

# GENERAL RACE RULES

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**Overview:** The rules and conditions governing a race shall apply to all watercraft in such a race.

**Governance:** While on the water, a competitor shall be governed by all rules, from the time of leaving the pits and until returning to the pits.

**Scoring Stand access:** The owner of a competing boat, or his crew, shall not be allowed on the premises used and occupied as the Scoring Stand by the Race Committee after the preparatory signal has been given until the last boat has finished the race. If requested to come to the Scoring Stand, the owner or crew may do so, but shall immediately depart there from when the matter which prompted the request has been attended to. Failure to leave the Scoring Stand when requested will be subject to disqualification of the boat owned or operated by the party so refusing. The Race Committee may designate a riders' representative to act as agents for all riders in matters that come before the Race Committee and Race Director.

**Incident liability:** No owner, rider, contestant, or representative thereof will hold any other owner, rider, contestant, or representative thereof liable for any personal injuries or damage resulting from an accident of racing occurring in a sanctioned race, except as a result of deliberate collision or other premeditated acts of unsportsmanlike nature. The question whether the act was deliberate or premeditated shall be determined by the Race Director, subject to review by Pro Watercross.

**Suspended person's participation:** No person who has been expelled from Pro Watercross sanctioned race or who is under suspension from the Pro Watercross sanctioned event shall be permitted to officiate or assist in any capacity in connection with a sanctioned race or participate in such race as a committee member, rider, mechanic, or holder.

## FLAG SIGNALS

The use of flags is the primary communication between racers and officials. Flags will be displayed on the starting tower and by course officials. It is the rider's responsibility to pay attention to the flags displayed. Riders not adhering to flag signals may be disqualified or penalized. All flags should be a minimum of two feet by two feet in size. Brief descriptions as to their purpose are as followed:

**Green Flag:** Signifies the course is clear and the race is in progress.

**Yellow Flag:** Signifies there is a hazard on the course. When a yellow flag is displayed, riders should continue racing in a safe manner being mindful that a hazard exists on the

course. Competitors may be penalized if they race in an unsafe or improper manner in the vicinity of the hazard. This would include not slowing down or staying a safe distance from a downed rider or stalled watercraft.

**Red Flag:** Signifies an immediate stop to the race in progress. Regardless of where riders are on the course they are to return to the starting line unless otherwise instructed at the riders' meeting or by a race official. The Race Director has the discretion of stopping a race at any time for any reason deemed necessary to ensure the safety of the event.

**Black Flag:** This flag signifies to the designated rider that they are to immediately leave the course and report to the Race Director. The black flag does not signify a penalty or disqualification. In the event that the designated rider does not obey the black flag penalties may be given.

**Blue Flag w/Diagonal Yellow Stripe:** Signals that a rider is being overtaken and lapped by a faster rider. The slower rider must make way for the overtaking rider(s) to pass safely. Failure to obey this flag may result in a penalty.

**Crossed Checkered and White Flags:** Signals the midpoint of the race. If an event has an odd number of laps this display will occur on the even numbered lap that is past the mid-point in the race. (In a 7 lap event this would be displayed on lap 4).

**White Flag:** Signifies one lap is remaining in the race or event.

**Checkered Flag:** Signifies the completion of the race or event. Passing the checkered flag indicates the finish of the race. Red Flag and Checkered Flag: If the red flag is shown with the waving checkered flag, it signifies the end of the race before the full competition of laps due to an extreme hazard on the track.

## **COURSE MARKINGS, NEGOTIATION AND PENALTIES**

**Overview:** The course will be marked with a set of clearly identifiable floating markers. While some Event Organizers use different colors than those listed below, the following is the basic description of buoy colors and their meaning at the majority of races. Every boat must negotiate the course without destroying, damaging, or dislodging any buoy unless forced to do so by another boat. In that event, only the offending boat will be disqualified or penalized at the discretion of the Race Director.

**YELLOW Buoy:** A yellow buoy indicates a left turn. Two or more yellow buoys may be put in a line to form a large sweeping left-hand turn.

**ORANGE Buoy:** An orange buoy indicates a right turn. Two or more orange buoys may be put in a line to form a large sweeping right-hand turn.

**Penalty Buoy:** The penalty buoy is to be used in the case of a missed buoy. The penalty buoy may be any color buoy that is designated by the Race Director and stands out and away from all other buoys on the race course. If a rider fails to properly negotiate, or misses a buoy, that rider must properly negotiate the penalty buoy instead of reattempting the missed buoy. The penalty buoy must be negotiated on the same lap

that the missed buoy occurred unless the penalty buoy is not located as the last buoy on the course. In this case the penalty buoy may be negotiated on the following lap. Only one missed buoy per lap may be rectified by negotiating the penalty buoy.

**Checkered Buoys:** Checkered buoys indicate the Start/Finish line. A rider must pass through these buoys for a lap to be counted.

**White/Other Color Buoys:** These buoys are special purpose markers and are used to mark such things as the outside lane of a racecourse utilizing a two-lane split start, turns on the Slalom event or the merge lane in the case of a “split” type racecourse. Long “hot-dog” inflatables are also used to establish a merge lane on a split-type racecourse. Other Color buoys are often used on the outside of the racecourse to control boat traffic from entering the racecourse. The specific purpose of specially colored buoys will be reviewed by the Race Director during the rider’s meeting.

**Negotiating Buoys:** Every rider must clearly negotiate the nose of their watercraft around every buoy defining the race course without destroying, damaging, or dislodging any buoy unless forced to do so by another watercraft. In that event, only the offending competitor may be disqualified or fined at the discretion of the Race Director.

**Missed Buoys:** Any buoy not cleared by the nose of the watercraft will be considered a missed buoy. Riders missing a buoy are subject to a penalty. Closed-course competitors missing a buoy will be assessed a one lap penalty unless they follow the approved procedure for negotiating the penalty buoy. Crossing over the line created by the merge lane buoys constitutes a missed buoy.

Missing a checkered / finish line buoy cannot be rectified by negotiating the penalty buoy and is an automatic 2 position penalty.

If a rider misses a buoy without making any attempt to negotiate the buoy, it will result in a one lap penalty unless the racer takes the makeup buoy.

Under no circumstances should a rider circle back in an attempt to renegotiate a missed buoy. Renegotiating a missed buoy will result in a penalty and possible disqualification from the race.

**Finishing an event:** The rider and their watercraft will be considered as a unit to constitute a finish. Upon the completion of a race riders should continue through the finish line being mindful that other riders are still racing behind them. After crossing the finish riders are to leave the course immediately in a safe and controlled manner. Riders may be required to report to the technical inspection area for post-race inspection.

**Switching Boats between Races – Closed Course:** The use of a second or backup watercraft in a second moto, semi-final, or final will be allowed provided that there is damage to the first watercraft that makes it unusable or a hazard. Once a switch has been made to a second watercraft, switching back to the initial watercraft at that event must be approved by the tech inspector. The second watercraft must meet all class and safety regulations. For those choosing to switch boats between a moto and/or final, the rider will be penalized his or her line position and must report to the Race Director. The

Race Director will instruct the competitor that has switched boats what position on the line he or she will line up in. Failure to notify the Race Director and Technical Director for switching boats will result in a penalty and/or disqualification.

**Switching Boats during a race** – Closed Course/Supercourse/Offshore/Endurance:  
Once a competitor officially starts a race switching to a secondary boat is prohibited.