

14.1 GENERAL FREESTYLE REGULATIONS

- 14.1.1 The rider will be judged by three to seven persons scoring on a scale of "1 to 10," with "10" being best. There is a two-minute time limit. Other times may be used, but must be approved by the IJSBA and will be announced to competitors during the riders meeting.
- 14.1.2 Maneuvers, tricks or stunts that may create a hazard to the rider, spectators, pit crew or officials must be approved in advance by the Race Director.
- 14.1.3 Only one person per watercraft during competition. Only one homologated watercraft may be used during competition. Freestyle competitors may compete on Stock, Limited, Superstock or Modified watercraft.
- 14.1.4 Riders competing in freestyle should draw for their starting order prior to the event.
- 14.1.5 Each freestyle rider must signify the start of his or her routine with a wave of the hand over his/her head.
- 14.1.6 A freestyle routine of greater difficulty with minimal mistakes will be scored higher than a routine of lesser difficulty with fewer or no mistakes.
- 14.1.7 Each freestyle rider should finish as close to the time limit as possible.
- 14.1.8 No score or points will be awarded to freestyle routines that are less than one minute in length.
- 14.1.9 The judges will award a score of at least "6" if the full two-minute freestyle routine has been completed.
- 14.1.10 In the case of a tie for first place, each competitor in the tie will perform a one-minute routine. Ties for all other positions will be broken by re-adding the high and low scores that may have been thrown out to calculate their original total score. If no high and low scores were thrown out to calculate the original total score, the highest single score will be used to break the tie. If still tied, the next highest individual score will be used and so on. If still tied, the riders will then perform a one-minute routine.

15.1 GENERAL PRE-START PROCEDURES

- 15.1.1 Due to varying shoreline and water conditions, the type of start will be explained at the riders meeting.
- 15.1.2 Watercraft must be pushed or ridden at idle to the starting line. All watercraft must enter the race course, in both practice and racing, through the starting area only. Entry from the pit area is not allowed.
- 15.1.3 No warm-up or practice starts will be allowed during staging or while getting positioned in the starting area.
- 15.1.4 The Race Director may penalize any rider whose method of start interferes with other participants.

15.2 GENERAL STARTING PROCEDURES

- 15.2.1 The Race Director will explain the race starting procedure at the pre-race riders meeting (e.g., staggered starts, class, category, teams, etc.).
- 15.2.2 A **LeMans** start can be used to start an entire field of riders or individual classes. Each rider will line up his/her watercraft in the designated starting area facing offshore. Each rider will be allowed one holder to steady the watercraft. (The Race Director may allow more holders depending on water conditions.) Riders will line up on shore at equal distances away from their watercraft predetermined by the Race Director. At the signal from the Starter, riders will race on foot to their watercraft, start the engine and enter the course.
- 15.2.3 A **Driscoll** start can be used to start an entire field of riders or individual classes. Each rider will line up his/her watercraft in the designated starting area facing offshore. The rider will stand with both feet on the ground in front of the watercraft facing toward shore. The rider will place both hands together holding the nose of the watercraft. At the signal from the Starter, riders will maneuver into the proper riding position on their watercraft, start the engine and enter the course.
- 15.2.4 A **Timed** start is used to start individual riders one at a time. Each rider is assigned a starting time. The race will start at a time predetermined by the Race Director. The first rider will start at the posted start time with each subsequent rider typically to be started in 15- or 30-second intervals until all riders have started. Each rider's individual finish time will be corrected depending on his/her start time.
- 15.2.5 A **Running** start can be used to start the entire field of riders or individual classes. All riders to be started will line up his/her watercraft in an area predetermined by the Race Director. Engines will be running at idle speed. When the Starter has determined all riders are in their proper positions, a signal for the start of the race will be given.
- 15.2.6 In LeMans, Driscoll and Running starts, the watercraft must be lined up with no less than 1m (3 ft.) separating the sides of the watercraft.
- 15.2.7 Only one mechanic will be allowed in the starting area for each rider. Holders will not be allowed to use ropes or other implements to hold their riders' watercraft. All other persons, excluding officials and/or designated media must be out of the starting area.

15.3 GENERAL RESTART PROCEDURES

- 15.3.1 The Race Director may have a restart at his/her discretion. Reasons for a restart may include (but are not limited to) a jumped start, loose buoy, an accident on the first lap involving several riders, or a downed rider whose presence potentially creates a hazard.
- 15.3.2 All machines will be stopped under the red flag. Course officials will notify riders when to move their machines, and will have them proceed slowly to the point of restart. Any rider causing the stoppage of a race and subsequent restart, or any rider unable to immediately restart, may be penalized.

