

10.1 RIDER CLASSIFICATIONS

10.1.1 The International Jet Sports Boating Association does not test the skill of individual participants in IJSBA-sanctioned events, nor does the Association judge each competitor's competence. Participants are solely responsible for their safety.

10.1.2 As a general policy, the IJSBA requires that riders be 16 years old or older for all competition classes except Junior 10-12 year old Ski Stock and Junior 13-15 year old Ski Stock and Limited. Boating laws in some countries require higher age minimums or allow lower age limits. Refer to Section 23 and/or contact the local IJSBA International Affiliate for information about specific age requirements in each country. A birth certificate and/or passport shall be presented to substantiate age.

10.1.3 The IJSBA and most IJSBA International Affiliates require that waiver of liability be signed by a parent or legal guardian if the competitor is under 18 years old. A birth certificate and/or drivers license may be required to substantiate age.

A Rider will represent his/her country of citizenship at the World Finals. In case of multiple citizenships, the country of residence will apply.

10.1.4 Riders may have different skill classifications for Runabout/Sport and Ski divisions (i.e., an Expert Runabout racer may also be a Novice Ski racer).

10.2 BEGINNER

10.2.1 The Beginner class is provided as an entry-level class for new riders who wish to experience the fun of racing. It is open to all Novice competitors (see Section 10.3) who have competed in three or fewer races. In the case of a series, riders may compete in the entire series prior to moving to the Novice class. Otherwise, in a rider's fourth race, he/she must compete in the Novice class.

Beginner-class competitors may race Stock or Limited watercraft.

10.3 NOVICE

10.3.1 Novice competitors are those with minimal racing experience. First-time competitors must participate in the Novice or Beginner class.

NOVICES MAY NOT COMPETE IN OPEN/MODIFIED/GP CLASSES WHERE SUPERCHARGED OR TURBOCHARGED RUNABOUTS ARE ALLOWED.

10.3.2 Novice-class riders may reclassify themselves as Expert at their own discretion. Novice-class riders may also be reclassified as Expert-class riders at the discretion of the IJSBA or IJSBA International Affiliate.

10.4 EXPERT

10.4.1 Expert-class riders are those who demonstrate a skill level that has exceeded beyond that of a Novice-class rider.

10.4.2 An Expert competitor may request to be reclassified as a Pro by submitting a Change of Classification Form to the IJSBA or IJSBA International Affiliate. The IJSBA and IJSBA International Affiliates have the authority to move an Expert competitor to Pro if he/she displays skills that are superior to others in that class.

10.4.3 An Expert competitor may request to be reclassified as a Novice by submitting a Change of Classification to the IJSBA or IJSBA International Affiliate.

10.4.4 An Expert competitor may be moved back to Novice if it is determined by the IJSBA or IJSBA International Affiliate that his/her riding skill is not Expert-class level.

10.5 AMATEUR

10.5.1 The Amateur class is comprised of Novice- and Expert-level riders.

10.6 PRO

10.6.1 Pro riders are those who have substantial racing experience and have advanced competition skills.

10.6.2 A Pro competitor may request to be reclassified as an Expert by submitting a Change of Classification Form to the IJSBA or IJSBA International Affiliate.

10.6.3 A Pro rider may be moved back to Expert if it is determined by the IJSBA or IJSBA International Affiliate that his/her riding skill is not Pro-class level.

10.7 PRO-AM

10.7.1 The Pro-Am class is comprised of Expert- and Pro-level riders.

10.8 VETERANS

10.8.1 The Veterans Ski class is open to a riders who are 30 years of age or older. The Veterans Sport and Runabout classes are open to riders 35 years of age or older.

10.8.2 Closed-course Veterans-class competitors may race Stock, Limited or Open watercraft.

10.9 MASTERS

10.9.1 The Masters Ski class is open to riders who are 40 years of age or older. The Masters Sport and Runabout classes are open to riders 45 years of age or older.

10.9.2 Closed-course Masters-class competitors may race Stock, Limited or Superstock watercraft.

10.10 WOMEN

10.10.1 Women's classes in Novice, Expert and Pro categories are for female riders who elect to compete in them, generally for separate points, awards and/or purse.

