



Rule Book 2016 Edition

SKI RACING AUSTRALIA INC

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Rule Book

Date: 30th of June 2016

1. DEFINITIONS AND/OR INTERPRETATIONS

"Boat Log Book" is the book issued following receipt of all relevant boat information and documentation received by the SRA office. This book will be provided to every boat owner and must be kept with the boat, at all times. Upon request, this book must be made available to any official at an Event

"Body" includes the State, Local, Region or Club recognised or affiliated with SRA.

"Chief Judge" means the person appointed as Chief Judge under rule 3.1

"Chief Scrutineer" means the person appointed under rule 4.2(b)(iv).

"Code of Conduct" means the method by which all members of SRA, whether they be Competitors, Officials, social members or supporters, are required to meet a minimum standard of conduct not only at Sanctioned Events but all social events whether held under the auspices of the SRA itself or a Body.

"COLREGS" means the International Regulations for Preventing Collisions at Sea as amended from time to time.

"Competitors" or **"Participants"** or **"Boat Crew"** or **"Team"** includes all persons competing and shall consist of **"Driver and Observer"** and **"Skier and/or Skiers"** being towed by the boat.

"Event" means an activity sanctioned by SRA conducted under the rules, regulations and policies of SRA.

"Event Judge" mean the persons appointed as event judges in accordance with rule 3.1(c).

"Event Sanctioning Policy" means the document that outlines the conditions under which SRA will grant Body's the right to conduct Events.

"Incident" is defined in the Event Sanctioning Policy as any occurrence that results in:

- (a) a Competitor needing to seek medical attention whether at the scene or following any competition;
- (b) a vessel or vessels suffer significant damage from collision; or
- (c) significant damage occurs to any other property.

"Incident Report" is the written report that must be lodged advising that an "Incident" has occurred. The report must be lodged with SRA in accordance with the Event Sanctioning Policy.

"Marine Authority" means the peak Government body in each State or Territory with jurisdiction over people who use waterways.

"Official" means any person making decisions that could have an effect on an Event including, judges, race organisers, any person/s responsible for setting the course, who may be called upon to give evidence in respect of any aspect of an Event. Official includes any person conducting breath or drug testing, or any other program as directed by SRA.

"Protest" means the dispute resolution procedure as outlined in rule 6.

"Race Director" means the person appointed under rule 4.2(b)(i).

"Race Day Report" is located in the race day book issued to every boat owner. The Race Day Report MUST be completed and handed to race control at the end of each day's racing or at the completion of each event, unless briefed otherwise. This Race Day Report must include all falls irrespective of the need to seek medical assistance.

"Race Organising Committee" means the committee outlined in rule 4.2.

"Race Organising Committee Officials" mean the specific Officials named in rule 4.2(b).

"Restricted Skier" means any person who has not held a Full Skier's membership during the last five (5) years or at the discretion of SRA in the case of an injured Skier or other occurrence.

"Rules" or **"Rule Book"** means these Rules in force and amended from time to time.

"Safety Officer" means the person appointed under rule 4.2(b)(iii)

"Sanction" or **"Sanctioned Event"** means an authorisation or approval of a certain Event by SRA, which binds the holders of the Event to obey in full these Rules, the Event Sanctioning Policy or any other policy and qualifies the results of events, if carried out in accordance with these Rules for official recognition.

"SRA" means **Ski Racing Australia Association Incorporated**, the peak body responsible for the administration of water ski racing in Australia. Details of its roles and responsibilities are set out in its Constitution.

"Technical Officer" means the person appointed under rule 4.2(b)(ii).

"Volunteer" means any person who assists the organisers of a Sanctioned Event, who are instructed on what they are required to do and who do not have a direct input into the decision making process.

2. GENERAL

2.1 Application of the Rules

- (a) The Rules set forth are the Rules for Sanctioned Events by SRA. Whenever the masculine is used, the same shall be construed as meaning the feminine where the context so requires.
- (b) All Competitors, Boat Crews, Race Organising Committees, Officials and Chief and Event Judges are subject to the SRA Code of Conduct.

- (c) All Competitors, Boat Crews, Race Organising Committees, Officials, and Chief and Event Judges are subject to the SRA Drug Policy. This Policy can be found on the SRA website.
- (d) Any Body seeking to host an SRA Sanctioned Event must do so in accordance with the Event Sanctioning Policy prepared by SRA and as amended from time-to-time. Non-conformity with Event Sanctioning Policy may result in the loss of any future sanctioning in accordance with the procedure set down in the Event Sanctioning Policy.

2.2 Interpretation of the Rules

Question of interpretation of the Rules shall be referred to SRA where possible; otherwise the interpretation shall be made by the Chief Judge. The Chief Judge shall gain approval from the Race Organising Committee prior to providing any interpretation, and make a report to the SRA Board concerning the question. Where a question of interpretation is referred to SRA, the SRA Board shall determine the interpretation.

2.3 Application of Rules

These Rules are concerned with:-

- (a) Circuit Races
- (b) Distance Races
- (c) Time Trials
- (d) Marathons
- (e) Lane Racing

2.4 Exception to the Rules

Where compliance with the Rules is impossible, the Chief Judge shall, subject to the:

- (a) prior unanimous approval the Race Organising Committee Officials; and
- (b) majority approval of the appointed Event Judges,

make the necessary change, inform each Competitor and send a report to the State and the SRA Board, as applicable. Where the Rules are definite and feasible, a vote of the Event Judges to decide whether to enforce any provision is prohibited.

2.5 Rule Book to be Reissued at Beginning of each Season.

At the beginning of each season a Rule Book will be uploaded incorporating any new Rules and/or amendments that have been agreed by the SRA Board during the previous season. The Rule Book will be available to SRA members by a date as determined by the SRA Board and will be available on the SRA website at www.skiracing.com.au. The Rule Book shall be marked with the date of issue and the version number.

2.6 Amendments

- (a) These Rules may be amended at any time by and in the sole discretion of the SRA Board
- (b) All amendments to these Rules take effect from the date the SRA Board uploads a new version of the Rule Book onto the SRA website unless otherwise notified under rule 2.6(c).
- (c) Where an amendment to these Rules will not take effect immediately, the SRA Board will:
 - (i) upload the amended Rule Book to the SRA website once the amendment is agreed with the amended rule 'marked up'; and
 - (ii) insert in the amended rule the relevant date on which the amended rule will take effect.

2.7 Non-Conformity with Rules

Sanctioned Events which are not organised in conformity with the Event Sanctioning Policy or these Rules may be declared “No Event” and the Body or Race Organising Committee disobeying or failing to carry out the Event Sanctioning Policy or Rules herein, may be disbarred from conducting a Sanctioned Event for such period as shall be determined by the SRA Board.

2.8 Schedule of Events

No later than one (1) week before the start of the Event/s, a schedule of events should be made available showing a starting time for the competition. A schedule of starting times for individual events, if shown, shall be for the guidance of the Competitors only, and any deviation from the schedule shall not constitute a change.

2.9 Calendar of Sanctioned Events

State SRA Committees shall, prior to the commencement of each racing season, prepare and forward a programme, for the endorsement of the SRA Board, detailing each States' proposed events including all Events run by other Body's in their State, and Australian and State Championships, together with the dates and venues.

2.10 Schedule Changes

- (a) Schedule event changes shall be made only for weather, water conditions, safety or similar reasons, and not for the convenience of any Competitors. A majority of appointed Judges, or the Race Organising Committee, must approve the change; all affected Competitors must be notified.
- (b) On a notice of postponement, the Race Organising Committee shall call a meeting of the Competitors as soon as convenient. A new starting time and date, if the day is changed, will be set by the Race Organising Committee and must be acceptable to the majority of Competitors.

3. RESPONSIBILITY OF OFFICIALS

3.1 Chief Judge

- (a) The Race Organising Committee must appoint a Chief Judge for all SRA Sanctioned Events, whose appointment must be approved by SRA in accordance with the Event Sanctioning Policy. A Chief Judge must be qualified to the standard required by SRA from time to time.
- (b) The Chief Judge must not serve as an Event Judge.
- (c) The Chief Judge shall supervise all judging and scoring operations. They shall select the Event Judges, time keepers, lap scores and starter(s) for each Event, subject to the approval of the Race Organising Committee.
- (d) A Jury shall be appointed by the Chief Judge or Technical Officer/Chief Scrutineer, subject to approval by the Race Director, in accordance with rule 6.3 to adjudicate on Protests.
- (e) The Chief Judge shall appoint an Assistant Chief Judge, or more than one Assistant Chief Judges if required.
- (f) The Starter shall be an Event Judge or responsible person with experience of water ski racing. He/she will be appointed and briefed by the Chief Judge.
- (g) It shall be the responsibility of the Chief and Event Judges to attend the compulsory briefing of Competitors to assure themselves that all questions regarding the Rules and general conduct of the Event etc. are thoroughly explained to all Competitors.
- (h)
- (i) The Chief Judge shall be responsible for briefing all Event Judges prior to the Event.
- (j) The Chief Judge is responsible for taking the necessary action against any Competitor using unsafe equipment at any time (prior or during the Event).

3.2 Event Judges

Event Judges shall be qualified to the standard required by SRA from time to time. They will be briefed by the Chief Judge and report infringements of the Rules that they have observed to the Chief Judge as soon as possible. Event Judges are not permitted to impose any penalties directly. A register of qualified ski racing judges shall be maintained by the SRA.

- (a) All SRA Chief and Event Judges are bound by the Code of Conduct.
- (b) The control and observation at turn buoys shall be carried out by Event Judges or lap scorers, who will submit a report to the Chief Judge.
- (c) Boats, which can take aboard at least one Event Judge, will stand at near proximity to all turns.
- (d) In mass start events there shall be an Event Judge in the start boat who shall be advised on the pole positions and shall ensure the line-up is correct. He/she may double as an Event Judge on a turn once the race has started.

- (e) Only race Officials, Chief or Event Judges or lap scorers who are:
 - (i) over the age of 16; and
 - (ii) approved by the Chief Judge in consultation with either the Safety Officer or the Race Director,
 will be allowed on finish or turn boats.

4. RACE ORGANISING COMMITTEE

4.1 Official Timing

- (a) The official timing method shall be at the discretion of the Race Organising Committee, determined in conjunction with the Chief Judge. Boat start and skier finish for circuit racing, and boat start and boat finish for Major Event (classic/river) races. Multiple timing, with official clocks, must be accurate to at least one hundredth of a second, this precision holding good for both the departure of boat and arrival of a Skier or the departure and arrival of a boat for boat timing. Count back digital stop watches must be used to start all circuit races unless Race safe is determined by the Race Organising Committee to be the official timing method for the Event. A back up manual timing method to be in place for all Major Event (Classic) races.
- (b) For boat timing the skiing time shall be determined by the time of the boat crossing the line, subject to the Skier remaining in the skiing position (or attempting to regain the skiing position) in accordance with rule 13.23 Where a boat crosses the line and a Skier is neither:
 - (i) in the skiing position; or
 - (ii) attempting to regain the skiing position,
 the Competitor will be scored Did Not Finish.
- (c) Places in the competition shall be determined according to the skiing time made, after addition of the penalties if any.
- (d) No Event Judge, Jury or Official shall have the power to award a time credit to any Competitor.

4.2 Role of the Race Organising Committee

- (a) State Race Organising Committee/s shall be responsible for the management of State Events, State Marathon and Speed Championship and the Australian Marathon and Speed Championship when hosted in the said State.
- (b) The Race Organising Committee will be appointed by the Body hosting the Event and shall consist of the following Officials:
 - (i) Race Director;
 - (ii) Technical Officer;
 - (iii) Safety Officer; and
 - (iv) Chief Scrutineer,

the appointment of who shall be subject to the prior approval of SRA in accordance with the Event Sanctioning Policy.

- (c) The Race Director for an Event must not be appointed to any other Race Organising Committee Official position for that Event.
- (d) In Events and Championships, the Race Organising Committee will set the course, which shall meet with the Safety Officer, Race Director and Chief Judge's approval. Any alterations to the course must be made with the approval of the Safety Officer, Race Director and Chief Judge, provided notice of such alterations is given to each Competitor before the start of the Event.
- (e) On a closed course, the Race Organising Committee in control shall see that the course is clear of all traffic for a period covering the race (or heat) for five minutes before the start and five minutes after the completion of each race or heat. The course shall be laid down, ready for Competitors to view, at least one hour prior to the official starting time of the Event. This shall be extended to one day prior to the start of events for the Australian Speed and Marathon Championships.
- (f) The Race Organising Committee of any Sanctioned Event shall see that the course and the Competitors do not contravene any of the regulations as laid down by any Government or local authority including the Marine Authority.
- (g) It is a minimum requirement of SRA that an on duty paramedic/doctor must be in attendance and present on the water at all Sanctioned Events. That person must have life saving medication and be qualified and approved to administer these medications. They must have the ability to contact local medical/rescue services. They must have appropriate current liability insurance cover.
- (h) The Race Organising Committee must ensure adequate communications are maintained between all course Officials, course boats, the Race Director, Safety Officer and the Chief Judge.

4.3 Duties and Responsibilities of the Race Organising Committee

- (a) The Race Director shall be the Chairman of the Race Organising Committee and is responsible for overall management of the event including critical incident management.
- (b) The Race Director has the authority to stop the race. The Safety Officer may also stop the race with the agreement of the Race Director.
- (c) The Technical Officer is responsible for technical matters, which are the responsibility of the Race Organising Committee and shall assist when necessary with interpretation of these Rules.
- (d) The Safety Officer shall be a member of the Race Organising Committee with knowledge of local water conditions. He/she shall be responsible for deployment of safety boats, liaising with the Marine Authority, ambulance officers, paramedics and advising the Race Director and Chief Judge of dangerous conditions. He/she may also be required to advise the Race Director on the likely safety of boats under local water conditions, before the Race Director allows the first boat to start in a race. It is the Safety Officer's responsibility to check that all competing and official boats are safely accounted for at the conclusion of racing. The Safety Officer or Chief Judge

shall replace the Race Director if for any reason the Race Director is unable to perform his or her duties during an Event.

- (e) Rescue boat drivers will be briefed by and be responsible to the Safety Officer.
- (f) All rescue boats must carry appropriate equipment that complies with the relevant laws in the State or Territory in which the Event is being held. Only persons:
 - (i) over the age of 18; and
 - (ii) who are approved by the Chief Judge in consultation with either the Safety Officer or Race Director,are permitted to be aboard a rescue boat.
- (g) The Safety Officer shall remain in contact with the Race Director at all times during a race. The Safety Officer is responsible for the completion of the Incident Report and any additional reporting required by applicable authorities including the Marine Authority or as required by the Event Sanctioning Policy.
- (h) A Chief Scrutineer shall be appointed by the Race Organising Committee by reason of his/her special technical knowledge of ski boats and their use in water similar to that on which the race will take place, and must be an SRA registered scrutineer.

4.4 Conflict of Interest

- (a) Should any Official/s find themselves in a position that could be deemed to be, or has the potential for, a conflict of interest, they must advise the Race Organising Committee accordingly as soon as they become aware of the conflict of potential conflict.
- (b) If a matter of a conflict or potential conflict of interest is in dispute by the Race Organising Committee, it must be referred to the SRA Board for resolution.

4.5 Race Day Report

The Race Day Report must be completed and handed to race control at the end of each day's racing or at the completion of each event. This Race Day Report is to include all falls irrespective of the need to seek medical assistance.

4.6 Boat Log Book & Race Day Book

- (a) A Boat Log Book shall be issued to each boat owner for every competing boat. This book must be presented at all scrutineering and at all other times where scrutineering is required prior to an Event. Failure to present the book for scrutineering will result in the boat not being allowed to compete.
- (b) The Boat Log Book & Race Day Book must be presented to the Chief Judge upon request. Failure to present the book to the Chief Judge upon request will result in disqualification or cancellation of future entries.
- (c) The book must be kept with the boat at all times and made available for the inspection by SRA officials when required/requested to do so.

- (d) Lost Boat Log Books must be notified to SRA in order to issue new book.
- (e) A copy of the current Rule Book must be carried and be presented with the boat's Boat Log Book upon request. An electronic version of the Rule Book is acceptable.

4.7 Incident Report Form to be Completed

- (a) Should an Incident occur, it is the responsibility of the Chief Judge to ensure that either the Competitor and/or a crew member complete an incident report form and returns it to the Safety Officer, who will forward it to SRA within the applicable timeframe as outlined in the Event Sanctioning Policy.
- (b) Should the injury to the Competitor not be apparent during the Event, but becomes known following the Event, it is the responsibility of the Competitor and/or the crew to advise the Race Director or an employee of SRA immediately after they become aware of the injury. SRA will arrange for an incident report form to be forwarded to the Competitor or crewmember, who will complete the form and return it to SRA within seven (7) days.

5. SCORING OF EVENTS AND POINTS AWARD

5.1 Scoring

- (a) Method of Scoring will be determined by the type of Event. The Race Organising Committee will advise the Competitors prior to the Event as to how the winner and, if any, place getters will be determined, viz. fastest time, shortest elapsed or corrected time, etc.
- (b) Scoring of the Event by the judges shall be made available for inspection as soon as possible after each Event, but not later than the end of the day's events.
- (c) The results of each Sanctioned Event, along with two sets of score sheets for that Event, will be neatly and accurately presented to the points recorder no more than seven working days following that Event.
- (d) Tied Scores: In the event of tied scores, Competitors involved may share equally any trophies.
- (e) A race may be declared official if the lead boat has completed at least 50% or more of the race in question, according to the official score sheets.

5.2 Point Score Events

Suggested point scoring system for Sanctioned Events and SRA series

- (a) The Series is run on a point score basis with the first six placed teams in each class in each race receiving the following points:
 - (i) 20 first, 14 second, 10 third, 8 fourth, 6 fifth,
 - (ii) 4 sixth, 2 points for a start and a finish and
 - (iii) 1 point for a start and a non-finish

- (b) Substitutions: The substitution is applicable to boats, Drivers, Observers and Skier/s. The Team will not qualify for substitution if less than 50% of the Team (including boat) are consistent in each event and must be approved by the Chief Judge or his or her representative.
- (c) Point scoring to be taken on 51% (or nearest above) of all point scoring events.

6. PROTESTS

6.1 Penalty by Chief Judge, Technical Officer or Chief Scrutineer

- (a) As outlined in these Rules, the Chief Judge shall have the power to impose a penalty or penalties on Competitors for breach(es) of these Rules that occur during a race or heat.
- (b) As outlined in these Rules, the Technical Officer and Chief Scrutineer shall have the power to impose a penalty or penalties on Competitors for breach(es) of the technical requirements contained in these Rules.

6.2 Protests

- (a) A Competitor may, where it satisfies rule 6.2(b), lodge a Protest against:
 - (i) the Chief Judge in response to a penalty imposed on that Competitor in relation to an incident that occurred during a race;
 - (ii) the Technical Officer or Chief Scrutineer in response to a penalty imposed on that Competitor in relation to a technical infringement during the Event;
 - (iii) another Competitor in relation to an incident that occurred during a race; or
 - (iv) another boat in relation to an alleged technical infringement during the Event.
- (b) A Competitor is only entitled to lodge a Protest in response to:
 - (i) the incorrect application of these Rules by the Chief Judge, Technical Officer or Chief Scrutineer; or
 - (ii) the severity of a penalty imposed by the Chief Judge, Technical Officer or Chief Scrutineer.
- (c) A Protest shall be in writing and must:
 - (i) identify the Competitor protesting and the person being protested; and
 - (ii) give the reasons for the Protest, including but not limited to:
 - (A) the alleged rule that has or has not been broken;
 - (B) the reasons why a penalty should or should not have been imposed; or

- (C) the reasons why the penalty imposed should have been more or less severe.
- (d) A Protest must be lodged with the Chief Judge within 30 minutes of the provisional results of the Event being announced or posted, except that a Protest relating to a technical breach may be lodged with the Chief Judge or SRA within 14 days of receipt of the penalty notice in accordance with rule 11.11(l).
- (e) Protests must be accompanied by a fee of \$100.00 (except where a Competitor is protesting another Competitor's engine, in which case they must pay a fee of \$1,500 in accordance with rule 11.11(k)). The \$100 amount will be refunded if the Protest is considered reasonable by the Jury. The \$1,500 amount may be refunded in accordance with rule 11.11(k)
- (f) Race safe data may be used as evidence for the resolution of Protests.

