of minimum 1 metre length for use when skier is in the water, also a Blue and White 50cm x 50cm split diagonally 50/50 (Blue on the top. Point of diagonal to be nearest pole) attached to a minimum 1 metre pole. To be used to summon urgent medical attention. A qualified person will attend.

RULE 7: FLAGS

7.01 The following flags are required:

National	The National flag may be used as a starting flag. Dimensions: 100cm x 100cm
Green	Pre start and identifying flag for Judges, safety and rescue boats. Dimensions: 100cm x 100cm
Yellow	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: 100cm x 100cm
Red	Stop the race. The Judges and Safety boats will raise the flag to stop the race. At the completion of a race the raising of the red flag will indicate "return to the pit area". Dimensions: 100cm x 100cm
Black	Disqualification. The black flag is used to notify a competitor he has been disqualified and must retire from the race. Whenever possible when the black flag is shown the number of the team being disqualified should be displayed in figures not less than 300mm high at a point designated by the Chief Judge. Dimensions: 100cm x 100cm

- Blue** The blue flag is used to signal to all competitors that the leader of the race has begun his last lap. Dimensions: 100cm x 100cm
- Chequered Finish:** The chequered flag indicates the end of the race. Dimensions: 100cm x 100cm
- Blue and White Medical Flag:** All boats will carry a blue and white medical flag. Dimensions 50cm x 50cm. The flag will be ½ blue and ½ white **(separated diagonally Point of Blue diagonal at top nearest the pole)** on each side. This flag will be raised only when Medical assistance is required.
- Orange** For use by Observers when their skier is in the water. 50cm x 50cm
- 7.02** 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/her instructions.
- 7.03** The Safety and Rescue boats must continuously fly a green flag for identification.

RULE 8: DEPARTURE & CIRCUIT

- 8.01** Details of the competition shall be given by the organisers with the help of an Event Dossier given to the team Captains for distribution. All courses shall run in an anti-clockwise direction. *There shall be a minimum water depth of 1.5 metres for all courses.*
- Race Distances: FI, FII Men – 50min + 1 lap; FI, FII Women - 35mins + 1 lap; FIII – 35min + 1 lap; Seniors – 35min + 1 lap; Juniors - 35mins + 1 lap; Euro-Kids A 15min + 1 lap Euro Kids B 25min + 1 lap.
- Before a race may be declared a minimum time of 51% of the race must be recorded.
- 8.02** According to local circumstances any of the following methods of starts may be used:
- (a) Grid start: Grids must be staggered with a minimum starting interval of 10 (ten) seconds between grids.
 - (b) Simultaneous mass start.
- 8.03** 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 and races to be conducted over a 5km course where possible.
- 8.04** For simultaneous mass start, a 5 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 instead of 5 minutes. The new 3 minute start shall follow the normal 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 start line prior to the lowering of the National flag (Startline to be defined at Team Captains Briefing).

[PENALTY 12.01 1 Minute](#)

8.05 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 on the inside or changing of lanes is permitted from within 100 metres of the turn buoy or mark, this distance to be clearly shown by a 100 metre buoy or marker, until the skier rounds the buoy and attains a straight line on the natural course. [PENALTY 12.03 Fixed: 9%](#)

(a) If the course turns are considered tight such as on a Canal a Box System (an imaginary line drawn across the Canal dissecting the 100m buoy and an imaginary line drawn across the Canal 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](#)

8.06 Boats, which can take aboard at least two Judges chosen by the Chief Judge, will stand at near proximity to all turns.

8.07 In closed circuit racing the Jury must state at the briefing and display on a blackboard 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. **(Also see rule 9.01)** [PENALTY 12.03 Fixed: 6%](#)

8.08 The passing pilot shall acknowledge sight of a fallen skier by raising a hand. Failure to comply will incur a penalty. [PENALTY 12.03 Fixed: 3%](#)

8.09 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.

8.10 The organisers must provide an adequate rescue service at all times during the competition.

8.11 Substitution of Boats: A competitor may substitute a boat or engine once a boat or engine is pronounced unserviceable by the Chief Scrutineer, advising the Chief Judge who will rule. The Chief Judge may obtain independent technical advice. The original hull or engine may only be resubmitted with the specified permission of the Chief Judge.

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, Observers representatives and fellow on site judges.

The original hull or engine 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.

8.12 Grid Positions: For first race Federation's nominees by means of a Draw, after first event grid positions will be allocated on each competitor's accumulated performance.

8.13 In the event of a race having to be red flagged, if the race is 51% complete, then the event is final. If the race is less than 51% complete the race will be started again. 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](#)

RULE 9: CONDUCT OF RACE

9.01 In case of a fall of a competitor, the pilot must immediately stop the boat and the observer must display the flame orange flag and immediately retrieve the ski line. The pilot will turn to pick up the skier without interfering with the progress of the race. In picking up a fallen skier the pilot 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 8.05 will operate. The Observer **MUST** retrieve the ski line before picking up the skier.

[PENALTY 12.03 Fixed: 6%](#)

9.02 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, ie. Propeller not rotating". The flame orange flag must remain visible until the skier is in proper skiing position.

[PENALTY 12.03 Fixed: 6%](#)

9.03 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%](#)

9.04 An overtaking boat must not cut in until their skier is 100 metres ahead of the boat being overtaken.

[PENALTY 12.03 Fixed: 6%](#)

9.05 Observers must remain seated in the cockpit of the boat and must keep the skier under observation at all times during his participation in the event.