- 10.10.2 Closed-course Women-class competitors may race Stock or Limited watercraft.
- 10.11 CLASSIFICATION CHANGES
- 10.11.1 Rider classification changes not described in Sections 10.2 through 10.10 must be submitted to the IJSBA or IJSBA International Affiliate on a Change of Classification Form for consideration.
- 10.11.2 The IJSBA and IJSBA International Affiliates reserve the right to reclassify any rider as deemed appropriate in the best interest of safety, competition and/or sportsmanship.
- 10.11.3 A Rider may not be reclassified during the World Finals, except where specifically noted by the IJSBA.
- 10.11.4 Any Novice classified rider that wins a title during the World Finals will automatically be classified as an Expert rider as of January 1st the following year. Reclassification may be appealed in writing within 30 days following the last day of World Finals competition.
- 11.1 SAFETY
- 11.1.1 The International Jet Sports Boating Association does not inspect courses used in IJSBA-sanctioned events. Participants are solely responsible for their safety at IJSBA-sanctioned races and should assess their own ability to negotiate each individual course. Participants who doubt the competence of course officials, have concerns about the safety of the course, or their own ability to negotiate the course, or are uncertain about the condition of their watercraft, or doubt the competence of fellow competitors, should not participate and should request the return of their entry fee before competitive activity begins.
- 11.1.2 It is the sole responsibility of the promoter to ensure compliance with all rules relating or directed to safety and to otherwise act to promote the safety of the competition. The IJSBA does not attend or in any way supervise every competition and cannot undertake to determine safety aspects. It is the sole responsibility of the promoter to purchase the required liability insurance.
- 11.1.3 IJSBA-sanctioned events may use routes traversing public waterways, and the promoter is not responsible for their condition or for the actions of other individuals using the public waterway.
- 11.2 CLOSED-COURSE EVENT
- 11.2.1 A closed-course event is a contest of speed and riding ability featuring multiple competitors negotiating multiple laps of a course consisting of left and/or right-hand turns. Obstacles (e.g., log jumps and/or ramps) may be present. Competing watercraft must meet IJSBA class specifications. For specific closed-course event rules, refer to [Section 12, pgs. 50-53](#).
- 11.3 SLALOM EVENT
- 11.3.1 A slalom event is a timed event requiring a competitor to negotiate zig-zag right and left-hand turns around stationary markers. Competing watercraft must meet IJSBA class specifications. For specific slalom event rules, refer to [Section 13, pg. 54](#).
- 11.4 FREESTYLE EVENT
- 11.4.1 Freestyle events are intended to show a rider's skill and expertise in executing difficult, challenging and creative maneuvers within a set period of time and scored by a panel of judges. Competing watercraft must meet IJSBA class specifications. For specific freestyle event rules, refer to [Section 14, pg. 55](#).
- 11.5 ENDURANCE EVENT
- 11.5.1 Endurance events are long-distance races which may or may not include required turns and be of more than one lap. Competing watercraft must meet IJSBA class specifications. For specific endurance event rules, refer to [Section 15, pgs. 56-59](#).
- 11.6 DRAG-RACING EVENT
- 11.6.1 Drag-racing events can be either timed/single-elimination contests or bracket elimination-type events over a predetermined distance. Competing watercraft must meet IJSBA class specifications. Contact the IJSBA for specific rules.
- 11.7 SPECIAL EVENT
- 11.7.1 "Special events" are any type of watercraft event meeting IJSBA technical requirements that are 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 ([see Section 3.2, page 5](#)). Watercraft must meet IJSBA class specifications. For specific special event rules, refer to [Section 16, pg. 60](#).
- 12.1 GENERAL PRE-START PROCEDURES
- 12.1.1 Due to varying shoreline and water conditions, the type of start will be explained at the riders meeting.
- 12.1.2 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.
- 12.1.3 The maximum number of watercraft per closed-course heat should not exceed the following:

CLASS	SKI DIVISION	SPORT DIVISION	RUNABOUT DIVISION
JUNIOR	12 (14*)	12 (14*)	8 (12*)

BEGINNER	12 (14*)	12 (14*)	10 (14*)
NOVICE	14 (16*)	12 (16*)	12 (16*)
EXPERT	16 (18*)	14 (18*)	14 (18*)
PRO	18 (20*)	16 (20*)	16 (20*)

** If a dual first-turn design is used.*

IN RUNABOUT OPEN CLASSES, THE IJSBA RECOMMENDS REDUCING THE AMOUNT OF ALLOWED WATERCRAFT BY A TOTAL OF FOUR (Two on each side of a split start).