6.3 Jury

- (a) After receiving a protest, the Chief Judge shall form a Jury to resolve all Protests relating to incidents that occur during races or heats (**On-Water Protests**). The members of the Jury must be approved by the Race Director.
- (b) After notification by the Chief Judge of a protest, the Technical Officer shall, where possible, form a Jury to resolve all Protests relating to technical breaches (**Technical Protests**). The members of the Jury must be approved by the Race Director, or where the Technical Protest is lodged after the conclusion of the Event, the SRA CEO.
- (c) For all Protests the Jury:
 - (i) must consist of three (3) people;
 - (ii) Chair shall be determined by the Jury members; and
 - (iii) must not contain any person with a real or perceived conflict of interest in relation to the outcome of the Protest. For the avoidance of doubt, the following persons must not sit on a Jury:
 - (A) where the Protest relates to the imposition of a penalty, the Official who imposed that penalty;
 - (B) another Competitor whose result may be affected by the outcome of the Protest; or
 - (C) any person from the same family as the Competitor(s) protesting or being protested.
- (d) For On-Water Protests the Jury shall consist of:
 - (i) persons qualified to act as Event Judges; or
 - (ii) where this is not possible, persons with a sufficient knowledge of Ski Racing and these Rules.
- (e) For Technical Protests the Jury shall consist of:

- (i) persons qualified to act as scrutineers;
- (ii) at least one person with an expert knowledge of the technical area that is the subject of the Protest; or
- (iii) where this is not possible, persons with a sufficient knowledge of the technical requirements contained in these Rules.

6.4 Resolution of On-Water Protests

- (a) The Protest shall be conducted as soon as possible after the Protest is lodged and should occur on the day. The Protest shall take place away from any crowd and with only the Participants involved.
- (b) To resolve the Protest, the Jury must:
 - (i) allow the Chief Judge or his/her representative to outline their evidence, the relevant rule(s) applied and any penalty/penalties imposed;
 - (ii) allow the Competitor (or in the case of a Competitor protesting another Competitor, each Competitor) to outline their evidence, including their view of the relevant rule(s) and penalty;
 - (iii) allow each Party to call any relevant witnesses to the incident to give evidence; and
 - (iv) allow each party to question the other party involved and their witness(es).
- (c) The Jury may question either party in relation to any matter relevant to the Protest.
- (d) After hearing all the evidence, the Jury will, in private:
 - (i) determine the facts of the incident;
 - (ii) determine all relevant rules that apply; and
 - (iii) if relevant, determine the penalty or penalties for any breach of these Rules.

The decision of the Jury shall be by majority vote.

- (e) The Jury shall inform the parties to the Protest of its decision as soon as possible.

6.5 Resolution of Technical Protests

- (a) Where possible, the Protest should be conducted as soon as possible after the Protest is lodged and should occur on the day. The Protest shall take place away from any crowd and with only the Participants involved.
- (b) Where the Technical Officer is not able to form a sufficiently qualified Jury under rule 6.3(b), having regard to the subject matter of the Technical Protest, the protest hearing shall take place as soon as possible after the conclusion

of the Event. Where a Technical Protest is heard after an Event, it may be conducted by teleconference or similar.

- (c) To resolve the Protest, the Jury must:
 - (i) allow the Technical Officer or Chief Scrutineer or his/her representative to outline their evidence, the relevant rule(s) applied and any penalty/penalties imposed;
 - (ii) allow the Competitor (or in the case of a Competitor protesting another Competitor, each Competitor) to outline their evidence, including their view of the relevant rule(s) and penalty;
 - (iii) allow each Party to call any relevant witnesses to the incident to give evidence; and
 - (iv) allow each party to question the other party involved and their witness(es).
- (d) The Jury may question either party in relation to any matter relevant to the Protest.
- (e) After hearing all the evidence, the Jury will, in private:
 - (i) determine the facts of the incident;
 - (ii) determine all relevant rules that apply; and
 - (iii) if relevant, determine the penalty or penalties for any breach of these Rules.

The decision of the Jury shall be by majority vote.

- (f) The Jury shall inform the parties to the Protest of its decision as soon as possible.

6.6 Resolution of Protest is Final

- (a) The decision of a Jury for all Protests is final and binding on all Participants involved.
- (b) Competitors shall not have a right of appeal from the decision of a Jury under these Rules.

6.7 Notification of Final Results

No final results shall be posted whilst a Protest is pending.

6.8 Error in Results

- (a) A correction of an error in the computation of scores shall not be considered a Protest and the correction shall be made upon approval of the Chief Judge if requested. Results shall be final for all events within one hour after the results of the Event are announced or posted.
- (b) Only official times by Event Judges, official time-keepers and official scorers will be recognised.

7. INFRINGEMENTS AND PENALTIES

7.1 Infringements and Penalties

- (a) Disqualifications may be imposed for any of the following or similar items:
 - (i) Where any boat or Skier, in the opinion of the Chief Judge, is proved to be behaving in a dangerous manner or contrary to Rules.
 - (ii) Any boat or Driver demonstrating poor handling ability or creating a safety hazard.
 - (iii) In a race where the chequered flag is not being used to denote the finish of the race, any boat completing more than the prescribed number of laps shall be disqualified.
 - (iv) Any blocking or turning wide.
 - (v) Any Participant exhibiting unsportsmanlike conduct during the running of the events.
 - (vi) No abuse or offensive language to Judges or Officials will be permitted.
 - (vii) The violation of running on a course that is closed will subject the boat and Driver to a penalty for the first infringement and disqualification from that meeting for subsequent infringements.
 - (viii) Refusing to give way to other Competitors whilst on course, including any breach of the COLREGS or failing to allow another Competitor to pass in a river race.
 - (ix) Failing to comply with, or operate within the spirit of, the SOS Protocol or Red Flag Protocol under rules 12.4 or 12.5.

Penalties

- (b) Where a Competitor breaches these Rules, he/she will be exonerated where:
 - (i) he/she was wrongly compelled to do so by the actions of another boat; or
 - (ii) the jury is satisfied that a rule has been breached for safety reasons ONLY,and the Competitor breaching the rule gained no significant advantage.
- (c) Where a Competitor breaches these Rules under the circumstances outlined in rule 7.1(b) and they gain a significant advantage, the relevant Official shall only penalise the Competitor the amount equivalent to the significant advantage the Competitor received.
- (d) For contravention of rules 13.20(c), 13.20(d) (re safety flag to remain visible), 13.18(c), 13.18(f), 13.19(e), 13.20(b) and 13.20(c) the Chief Judge will impose a penalty of one minute added to the Competitor's time.

- (e) For contravention of rules 18.2 or 18.12 (re acknowledging fallen Skier) the Chief Judge will impose a penalty of 4% of the winners time to a maximum of one minute added to the Competitor's time.
- (f) Should a Competitor commit a breach of these Rules which in the judgement of the Event Judges has no direct effect on the relative positions of the boats at the finish, the Chief Judge shall have the power to decide whether or not a Competitor shall be disqualified or a lesser penalty may be imposed.
- (g) A time penalty equating to a certain percentage of the winner's time may be imposed by the Chief Judge for minor rule infringements for which no other penalty is prescribed.
- (h) Penalties will be imposed for rule infringements by the Chief Judge. Competitors have the right to Protest the imposition of a penalty where the Protest complies with the requirements in rule 6.2.
- (i) The boat crew must be advised of infringements or penalty by the Chief Judge prior to announcement of results.
- (j) For contravention of Circuit Racing Rule 18 excluding 18.2, 18.12, 13.23 and 13.24(a), the Chief Judge will impose penalties upon a team by adding a time of up to 10% of the time of the first Skier crossing the finish line, for each offence to that of the defaulting team.
- (k) For contravention of the mass start procedure the penalty will be one minute added to the Competitor's time.
- (l) Any accident involving property damage or personal injury must be reported on the day to the Chief Judge of the Event. Failure to do so may result in non-acceptance in future Events for all separate crew members involved.

7.2 Disqualification

- (a) A Driver receiving two or more disqualifications for violations during a single Sanctioned Event may be disqualified for the rest of that day's events. Any Driver disqualified for violations four times during a calendar year may be disqualified by SRA for the remainder of the Sanctioned Events that ski racing year. For the avoidance of doubt, where a Driver receives two or more disqualifications under this rule, SRA may:
 - (i) suspend or disqualify the Driver without a hearing; or
 - (ii) impose any other sanction SRA deems necessary,
 whether or not SRA is notified of the disqualifications during or after the relevant Event.
- (b) Penalties for moving violations will apply to an entire team (Skier, Driver and Observer).
- (c) The Race Director must be notified of any disqualifications and the disqualification must be noted within the boat log book.

7.3 Serious Contravention of the Rules

- (a) For a serious contravention of the Rules, the Chief Judge may, with a majority decision of the relevant Race Organising Committee, disqualify and/or recommend the suspension or removal of a ski racing driver's or observer's licence to the Race Organising Committee.
- (b) The re-issue of this licence, however, will be done through the offender's State Technical Committee on re-application by the Driver or Observer. For the avoidance of doubt, a Driver must make an application to, and be approved by, SRA prior to re-applying to their State Technical Committee.
- (c) Where SRA is made aware of a serious contravention of these Rules, it may:
 - (i) suspend or disqualify the Driver's or Observers licence; or
 - (ii) impose any other penalty deemed necessary,irrespective of whether the relevant Race Organising Committee imposes or recommends a disqualification under rule 7.3(a).

7.4 Summary Judgement

The Chief Judge, with the unanimous approval of the Race Organising Committee, shall have the right to give summary judgement on any happening unforeseen in these rules.

7.5 Exclusions from Events

- (a) If in the opinion of the Chief Judge and Race Organising Committee, the conduct of a Competitor(s) is against the best interests of SRA or Body, the Race Organising Committee may exclude such Competitor(s) from participating in Events under its control.
- (b) Boats that constitute a danger or non-bonafide entries, shall not be permitted to race. The Chief Judge's and Race Organising Committee's decision is final.
- (c) Any boat or Competitor failing to comply with one or more of the rules contained within Sections 8, 9 and 10 of these rules, and in the opinion of the Race Organising Committee should not enter an Event as a result of non-compliance.

8. COMPETITION REQUIREMENTS

8.1 Drugs

- (a) All Competitors must comply with the SRA Illicit Drugs in Sport Policy (**Illicit Drugs Policy**) available at <http://www.skiracing.com.au/policies/>.
- (b) A Competitor who is under the influence of a non-prescribed drug, restricted prescribed drug, cannabis, narcotics and stimulants (such as amphetamines, cocaine, etc), or is otherwise in breach of the Illicit Drugs Policy, shall be immediately suspended from competing in events on that day and shall be disqualified from events already competed in on that day.

- (c) A Competitor who is found to have used a non-prescribed drug or restricted prescribed drug in breach of the Illicit Drug Policy will also be liable to such other penalty as prescribed by the Illicit Drugs Policy.

8.2 Alcohol

- (a) Subject to Rule 8.2(h), a Competitor shall not consume any alcohol on the day of an event. A Competitor who has consumed alcohol, on the day of the event, shall be immediately suspended from competing in all events on that day.
- (b) A Competitor who is under the influence of alcohol shall be liable to immediate suspension from competing in events and shall be liable to disqualification from events already competed in on that day.
- (c) It shall be absolute proof of a Competitor “being under the influence” if there is present in that Competitor’s blood a concentration of alcohol in excess of 0.000 grams in 100 millilitres of the blood, or such lower concentration as may be prescribed by any relevant State laws.
- (d) The Race Organising Committee or the Chief Judge, or anyone authorised by the Race Organising Committee or the Chief Judge, shall have the power to require any Competitor at any time during the running of events or prior to the running of events on any day to submit to a breath test or breath analysis for the purposes of ascertaining the concentration of alcohol in that person’s blood by use of a breath testing or breath analysis device approved of for that purpose.
- (e) Each Event will include in their Event briefing a designated period of time(s) to conduct breath testing. Subject to the Race Organising Committee and Chief Judge's powers under rule 8.2(d), no testing will be conducted outside of this designated time period.
- (f) No minor can be breath tested without the consent of his/her parent or guardian or crewmember or without the approval and in the presence of the Chief Judge or his/her nominee.
- (g) Any Competitor refusing to undertake an authorised breath test or breath analysis shall be liable to immediate suspension from all events on that day and shall be liable to disqualification from all events competed in on that day.
- (h) Nothing contained herein shall apply to alcohol consumed after the completion of that Competitor’s competition in events on that day, that is after a Competitor reaches the bank following the completion of his/her final event of the day.
- (i) Any Competitor:
 - (i) asked to undertake a breath test must record a blood alcohol level of 0.000;
 - (ii) who records a positive reading will be retested once only, 15 minutes after their first test is conducted, during the designated period of time detailed in the Event briefing information;

- (iii) who is tested within 15 minutes of the closing time of the designated period of time under rule 8.2(e) detailed in the Event briefing information, will have their second test conducted at the closing time;
 - (iv) who is waiting to conduct their second breath test, must remain in the testing area;
 - (v) who is still over 0.000 at this time will be disqualified from that event; and
 - (vi) who is disqualified from 3 Events in any one season for being over 0.000 will have their membership of SRA immediately cancelled by the SRA Board.
- (j) A reference herein to a “Competitor” shall also include reference to an “Official” or other Participant in an Event.

8.3 Competition Divisions, Age of Competitors, Maximum Boat Litres & Social Class Rules

- (a) Competition in each event may be separated into the following sections:-

- (i) Divisions NB: male and female (including boys & girls) are to be separate divisions
- (ii) Divisions

5 - 10 Years	Under 10 Boys and Girls. Speed is capped at 60 mph and is in accordance with rule 8.11.
10 - Under 13 Years	Sub-Junior Boys and Girls.
10- Under 13 Lites	Sub-Junior Boys and Girls. Speed is capped at 70 mph and is in accordance with rule 8.12
13 - Under 16 Years	Junior Boys and Girls
16 - Under 19 Years	Boys and Girls
19 - Under 25	Men and Women (Speed Events Only)
25 - Under 30	Men and Women (Speed Events Only)
30 - Under 40	Men and Women (2nd Division)
40 - Under 50	Men and Women
Over 50	Men and Women
Open - No age limit	Men and Women
Social - Men/Women	No age limit
Novice Men/Women	Any Age (NOT IN NATIONAL EVENTS)

- (iii) Ages and dates specified in (a) above shall be for the SRA Calendar Year.
 - (iv) Ages of Competitors prior to midnight on the 30th June of the current SRA Calendar Year, determines the age Divisions for the following season.
 - (v) All boat motor capacity for Divisions are unrestricted - total displacement of the engine(s) should not exceed 9.42 litres.
- (b) In 2 Up Events (where two Skiers are skiing behind a boat e.g. Super Series, NSW/ACT Championship Series):-
- (i) Skiers may ski in any engine class;
 - (ii) In age classes, Skiers must enter their age class;
 - (iii) Mixed aged entries will be permissible. e.g. a 13- Under 16 Boy may ski in the 16 – Under 19 Boys class with a 16 – Under 19 Boy.
 - (A) A Skier may ski in any age division as a member of a mixed aged entry.
 - (B) Mixed aged Skiers may enter together behind a boat. However, one of the two Skiers entered behind the boat must qualify for the age division entered. The age of the eldest Skier will determine the class entered.
 - (C) Mixed sex entries are permissible. Class to be determined by the elder Skier unless contrary to Rule 6.13.1 e.g. 13 – Under 16 Boy skiing with a 16 – Under 19 Girl would qualify for 16 – Under 19 Boys as Rule 6.13.1 stipulates 13 – Under 16 Boy would go up to 16 – Under 19 Boys. Seniors and 50+ at event organisers discretion.
 - (D)

8.4 Novice Classes

- (a) First Year Novice - is open to Skiers in their first season of racing having never competed in any Sanctioned Event. A Skier can only ski in First Year Novice for one season.
- (b) Novice & Social Novice - can only compete in this class for a maximum of three (3) seasons.

8.5 Social Class

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

8.6 Social Class Ropes

Maximum length is 60m (196.85 ft) inclusive of any traces, quick releases and handles.

8.7 Social Class Skis

- (a) The front foot binding is unrestricted, i.e. any social or racing binding can be used.
- (b) Social class skis:
 - (i) The rear foot binding is restricted to a toe piece only. No heelpiece may be used, i.e.: no part of the fitting may support the heel or the ankle. If a heelpiece or ankle strap is standard, these pieces must be removed from the ski to be eligible. A sole plate may be used with a maximum 2mm base plate and a continuous from front to rear rubber strip with a maximum 3mm thickness. No wedge may be used under the foot, no toe grips or supports, no indentation in the top surface of the ski. Roughened surfaces are allowable under the rear foot with equal density and must be continuous from in front of the rear toe to behind the rear heel; contact roughened sole pieces may be used, provided the total thickness of any or all sole pieces is no more than 5mm thick, above the top surface of the ski. No other form of support or adhesion for the rear foot is allowed either outside, under or within the rear foot binding. Competitors are permitted to tape ski bindings as long as it is in accordance with Rule 8.19.
 - (ii) The maximum thickness for the ski is 2.2 cm.
 - (iii) The ski must have a concave bottom surface. This concave must be at least 0.5 cm deep and 7.0 cm wide, and being of a curve and blended cross-section. This section should start in front of the front foot piece and extend rearwards to behind the back of the rear foot piece, this section being at least 70 cm.
 - (iv) The ski must fit in a box of the following internal dimensions:
 - (A) Length: 175 cm
 - (B) Width for front 100 cm of box: 20 cm
 - (C) Width at back edge of box: 7.5 cm
 - (D) The box will taper uniformly and symmetrically from 20cm to 7.5cm over the last 75 cm of its length.
 - (E) The front edge of the box will be 18 cm high so that the tip of the ski will not pass over it.
 - (v) There will be a space cut in the bottom of the rear of the box, large enough to allow any fins to pass through.
 - (vi) The ski must be placed flat on the bottom of the box with the rear of the ski against the rear of the box, and the centre line of the ski along the centre line of the box.
- (c) Virtually all-common skis will fit into the box. Due to manufacturing tolerances some of the popular social skis do not always fit. Skis which comply to the spirit of the rules will be allowed, i.e. those which in the opinion of the Race Day Committee do not give a significant advantage. Square back skis such as wake jumpers, do not fall within the spirit of the rules and will not be

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

- (d) Social Class skis shall be slalom type skis. No racing skis permitted.

8.8 Outboard Classes

- (a) Outboard – (pre 2000 outboards will not be able to compete from the start of the 2017/18 season)
 - (i) 200HP Outboard. Standard production motor with maximum manufacturer/official rating of 200 Horse Power. Standard Outboard definition applies, refer rule 11.9. (Note, Open Cockpit definition (rule 11.10) does NOT apply)
 - (ii) Formula 2 as per World Rules within SRA rule book - SCHEDULE 1
 - (iii) SMOC (Standard Motor Open Cockpit). Standard Production Outboard Motor definition applies, refer rule 11.9. Open Cockpit Hull definition applies, refer rule 11.10.
 - (iv) MOC (Modified Open Cockpit). Modified Production Outboard Motor, refer rule 11.9. Open Cockpit Hull definition applies, refer rule 11.10.
 - (v) Unlimited Outboard. Multi Engine and/or Modified outboard engine(s). Total displacement of the engine(s) not to exceed 9.42 litres.

8.9 Inboard Classes

- (a) Inboard
 - (i) Stock 6 litre.
 - (ii) Under 5.2 Litre Forced induction engines competing in this class to receive a capacity multiplying factor of 1.7. The actual capacity of the engine is multiplied by 1.7 to assess corrected capacity.
 - (iii) Under 6.0 Litre Naturally aspirated effective start of 2017/18 season. Any engine that is approved and legal to run in 5.2Lt can compete in 6.0Lt
 - (iv) Under 8.0 Litre Naturally aspirated effective start of 2017/18 season. Any engine that is approved and legal to run in 5.2Lt can compete in 8.0Lt
 - (v) Unlimited Naturally aspirated total displacement of the engine(s) not to exceed 9.42 litres capacity effective start of 2015/16 season.
 - (vi) 2 stroke motors competing in Inboard classes to receive a capacity multiplying factor of 1.7 penalty. The actual capacity of the engine is to be multiplied by 1.7 to assess corrected capacity for Inboard classes only.
 - (vii) Unlimited - Modified, Unrestricted and Multiple Engines - Total displacement of the engine(s) not to exceed 9.42 litres capacity.

8.10 Super Class

- (a) Super Class - Special Class at the discretion of the SRA Board.
- (b) Super Class Dash must start no later than 30 minutes after the advertised time. Last year's winner is first away in dash.
- (c) Any Competitors (including Drivers, Observers and Skiers) who wish to compete in Super Class must make written application to the SRA Board, after having completed one (1) year in unlimited racing. Once entered a Competitor must compete in Super Class for the rest of the season. A Competitor cannot return to unlimited or other classes as the original Super Class team. Boat substitutions are allowed. Written application to participate in other classes must be made to the SRA Board.
- (d) If a Competitor enters Super Class, the Super Class Team or part thereof must be available for street parades, TV and print media interviews and be available for the presentation of awards.
- (e) If Super Class crews experience problems in the Saturday Dash events, the worst draw they can receive will be the rear of Super Class.
- (f) The only other entries allowed in the Super Class Dashes are unlimited inboard/outboard. Or otherwise as determined by the Race Organising Committee with agreement from SRA.
- (g) All crews in the Super Class Dash will start on Sunday in the order in which they finished in the Saturday Dash. Those crews that did not compete in the Saturday Dash will start at the rear of the field. If more than one crew are to start at the rear, their draw positions will be drawn out of a hat.