15.4 GENERAL REGULATIONS

- 15.4.1 **Rider/Pit Crew Identification:** All riders and pit crew members who are registered to compete or will be entering into controlled areas shall wear an event identification wristband permanently marked with the competitor's last name and race number. Team-class competitors shall wear an event identification wristband permanently marked with the race number and each of the competitor's last names. The last name of the Team competitor on which the individual wristband is worn shall be additionally marked to identify the particular competitor. (i.e., wearer's last name underlined or circled)
- 15.4.2 **Rider Responsibility:** In long-distance events it is a rider's responsibility to inform the nearest race official of any injured rider(s) or disabled boat(s) on the course.
- 15.4.3 **Course Abandonment:** If a rider abandons the race course, the rider or a team member must notify the Race Director immediately. A rider or team may be penalized for non-notification or for failure to notify within a reasonable amount of time.
- 15.4.4 **Corner/Course Marker Buoys:** A course marker is a mandatory negotiating point signified by a perfectly identifiable floating device whose position will be described during the pre-race riders meeting and a publicly posted course map (practice or reconnaissance lap(s) may also be used). Buoys or lines of buoys may be used to guide, slow down or mark areas where a change of pace is expected. Any such buoy(s) shall be clearly identifiable by different size or color from other course marker buoys. All riders must negotiate completely around any course marker buoy. The nose of the watercraft must be clearly steered around any marker buoy. Any competitor riding over a course marker buoy will be judged to have missed the buoy no matter what side of the watercraft the buoy reappears. The rider will be required to renegotiate the turn buoy going in the proper direction, and will be required to do so in a safe manner so as not to create a hazard or danger to other riders on the course.
- 15.4.5 **Missed Buoys:** A rider failing to negotiate a buoy or missing a marker buoy will be penalized for each missed buoy unless he/she completes the proper method for correcting a missed buoy.

The preferred method for correcting a missed buoy is to have a strategically placed buoy on the course which serves as a "penalty buoy" (commonly called the "Black Buoy"). If a rider fails to properly negotiate, or misses, a buoy then that rider must properly negotiate the penalty buoy instead of reattempting the missed buoy. The buoy should be placed between the merge section of an option course and the finish line buoys. The penalty buoy should be placed in a position to cause

the offending rider to markedly depart from the course. Riders who cut the course may not make up any missed buoy by negotiating the penalty buoy. If the race director determines that a rider is strategically missing a buoy to gain a position then that rider may be penalized even if the penalty buoy is properly negotiated. The penalty buoy should be placed in a location sufficient to cause lost time to the rider who has missed the originally intended buoy so that an advantage is not gained by having to take the penalty buoy. The location of the penalty buoy should allow for safe travel to and from the rest of the race course. The penalty buoy may not be renegotiated if missed or improperly negotiated. The race director may make some buoys/pathways ineligible for the penalty buoy if missed or improperly negotiated (i.e. log jump, merge buoy, first turn buoy, etc.).

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

- 15.4.6 **Buoy Identification:** Red buoys signify a left-hand turn. Yellow buoys signify a right-hand turn. Blue and other specially colored buoys are used for special use. The Race Director will explain their purpose at the riders meeting.
- 15.4.7 **Finish Line Buoy:** Finish line buoys, two (2) each, should be clearly marked with contrasting colored checkerboard and/or the word "Finish" repeating around the central circumference of each buoy. A rider incorrectly negotiating a finish line buoy will be penalized two positions. Going back to renegotiate a finish line buoy is not allowed.
- 15.4.8 **At the Finish:** A rider and his/her watercraft shall be considered a unit to constitute a finish. The rider must be in reasonable control to be scored as finishing an event.
- 15.5 FUEL SYSTEM, FUELING AND PIT STOPS
- 15.5.1 The entire fuel system is a closed system. The watercraft must not vent or spill fuel at any attitude with or without the engine running. Original equipment fuel tank must be used and may not be modified. Fuel filler assembly may be aftermarket or modified. The fuel filler assembly must be mounted thru the deck or through a plate that completely blocks off a storage opening (i.e., no internal refueling allowed and no spilt fuel may enter engine compartment). The fuel pickup and fuel filter(s) may be removed and/or aftermarket parts may be used. Fuel tap assembly may be modified, aftermarket or removed. Additional fuel filters may be used and fuel cell foam may be added to the original equipment fuel tank. Modified or aftermarket vapor/air separators must not exceed 2 in. x 6 in., and must have a return line to the fuel tank open at all times. Additional fuel reservoirs may not be used.
- 15.5.2 Fueling and refueling must be performed in areas designated by the Race Director.
- 15.5.3 The Race Director may prohibit any method of refueling that creates a potential hazard to spectators, participants or the rider him/herself. The decision of the Race Director is final.
- 15.5.4 Riders may be penalized for spilling fuel.
- 15.5.5 All riders must operate his/her watercraft at 5 mph while entering and exiting the designated lane leading to the pit and refueling areas. Riders may be penalized for exceeding the 5 mph speed limit.
- 15.6 SPECIAL EQUIPMENT
- 15.6.1 Equipment required by the Race Director and/or local authorities may include but is not limited to the following:
- Compass and/or other navigational equipment
 - Flexible tow loop attached to front of watercraft
 - Tow rope
 - VHF radio or cellular phone
 - Drinking water and rations
 - Radar reflector
 - First Aid kit
 - Flares or other signaling device
 - Emergency repair kit
- 15.7 PENALTIES
- 15.7.1 The Race Director may assign stop-and-go and/or time penalties for course and other infractions. A rider signaled by the Race Director or an appointed official must bring their watercraft to a complete stop in a manner so as not to create a hazard to oncoming riders and stop the engine. When signaled, the rider may restart the engine and continue racing. Due to varying course design and starting methods, the length of stop-and-go and/or time penalties will be determined by the Race Director and explained at the riders meeting.
- 15.7.2 Any competitor entering an area prohibited to navigation may be penalized.

16.1 SPECIAL EVENT BASICS

16.1.1 A special event is any type of watercraft event that meets IJSBA technical requirements and is not hazardous to participants. Examples: obstacle race, relay races, Australian pursuit, or other fun-type event that encourages participation by riders and tests skills and performance of rider and machine. These events may be determined by the promoter, but prior approval from the IJSBA is required (also see Section 3.2, pg. 5). Watercraft must meet IJSBA class specifications.

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