- 12.1.4 The method for determining starting lineup in heat or qualifying races is by drawing for position. The number drawn will be the starting position, from the pole to the outside. (The pole position is always closest to the first turn buoy.) Starting-line positions for main events are determined by finish positions in heat or qualifying races. At the Race Director's discretion, riders may be given their choice of starting-line position for main events based on their qualifying position.
- 12.1.5 No warm-up or practice starts will be allowed during staging or while getting positioned in the starting area.
- 12.1.6 The Race Director may penalize any rider whose method of start interferes with other participants.
- 12.1.7 A damaged watercraft may be prohibited from competition if, in the opinion of the Race Director, it presents a hazard to spectators, participants or the rider him/herself. The decision of the Race Director is final.
- 12.1.8 The watercraft used in a semi-final or final race must be the same watercraft used to qualify for that race. If the moto scoring system is used, the same watercraft must be used in all motos. The use of a second or backup watercraft, due to damage or other conditions that make the craft non-operational, may be allowed, providing that it meets all class and safety regulations. Any such replacements can be made only with the authorization of the Race Director.
- 12.2 GENERAL STARTING PROCEDURES
- 12.2.1 If a rubber band-type starting gate is used, riders should stay clear of the neutral zone to avoid any chances of the rubber band hindering their start. All riders must position the nose of their boats behind the rubber band. A maximum staging distance of 60cm (2 ft.) from the rubber band will be allowed. No running starts. (See diagram in Appendix.) Riders must be on the starting line at the start of the race to compete (i.e., riders may not enter the race course unless they are on the starting line at the start of the race).
- 12.2.2 The starter will signal riders to start their engines and hold up the "2" card.
- 12.2.3 After acknowledging the riders, the starter will hold up the "1" card. Within seconds, the "1" card will be turned sideways signifying the race will start at any moment. The race will start when the green flag is waved, or when the starting gate is tripped.
- 12.2.4 Other methods of starting may be used with prior approval from the IJSBA.
- 12.2.5 The start of the race may be delayed only when the "2" card is displayed. Once the starter has displayed the "1" card, the start of the race cannot be delayed. Only one two-minute hold will be granted per race unless the race is officially restarted. Both boat and rider must be on the starting line in order to receive a two-minute hold.
- 12.2.6 Only one holder and one mechanic will be allowed in the starting area. Runabout and Sport classes will be allowed two holders. (The Race Director may allow more holders depending on water conditions.) Holders will not be allowed to use ropes or other implements to hold their riders' watercraft. When the "2" card is held up, the mechanic must move to the back of starting area. All other persons except officials and/or designated media must be out of the starting area.
- 12.2.7 **Ski Division** riders will not be allowed to place feet or knees in or on the riding platform until the race has been officially started. Both feet must remain on the ground. Riders must be in a standing position on their watercraft immediately after the start and well before reaching the first turn buoy. Riders cannot sit on the rails or kneel in the tray. No rider will be allowed to use devices (e.g., milk crates) to aid his or her starting procedure unless all riders are given the same opportunity and it is announced by the Race Director. Riders not obeying these rules will be penalized.
- 12.2.8 **Sport and Runabout Division** riders may start in their riding positions and may sit while riding. No rider will be allowed to use devices (e.g., milk crates) to aid his or her starting procedure unless all riders are given the same opportunity and it is announced by the Race Director. Riders not obeying these rules will be penalized.
- 12.3 GENERAL RESTART PROCEDURES
- 12.3.1 The Race Director may have a restart at his/her discretion. Reasons for 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.
- 12.3.2 All machines will be stopped under the red flag. The starter 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.
- 12.3.3 If the race is restarted, riders not having previously started in that race will not be allowed to enter with the restart. Exceptions to this rule must be clearly stated at the Rider's Meeting or be printed in writing and published in reasonable advance of the event.
- 12.3.4 A rider who jumps the start and causes a restart must restart in the same position with a dead engine. The rider must remove the lanyard from the engine stop switch and hold it with his/her arm extended overhead. The rider must be standing or sitting in an upright position. After the green flag is waved or the starting gate is tripped, the lanyard may be

- connected and the engine started.
- 12.3.5 If a race is stopped with fewer than three laps completed and a restart is required, a total restart (i.e., previously run laps will not count) may be used. Riders will be assembled on the starting line in the order of the original start. Any rider penalized on the original start will be required to restart under the same penalty.
- 12.3.6 If a race is stopped after three or more laps have been completed and a restart is required, a flying start may be used. The riders will be positioned in a single-file line in the order in which the last complete lap was scored. The riders will be led around the course in single file at slow speed, maintaining one boat length between them. When the starter waves the green flag, the riders may resume racing. No passing will be allowed until the green flag is waved by the starter.
- 12.4 GENERAL REGULATIONS
- 12.4.1 **Corner/Course Marker Buoys:** All riders must negotiate completely around any course marker buoy in either slalom or closed-course events. 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.
- 12.4.2 **Missed Buoys:** A rider failing to negotiate a buoy or missing a marker buoy in a closed-course event will be penalized one lap for each missed buoy unless he/she completes the announced procedure for picking up a 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.**
- 12.4.3 **Merge Lanes:** A rider crossing over the line created by merge-lane buoys will be penalized one lap. Going back to renegotiate the merge lane is not allowed.
- 12.4.4 **Buoy Identification:** Red buoys signify a left-hand turn. Yellow buoys signify a right-hand turn. Black Buoys are generally used to signify the path taken by a rider who has missed a buoy. Blue and other specially colored buoys are for special use (e.g., merge lanes, perimeter boundaries, etc.). The Race Director will explain their purpose at the riders meeting.
- 12.4.5 **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.
- 12.4.6 **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.
- 13.1 GENERAL REGULATIONS
- 13.1.1 When applicable, Women-, Veterans- and Masters-class riders entering more than one slalom class per division must make their respective Women-, Veterans- or Masters-class runs first.
- 13.1.2 Each rider will be allowed two runs with a maximum of one minute between each run. The same watercraft must be used in all slalom runs per class.
- 13.1.3 Riders attempting to trip electronic timing systems with their hands or by any means other than the watercraft itself will be disqualified.
- 13.1.4 **Missed buoys:** A rider failing to properly negotiate a course buoy in slalom will be penalized 10 seconds for each buoy missed, unless he/she goes back to pick up the buoy in the proper direction.
- 13.1.5 **Tie breaker:** Finishing-position tie breaker for slalom events is a rider's second fastest run (i.e., assuming two or more riders have identical best runs), the rider with the best next-fastest run will receive the higher ranking. If still tied, the event will be scored as such and the position will be considered a tie.
- 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.