8.11 60 mph Class

- (a) At all major river races where Racesafe is in use, competitors must not exceed 60 mph. Any competitors exceeding this speed will receive a penalty which will be automatically generated according to the formula set out at Annexure A (**Formula**). For the avoidance of doubt, once the penalty is calculated using the Formula, it will be added by the Racesafe system onto the stage time to produce the final result.
- (b) At series days, point scores and grand prix events, competitors must not exceed 60mph. Penalty for exceeding up to 0.1 MPH is 30 seconds, exceeding up to 0.2MPH is 1 minute. Exceeding up to and over 0.3 MPH is Disqualification. Competitors can only have a maximum of two over speeds and are disqualified on the third over speed. Competitors must purchase a Garmin EDGE 205 or 305 GPS. This GPS tracks speed, distance and maps the course for the judges' review and analysis at the end of the event. Only SRA approved GPS speed-readings will be recognised. Race safe is to be used when available and as directed by SRA.
- (c) It will be the responsibility of the crew to fit the GPS in a position where it is going to track correctly. The crew will present their GPS to the Officials before racing fully charged and cleared of all history ready to use. Only GPSs checked and cleared before racing will be accepted.
- (d) It will be the responsibility of the crew to start the GPS timer before leaving the bank and stop the GPS timer after the race is completed. Where there are

two legs to a race it will be the responsibility of the crew to stop and restart the GPS on the second leg. All speed restricted Competitors must present their GPS regardless if they finish or not within 30 mins of completion of their race. For those broken down, GPS presentation is to be as soon as practical.

- (e) Any Competitors GPS that do not give readings with a complete map/track upon return will be disqualified.
- (f) No GPS activated speed control is to be used.
 - (i) Appeals or protests will not be permitted on GPS readings.
 - (ii) No systems allowed to override driver throttle control, throttle stops must not be able to be adjusted whilst underway.
 - (iii) The Driver is the only person to have any physical control over the throttle.
 - (iv) The Driver is the only crewmember to be able to read any GPS in the boat. The Observer must keep their full attention on the Skier/Skiers.
- (g) All boats must meet full SRA safety scrutineering.
- (h) Skis and rope lengths are unrestricted, except for social.
- (i) In any event entered, all boats must tow at least 1 restricted membership Skier. Restricted Skier is defined as: Any person who has not held a full Skier's membership during the last 5 years. But in exceptional circumstances an application may be made to the SRA Board for exemption.
- (j) Restricted Skiers may ski in 60mph and Marathon classes.
- (k) Any boat Driver found to be exceeding 65mph twice or 70mph once in one season shall no longer be eligible to compete in 60mph class for a period of 12 calendar months.
- (l) All GPS's must have version 3.2 of the Garmin Software and version 2.9 of the GPS Software.
- (m) Teleflex steering: up to 175 HP single system may be fitted, over 175 HP dual system must be fitted.

8.12 70 mph Class

- (a) At all major river races where Racesafe is in use, competitors must not exceed 70 mph. Any competitors exceeding this speed will receive a penalty which will be automatically generated according to the Formula. For the avoidance of doubt, once the penalty is calculated using the Formula, it will be added by the Racesafe system onto the stage time to produce the final result.
- (b) At series days, point scores and grand prix events competitors must not exceed 70mph. Penalty for exceeding up to 0.1 MPH is 30 seconds, exceeding up to 0.2MPH is 1 minute. Exceeding up to and over 0.3 MPH is Disqualification. Competitors can only have a maximum of two over speeds and are disqualified on the third over speed. Competitors must purchase a Garmin EDGE 205 or 305 GPS. This GPS tracks speed, distance and maps

the course for the judges' review and analysis at the end of the event. Only SRA approved GPS speed-readings will be recognised. Race safe is to be used when available and as directed by SRA.

- (c) It will be the responsibility of the crew to fit the GPS in a position where it is going to track correctly. The crew will present their GPS to the Officials before racing fully charged and cleared of all history ready to use. Only GPSs checked and cleared before racing will be accepted.
- (d) It will be the responsibility of the crew to start the GPS timer before leaving the bank and stop the GPS timer after the race is completed. Where there are two legs to a race it will be the responsibility of the crew to stop and restart the GPS on the second leg. All speed restricted Competitors must present their GPS regardless if they finish or not within 30 mins of completion of their race. For those broken down, GPS presentation is to be as soon as practical.
- (e) Any Competitors GPS registered with SRA that do not give readings with a complete map/track upon return will be disqualified.
- (f) No GPS activated speed control is to be used.
 - (i) Appeals or protests will not be permitted on GPS readings.
 - (ii) No systems allowed to override driver throttle control, throttle stops must not be able to be adjusted whilst underway.
 - (iii) The Driver is the only person to have any physical control over the throttle.
 - (iv) The Driver is the only crewmember to be able to read any GPS in the boat. The Observer must keep their full attention on the Skier/Skiers.
- (g) All boats must meet full SRA safety scrutineering.
- (h) Skis and rope lengths are unrestricted, except for social.
- (i) In any event entered, all boats must tow at least one (1) restricted membership Skier. Restricted Skier is defined as: Any person who has not held a full Skier's membership during the last 5 years. But in exceptional circumstances an application may be made to the SRA Board for exemption.
- (j) Restricted Skiers may ski in 70mph and Marathon classes.
- (k) Any boat Driver found to be exceeding 75mph twice or 80mph once in one season shall no longer be eligible to compete in 70mph class for a period of twelve (12) calendar months.
- (l) All GPS's must have version 3.2 of the Garmin Software and version 2.9 of the GPS Software.

8.13 Substitutions

- (a) Substitution of a boat and/or Skier in the same class or division shall be permitted 30 minutes, or less at the Judges' discretion, prior to the start of an event. The withdrawn boat and/or Skier shall be eligible to re-enter other events on the day. The withdrawn boat and/or Skier must be proven to be unable to compete.

- (b) Qualifying Substitution - May substitute boats or Skiers in engine class or age division events. A boat must be nominated initially; the initial boat must be proved to be mechanically unsound.
- (c) If there is to be a change in any boat or crew member, the Team Captain must advise the appropriate Race Organising Committee in writing prior to the event. Failure to do so will result in disqualification from that event.
- (d) Only one (1) boat may be used to pull a Skier/Skiers in any one event. Two heats constitute one event. If a Skier has qualified for the main event but finds his boat becomes disabled between his qualifying heat and the final race, the Skier may enter a second boat.

8.14 Guidelines for Events other than Australian Speed and Marathon Championships

- (a) Where there are less than two Competitors entered in a scheduled Event, the event in the division or class shall not be held and the Competitors may then compete in the next division or class above, as follows:-
 - (i) Inboards to next highest litre class, 6 cylinder to corresponding litre class
 - (ii) Outboards to next highest outboard class
 - (iii) 5 - 10 Boys to 10 – Under 13 Boys or 13 - Under 16 Girls, subject to the 5 - 10 years speed restriction in rule 8.3(a)(ii) continuing to apply to those 5 - 10 year competitors competing in the next division
 - (iv) Under 10 Girls to Under 10 Boys or 10 - Under 13 Girls, subject to the 5 - 10 years speed restriction in rule 8.3(a)(ii) continuing to apply to those 5 - 10 year competitors competing in the next division
 - (v) 10 - Under 13 Boys to 13 - Under 16 Boys, subject to the 10 - Under 13 Lites speed restriction in rule 8.3(a)(ii) continuing to apply to those 10 - Under 13 year competitors competing in the next division
 - (vi) 10 - Under 13 Girls to 13 - Under 16 Girls, subject to the 10 - Under 13 Lites speed restriction in rule 8.3(a)(ii) continuing to apply to those 10 - Under 13 year competitors competing in the next division
 - (vii) 13 - Under 16 Boy to 16 - Under 19 Boys
 - (viii) 13 - Under 16 Girl to 16 - Under 19 Girls

(ix)	16 - Under 19 Boy	to	19 - Under 25 Men
(x)	16 - Under 19 Girls	to	19 - Under 25 Women
(xi)	19 - Under 25 Men	to	Open Men
(xii)	19 - Under 25 Women	to	Open Women
(xiii)	25 - Under 30 Men	to	Open Men
(xiv)	25 - Under 30 Women	to	Open Women
(xv)	30 - Under 40 Men	to	Under 30 Men (Speed events only) or to Men
(xvi)	30 - Under 40 Women	to	Under 30 Women (Speed events only) or to Women
(xvii)	40 - Under 50 Men	to	30 - Under 40 Men
(xviii)	40 - Under 50 Women	to	30 - Under 40 Women
(xix)	Over 50 Men	to	40 – Under 50 Men
(xx)	Over 50 Women	to	40 – Under 50 Women
(xxi)	Social Men and Women	to	relevant age

8.15 Definition of Novice Skier

- (a) To qualify as a Novice Class Skier, in any of the divisions, the Skier shall never have skied in an age division at any Sanctioned Event. With the exception of 60/70mph.
- (b) Novice skiers may compete in two-up events in an engine or age division. Once a Skier has trophied three times in any two-up events they will be automatically excluded from competing in novice events. (Trophied shall mean finishing in first place.) (Excludes 60/70 mph.)
- (c) Novice Skiers can compete behind any boat.
- (d) Novice Skiers can only compete in novice classes for a maximum of three (3) seasons or part thereof, with the first season as a first year novice.
- (e) All Novice Competitors must complete a Novice Application form listing all previous experience at any Sanctioned Event whether one-up or two-up prior to entering in any of the Novice Classes. This application is to be sent to their state body that will certify the information and forward the application to SRA.
- (f) Novice Class is not applicable to Australian Speed and Marathon Championships.

8.16 Crew to Wear Full Race Gear

Unless otherwise specified, any time a boat is under power outside the pit area or stationary on the race course on race day, all occupants are required to wear full

race gear. Helmet, race suit, appropriate shoes and gloves for boat, life jacket; Skier- wetsuit and helmet.

When a boat is either well off the racing line or returning back to pit area upon completion of an event the helmet only may be removed, or as otherwise instructed at the competition briefing by Chief Judge or Official.

9. GENERAL BOAT REQUIREMENTS AND SAFETY

9.1 Boat Safety Inspection

- (a) Boat safety inspections will be carried out according to the notice provided by the Chief Scrutineer from time to time. The current notice is available at: <http://www.skiracing.com.au/wp-content/uploads/2015/06/2016-Boat-Scrutineering-Notice.pdf>
- (b) Dry land boat safety inspection - prior to or during entry hours, boat requirements and safety inspection may be effected.
- (c) A scrutineering certificate of safety compliance will be issued to each boat each calendar year, but this certificate may be revoked should compliance with safety regulations not be maintained upon the boat at any time during the season.
- (d) Failure to present the logbook for scrutineering will result in the boat not being allowed to compete.
- (e) At the SRA pre-season safety scrutineering, the boat must be presented with top line shaft cover unassembled for inspection.
- (f) Boats involved on incidents that result in structural damage are required to undertake the appropriate inspection as directed by the Chief Scrutineer with documentation provided to SRA.

9.2 Boat & Equipment Inspection Prior to or During an Event

- (a) Boat and equipment shall be available for examination at least one hour prior to the start of the Event and may be inspected by an Official and if found not to be in compliance with governing rules or regulations, the Race Organising Committee may refuse to allow the boat to start. Corrections or substitution may be permitted if made prior to competing in the event, but the start shall not be delayed to allow compliance.
- (b) Failure of the Race Organising Committee or any Official to:
 - (i) notify a Competitor of non-compliance; or
 - (ii) to examine a boat for non-compliance,prior to the start of the Event will not invalidate any penalty imposed on a Competitor for non-compliance where a breach of these Rules is found and penalised after the Event.
- (c) Boats involved in any serious incident must be presented to Officials before continuing racing.
- (d) Any boat that, prior to an event:

- (i) has any major part of the engine or engines removed; or
 - (ii) has any major component of the boat removed or replaced,
- must be re-scrutineered before being allowed to compete.

Penalty - Disqualification.

9.3 Non-Compliance with the Rules

- (a) The Team Captain/owner or his/her representative must be notified immediately by the Race Organising Committee of relevant Official prior to the start of the Event, if it is found on inspection that any rules have not been complied with and the Team Captain or his/her representative shall be granted the privilege of complying with the rules prior to the start of the event, but the start shall not be delayed to allow compliance. If the rules are not then complied with, Officials may decline to permit the boat to start.
- (b) Nothing in this rule 9.3 requires the Race Organising Committee or relevant Officials to inspect each boat or locate all non-compliance with these Rules. Failure of the Race Organising Committee or any Official to:
 - (i) examine a boat for non-compliance; or
 - (ii) locate non-compliance during an examination of a boat prior to the start of an Event,

shall not invalidate any penalty imposed on a Competitor for non-compliance where a breach of these Rules is found and penalised after the Event.
- (c) For the avoidance of doubt, the onus of complying with these Rules is on the Competitors.

9.4 Vessels to be Registered

All boats must be currently registered with the controlling Marine Authority.

9.5 Compliance with Marine Authority Requirements and/or Regulations

All boats are to comply with any requirements or regulations stipulated by the Marine Authority requirements for the waterways in which the Event is being conducted, unless an exemption has been obtained by the Race Organising Committee, and also approved by SRA. Such exemptions are to be advised to competitors upon registration or at the Competitor briefing.

9.6 Vessel to be registered with SRA

Each boat must be registered with SRA in accordance with SRA requirements as outlined from time to time. On the request of an Official, the Driver of the boat must produce the current boat log book complete with current scrutineering sticker and any vessel registration renewal details should the vessel not be displaying current registration label/numbers at that time.

9.7 Vessel 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 should 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). Must be of solid state.
- (c) Shaft brackets and mechanical items other than those already covered.
- (d) Bilge should be free of oil or debris. Remember oil causes structural deterioration, fuel is dangerous and debris chokes pumps etc.

9.8 Vessel Design

- (a) The design of a boat or a combination of hull and power source, must be compatible for speeds travelled during events. The owner must provide proof of safety of boat handling if requested.
- (b) Where, in the reasonable discretion of the Chief Scrutineer, a boat or a combination of hull and power source is incompatible with the likely speeds to be travelled during an Event, the Chief Scrutineer must advise the Chief Judge, who shall reject the Competitor's entry to the Event in accordance with rule 3.1(j)

9.9 Restrictions to Boat Names & Associated Materials

- (a) Restrictions shall apply to the name of a boat. No name, mural or advertisement shall be permitted that is obscene, in breach of good taste, or of nature that causes embarrassment /offence or brings the sport of ski racing into disrepute. This shall apply to double meanings, innuendoes or in a language other than English.
- (b) All of the restrictions listed in Rule 9.9(a) shall apply to the team/crew members' clothing and apparel; tow vehicles, trailers and any equipment, or any object brought to the venue by the competing team/crew.
- (c) Should a dispute arise regarding this rule, the final determination and applicability shall rest with the SRA Board.

9.10 Towing Cleat or Eye, or Sampson Post

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

9.11 Painter/Tow Lines (if fitted)

- (a) Shall be strong enough for the purpose.
- (b) Tow lines 4 metres long and 10mm thick shall be carried in the boat and be easily accessible .
- (c) Painter Line must not be long enough to reach the propeller. When requested the Painter Line shall be attached to a bow eye and shall be secured in the cockpit.

9.12 Sharp Edges

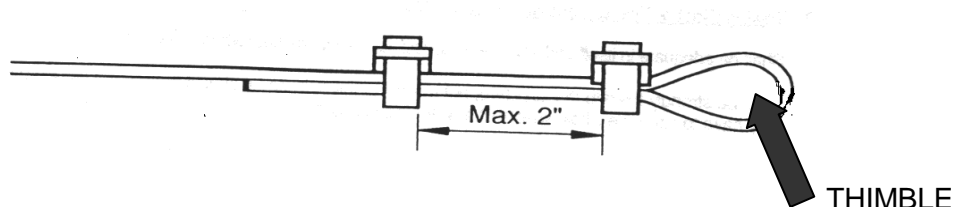
- (a) All mascots, lights, bow fittings and other sharp edges shall be adequately protected or removed.
- (b) Fixed aerofoils or adjustable aero trimming devices attached to the hull or engine must be securely fixed and stayed.

9.13 Windshield

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

9.14 Steering Gear

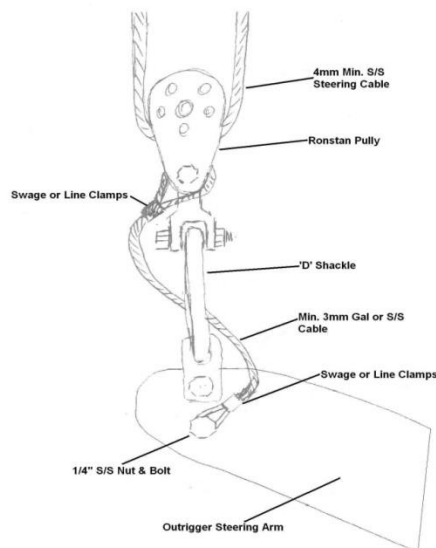
- (a) Steering wheel and drum shall be secured and locked on to the shaft.
- (b) Steering wheel unit shall be fixed to, or through, the dash panel or a steering mounting bar and shall be through bolted and locked.
- (c) Steering wheel strength shall be checked, if the wheel is split or cracked the wheel shall be rejected. Wheels of the laminated rim type shall be checked for wear caused by the breakdown of the laminations. Plastic composition wheels shall be checked for early fatigue where the spokes join the boss to ensure the wheel cannot be forced to spin on the internal boss without undue minimum amount of pressure. Steering wheel assembly must be of sound state with minimal movement up and down.
- (d) Where shackles or such devices are used to attach the steering to outboard engines, they shall not be of a non-ferrous metal. Scrutineers shall satisfy themselves that this is so even if the shackles are painted.
- (e) Pulleys shall operate freely and shall be through bolted with positive locking at the swivel connection. Steering pulleys and pins/rollers or shackles with any visible wear must be replaced.
- (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 secured and where doubled to form an eye shall be around the thimble to protect the wire from wear or folding and then be secured with cable grips or equivalent as per diagram (above). Minimum diameter used will be 4mm 7 ply x 19-strand stainless steel, steel or galvanised steel as per diagram below . Clamps must be fitted with the largest holding area of the

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

- (h) 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.
- (i) 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.
- (j) Engine or tiller and rudder shall operate with full and free movements in the correct sense and shall be fitted with stops to prevent over-control. Cable clamps cannot be used as stops.
- (k) Rudder assemblies, gland keys etc. shall be in good condition and secure with locked nuts and/or tight split pins.
- (l) For rod steering, the rods are to be sufficiently rigid to prevent undue flexing.
- (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 swivel attachments are not to be used on any boat, pins of non-ferrous materials shall be rejected or the pins shall be replaced by a positively locked steel/stainless steel bolts. 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. Cables to run square in pulleys and not foul on outer casing at any trim angle.
- (p) All pulleys which use an attachment hook of non-ferrous material shall be rejected.
- (q) All attached pulley hooks shall be closed, through bolted and lock nutted.
- (r) Sheathed steering cables shall not be permitted.
- (s) Wires to the steering wheel running across the front of the dashboard shall effectively be shielded.
- (t) It is also recommended that 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) Teleflex steering shall incorporate dual system unless equipped with power steering (for outboard speed events only).
- (w) Two (2) piece outrigger steering will only be accepted if both halves (wings) are securely joined to each other and braced to power head studs. The outriggers should be sufficiently rigid to prevent undue flexing. It is recommended that stays/supports could be used. All methods of joining cables, pulleys and u-bolts to outrigger wings to have safety cable fitted.



Example Only

Note: Steering Cable can be gal or stainless steel cable 4mm minimum.
6mm s/s Nut and Bolt should read 6mm nyloc s/s nut and bolt

- (x) Each boat utilising a cable and pulley system must have a new steering cable at the commencement of the ski race season (July 1st in each year). At the commencement of each ensuing season old cable with seal attached together with new cable fitted to vessel is to be presented for scrutineering and resealing. Rule includes any replacement cable fitted though the season. All cable and pulley steering systems must have the steering cable replaced twice per ski race season. The second inspection to be completed by 5 February.
- (y) Turnbuckles, minimum size for turnbuckles will be 5/16 or 8mm eye to eye full circle welded both ends

9.15 Steering Relating to Inboard Classes

The rudder shaft on Inboard Classes shall have some type of locking device fitted to prevent the quadrant from moving up the shaft. Rudder shaft to have some type of collar or other preventive measure fitted above cavitation plate or above seal on inboard rudders to prevent rudder dropping. Rudders fitted to inboard boats are to have quadrant and/or arm for steering cables, keyed and lock bolted to rudder shaft with a minimum 6 mm thick key.