[PENALTY 12.03 Fixed: 3%](#)

9.06 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%](#)

- 9.07 The pilot must keep his attention ahead of him at all times, and both hands on the steering wheel except when operating controls. [PENALTY 12.03 Fixed: 6%](#)
- 9.08 Skiers are strictly prohibited from fastening their tow line or the handle 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. Damaged ropes may be replaced during races. [PENALTY 12.02: Disqualification](#)
- 9.09 The skier must always have at least one hand on his tow line. [PENALTY 12.02: Disqualification](#)
- 9.10 **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 cut the corner. [PENALTY 12.03 Fixed: 9%](#)
- 9.11 Refusing to give way or obstructing other competitors is strictly prohibited. [PENALTY 12.03 Fixed: 9%](#)
- 9.12 Drivers must maintain a minimum lateral distance of 2 metres between their boat and other competing boats after the start. [PENALTY 12.03 Fixed: 3%](#)
- 9.13 All team members shall wear their helmets and safety gear in the normally accepted manner during the race and whilst under power on race day or whilst being towed and still within the circuit confines and also on practice periods. [PENALTY 12.02: Disqualification](#)
- 9.14 Skiers must drop off in the areas and in the manner indicated by the Chief Judge at the pre-race briefing. [PENALTY 12.03 Fixed: 3%](#)
- 9.15 At no time during or after the event will any competitor or Team Official enter into unofficial discussions regarding decisions made during the event with any Judge.
- 9.16 **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 civilized way towards each other. Contravention of this rule will result in a report being sent to EAME Racing Council by the Chief Judge for a decision on what action if any is to be taken.** [PENALTY 12.02: Disqualification](#)
- 9.17 On the day of the competition no alcohol to be consumed by competitors or officials until after completion of event. [PENALTY 12.02: Disqualification](#)
- 9.18 The use of drugs is prohibited as per the regulations of 1995 IWSF drug testing policy

and procedure.

[PENALTY 12.02: Disqualification](#)

RULE 10: TIMING

- 10.01** 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.
- 10.02** Places in the competition shall be determined according to the skier times made, after addition of the penalties, if any.
- 10.03** When the leading team completes 50min in the Men's FI, FII Race (35 minutes for FIII, Ladies, Seniors, Juniors) the blue flag will be displayed as the bow of the leading team's boat crosses the finish line to indicate the leader is on his/her final lap. The Chief Judge has the discretionary power to have the blue flag displayed to the leader, up to a maximum of 20 seconds prior to the designated time of the race. On completion of the leading team's final lap the black and white chequered flag will be raised and dropped as the lead skier crosses the line. All the following skiers will finish on the chequered flag, A maximum of 15 minutes after the leader crosses the line will be allowed for other competitors to finish the race.
- 10.04** 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 or backwards 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.
- 10.05** 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:
- $$\frac{\text{Winners Time from racing distance in average per 1 km}}{\text{Skiers/Team Time from racing distance in average per 1 km}} \times 1000$$
- Such points to be calculated to two decimal places. The third place will be ignored.
- A winner who normally gets 1000 points, shall not obtain the 1000 points, even if he remains the first in the classification, after being penalised.
- In any case, for points calculations only the real time of the first skier will be taken. If the first skier is penalised, he/she shall not get a 1000 points, even if he is still the Winner of the Race, after penalisation.
- The results issued after the races shall show the arrival times, average speed and points of skiers. The number of laps and the distance made shall be used only for the calculations.

RULE 11: PROTESTS

- 11.01** Protests regarding the results shall be made to the Chief Judge by the team representative in writing and filed within 15 minutes of the results being posted.
- 11.02** Protests directed against another contestant shall be made to the Chief Judge by the team representative. Protest must be in writing and indicate the reason for the protest.

Protests must also give the names or identity of any other witnesses. They should be filed within 30 minutes after the arrival of the contestant or as defined by the Chief Judge.

- 11.03** All Protests must be accompanied by 50 Euros. This amount will be refunded if the protest is considered reasonable by the Judges.
- 11.04** Jury Panel decisions shall not be subject to team protests.
- 11.05** Team captains must accompany any individuals to any discussions regarding the protest.
- 11.06** Whilst a protest is being discussed or you have been called to the Chief Judge you must remain in close proximity to the meeting point.

RULE 12: EXCLUSIONS AND PENALTIES

- 12.01** For contravention of Rules 8.04 (b) and (e) the penalty will be **one minute** added to the competitor's time.
- 12.02** For contravention of Rules 5.01, 5.02, 5.03, 5.11 (c), 5.12 (c), 5.17, 5.20, 8.05, 8.13, 9.08, 9.09, 9.13, 9.16 and 9.17 the penalty will be **disqualification**.
- 12.03** **Fixed Penalties Rules:** 5.05 = **3%**, 6.03, 6.04, 6.06, 6.07, 6.08 = **6%**, 8.04(d) = **9%**, 8.07 = **6%**, 8.08 = **3%**, 9.01, 9.02 = **6%**, 9.03 = **3%**, 9.04 = **6%**, 9.05 = **3%**, 9.06, 9.07 = **6%**, 9.10 = **9%**, 9.11 = **9%**, 9.12, 9.14 = **3%**.
- 12.04** For a serious contravention of the Rules the Chief Judge may, with a majority decision of the Jury, disqualify and/or recommend the **suspension or removal** of a driver's, observer's or skier's licence to the IWSF or EAME Racing Council Chairman. The re-issue of this licence, however, will be done through the offender's home Federation Technical Committee endorsed by the Region Racing Council on behalf of the IWSF, on re-application by the driver, observer or skier.
- 12.05** The Chief Judge and the Jury shall have the right to give **summary judgment** on any happening unforeseen in these Rules.
- 12.06** Repeat offenders should be dealt with under rule **12.06**. Action taken will be by the majority decision of the Jury. Decisions can be taken on the day or referred back to EAME if the offence is severe.

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.

For a serious contravention of the rules the Chief Judge can suspend the offender(s) from the competition.