9.16 Crack Testing of Rudders

- (a) All rudders are to be engraved or hard stamped on side of blade with boat registration number or state identification number for states where boat registration does not apply.
- (b) A current certificate of crack testing to be supplied when boat is scrutineered for new season, i.e. July to June in any given year.
- (c) A further current certificate (in addition to the certificate supplied under rule 9.16(b)) must be supplied prior to a boat competing in the Southern Eighty Ski Race.

- (d) A further current certificate must be supplied for replacement rudders.
- (e) A copy of all required certificates are to be forwarded to SRA at the start of each season and within 7 days of testing at any other time during the season.
- (f) All inboards to have a min 1 1/8 inch (28.6mm) rudder shaft size from 6 litre class up and above (inclusive stock 6lt) from blade to above lower bearing. The shaft can reduce to fit 1 inch (25.4mm) quadrant above the lower bearing.

9.17 Inboards and Outboards Welded or Repaired Below the Cavitation Plate Line

Should any part of the outboard/out drives be welded or repaired below the cavitation plate line, then a certified x-ray to structural integrity is required and must be permanently stamped or engraved on the cavitation housing by the repairer with date of repair for identification purposes. This certification must be renewed every 12 months.

9.18 Control Cables & Wiring

All control cables and wiring shall be adequately secured.

9.19 Fuel Tanks

- (a) Must be secure in all directions.
- (b) Must not leak.
- (c) Must have adequate filling and venting arrangements that are not close to any hot parts, such as exhaust manifolds. All boats must have external breathers with fuel fillers deck mounted.
- (d) It is recommended that there should be an easily accessible means of shutting the fuel supply off from the tanks.
- (e) It is recommended that scatter shields are installed in inboard boats with side mounted fuel tanks to protect from engine detonation

9.20 Fuel Lines

Must not leak. Must be ethanol resistant, and run in a manner to avoid damage. Lines shall be in good condition with proper connectors. Flexible hoses and pipe runs shall be supported at suitable intervals with fair runs to the engine (at all points of travel in the case of outboards). Lines should be fire-resistant non-collapsing.

9.21 Throttles and Carburettors

- (a) All throttles must be by foot operation, whether inboard or outboard.
- (b) All carburettors and/or throttles must be spring loaded to close at the engine, and must function accordingly.
- (c) No throttle is to be drive by wire or wireless, unless it can be shown to the Technical Officer that the throttle WILL close off completely when:

Loss of voltage to the system; or
Total collapse of system; or
Fusion in the system.

9.22 Extinguisher System

- (a) Approved SAA fire extinguisher must be carried at all times.
- (b) Shall be of satisfactory condition and easily accessible.
- (c) Only fully charged extinguishers shall be permitted and they shall not contain carbon tetrachloride. It is recommended that the extinguisher be capable of putting out a petrol fire at least 4 sq. metres.
- (d) The size of the extinguisher(s) must comply with all Maritime Authority requirements for the waters on which the Event is being conducted.

9.23 Items to be Secured

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

9.24 Battery Storage

- (a) Power Wiring for the exclusive use of Race Safe H2O must be fitted directly to the battery or the power side of the isolation switch fused in accordance with the 'Connection Diagram' as set out in the Race Safe H2O fitting instructions.
- (b) Batteries, where carried, shall be easily accessible and prevented from any movement in any direction by means of adequate hold-downs.
- (c) Battery isolation devices must be fitted and are to be located forward of the engine and easily accessible by crew from within the boats cockpit. A remote method of activating the isolation device is acceptable. Wing nuts are not acceptable as isolation devices.
- (d) An identification sticker must be affixed to the hull where isolation device is fitted. .
- (e) Ensure that there is adequate support below the battery.
- (f) Batteries shall not be placed in a sealed compartment. Commercially available vented battery boxes are acceptable.

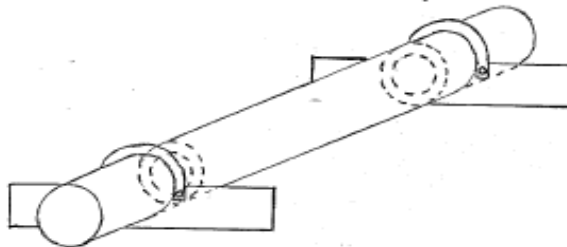
9.25 Propellers

- (a) Propellers shall be sound, particularly at the blade roots. All boats with V-drive or mid mount configuration must have propellers crack tested in line with rule 9.16. A current certificate of crack testing is to be supplied when a boat is scrutineered for the new season, i.e. July to June in any given year. A further current certificate must be supplied for replacement propellers. A copy of the certificate is to be forwarded to SRA at the start of each season and within 7 days of testing at any other time.
- (b) All propellers to be lock nutted and/or secured by a split pin or locking tab.

9.26 Propeller Shaft

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

- (b) Top line shaft (jackshaft) between engine and gearbox or stern leg shall have the slip joint at the engine end. Universal joints in jackshaft to be a minimum 1310 series. Shaft to be a minimum 75mm diameter and have a wall thickness of 0.097 thousands of an inch. Spline drives and greek couplings permitted providing it is suitable for the application.
- (c) External jackshaft cover braces and brackets to suit all applications are compulsory and are to be securely fastened to bearers and through bolted. Recommended that 8-10mm metal plate to be used. In manufacturing of a band or bracket to strap around cover suitably positioned as to contain the jackshaft and cover on failure. Top line shaft (jack shaft) covers:
 - (i) Must be a continuous round tube;
 - (ii) Material thickness:
 - (iii) Stainless steel – 1.5mm minimum
 - (iv) Mild steel – 3mm minimum
 - (v) Aluminium extruded tube - 5.5mm minimum
- (d) Common to some inboards with aluminium jackshaft covers. The diagram below is suitable for all applications providing that the appropriate jackshaft size is adhered to as well as clearances. Internal rings must be at least 10mm in section. The drawing is suggested only. Outer tube 3mm minimum working clearance between internal brace and shaft to be no more than 13mm. External jackshaft cover braces to suit application are compulsory. Any other jackshaft cover material (other than metal) must be presented to SRA for adjudication.



9.27 Buoyancy

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

9.28 Seating

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

9.29 Cut Out Switch (Jack Plug)

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

9.30 Official Race Numbers

- (a) Official numbers shall be those issued by the State Body to the Competitors prior to the event. Numbers, number boards, etc. to be supplied by the Competitor. Number boards and/or number/s on the side of the boat may be used.
- (b) Numbers on the side of the boat must be displayed in black on a white background by means of waterproof material in such a manner to be visible on both sides of the boat when the boat is on the plane. On a white or light coloured boat a thin-framed edge must be placed around the background and a minimum of 2.5cm from the numbers edge. The minimum dimensions of individual numbers will be 30cm high, 22.5cm wide, 5cm thick and spacing of 5cm. However, if hull space permits larger numbers are encouraged. Numbers are limited to a maximum of 3 figures. Numbers on side of boats are to be Helvetica Bold Font with 120% kerning. Any variation to be at the Race Organising Committee's discretion
- (c) Mounting board or backing to be coloured white and to have a clear horizontal visible area from both sides when planning of minimum 35cm high by

minimum 45cm wide. Number board or backing to be located on a straight vertical surface. In instances where a straight number board is fitted, it is a requirement that the front leading edge of the number board be rounded and has a minimum diameter of 25mm. Numbers are to be black and a minimum of 25cm high, 15cm wide (except for the number one) and 5cm thick with minimum 5cm clear spacing between each number from all edges of the mounting board. Numbers on number boards are to be Helvetica Bold Font with 120% kerning. Any variation to be at the Race Organising Committee's discretion.

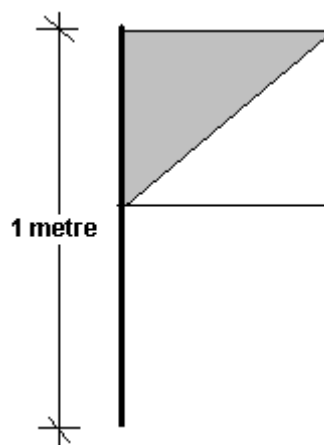
- (d) All numbers/boards to be located above deck or gunwale line and securely fixed to vessel or motor area. Number board to be of a non-translucent material.
- (e) Boats having more than two numbers are to increase mounting board accordingly to achieve the above spacing and size requirements.
- (f) If the number or part of the number comes off or if it is in a position that it cannot be readily identified by the Judges then it may be cause for a penalty or no time being given.

9.31 Safety Flag

- (a) Safety flag (for downed Competitor) must be bright flame orange 50 cm x 50cm fixed to a pole of 1 metre length with a minimum diameter of 16mm, and must be part of equipment. Boat name and registration number must appear on handle.
- (b) A suitable flagpole holder must be provided for use when the Skier is in the water and the Observer requires both hands for other operations. The safety flag must be in a clearly visible location in all directions when mounted in the pole holder.

9.32 V-Sheets and Blue and White Medical Flag

- (a) A royal blue and white medical flag is to be carried in all boats. Dimensions 50cm x 50 cm fixed to a pole of 1 metre length with a minimum diameter of 16mm. This flag will be 1/2 royal blue and 1/2 white (separated diagonally) on each side (see drawing below). This flag is to be placed in the flagpole holder (after removing the safety flag) only if immediate medical assistance is required. Boat name and registration number must appear on handle. Once the flag is shown the injured Competitor must get, or be assisted, into the rescue craft if directed to do so by an Official or paramedic.



- (b) Boat must carry a safety regulation V-Sheet (minimum size is to be 1.5mtr x 1.0mtr, fluorescent orange with black V. V-Sheet is to be unfolded and spread out on the deck of the boat if medical assistance is required from a helicopter.

9.33 First Aid Kit

Boats must carry a basic first aid kit containing at a minimum but not limited to band aids, bandage and Skiers tape, the kit must be contained within a soft waterproof container/bag.

9.34 Distress Flares

- (a) Boats must carry a minimum of two (2) SAA Approved coloured daylight smoke flares for ignition, should a member of the crew or Competitor be seriously injured, (subject to local governing authority).
- (b) Flares, etc. Normally have stamped expiry date and if they have expired or the date is illegible or the condition poor they shall not be accepted.
- (c) Flares to be labelled with boat name.

9.35 Paddle

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

9.36 Handholds

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

9.37 Footrest

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

9.38 Engine Mountings, Transmissions and Lifts for Outboards

- (a) Mounting brackets shall be secure and in a satisfactory condition.

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

9.39 Inboards Requirements

- (a) Engine mountings shall be sound.
- (b) 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.
- (c) Transmission and all parts motivated by the engine shall be efficiently shielded so as to prevent damage to persons or structure in the event of breakage. Exposed steering cables in the vicinity of Driver and Observer shall be shielded.
- (d) Bearers shall not be saturated with oil.
- (e) All turbo air intakes must not have any exposed moving parts eg: need to have mesh in front of forward facing air intake trumpets or air filters fitted
- (f) The boss of the propeller shall have, at all times, some clearance between the rear of the skeg.
- (g) All knees, cavitation plates, rudder and skeg are to be secured and without flaws.
- (h) All inboard boats that do NOT have water jacketed exhaust systems and exhaust exiting through transom MUST run a wire tracer. Wire tracer must be a minimum of 500mm past the exiting exhaust gases of the exhaust tip.

9.40 Engine Condition

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

9.41 Exhaust Systems

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

- (b) Open exhausts are prohibited.
- (c) Exhaust or trumpets on engine with turbo/forced aspiration are not to face towards Skiers.

9.42 Anchor (if required)

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

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 watertight bulkheads.
- (e) No self-draining bung plugs to be used. All bung plugs to be the screw in type.

9.43 Dry Land Engine Testing

Portable types of safety fences shall be used whilst engines are running with boats on trailers, to protect any person against being injured by moving propellers.

10. CREW AND COMPETITOR REQUIREMENTS AND SAFETY

10.1 Eligibility to Compete

All Crew and Boats entering Sanctioned Events must be current SRA members with dues paid and the required documentation received by the Membership Coordinator. This requirement shall be satisfied if the Skier or crewmember pays his or her dues and provides all the required documentation to a SRA official for verification by the close of business the Monday prior to competing. Dues and memberships paid after this date may attract a late fee as determined by SRA from time to time.

10.2 Competing Team or Crew

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

10.3 Crew Members of the Boat

The crew of the boat consists of a Driver and Observer. No boat competing in an event is allowed further boat crew members, unless otherwise approved by the Officials.

10.4 Driver/Observer Helmets

- (a) All boat crew members competing in Events shall be required to wear helmets that must be commercially manufactured. Hard surface area of helmet to be bright orange, any faded or non-conforming colour must be re-coloured by the next race. Helmet manufacturer's logo will be the only advertising allowed on helmets, a maximum of two (2) no larger than 75 mm x 25 mm each,

preferably on the ear cover sections. Competitor's name will be permitted once in letters of 20 mm maximum height 100 mm long at the base or front of the helmet.

- (b) All helmets must be in good condition and devoid of dents and splits. No holes are to be drilled or any modifications performed unless authorised by the manufacturer in writing to SRA. No repairs to be performed other than re-colouring where required.
- (c) Helmet visors shall be in good condition and devoid of cracks and easily detachable (i.e. not bolted down).
- (d) The Driver and Observer must wear a helmet that is approved by one or more of the following standards;
 - (i) Australian Standard AS1698
 - (ii) British Standard 6658
 - (iii) European ECE 22-05
 - (iv) Military Spec - MIL-DTL87174/A
 - (v) SNELL SA 2005 or later version of this approval (eg: SNELL SA 2010)

Note - SNELL approvals other than the SA standard are not acceptable

Note - Skier's helmets are NOT to be worn by Drivers or Observers.

- (e) Failure by any team member to correctly wear his/her helmet whilst under power as a team on race day in the normal accepted manner, will incur a penalty.
- (f) In accordance with rule 10.22(a), camera(s) must not be affixed to any helmet.

10.5 Wearing of Race Gear Following Event

Subject to rule 8.16, when a boat is returning to the bank upon completion of an event, unless otherwise instructed at the competition briefing, no helmets are required to be worn.

10.6 Life Jackets

- (a) All boat crew members competing in events shall be required to wear a waistcoat 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 the course - racing or testing. Leg straps must be securely fastened to life jacket and legs. Cord and attachments shall be adequately attached to the cut out switch and the Driver's jacket.
- (b) Life jackets shall also meet the following inspection requirements:-
 - (i) Lacing ties and/or straps shall be adequate and in good condition.

- (ii) Zips, where used, shall be in working order.
- (iii) Tears or rips or bad repairs whereby buoyancy will leak out, shall not be permitted.
- (iv) Jackets shall be dry and not oil or waterlogged.
- (v) Jackets shall be fitted with hold-down straps to the legs.
- (c) All life jackets to be predominantly one or more of the following colours – canary, wattle, golden yellow, international orange, scarlet or bright fluorescent colours.
- (d) Self-inflating life jackets must be manufactured to withstand the rigours and high-impact nature of ski racing. Self-inflating life jackets must:
 - (i) be manufactured for the purpose of powerboating and/or ski racing;
 - (ii) provide sufficient impact protection for the wearer;
 - (iii) inflate automatically where the wearer is immersed in water; and
 - (iv) comply with AS 2755.1 and ISO 15025.

For the avoidance of doubt:

- (v) the Stormy Hi-Speed Racer Vest (view here: <https://www.stormylifejackets.com.au/product/stormy-hi-speed-racer-vest-180n/>) complies with rule 10.6(d) at the time of publication; and
- (vi) self-inflating life jackets commonly manufactured for low-impact sports such as sailing do not comply with rule 10.6(d).
- (e) The Chief Scrutineer, in consultation with the Chief Judge or Race Director, may reject any self-inflating life jacket where, in the Chief Scrutineer's reasonable opinion, the self-inflating life jacket does not comply with the requirements in rule 10.6(d).

10.7 Footwear and Gloves

- (a) Appropriate fully enclosed footwear must be worn, while in the boat, by Drivers and Observers.
- (b) Fire resistant footwear to be worn by all crew of inboard boats minimum standard SFI3.3-5 or FIA 8856-2000.
- (c) Fire resistant gloves to be worn by all crew of inboards boats minimum standard SFI3.3-5 or FIA 8856-2000.

10.8 Driver/ Observer Suit

All boat crew members shall be required to wear a driving suit that covers from neck to ankle with long sleeves. Minimum standard of a single layer clubman style with an equivalent rating to SFI3-2A/1 or FIA 8856-2000. Suit must be in acceptable condition; no rips or tears.

10.9 First Aid and CPR Requirements

- (a) All Competitors over the age of 13 are required to complete an accredited CPR course upon joining which will be recognised by SRA for three (3) years, and must be renewed after this period of time.
- (b) During each twelve (12) month period that an accredited CPR course is NOT required, all Competitors over the age of 13 are required to complete the SRA Online First Aid Test.
- (c) The accredited CPR course and the SRA Online First Aid Test will be recognised until 30 June of the valid period. For example if an Online First Aid is completed on 1 October 2016, it will be valid for the twelve (12) month period until 30 June 2017.
- (d) SRA will accept accredited CPR courses and first aid certificates that are conducted for employment or education purposes.

10.10 Safety Belts

Safety Belts are not permitted.

10.11 Boat Drivers and Observers

- (a) All Drivers must hold a current boat driver's licence, as required by the Marine Authority in their State or Territory of residence and must have attained the age of 18 years.
- (b) In addition, any Driver residing in a Country or State whose Government controls the issue of Boat Drivers' Licences, shall not be permitted to compete in a race unless he has possession of such a licence.
- (c) Drivers and Observers must hold a current SRA approved Ski Racing Licence. The attainment of the licence is subject to the successful completion of a two stage licence test as determined by SRA.
- (d) Required minimum age for an Observer is 16 years as at the first day of the relevant Event.
- (e) Drivers and Observers must hold a current approved medical certificate, with a medical examination to be carried out by a medical practitioner at least every two years.
- (f) Drivers and Observers must be completely familiar with the current Rules.
- (g) Each State will adopt and implement, as a minimum requirement, a 2 Stage Licensing System. This system will be applicable to both new Drivers, and Drivers returning following a period of 2 years or more where they have not been competing.

10.12 Skiers Helmet

- (a) All external surfaces of the hard helmet shell shall be fluorescent orange, in the case of soft outer covered helmets they shall be fluorescent orange with the exception of the chin and goggle securing straps and mauser joining tape.

- (b) Skiers are not permitted to have any form of camera(s) attached to their helmet.
- (c) Helmets to have:-
 - (i) Cover for the ears to prevent ruptured eardrums when the head hits the water in a sideways fall. When soft ear covers are added to a helmet they may be a different colour e.g. black, etc.
 - (ii) A secure and close fit on the head to reduce the possibility of “bucketing” or forcing water between the helmet and the head.
 - (iii) Secure straps - correctly adjusted. “D” Clips must not be used as a means of fastening or adjusting Skiers’ helmets.
 - (iv) The helmet must float and be adequately constructed to deflect impact.
 - (v) Helmet manufacturer's logo will be the only advertising allowed on helmets, a maximum of 2 no larger than 75 mm x 25 mm each preferably on the ear cover sections. Competitor's name will be permitted once in letters of 20 mm maximum height 100 mm long at the base of the helmet.
 - (vi) All Skiers must present their helmet with their name clearly displayed within the rules of 10.12 at the time they are breath tested. Any Skier not subject to breath testing is still to present their helmet for inspection.
- (d) The Chief Scrutineer, in consultation with the Chief Judge or Race Director, may reject a helmet, whether or not it meets the requirements outlined in this rule 10.12.

10.13 Helmets to be Worn on Race Day and Warm Up.

Subject to rules 8.16 and 10.5, all team members shall wear their helmets in the normally accepted manner during the race and whilst under power on race day or warm up periods. Failure by any team member to correctly wear his/her helmet whilst under power on race day, may incur a penalty.

10.14 Buoyancy Vests

- (a) Approved buoyancy vests must:
 - (i) comply with the required Australian standard for skiing; and
 - (ii) comply with any requirements of the Marine Authority in the State or Territory in which the Event is conducted; and
 - (iii) must be worn by all Skiers.

The buoyancy vests must be predominantly one or more of the following colours — canary, wattle, golden yellow, international orange, scarlet or bright fluorescent colours. A wet suit or belt shall not be considered to be an adequate buoyancy vest. Vests must have two straps completely encircling the body. Crutch straps are compulsory except in Marathons.

- (b) If a wet suit is worn over a vest, crutch straps are not necessary. Wet suit must be one or more of the following colours — canary, wattle, and golden yellow, international orange, scarlet or bright fluorescent colours.
- (c) SRA approved ski racing wet suits with built-in flotation will be accepted provided they comply with clause (a) (i) and (ii) and that the top section from the armpits up, is one or more of the following colours — canary, wattle, golden yellow, international orange, scarlet or bright fluorescent colours and have three safety straps over the opening area. It is desirable but not mandatory that the safety straps be one of the aforementioned colours. All recommended colours must be still visibly bright when wet. Underarm gussets, zippers, mauser tape on seams and edging can be any colour.
- (d) Skiers are allowed to wear long sleeved rash vests.
- (e) Buoyancy vests shall also meet the following inspection requirements:-
 - (i) Lacing ties and/or straps shall be adequate and in good condition.
 - (ii) Zips, where used, shall be in working order.
 - (iii) Tears or rips or bad repairs whereby buoyancy will leak out, shall not be permitted.
 - (iv) Jackets shall be dry and not oil or waterlogged.
 - (v) Jackets shall be fitted with hold-down straps to the legs.
- (f) SRA has the right to test floatation of equipment following the Australian Standards Testing procedure known as “Swim Test”
 - (i) The wearer is to be the owner of the wet suit and is positioned in water deeper than the height of the wearer.
 - (ii) Body position is straight up and down with legs below but free of the bottom.
 - (iii) Arms are to be beside the wearer’s body. The wearer has to relax and not work against the suit.
 - (iv) The wearer is to exhale all the air out of their lungs.
 - (v) The outcome of test is that the suit will keep the wearer afloat with their mouth well clear of the water with exhaled breath. The suit must also have a bias to float the wearer towards their back. Under no circumstances should the suit float the wearer towards their face
 - (vi) If the wetsuit floatation is not sufficient a fluorescent life jacket with leg straps must be worn over the wetsuit

10.15 Use of Water Bottles and the Like

Water bottles and the like (Camel Backs) may be worn for hydration purposes and shall be made of a soft material e.g. made of wetsuit material. These must be worn on the back, but must not be worn under the safety straps of the race suit. If the container is housed in an integral pouch as part of the wet suit, the safety straps of the wet suit must pass under the pouch and not around the pouch. All stoppers must

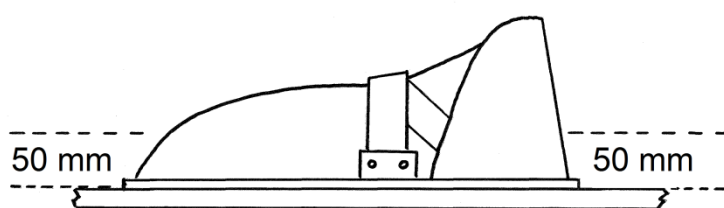
be of soft plastic material. The drinking tube is to be long enough to reach the mouth but not long enough to reach the eyes. These devices must be checked by the Chief Scrutineer at classic events or State Scrutineer at other events with notation of approval made in the logbook of each boat the Skier skis with.

10.16 Clinch Type Gloves

Clinch type gloves are not permitted.

10.17 Taping of Ski Bindings

- (a) Competitors may only tape ski binding externally as an aid to deflect water or stop buckles from coming loose. Maximum 50mm up side of binding. See diagram below.



- (b) 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.
- (c) Bindings that are designed to detach from the ski in the event of a fall are permitted.

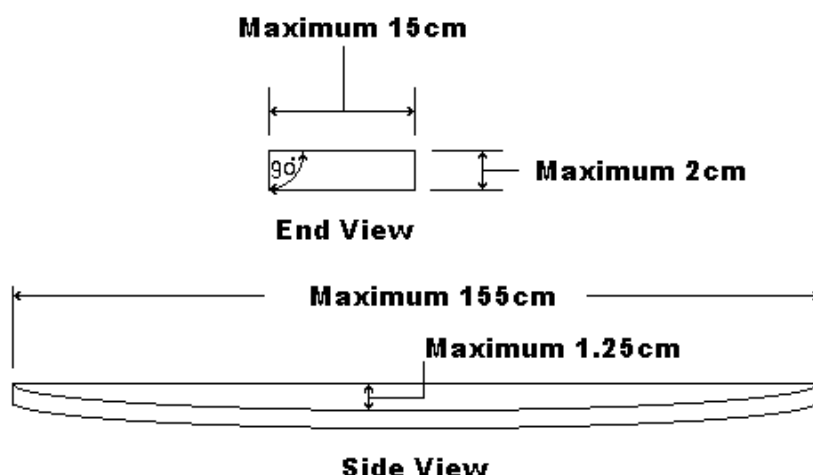
10.18 Skis

- (a) A coloured fluorescent orange paint or adhesive tape at least 15cm in length must be placed on the upper and lower front tip of all skis with a maximum 5mm margin permissible around the perimeter of the ski. Manufacturers' logo must be under the 15cm area.
- (b) Either one or two skis may be used, and such skis must be in a serviceable condition.
- (c) Skis shall not be more than 3 metres in length.

10.19 Marathon Skis

- (a) Marathon skis are defined as follows:
- (b) Any type of bindings and fins are allowed except in events specifying skis without such fittings.
- (c) A finless ski shall conform to (a), (b), (c) and (d) but no fins are allowable.

- (d) A freeboard ski shall conform to (a), (b) and (c) but no bindings are allowed. Fins are mandatory on the underneath surface of ski, but the top surface of the ski must be smooth and without indentation, roughened surfaces are allowable with equal density but must be continuous. Drop through fins must be flush.
- (e) A plank shall not exceed 155cm in length, 15cm wide, 2cm thick, square on all edges, bare on both sides, of consistent texture on all surfaces, no sand or indentations - straight with 1.25cm tolerance concave over full length. No turn up at ends, no tapers or bevels, no round edges or ends, no fins, fittings or bindings. See illustration below.



10.20 Non-conformity with the Rules

A Competitor wishing to use any equipment that does not comply with these above Rules, may submit a sample to the Race Organising Committee for determination at least four weeks prior to the Event.

10.21 Tow Lines

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

10.22 Cameras

- (a) A camera or cameras must not be mounted in any form on a Skier's person or skiing equipment. The penalty for breach of this rule is disqualification.
- (b) Cameras specifically designed and manufactured within ski goggles rims are permitted. Liquid image goggles are permitted.

- (c) In the event of any uncertainty, the Race Organising Committee has the ultimate and absolute discretion to determine whether a camera is or is not permitted under rule 10.22(a).

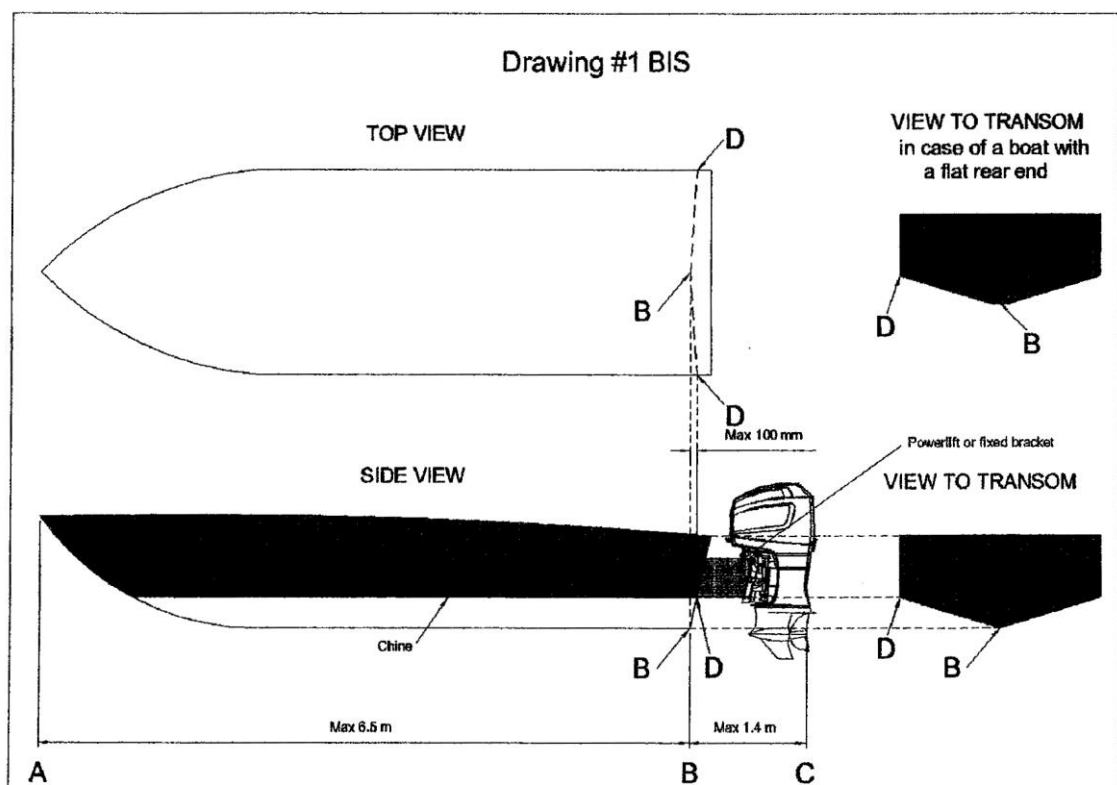
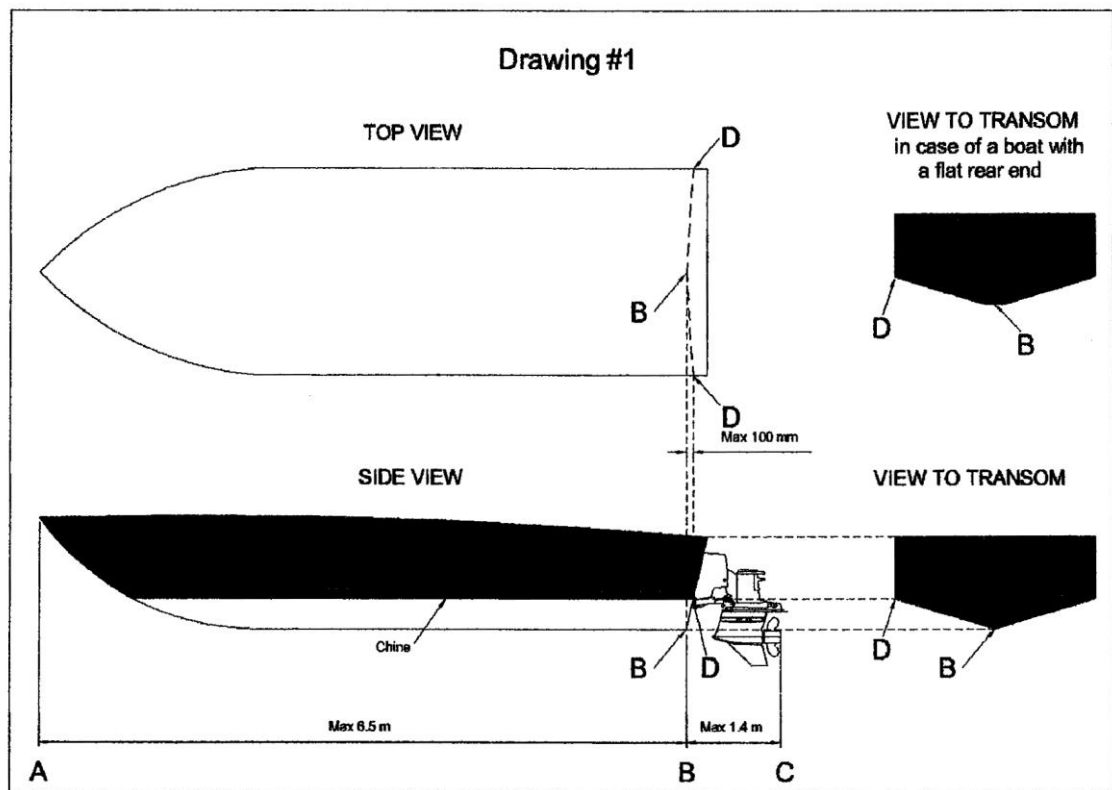
11. BOAT TECHNICAL REQUIREMENTS

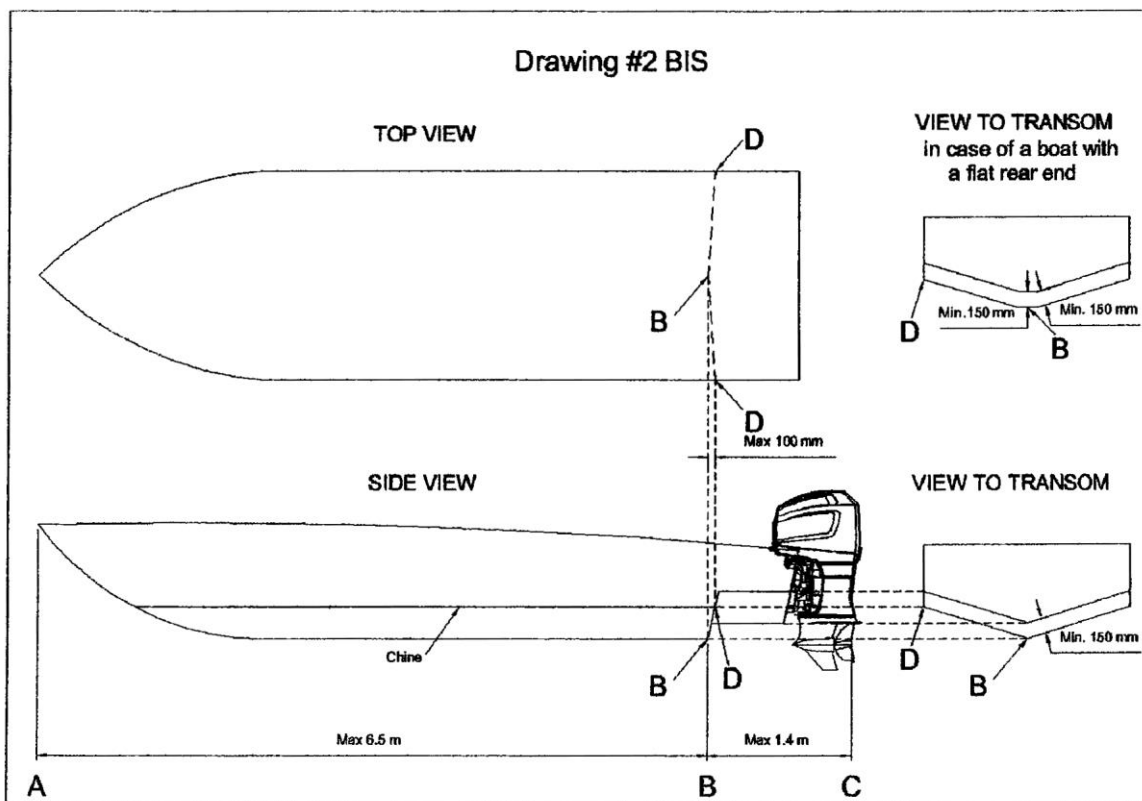
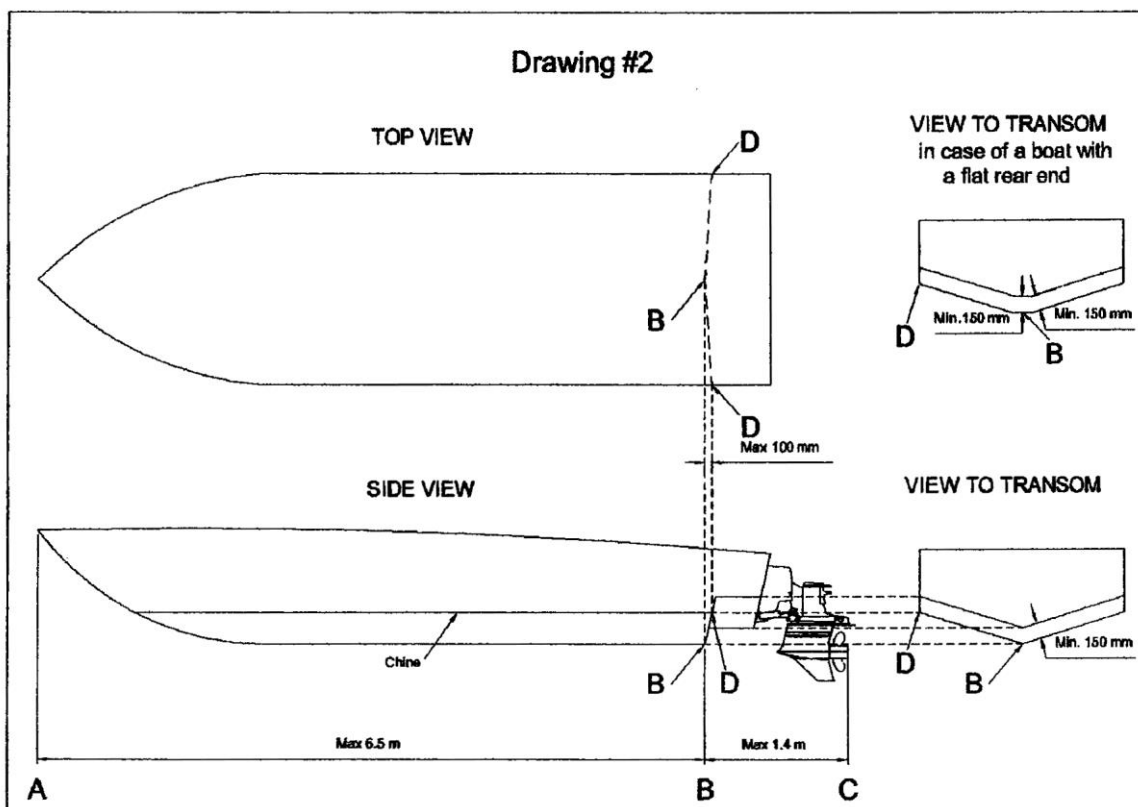
11.1 Boat Measurements

- (a) Boat used for towing Skiers must not exceed 6.5 meters in overall length. The overall length is measured between the two perpendiculars, one at the bow of the boat (A), the other at the point where the bottom intercepts the transom (B). (See diagram #1). Intersection of keel and transom is key to all other measurements.
- (b) An extension shall be for the purpose of mounting an outboard motor(s) or a drive leg(s) to the transom of the boat used for towing Skiers. The extension can be attached as a fabricated bracket and bolted to the transom or it can be moulded to the transom of the boat used for towing Skiers. Maximum length of the extensions and power unit(s) combined shall be 1.4 meters. There is a minimum dimension of 150mm (6") measured from the lowest part of the extension to the intersection of the bottom of the boat to the transom, or the projected line of the transom if it does not continue to the bottom of the hull. No part of the extension shall be in the water while the boat towing Skiers is on plane.
- (c) No "COSMETIC" extensions or protrusions are allowed in the 150mm (6") NO GO ZONE. (See drawing #2—View to transom) Adjustable trim tabs ARE allowed in this 150mm (6") NO GO ZONE.
- (d) The length of the outward chine shall be limited to 6.60 m in overall length (A to B-1 see drawing #1). This allows for some design in the outward angle of the transom, the additional .10 m is equal to 3.937 inches.

Drawing #2 with top views, side view and view to transom are part of this rule. B – C is defined as --- Transom to propulsion point (e.g. end of propeller shaft, nozzle of jet unit, 1.4 m).

- (e) Boats competing in World competitions need to conform to IWWF rules as per current IWWF rule book.





11.2 Measuring and Sealing of Engines

ALL ENGINES MUST BE SEALED BY SRA APPROVED ENGINE SEALERS BEFORE COMPETING.

- (a) Names of SRA approved sealers are available from the SRA office. Exception to this rule applies to MOC, Unlimited Outboard, 60mph and 70mph, Under 10 and Marathon events.
- (b) Sealing paper work to accompany the boat and log book at all times. Copies of all sealing paperwork are to be forward to SRA.
- (c) All outboard engines that are required to be sealed under these Rules are to have a minimum of 3 seals (1 – induction inlet manifold to crankcase, 1- head sealed & 1 – engine block so that it cannot be removed from exhaust plate).
- (d) All inboard engines except for stock are to have a minimum of 1 seal to be attached to the timing cover bolts or so the crank shaft cannot be replaced.
- (e) Stock inboard – minimum of 3 seals on timing cover bolts, inlet manifold bolts & Carburettor bolts.

11.3 Modifications

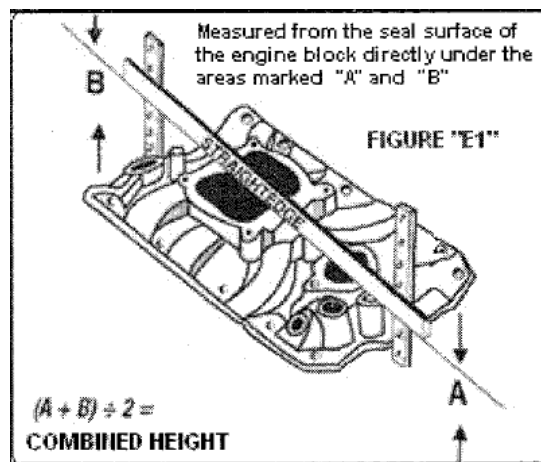
- (a) All inboard classes except Stock allowed unlimited modification provided capacity adhered to.
- (b) Inboard hydroplanes, tunnel hulls, jet boats and those with outboard legs will enter inboard engine capacity.

11.4 Stock Inboard Rules

ENGINE

- (a) Small block- Under 6 Litre with a small block configuration.
 - (i) Engine blocks to be cast iron construction.
 - (ii) Bore size not to exceed 4.080 inches maximum for all engines.
 - (iii) Connecting rods must be of magnetic material. No exotic materials, eg. titanium.
 - (iv) Connecting rods not to exceed 6 inches in length, centre to centre.
- (b) Fuel - ONLY commercially available automotive premium/unleaded pump fuel from service stations permitted.
 - (i) No racing fuels, AV gas or imported unleaded fuel from overseas or any fuels that contain MTBE (eg VP, Unical, Elf, Sunoco, etc).
 - (ii) No nitrous oxide or gases of any sort.
 - (iii) No additives or octane boosters.
- (c) Carburettor - must be a Holley 4777 series.
 - (i) The only alterations permitted to the carburettor is the changing of jets, needle and seats, power valves and the removal of all or part of the choke mechanism. No machining or removal of metal from the carburettor body is permitted.

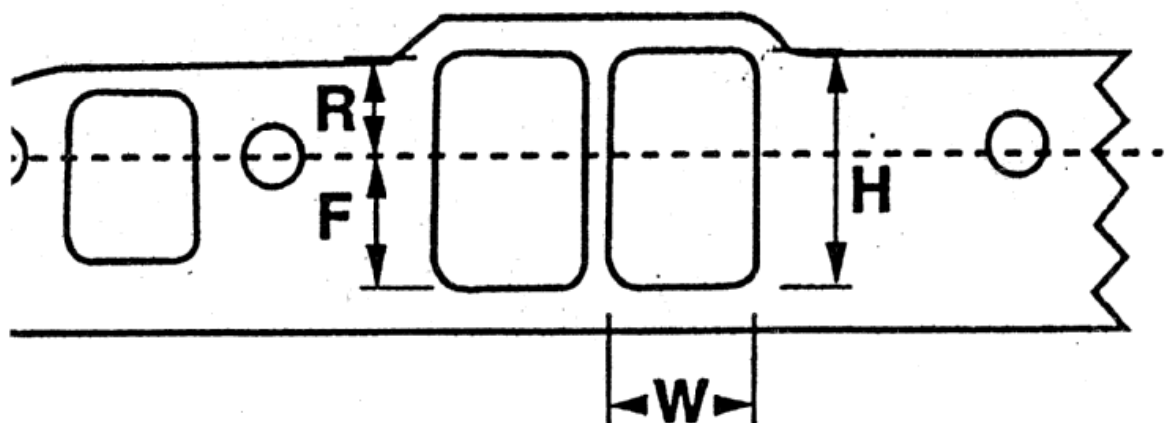
- (ii) All air supplying the engine must pass through carburettor venturis, no breathers or PCV valves to be fed below venturis.
- (d) Manifolds - Inlet manifolds must be commercially available, of cast construction, single or dual plane. Fabricated or sheet metal manifolds are not permitted.
 - (i) Manifold plenum and port runners must remain as cast. No porting or port matching of any kind permitted.
 - (ii) No ceramic or other coatings inside manifolds permitted;
 - (iii) Spaces and gaskets combined must not exceed 182mm in total combined height. Combined height is measured from the manifold sealing surface of the engine block to the underside of the straight edge placed on the manifold/spacer carburettor mounting base. Calculate example: if A-170mm and B-190mm (170 + 190 = 360mm) divided by 2 = 180mm total combined height. See diagram below:



- (e) No means of forced induction.
- (f) Exhausts - Restrictions to exhaust systems are as follows:
 - (i) Each bank of cylinders shall have one (1) only tail pipe and ALL exhaust gas from each bank of cylinders shall pass through this pipe, no 8 into 1 extractors. Other than that exhausts are free.
 - (ii) Exhaust systems must comply with noise levels as per SRA rule 9.4.
 - (iii) Vacuum Pumps of any kind are not permitted
- (g) Camshaft - flat tappet camshaft only. Original engine manufacturers (OEM) bore size for lifters.
 - (i) No Schubeck style lifters or exotic materials.
 - (ii) Must be of magnetic body and face.
 - (iii) No mushroom style lifters of any sort permissible.
 - (iv) Camshaft drives of any type are permitted.

- (h) Rocker - Roller rockers permissible.
 - (i) Standard OEM ratio to be maintained. GM (Chev) 1.50 / GMH (Holden) 1.65 / Ford (Boss/Chev) 1.73 / Ford (Windsor) 1.60 / Chrysler 1.50..
 - (ii) Only single stud mounted rockers allowed (stud must be in OEM position).
 - (iii) No shaft mounted rockers (eg: Jessel or T&D).
- (i) Heads - Cylinder heads must be of cast iron construction and commercially available. Cylinder heads must maintain original valve to block angles, plus or minus 1 degree for all mass production small block engine specifications available pre 1994. For example Chev 23 degree heads only.
 - (i) Port height. Bolt hole centreline to inlet port roof, floor, height of port and width of port. See diagram below. All measurements to have a 1% tolerance.
 - (ii) Valve seats may be reclaimed with the use of new inserts, valve guides are free
 - (iii) Match porting of inlet and exhaust ports of cylinder head permitted to be machined to a distance of 13mm towards the valve to match manifolds.
 - (iv) Valve size free, however original valve seat angles must be maintained.
 - (v) Surface grinding permitted, however original angle must be maintained.
 - (vi) No other machining, porting or modifying permitted apart from machining screw in studs and valve spring seats.

Head flange view.



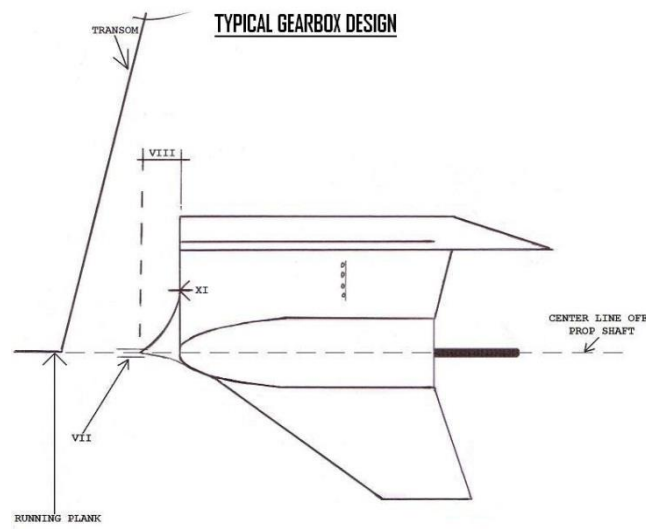
Chevrolet: R = 0.980 inches
F = 1.250 inches

Holden: R = 1.220 inches
F = 1.340 inches

	H = 2.230 inches	H = 2.560 inches
	W = 1.310 inches	W = 1.260 inches
Ford Cleveland	R = 1.450 inches	Ford Windsor R = 1.030 inches
	F = 1.200 inches	F = 1.040 inches
	H = 2.650 inches	H = 2.070 inches
	W = 1.850 inches	W = 1.280 inches
Chrysler	R = 1.100	
	F = 0.910	
	H = 2.010	
	W = 1.030	

- (j) Flywheel - Steel or aluminium billet construction.
 - (i) no cast or cast aluminium flywheels.
- (k) Maximum static compression ratio 10.5 to 1..
- (l) Pistons - Flat top or concave only.
 - (i) Must not protrude past top of cylinder block
- (m) Wet sump only, sump configuration and capacity free.
 - (i) Oil pump to remain in original position. Can be of higher volume and capacity.
 - (ii) No dry sump systems.
- (n) Standard ignition or electronic ignition, single coil.
 - (i) No magnetos or crank trigger systems.
- (o) Stern Drives - All standard production stern drives allowed, no modifications permitted. Torque tamers allowed.
 - (i) Any size leg permitted.
 - (ii) No racing legs permitted.
 - (iii) Nose cones are permitted.
- (p) Gear Box.
 - (i) The permitted fitting of nose cones is not to include additional fluting to aid water pick up. The fitting of the nose cone will not compromise the original contour of the gearbox. Water pick ups are not permitted to be

blocked off or restricted and must not compromise the visual existence of the inlet holes from standard.



- (ii) Welded propellers must supply crack test certificate every 12 months.
- (iii) Single propeller systems only.
- (iv) Removal of metal from skeg not permitted.
- (v) Gear box must have correct ratio gear set in for that model.
- (vi) Gear box must have forward, neutral, reverse and be controlled from the cockpit.
- (vii) Nose cone point or tip to be plus or minus 8mm from centre line of prop shaft.
- (viii) Overall measurement of standard gearbox measured from rear of gearbox housing to leading tip of gearbox may not be increased by more the 100mm by the fitting of any nose cone.
- (ix) Skeg to have no metal removed from original. Torque tamers allowed.
- (x) Damaged skegs to be rebuilt – refer 9.17
- (xi) Welded nose cones are permissible – refer 9.17.
- (xii) Nose cone not to extend more than 200mm above prop shaft centre line vertically.
- (xiii) Cavitation plate on gearbox to have no metal added or removed.
- (xiv) One piece drive shafts allowable.
- (xv) Stand off boxes is permitted. No stern jacks permitted.
- (xvi) Transom or leg mounted pickups for showers are permitted.
- (xvii) Water pickup must be operational.

(xviii) If using "Bravo" leg OEM replacement prop shaft allowed.

(q) Spirit of the Class

The spirit of the stock inboard class is to provide ski racing at reasonable cost. Anything not covered or is outside of the rules is not permissible. However, acknowledging that there will be circumstances where the unforeseen will occur, appeals and/or grievances and/or rule modifications may be lodged with the SRA Technical Committee who will assess the matter and advise the SRA Board accordingly and seek the final decision on the matter from the SRA Board.

11.5 Single Engine Outboard

- (a) The height of the outboard on the transom is to be limited to the centre of the prop shaft, no higher than level with the bottom of the hull. (This is measured with the outboard trimmed so the prop shaft is parallel with the bottom of the hull). Hydraulic jacking plates operated from the cockpit must have mechanical travel stops that are of a construction that that form a positive stop and must limit prop shaft to this height.
- (b) Motors exceeding 200 kilos in weight will not be permitted on boats with length less than 16 feet or 4.8768 metres.

11.6 200Hp Outboard

- (a) Standard Motor Definition applies – refer rule 11.9.
- (b) Standard production motor with maximum manufacturer/official rating of 200 Horse Power.
- (c) Forced Induction only allowable on Mercury Verado 4 cyl engines. Mercury Verado 6 cyl and any other engines that employ forced induction are not permitted in this class.
- (d) Engines manufactured in 2001 and onwards must be approved by SRA. SRA reserves the right to approve or not approve any engine . Currently SRA approved 2001 and onwards engines for 200Hp Outboard are:
 - (i) Mercury 200 Pro XS
 - (ii) Evinrude 200 HO
 - (iii) Evinrude 200
 - (iv) Mercury 200 Verado (4 cylinder model)
 - (v) Yamaha 200HP V Max SHO (20 inch trunk only)
- (e) Optional or special order parts are not permitted
- (f) Engines must utilise the standard gearcase inclusive of gear ratio for that specific model of engine.

11.7 S.M.O.C. – Standard Motor Open Cockpit

- (a) Standard Motor definition applies – refer rule 11.9.
- (b) Standard production motor with maximum manufacturer/official rating of 250 Horse Power.
- (c) Open Cockpit Hull Definition applies – refer rule 11.10.
- (d) Engines manufactured in 2001 and onwards must be approved by SRA.

SRA reserves the right to approve or not approve any engine.

Current SRA approved 2001 and onwards engines for SMOC are:

- (i) Mercury 250xs / 250pro xs allowable gearboxes are sportmaster, torquemaster, fleetmaster and verado style.
 - (ii) Evinrude 225HO / 250HO allowable gearboxes include L1, L2, M1 and M2 Types.
 - (iii) Yamaha VF250LA 20 inch trunk – standard gearbox and ratio only
 - (iv) Suzuki DF250SS 20 inch trunk – standard gearbox and ratio only
 - (v) (Note: Mercury Verado 250 is not currently approved for SMOC)
- (e) Optional or special order parts are not permitted

11.8 M.O.C. – Modified Open Cockpit

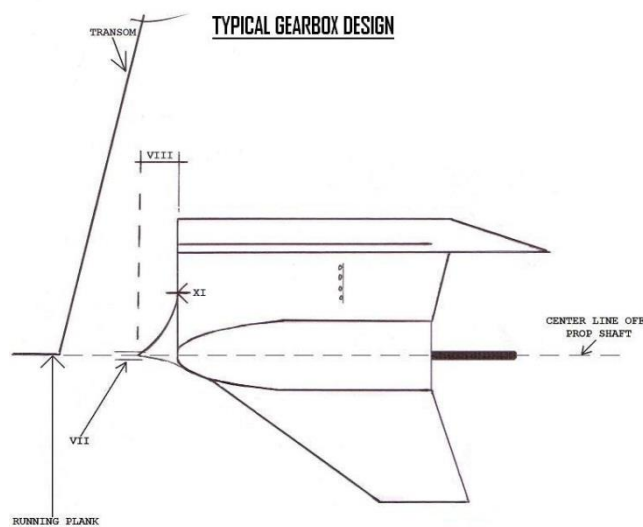
- (a) All engines must have operational forward, neutral and reverse and to be controlled from the Drivers position.
- (b) Engine modifications are acceptable.
- (c) No turbo charging, super charging or nitrous oxide allowed. Exceptions – refer to 11.8(e).
- (d) Maximum of 3.5 litre engine capacity. Exceptions – refer to 11.8(e).
- (e) Any engine that is approved and legal to run in SMOC and/or F2 class and that has been sealed by SRA to compete in these classes can compete in MOC class.

11.9 Definition of a Standard Outboard

- (a) Engines Manufactured in 2000 and Prior. Note - will be ineligible to compete from the start of the 2017/18 season.
 - (i) Engine must be a standard production engine, mass produced and freely available to the public via any dealership. This means engines sold via specialised dealers only, or only available in restricted or limited volume are not eligible.
 - (ii) All engines must carry original manufacturer model number and serial ID plates, sticker, etc. These will be located on the engine. Loss of this

information will mean the competitor will have to apply through SRA Board to have this information re-instated and verified before competing.

- (iii) The upgrading of engines from their original year specification will not be accepted.
- (iv) The factory super session of parts is acceptable.
- (v) The fitting of earlier model parts or back fitting is not acceptable.
- (vi) Aftermarket parts other than permitted parts will have to be verified by SRA Technical committee prior to competition.
- (vii) Tell tales can be moved to observer's side. Tell tale must reflect same diameter as original OEM tell tale.
- (viii) Exceptions. Spark plugs, propellers carburettor jets, ignition timing, nose cone torque tamers, reeds, oil injection pumps can be removed as a safety measure - this includes lines and receivers, rev limiter can be disconnected, one piece drive shaft, one piece prop shaft allowed.
- (ix) Fuel pumps. Electric fuel pumps are acceptable provided fuel passes through the original unaltered fuel pump onto engine and is operational. The electric pump must turn off with cut out switch.
- (x) Gear Box
 - (A) The permitted fitting of nose cones is not to include additional fluting to aid water pick up. The fitting of the nose cone will not compromise the original contour of the gearbox. Water pick ups are not permitted to be blocked off or restricted and must not compromise the visual existence of the inlet holes from standard.



- (xi) Welded propellers must supply crack test certificate every 12 months.
- (xii) Single propeller systems only.

- (xiii) Removal of metal from skeg not permitted.
 - (xiv) Gear box must have correct ratio gear set in for that model.
 - (xv) Gear box must have forward, neutral, reverse and be controlled from the cockpit.
 - (xvi) Nose cone point or tip to be plus or minus 8mm from centre line of prop shaft.
 - (xvii) Overall measurement of standard gearbox measured from rear of gearbox housing to leading tip of gearbox may not be increased by more the 100mm by the fitting of any nose cone.
 - (xviii) Skeg to have no metal removed from original. Torque tamers allowed. Damaged Skegs to be rebuilt – refer 9.17
 - (xix) Welded nose cones are permissible – refer 9.17.
 - (xx) Nose cone not to extend more than 200mm above prop shaft centre line vertically.
 - (xxi) Cavitation plate on gearbox to have no metal added or removed.
 - (xxii) One piece drive shafts allowable.
- (b) Power Head.
- (i) No changes to manufacturer's specifications are allowed.
 - (ii) No metal is to be added.
 - (iii) No metal is to be removed, except for normal reconditioning
 - (iv) No modifications to exhaust tuner and/or exhaust reliefs.
 - (v) All wiring looms must ID that particular model and serial no.
- (c) Electronics.
- (i) Piggy back computer to aid engine computer is not permitted.
 - (ii) Drive by wire. No steering is to be drive by wire or wireless. No throttle is to be drive by wire or wireless, unless it can be shown to SRA technical that the throttle WILL close off completely when:
 - (A) Loss of voltage to the system;
 - (B) Total collapse of system;
 - (C) Fusion in the system.
 - (D) Gearshift by wire or wireless is acceptable.
- (d) Fuel.
- (i) Unleaded or premium unleaded only.

- (ii) Fuels containing MTBE strictly prohibited.
- (e) Anything not covered or outside the above rule cannot be done, however, due to the unforeseen, appeals will be given consideration by SRA technical and then passed to the SRA board for final decision.
- (f) Spirit of the class - Standard manufactured outboard engines racing in controlled formulae.
- (g) Engines Manufactured in 2001 and Onwards
 - (i) Engine must be a standard production engine, mass produced and freely available to the public. This means engines sold via specialised dealers only, or only available in restricted or limited volume are not eligible. Special order parts not acceptable. Optional parts not acceptable.
 - (ii) All engines must carry original manufacturer model number and serial ID plates, sticker, etc. These will be located on the engine. Loss of this information will mean the Competitor will have to apply through SRA Board to have this information re-instated and verified before competing.
 - (iii) The upgrading of engines from their original year specification will not be accepted.
 - (iv) The factory supersession of parts is acceptable.
 - (v) The fitting of earlier model parts or back fitting is not acceptable.
 - (vi) Aftermarket parts will have to be verified by SRA Technical Committee prior to competition.
 - (vii) Exceptions: propellers, nose cone, torque tamers and spark plugs.
 - (viii) Fuel pumps: Electric fuel pumps are acceptable provided fuel passes through the original unaltered fuel system. The electric pump must turn off with cut out switch.
 - (ix) Gear Box
 - (A) Nose cones are permitted; however are not to include additional fluting to aid water pick up. The fitting of the nose cone will not compromise the original contour of the gearbox. Water pick ups are not permitted to be blocked off or restricted and must not compromise the visual existence of the inlet holes from standard.
 - (B) Welded propellers must supply crack test certificate every 12 months.
 - (C) Single propeller systems only.
 - (D) Removal of metal from skeg not permitted.
 - (E) Gear box must have correct ratio gear set for that model.

- (F) Gear box must have forward, neutral, reverse and be controlled from the cockpit.
 - (G) Nose cone point or tip to be plus or minus 8mm from centre line of prop shaft.
 - (H) Overall measurement of standard gearbox measured from rear of gearbox housing to leading tip of gearbox may not be increased by more the 100mm by the fitting of any nose cone.
 - (I) Skeg to have no metal removed from original. Torque tamers allowed. Damaged skegs to be rebuilt - refer rule 9.17.
 - (J) Welded nose cones are permissible – refer rule 9.17.
 - (K) Nose cone not to extend more than 200mm above prop shaft centre line vertically.
 - (L) Cavitation plate on gearbox to have no metal added or removed.
- (h) Power Head
- (i) No changes to manufacturer's specifications are allowed.
 - (ii) No metal is to be added.
 - (iii) No metal is to be removed, except for normal reconditioning
 - (iv) No modifications to exhaust tuner and/or exhaust reliefs.
 - (v) All wiring looms must ID that particular model and serial no.
- (i) Electronics
- (i) Original factory Engine Management Systems to remain in place unaltered and to retain standard manufactures engine software settings. Manufacture service updates accepted.
 - (ii) Piggy back computer is not permitted.
 - (iii) Drive by wire. No steering is to be drive by wire or wireless. No throttle is to be drive by wire or wireless, unless it can be shown to SRA technical that the throttle WILL close off completely when:
 - (A) Loss of voltage to the system;
 - (B) Total collapse of system;
 - (C) Fusion in the system.
 Gearshift by wire or wireless is acceptable.
 - (iv) Fuel
 - (A) Unleaded pump fuel only.

- (B) Fuels containing MBTE strictly prohibited.
- (v) Anything not covered or outside the above rule cannot be done, however, due to the unforeseen, appeals will be given consideration by SRA Technical and then passed to the SRA Board for final decision.
- (vi) Spirit of the Class - Standard manufactured outboard engines racing in controlled formulae.

11.10 Definition of an Open Cockpit Hull (note, not applicable to 200HP, F2, and 60/70 MPH classes)

- (a) Hull must be factory production model sold or advertised through normal channels. No structural changes permitted.
- (b) Light lay-ups from factory will be allowed.
- (c) Centre steering will not be allowed.
- (d) A cockpit's opening must form a rectangular dimension that is minimum 1680mm long and minimum 1170mm wide.
 - (i) This dimension is to be measured 300mm vertically down from the top surface of the deck.
 - (ii) No part of the hull, including the deck can occupy the area within and above the dimension (ie: cockpit opening)
 - (iii) No part of the dimension can extend forward of the most rearward point of the dash.
 - (iv) There must not be any means of wind deflection within, above or below the area occupied by the dimension (ie: the cockpit opening.).(i.e. No rope board or wind boards etc)
 - (v) SRA reserves the right to approve or disapprove any boat for the open cockpit classes.
- (e) Observer's seat will be next to or in front of the Driver's seat. No part of the Observers seat shall extend past the rear of the Driver's seat

11.11 Post Race Technical Scrutineering

All Competitors are to have boats available for technical scrutineering when requested by the Race Organising Committee or Technical Officer. Any team failing to present a boat, to technical scrutineering upon request, will be disqualified of all results obtained at that Event and will incur up to the maximum penalty for breach of technical rules.

- (a) A Red tag can only be applied at the direction of the Chief Scrutineer. A red tag is to be used when an engine is considered to be potentially outside these Rules and needs further investigation.
- (b) A red tag cannot be applied to an engine that has not been sealed.

- (c) Where a red tag has been applied, the boat is not permitted to compete in any Event until the inspection process has been completed and the engine has been re-sealed.
- (d) The Chief Scrutineer whom authorised the engine to be red tagged must nominate an appropriate entity in writing to remove the red tag and perform the inspection. The entity nominated is to remove the red tag and must provide a full inspection report in writing to the Chief Scrutineer and Technical Officer.
- (e) Removal of a red tag must only be performed at the direction of the Chief Scrutineer whom authorised the engine to be red tagged. This approval must be forwarded in writing to the Team Captain of the boat that has been red tagged.
- (f) Failure to have the red tag removed as per the above process will result in disqualification of all results obtained at that Event and will incur up to the maximum penalty for breach of technical rules.
- (g) Failure to comply with any direction from the Chief Scrutineer will result in disqualification of all results obtained at that Event and will incur up to the maximum penalty for breach of technical rules.
- (h) Teams found to be in breach of technical rules will be liable for penalties. These penalties will apply to:
 - (i) Boat owner;
 - (ii) Engine Sealer;
 - (iii) Driver;
 - (iv) Boat.
- (i) Should the engine have been sealed in breach of technical rules, the sealer will be stood down pending an investigation by SRA.
- (j) Penalties for breach of technical rules and/or tampering of seals:
 - (i) Up to a maximum of 2 years ban for owner, Driver and boat. This ban will be effective immediately, pending investigation by SRA Officials;
 - (ii) Lifetime ban, never to hold the position again, for engine sealers.
- (k) Protest. In the case of a Competitor protesting against another Competitor wanting the engine reviewed, the Competitor must lodge \$1500.00 with the Chief Judge in addition to the Protest fee. Should the Protest prove valid the funds will be returned. If the protest fails the funds will go to the Competitor to pay for the reassembly of the engine in question.
- (l) All Technical Protests to be lodged to the relevant Chief Judge or SRA within 14 days of the receipt of a penalty notice.

11.12 Scrutineering Stipulations

- (a) At the time of scrutineering only the owner of the boat or one member of the crew is to remain with the boat inside the scrutineering area. Where necessary, it is this person's responsibility to have the engine stripped to the scrutineers desired state. It is also this person's responsibility to have the engine re-assembled after scrutineering. No costs will be reimbursed after scrutineering.
- (b) No alcohol to be consumed in scrutineering area.

Penalty – Failure to comply may result in disqualification at the discretion of the Chief Judge.

11.13 Gas Jets or Rockets

Boats propelled by gas jets or rockets are not eligible to race. All propelling forces shall be directed in or against the water.

11.14 Fuels

SRA will only allow the use of commercially available fuels that are MTBE free.

Commercially available automotive unleaded pump fuel may be used. Commercially available low lead AV gas may be used. The use of any race specific, unleaded, leaded or any other types of fuels that contain MTBE, known as Methyl Tertiary Butyl Ether, or any fuel additive or octane booster that contains MTBE, known as Methyl Tertiary Butyl Ether is banned. (For example; VP fuel, Unical, Elf or Sonoco fuels or additives that contain MTBE are banned) The use of an illegal fuel that contains MTBE will result in the cancellation of SRA Membership.

12. COMPETITION AREA

12.1 Course

- (a) A set course and distance, with a minimum depth of 2 metres, must be provided for all Sanctioned Events. A competition area, course, and alternative position of buoys, location of lap buoys, starting buoys, beaches and finishing buoys will be clearly defined by the Officials. A minimum of 2 buoy turns is compulsory at Australian Speed and Marathon Championships. These will be clearly outlined to the Competitors in writing 24 hours before the Event and/or at a briefing by the Race Director prior to the start of the event. The number of laps, if more than one, and the finish line, shall also be clearly designated at the briefing prior to the start.
- (b) It is desirable that a scale map of long distance courses be made available to Competitors.
- (c) The course shall be marked by buoys, moored vessels or permanent seamarks. All markers shall be passed on the outside, unless otherwise directed at the briefing.
- (d) All courses shall run in an anti-clockwise direction. Boats will travel in anti-clockwise direction unless otherwise directed.

- (e) Each course buoy should be clearly and adequately marked to ensure a safe racecourse. Guidelines for desirable dimensions of turn and course buoys are as follows:-
- (f) Turn Buoys - a minimum of 75cm in height and 45cm in diameter.
- (g) Course Buoys - a minimum 50cm high and minimum 30cm in diameter. All buoys to be constructed and laid so as not to create a hazard.
- (h) Any buoys marking safety hazards shall be clearly distinguishable from the course buoys. All buoys shall provide maximum visibility.
- (i) The 100 metre lead in buoy should be the largest buoy of the turn.
- (j) Should a mark be absent from its proper place during a heat or race, the Officials may replace the mark or substitute one therefore, at the discretion of the Committee.

12.2 Buoy Colour Type Code

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

12.3 Required Flags and Their Meanings

FLAGS The following flags are required:

- (a) NATIONAL
 The National flag may be used as a starting flag - dimensions 100 x 100 cms.
- (b) GREEN
 Pre-start and identifying flag for Event Judges, safety and rescue boats - dimensions 50 x 50 cms.
- (c) YELLOW
 Caution. Event Judges and safety boats will raise the yellow flag when a Skier has fallen, when a Skier is in the water, or in any other case of interference after the National flag has started the race - dimensions 50 x 50 cm.
- (d) RED
 Stop the race. The Event Judges and safety boats will raise the red flag to stop the race - dimensions 100 x 100 cm. Immediate stop by all competing vessels. Penalty - Disqualification.

- (e) the BLACK

Disqualification. The black flag is used to notify a Competitor that he has been disqualified and that he must retire from the race. When the black flag is shown, the number of the team being disqualified should be displayed in figures not less than 300mm high at a point designated by the Chief Judge - dimensions 100 x 100 cm.

- (f) BLUE

One lap to go for leading boat - dimensions 100 x 100 cm.

- (g) CHEQUERED

Finish. The chequered flag indicates the end of the race - dimensions 100 x 100 cm

- (h) FLUORESCENT PINK & GREEN

Where Divisions or Classes are run together at Australian Ski Racing Championships, a second finish flag coloured fluorescent pink and fluorescent green shall be used as indicated to Competitors at the race briefing.

- (i) WHITE

The white flag will be used to designate return to pits.

- (j) JUDGE'S BOATS

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

- (k) SAFETY & RESCUE BOATS

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

- (l) SAFETY FLAG

Must be bright fluorescent orange - dimensions 50cm x 50cm, fixed to a pole of 1 metre length with a minimum diameter of 16mm and must be part of equipment. Boat name and registration number must appear on handle.

- (m) BLUE AND WHITE MEDICAL FLAG

A royal blue and white medical flag is to be carried in all boats. Dimensions - 50cm x 50cm fixed to a pole of 1 metre length with a minimum diameter of 16mm. This flag will be ½ royal blue and ½ white (separated diagonally).

12.4 SOS Protocol

- (a) Competitors who are confronted with an SOS alert on their Racesafe unit must, where it is appropriate and safe to do so, render assistance appropriate to the situation they are faced with. What is appropriate and safe will depend on the particular circumstances.

- (b) If a medical flag is being waved it can be assumed that there is a serious incident requiring assistance and in that situation the first boat must stop if safe to do so and select SOS on their Racesafe unit to alert race control.
- (c) The second boat approaching this scenario must, upon noticing two boats stopped with medical flags and an SOS on their Racesafe unit, proceed to the next course boat displaying their medical flag. Other boats coming onto the SOS scene must stop if safe to do so to render further assistance if required. This is also to ensure there is no chance of further danger to the injured competitors and reduces the risk of hitting submerged debris, ropes or equipment.
- (d) From time to time an SOS is triggered by competitors for injuries requiring medical transport that are not of a critical nature. On these occasions a medical flag should not be flown by the boat that has the injured competitor. If safe to do so competitors can continue racing.
- (e) Each situation is different and requires the best judgment of the drivers of the boats taking the situation into account. At all times competitors approaching an incident must do so with extreme caution and should always ensure their own safety is a priority.

12.5 Red Flag Protocol

- (a) A Red Flag requires all boats to stop on course in accordance with rule 12.3(d), retrieve their skiers and then await further instructions,.
- (b) A Red Flag from a course official always takes precedence over any message shown on the Racesafe unit when in use. Racesafe may be used to confirm a Red Flag situation and then provide further instructions to competitors.

13. CONDUCT IN COMPETITION AREA

13.1 Governing Rules

- (a) All Competitors must be familiar with the official Rules.
- (b) The Marine Authority regulations concerning power boats must be adhered to at all times during all Events by Drivers and Skiers. In ocean contests, the COLREGS must be observed. Boats and Skiers must proceed around the course as indicated at the briefing and must pass on the correct side of all course marker buoys. Failure to comply with these regulations, or any of the Rules may result in disqualification, except in the case of Rules where a lesser penalty is indicated, but a boat shall not be disqualified if the circumstances outlined in rule 7.1(b) apply.
- (c) No refuelling allowed in the water at any Sanctioned Event.
- (d) No smoking within six (6) metres of any vessel or fuelling area.

13.2 Safety Precautions

- (a) All possible safety precautions must be taken.
- (b) No Competitor shall be allowed to compete or to continue to compete if, in the opinion of the Safety Officer and Race Organising Committee, by continuing to compete he or she would be a danger to themselves or other Competitors

in the Event. During the Event, the Safety Officer may, at any time, request the Race Director to halt the event or to call for a poll of the Event Judges in regard to the Competitor's actions or condition. Whenever practical, the advice of a doctor should be obtained.

- (c) Any Competitor hospitalised or sustaining any injury during the racing season, which in the opinion of any of the following Officials:
 - (i) the Safety Officer;
 - (ii) the Chief Judge; or
 - (iii) the State Ski Racing Committee
 - (iv) the SRA Chief Executive Officer,could have an effect on the Competitor or others safety, must present a Doctor's release, using the Medical Form available on the SRA website, to SRA prior to continuing to race for that or the following season.
- (d) Where a medical certificate is required to allow a Competitor to compete following an injury or illness, the medical certificate included in the Medical Form must clearly state that the Competitor is fit to resume racing at speed. Failure to produce a medical certificate clearly stating this will result in the Competitor not being allowed to compete.
- (e) All boat crew members must wear spectacles if eyesight requires spectacles under normal circumstances.

13.3 Breakdown or Equipment Failure

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

13.4 Skier Entering Boat during Competition

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

13.5 Fastening of Towline or Handle/s

- (a) Skiers are strictly prohibited from fastening their towline or the handle of the towline to the body in any way whatsoever.
- (b) The Skier towline may consist of a front handle and 2 for use behind the body. Handle at front of the body may be different size to the rear handle/s. Both rear handles shall be of the same diameter, shape, length, texture and holes spacing for attachment.
- (c) There shall be NO means of mechanically holding the rear handles together. There shall be NO means of fastening to the body or ski suit.

13.6 Connection to Tow Line

The Skier must always have at least one hand on his towline.

13.7 Entries

- (a) Entries for Events will only be accepted on the prescribed official Entry Form and must be lodged as advertised. .
- (b) The Race Organising Committee reserves the right to refuse any entry.
- (c) Notification of withdrawal of an entry must be within one hour before official draw to be eligible for refund.

13.8 Order of Competitors

- (a) Before the start of each Event, the entry list shall be closed and the order of Competitors shall be made by random draw and Competitors notified. No change in this order is permitted except for withdrawals. As each Event starts, the order shall be announced and thereafter any Competitors who fail to be in starting order and in condition to compete, shall not be allowed to start. However, where for a reason considered acceptable by the Chief Judge they are unable to start after the word "Go", they may leave as soon as possible whilst still retaining original start time.
- (b) Novice or rookie Drivers must be seeded to outside pole in mass start events.

13.9 Official Start Method

- (a) Official Start Method will be determined by the Race Organising Committee. Methods selected must take into consideration safety factors in relation to location, beach and tide conditions on the day of the event. Methods considered will be:-
 - (i) Grid start/s with separate timing for each group.
 - (ii) Simultaneous mass start.
 - (iii) Time trial - interval starts.With:-
 - (iv) Beach Start
 - (v) Deep Water Start
 - (vi) Pole Boat Start
- (b) Starter - An Official with reasonable experience of water ski racing. Will be appointed and briefed by the Chief Judge in consultation with the Race Director.
- (c) All start procedures other than off the bank, will have the start boat moored, as well as fixed buoys to indicate a start line, along with a courtesy or drop-in buoy / buoys at approximately 100 metres (300ft) prior to the start line.

13.10 Grid Start

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

13.11 Ski Racing Events - Interval Starts.

The start will be as directed by the Starter for the Event, either timed intervals or a uniform time start. The Starter will count down each contestant or Competitors. The word "Go" will signify the commencement of timing unless some loud, audible device is used. The Starter will call push out at 10 seconds, motors must not be started till "Go" and any boat whose motor is started before "Go" will have one minute added to its time. The methods decided upon will be used for all boats in the event. Starting Event Judge shall have control of warming of motors after start of event.

13.12 Briefing of Competitors

- (a) The Race Organising Committee must hold a pre-race briefing during which the fullest possible details must be given concerning navigation, course and safety of the competition, including the dropping off area at the conclusion of the race or issue a detailed briefing sheet.
- (b) Boat Drivers, Observers, and Skiers must complete the compulsory briefings or will not be allowed to start.
- (c) Subject to rule 13.12(d), briefings may take the form of an online briefing whereby competitors are able to log in and receive instructions via computer prior to the event.
- (d) Online briefings are only permitted for returning competitors (ie those who have previously participated in ski racing events). First time competitors must attend a face to face briefing from the Race Director or Chief Judge
- (e) No alcohol is to be taken or consumed at the briefing.

13.13 Start

- (a) In the case of a fall in the start area the boat must idle and turn slowly and return to the Skier for a pick up. Wide fast turns may result in disqualification.
- (b) Safety flag not required in marked Start Area.
- (c) In the event of a race having to be stopped, only boats which took their grid positions for the event will be allowed to restart.

13.14 Tow Lines

Towlines must be fed from the boat at the start of an event.

13.15 Whipping of Skier/s and Unsuccessful Starts

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

13.16 Drivers to Look Forward

- (a) The Driver must keep his attention ahead of the boat at all times.
- (b) Boat Drivers must look ahead at start of race — Observer to watch Skier/s take off, however, Driver may glance back.

13.17 Observers Duty

- (a) Occupants of boat must remain in cockpit at all times, i.e. Observer's feet to remain on floor of boat whilst putting weight on foredeck.
- (b) In tunnel or tunnel deck hulls, Observer's feet must not go past the driver's seat on take off and must remain in Observer's cockpit.
- (c) Observers must keep the Skier under observation at all time during his participation in the event.
- (d) Observers will remain in their seats at all times whilst pulling a Skier after reaching a plane.

13.18 Skiing Position/A Fall

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

13.19 Passing in a Distance Race

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

- (b) A boat or team shall not force a passage between other team/s or a team and course or hazard buoy.
- (c) It is obligatory that all turns shall be marked by buoys, moored vessels or permanent seamarks. All markers shall be passed on the outside. No changing of lanes is permitted from within 100 metres of the turn buoy or mark, this distance to be clearly shown by a 100 metre buoy or marker, until the Skier rounds the buoy and attains a straight line on the natural course. Minimum distance of 2 metres between competing boats after the start.
- (d) If the outside boat believes the inside boat has turned in an unnecessarily large arc causing the outside boat loss of time or putting that boat in danger (river bank etc.), the outside boat may report to the Chief Judge bad or dangerous driving or bad sportsmanship.
- (e) When taking a turn, the boats on the outside must leave room for teams on the inside.
- (f) An overtaking boat must not cut in until the Skier is 100 metres ahead of the boat being overtaken.

13.20 Passing Applicable to All Events Unless Noted Otherwise

- (a) Skiers must ski to the outside of each turn, course or hazard buoy.
- (b) A fallen Skier may be passed on whichever side is deemed to be the safest. The passing Driver or Observer shall acknowledge sight of a fallen Skier by raising a hand.
- (c) All Skiers, whether in one up or two up event races, must ski in the wash of the boat at all times.

Penalty – 30 second time penalty for the first offence; additional 30 second time penalty for the second offence; and disqualification for the third offence.
- (d) Boats shall not follow closer than 100 metres directly behind any Skier except when overtaking, in which case it is imperative that the Driver should keep his boat in a different line than the preceding one.
- (e) Boats may pass behind Skiers as long as they are not directly following behind the Skiers and are crossing the wash/wake at an angle.

Penalty - Disqualification.

13.21 Failure to Complete Course

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

13.22 Skiers to Use Same Number of Skis

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

13.23 Finish

- (a) The finish of the ski race shall be determined by the Boat crossing the finishing line, as determined by the Race Organising Committee for the Event. Skier must be in skiing position
- (b) Skiers must be in skiing position when boat is crossing the finishing line and must continue to do so until he or she crosses the finish line. The Skier may be attempting to regain the skiing position when crossing the finish line.

13.24 Drop-off Area and Use of the Chequered Flag

- (a) The drop-off area for a ski race will be determined by the Officials prior to the event and announced at driver's meeting. Skiers must hang onto handles and must drop off in the areas indicated.
- (b) In a race where the chequered flag is not being used to denote the finish of the race, any boat completing more than the prescribed number of laps shall be disqualified.

14. SKI RACING EVENTS

14.1 Definition

These Events are generally those which "compete against the clock", and may consist of timed events or first past the finishing line events over set distances or laps, varied as required by the Ski Racing Committee in the matter of number of Skiers, class of boats, types of skis used and the courses to be covered.

15. MARATHONS

15.1 Course and Order of Skis

Marathons will be divided into six sections or laps.

The start method will be grid or interval starts and the sections will be as follows:

- 1st Section Single Ski with Fin
- 2nd Section Double Ski with Fins
- 3rd Section Single Ski without Fin
- 4th Section Double Skis without Fins
- 5th Section Freeboard Ski
- 6th Section Paling/Plank

15.2 One Skier Only for Event

One Skier will ski for the whole of the event, and any number of falls allowable. Competitors may enter only point score in one marathon.

15.3 Changeover Area and Course

- (a) When Skiers in the marathon have completed the first section or lap they will enter the changeover area to change or fit additional ski/s as so desired. Pick up boats will collect discarded skis.
- (b) Skiers must enter nominated changeover area and are required to sink into the water at each changeover. Skier is not to be in a skiing position.
- (c) Marathon laps at organiser's discretion and Competitors will complete one lap each section as specified above.
- (d) Only six (6) scrutineered skis may be used by a Skier in marathon events, of which five (5) may be carried in the boat.

15.4 Finish Time at Judges Discretion

Skiers must finish within 30 minutes of the winner's finish time, or at the discretion of the Chief Judge.

15.5 Australian Marathon Championships

The Marathon course layout will be set to a 5km course lap and Competitors will complete one lap for each section as specified in rule 15.1.

16. AUSTRALIAN SPEED & MARATHON CHAMPIONSHIPS

16.1 Events and Times for Australian Speed & Marathon Championships

- (a) These events are generally those, which compete against time and will be run over a time duration as follows:-

Open Men	30 mins + 1 lap	Open Women	30 mins + 1 lap
19 - Under 25 Men	25 mins + 1 lap	19 - Under 25 Women	25 mins + 1 lap
25 - Under 30 Men	25 mins + 1 lap	25 - Under 30 Women	25 mins + 1 lap
30 - Under 40 Men	20 mins + 1 lap	30 - Under 40 Women	15 mins + 1 lap
40 - Under 50 Men	15 mins + 1 lap	40 - Under 50 Women	15 mins + 1 lap
50 & Over Men	15 mins + 1 lap	50 & Over Women	15 mins + 1 lap
16 - Under 19 Boys	25 mins + 1 lap	16 - Under 19 Girls	25 mins + 1 lap
13 - Under 16 Boys	25 mins + 1 lap	13 - Under 16 Girls	25 mins + 1 lap
10 - Under 13 Boys	15 mins + 1 lap	10 - Under 13 Girls	15 mins + 1 lap
5 - 10 Boys	10 mins + 1 lap	5 - 10 Girls	10 mins + 1 lap
Social Men	20 mins + 1 lap	Social Women	20 mins + 1 lap
Engine Classes	25 mins + 1 lap		
Disabled Class	10 mins + 1 lap		

- (b) In Australian Speed and Marathon Championships one entry constitutes a class or division.

- (c) Super Class is NOT included in SRA Speed and Marathon Championship Events.

16.2 Restrictions Applicable to Australian Speed and Marathon Championships

- (a) In Australian Speed & Marathon Championships a Skier may nominate in his or her age division, Open, Social Men or Women, plus his or her age division for marathon and one Engine class only.
- (b) The Speed Championships will be conducted in all Divisions and Classes subject to entries.
- (c) All Drivers and Observers entering in the Australian Speed and Marathon Championships must hold a ski racing drivers or observers licence as applicable to entry.
- (d) Qualifications for Drivers and Observers to compete in the Australian Championships are that they must have competed in three mass start circuit type Sanctioned Events.

16.3 Additional Rules

Additional rules to be advised to Competitors in writing 7 days before event. One Skier per boat. All winners will be called Australian Division or Class Champions respectively.

16.4 Events Stopped with Less than 50% Completed

Where an Event is stopped at a distance of less than 50% of the race, it must be re-run.

16.5 Eligibility to Enter Australian Speed and Marathon Championships

- a) Any Competitor wishing to enter the Australian Speed and Marathon Championships must have competed in a major Sanctioned State Event or a State Ski Racing Championship.
- b) For the SRA Speed and Marathon Championships, the entry is to be lodged to the Race Organising Committee (address is on entry form) four (4) weeks prior to the event.

16.6 Appointment of the Chief Judge, Assistant Chief Judge, Calculator and Judges

Nominations for Chief Judge, Assistant Chief Judges x 2, Calculator and Event Judges shall be called for from each State. The SRA Board, in consultation with the Judges Coordinator, shall consider the nominations and select the above positions. The SRA Board or the Judging Coordinator shall advise the selections to the applicants.

16.7 Appointment of Adjudicator

The Adjudicator will be a serving SRA director and will be appointed by the SRA Board for the period of the Australian Speed and Marathon Championships only.

Duties: To adjudicate on complaints from Competitors and to adjudicate solely on intent of Ski Racing Rules.

16.8 Team Captains

Each State shall select a representative whose duty it will be to contact the Chief Judge on all matters concerning all his/her State's Competitors. The name of this representative shall be given to the Chief Judge 24 hours prior to the start of the Event.

16.9 Lane Racing

Lane Racing is to be conducted in accordance with the rules approved by the SRA Board. Refer to Lane Racing Rules attached to this Rule Book, as amended and approved by the SRA Board.

17. RELAYS AND CLUB RACING

17.1 Relays and Club Racing

To be conducted in accordance with the Lane Racing Rules, as approved and amended by the SRA Board.

18. CIRCUIT RACING (GRAND PRIX TYPE RACING) (INTERNATIONAL WATER SKI FEDERATION)

18.1 Starting Distance

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 that the distances between the starting line and the first turn is 2.5kms.

18.2 Simultaneous Mass Start Procedure

- (a) For a simultaneous mass start, a 5 minute signal shall be given by raising the National flag together with a green flag on the moored start boat or dock in sight of the Skiers and boat crew. The 30-second 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 towline. 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. Boats must not be over the start line prior to the lowering of the National flag. The start line will be indicated by placing a buoy or buoys in line with the stern of the moored start boat.

Penalty - 1 minute. Rule 7.1(d).

- (b) When the starting procedure is stopped the red flag must be raised during the interruption. The new start procedure shall normally be of 3 minutes instead of 5 minutes. The new 3-minute start shall follow the normal procedure.
- (c) In the event of a race having to be stopped, only boats which took their grid positions for the event will be allowed to restart.
 - (i) Following a red flag situation the Chief Judge will decide whether the race will be a continued race or an entire new race.
 - (ii) If the restart is a continuation of the original race, the number of completed laps prior to the red flag, will be 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. Exception - Weather conditions.

18.3 Timing

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.

18.4 Placing to be Determined by the Skier/s Time

Places in the competition shall be determined according to the Skier times made, after addition of penalties, if any.

18.5 Finish

- (a) Races shall finish when the leader crosses the finish line between two specified points (buoys, boats, etc.) and the following Competitors shall finish on completion of the lap on which they are skiing. A maximum of 15 minutes will be allowed after the leader finishes for other Competitors to cross the finish line.
- (b) When the leading team completed the designated time for the event, the blue flag will be displayed 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. 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 complete the race.

18.6 Turns, Passing and Changing Course

It is obligatory that all turns shall be marked by buoys, moored vessels or permanent seamarks. All markers shall be passed on the outside. No changing of lanes is permitted from within 100 metres of the turn buoy or mark, this distance to be clearly shown by a 100 metre buoy or marker, until the Skier rounds the buoy and attains a straight line on the natural course. Penalty Rule 7.1(a)(i).

18.7 No Crowding or Forcing a Passage

- (a) When taking a turn, the teams on the outside must leave room for teams on the inside. Penalty Rule 7.1(a)(i).
- (b) A boat or team shall not force a passage between other teams or a team and course or hazard buoy.

Penalty Rule 7.1(a)(i).

18.8 Distance Between Competing Boats

Minimum distance of 2 metres between competing boats after the start.

18.9 Procedure to be Followed After a Fall

In the case of a fall of a Competitor, the Driver must immediately stop the boat, the Observer must display the safety (bright/flame orange) flag. The Driver will turn to pick up the 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. 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 towboat will be dead or in neutral, i.e. propeller not rotating.

Penalty Rule 7.1(a)(i).

The safety (bright/flame orange) flag must remain visible until the Skier is in proper skiing position.

Penalty Rule 7.1(a)(ii).

18.10 Distance Required Before Boat Can Cut-in

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

Penalty Rule 7.1(a)(i).

18.11 Distance Required When Following a Skier

Boats shall not follow closer than 100 metres directly behind any Skier except when overtaking, in which case it is imperative that the Driver should keep his boat in a different line than the preceding one.

Penalty Rule 7.1(a)(i).

18.12 Closed Circuit Racing

In closed circuit racing, the Race Organising Committee 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. The passing Driver or Observer shall acknowledge sight of a fallen Skier by raising a hand.

Penalty Rule 7.1(a)

18.13 Competitors to Give Way

Refusing to give way to other Competitors is strictly prohibited.

Penalty Rule 7.1(a)(i).

19. WORLDS COMPETITION

- (a) SRA will select the Australian Ski Racing Open and Junior Teams to compete at the World Water Ski Racing Championships in accordance with the SRA Selection Policy (**Selection Policy**) as in force and amended from time to time.

- (b) All SRA members must comply with the Selection Policy, including the provision to SRA of a signed intention to compete.

20. SRA CODE OF CONDUCT FOR MEMBERS

All members of SRA, whether they are Competing Members, Officials, Supporters or simply Social Members, are required by the Constitution to set a minimum standard of conduct and not engage in non-social behaviour, including at Sanctioned Events, whether held under the auspices of SRA itself or a constituent Body.

20.1 Conduct By Members

- (a) For the purposes of this rule a “social event” shall be deemed to be held under the auspices of the SRA whether it be formal or informal and is constituted by an informal gathering by Members as a consequence of a holding of an Event, provided however that the timing of such a gathering was the result of a recent competition.
- (b) All Members are expected to exhibit a level of conduct which is socially acceptable. The term “socially acceptable” for the purpose of these Rules, means that level of conduct which would be regarded as acceptable by a reasonable person, at social occasions. Those Members, who during the course of a social event, display behaviour which is not socially acceptable shall be at all times remain subject to disciplinary procedures in the event that the non-social behaviour results in action being taken by the Judiciary Committee, pursuant to the SRA Constitution and/or these Rules.

20.2 Level Of Behaviour

For the sake of clarity, “Non-social behaviour” shall for the purpose of these Rules, be deemed to include but is not limited to the following:-

- (a) Indulging in irresponsible behaviour whilst intoxicated;
- (b) Creating a fracas;
- (c) Engaging in any aggressive or fighting behaviour of any nature whatsoever;
- (d) Bad language or swearing in the presence of other members or their guests;
- (e) Exerting intimidating behaviour against other members or their guests;
- (f) Engaging in any assault against another member or his/her guest;
- (g) Indulging in behaviour which causes or has the potential to cause injury to a third party as a consequence of either reckless behaviour or failure to exercise a proper duty of care.
- (h) Publishing any offensive or insulting material against another member in any electronic media (including online social networking) which has the potential to be available to the membership at large, whether or not at law such material would be regarded as libellous or defamatory in nature.

20.3 Judiciary Committee

- (a) For the purposes of dealing with any disciplinary proceedings, the SRA Board (“**the Board**”) shall constitute by way of appointment a Judiciary Committee,

in accordance with the SRA Constitution, which shall be empowered by the Board to hear and investigate any breach of conduct complained of and giving rise to the process as set out hereunder.

- (b) The Board shall use its best endeavours to appoint members to constitute the Disciplinary Committee in that State where the alleged breach of the Code occurred or where the greatest number of members, both witnesses and persons cited for such breach, are resident.
- (c) Notwithstanding anything herein contained, the Board may, if it deems necessary, appoint a legally qualified person to assist the Judiciary Committee in the prosecution and investigation of the complaint.

20.4 Process

- (a) The process of laying a complaint against a member is to be governed by the SRA Constitution.
- (b) Where there is any apparent or perceived inconsistency between the process adopted by the Board or the Judiciary Committee in bringing disciplinary action against a member, the relevant provisions of the SRA Constitution shall prevail, and the Judiciary Committee shall use its best endeavours to ensure that it follows the procedures as laid down in the SRA Constitution, having proper regard to the tenets of natural justice.
- (c) For the sake of further clarity, the procedures for initiating and prosecuting an alleged breach of discipline shall be by way of a Notice of Complaint in the format contained in the Schedule to these Rules, and shall in the first instance be directed to the Board for its consideration.
- (d) The Board shall in the first instance, determine whether the complaint is of such a serious nature that it should be referred to a disciplinary committee, and upon reaching that decision in the affirmative, shall attend to the appointment of a Judiciary Committee in accordance with the provisions of the SRA Constitution.
- (e) Upon receiving written notification of his or her appointment, the Chairman of the Judiciary Committee, shall convene a meeting of the Judiciary Committee to settle the form of the Notice of Complaint against the member allegedly committing the breach of discipline.
- (f) The Judiciary Committee shall be entitled to carry out such preliminary investigations as it considers necessary, which may include the appointment of third parties to determine whether or not the making of a complaint is justified.
- (g) In preparing the form of complaint, the Board ("the Complainant") shall serve upon the person named in the complaint ("the Respondent") a Notice of Complaint, which shall include:-
 - (i) The nature of the offence
 - (ii) The particulars of the offence
 - (iii) The circumstances surrounding the offence
 - (iv) The grade of penalty likely to be imposed.

- (h) The Notice of Complaint, in addition to the above particulars, shall provide the following information:-
 - (i) The Respondent shall be invited to respond to the complaint in writing within 21 days of the receipt by him or her of the Notice of Complaint.
 - (ii) The Respondent shall be notified of the date of the proposed hearing of the complaint by the Judiciary Committee at the time of service of the Notice of Complaint upon the Respondent.
 - (iii) The Judiciary Committee shall, at the time of issuing the Notice of Complaint, also give notice to all witnesses of their requirement to attend the proposed hearing day.
- (i) The Respondent, upon receiving the Notice of Complaint, shall be entitled to respond in the following ways:-
 - (i) Admit the truth of the particulars of the complaint and be found guilty of the alleged breach of discipline as made out by the complaint; or
 - (ii) Deny the allegations contained in the Notice of Complaint and seek a hearing of the complaint in accordance with the Constitution and the Rules.
- (j) In the event that the Respondent adopts the course referred to in sub-paragraph 20.4(i)(i), then the Chairman of the Judiciary Committee shall convene a time and place convenient to the Respondent, in respect of hearing submissions from the Respondent in relation to penalty, and shall determine the penalty, after such submissions have been heard.
- (k) In the event that the Respondent elects to defend the alleged breach of discipline in accordance with sub-paragraph 20.4(i)(ii), the Chairman of the Judiciary Committee shall convene a time, date and venue suitable to all participants in the hearing of the complaint, and shall adopt those procedures as set out the SRA Constitution and these Rules.

20.5 Hearing Of The Complaint

- (a) The hearing shall be conducted in the following manner:-
 - (i) Any witness, when called upon by the Judiciary Committee, shall give oral evidence of the facts and circumstances surrounding the complaint;
 - (ii) The Respondent shall have the right of cross-examination of those witnesses giving oral evidence of the facts and the circumstances surrounding the complaint
 - (iii) The Respondent shall give evidence of the facts and circumstances surrounding the complaint and in doing so shall be subject to cross-examination by any member of the Judiciary Committee.
 - (iv) The Respondent shall at the conclusion of the evidence, be entitled to either make an oral submission or a submission in writing as to whether or not the complaint has been proven. The Judiciary Committee shall retire to make a decision and will notify the

Respondent as to whether that decision will be reserved and in writing or will be made extempore.

- (v) At the conclusion of the proceedings, the Judiciary Committee may:
 - (A) Dismiss the complaint on the grounds that it has not been proven; or
 - (B) Find the offence to have been proven; or
 - (C) Impose a penalty at the time of the hearing; or
 - (D) Indicate to the Respondent that consideration of the penalty to be imposed shall be reserved and notified to the Respondent in writing.
- (vi) At the discretion of the Judiciary Committee, the entire proceeding may be minuted for the benefit of the Board and in relation to any appeal proceeding.

20.6 Penalties

- (a) The Judiciary Committee upon making a determination of penalty, shall be empowered to impose those penalties as set out in the SRA Constitution in general terms, but more specifically, may impose the following penalties:
 - (i) Admonishment (Grade 1 offence)
 - (ii) Warning (Grade 1 offence)
 - (iii) Disqualification from an event (Grade 1 offence)
 - (iv) Fine (Grade 2 offence)
 - (v) Removal of points gained by member, arising out of a competitive event where the complaint arose (Grade 2 offence)
 - (vi) Removal of points from all events where complaint arose (if applicable) (Grade 2 offence)
 - (vii) Removal of all points from all events to date (Grade 3 Offence)
 - (viii) Suspension from future competition – one to twelve months (Grade 4 Offence)
 - (ix) Suspension from membership – one to twelve months (Grade 4 offence)
- (b) Upon conclusion of the proceedings, the Respondent shall receive within seven (7) days, a Notice of Decision which will set out the findings of the Judiciary Committee (with reasons) and shall state the penalty or penalties imposed as a consequence of that decision.

20.7 Appeals Procedure

- (a) The Respondent, upon receipt of the Notice of Decision may make an appeal to the Board within fourteen days from receipt, for a review of the complaint on the following grounds:
 - (i) the decision was against the weight of evidence, and/or did not comply with the tenets of natural justice; or
 - (ii) the severity of the sentence.
- (b) The Respondent shall be required within fourteen (14) days from the date of receipt of the Notice of Decision to lodge a Notice of Appeal setting out the matters referred to above, and shall be in the format contained in the schedule to these rules.

20.8 Nature Of Appeals Procedure

- (a) Upon receipt of a Notice of Appeal from the Respondent, the Chairman of the Board shall convene a special meeting by either telephone conference or at a venue to be determined by the Board to consider whether leave to appeal should be granted.
- (b) In considering whether leave to appeal should be granted, the Board shall be provided with all papers, documents, minutes, memoranda and other evidence which is to be made available by the Judiciary Committee so as to enable the Board to make an informed decision upon a review of the complaint.
- (c) Upon determining the issue of granting leave to appeal in the affirmative, the Board shall appoint an Appeals Committee which shall be constituted of members who have had no previous connection with the proceedings brought before the Judiciary Committee.
- (d) The Appeal Committee shall not be entitled to consider any material of any nature which has not been previously tendered to the Judiciary Committee as part of the proceedings relating to the complaint.

20.9 Complaint procedures – competition

In the event of a minor infraction relating to the Code of Conduct on the part of a Competitor/ Member during competition, the procedures set out herein shall not be used but alternative procedures shall be adopted for any Grade 1 or Grade 2 offence, committed under the auspices of SRA.

20.10 Summary Jurisdiction of Constituent Bodies

- (a) Notwithstanding anything herein contained in this Rule, nothing shall delimit the SRA from delegating its disciplinary powers to a Constituent Body, in those cases where in its unfettered discretion, it considers that a particular breach of the Code of Conduct by a Member or Members, is of such a minor nature that it can be dealt with summarily by the Constituent Body in the jurisdiction in which the minor infraction occurred.
- (b) Any such delegation of authority, as proposed by 20.10(a), shall be on the condition that the procedures invoked by the Constituent Body will be as similar as possible as those procedures adopted by SRA in the case of

infractions of a serious nature. At all times, the Constituent Body will use its best endeavours to ensure that the tenets of natural justice shall apply at all times.

SCHEDULE 1 FORMULA 2 RULES, AS PER IWWF RULE BOOK

5.34 Formula 2 Rules. (IWWF Rule numbers)

- (a) Hulls – Minimum length of hull shall be See Rule 5.01.
19ft or 5.79 metres
- (b) This class is for single outboards only.
- (c) Standard low emission (CARB rated) engines manufactured in 2003 and onwards only. No modifications are permitted with the exception of nosecones and torque tamers. The manufacturer's original location for water pick ups must be maintained. No performance enhancing.
- (d) Engine capacity – Maximum manufacturers rating of 300HP as per ISA Rating schedule 28.
- (e) All engines must carry original manufacturer's model number, serial ID plates, stickers or tags. These will be located on the engine.
- (f) The upgrading of engines from their original year specifications will not be accepted.
- (g) The factory supercession of parts is acceptable.
- (h) Standard gear box available for the engine model only. Only 20" shaft length allowed
- (i) Must run standard manufacturer's exhaust system.
- (j) All engines must have operational forward, neutral and reverse gears controlled from the cockpit.
- (k) Steering – cable, hydraulic or dual ride guide steering is acceptable but must meet the requirements of steering rule 5.08
- (l) No mechanical means of height adjustment for the motor whilst in motion.
- (m) Original factory Engine Management System to remain in place and unaltered.
- (n) No steering is to be wireless.
- (o) F2 class shall be restricted to commercially available unleaded pump fuel. No AVgas, racing fuel or octane boosters.
- (p) All engines are to be sealed & come with documentation from a qualified sealer. Seals must have ID numbers & seal number included in documentation. A copy of documentation must be presented by team captain at registration. All engines will be inspected by organizing committee prior to the competition. Permission to make changes due to mechanical failure, must be sought from Chief Scrutineer and motor presented for scrutineering and resealing.
- (q) All engines competing in F2 will be technically inspected after each race and at the completion of the competition.

ANNEXURE A

SPEED LIMITED REAL TIME ADVANTAGE PENALTY SYSTEM.

In conjunction with Ski Racing Australia, Status Awareness Systems have devised a real time advantage penalty system for speed limited classes competing in SRA events. The aim of the system is to provide a scaling penalty that always punishes a breaching boat, while at the same time not unduly punishing competitors who break out of their speed limit for a fraction of speed/time.

The algorithm devised uses the data currently collecting from the RaceSafeH2O unit in the boat, and is provided to SRA timing and judging team in real-time, for efficient results gathering.

The calculation is completed by combining how many metres were gained by the overspeed, the distance between the speed limit and the maximum speed. This is converted to metres per second and multiplied by the time speeding. For example, a boat breaching at 72 MPH in the 70 MPH class for 2 seconds, was 2 MPH faster than the competition, for 2 seconds. 2 MPH in metres per second is 0.89. Thus, this example would have gained 1.78 metres on the competition.

How long, at the speed limit of the class, it would take a boat to travel the distance gained is then calculated. This gives us the real time advantage a speeding boat has over the competition. Building on the previous example, at 70 MPH you're travelling 31.29 metres per second, and so it would take the example boat 0.05 seconds to travel the 1.78 metres.

To discourage breaches the time gained is multiplied by a penalty factor of **200**. After reviewing several options for penalty factors, this number was decided upon as it provides a real incentive for competitors not to break the speed limit. Again by our example, $0.05s \times 200$ gives a final penalty of 5.71s. ** Note, we've rounded off all calculations to 2 decimal places for brevity, the calculations themselves are derived from 10 decimal places.*