

SAFETY REQUIREMENTS

GENERAL SAFETY RULES

The following General Safety Rules will apply to all Pro Watercross and Full Throttle WaterX sanctioned events and classes. All Pro Watercross members and other event participants, including but not limited to owners, mechanics, pit crew, sponsors, and Event Organizers are considered to be fully aware of all safety rules and will be expected to adhere to them at all Pro Watercross sanctioned events.

EVENT AND RACE COURSES

Race Director authority: The Race Director shall have authority to stop or conclude any event(s) he or she deems necessary to ensure the safety of participants, spectators and/or officials, or because of technical problems.

Participant responsibility: Pro Watercross does not certify or inspect every course used at Pro Watercross sanctioned events. Participants are responsible for their safety at Pro Watercross sanctioned events, and the participant should determine their own ability and skill level regarding being able to negotiate each particular race course, as well as their watercraft being suitable for racing. Participants that have concerns about the safety of the race course, doubt the competence of the officials, doubt the competence of fellow participants, doubt their own ability to compete or their watercraft, should not participate in the event and request the return of their entry fee before practice for the event begins.

Public waterways: Pro Watercross sanctioned events take place on public waterways that may use routes used by other boaters. Pro Watercross and its event organizers are not responsible for the conditions of the waterway or for the actions of other individuals that may be using the public waterway.

Organizer responsibility: Pro Watercross does not attend each and every race that is run under its sanction. The organizer of the event is solely responsible to ensure that all rules relating to safety and compliance with Pro Watercross General Safety Rules are followed and to organize a safe competition. The organizer of the event is responsible for purchasing the required insurance through Pro Watercross' official insurance carrier.

SAFETY GEAR

Rider responsibility: It is the responsibility of the riders to select protective equipment that will conform to Pro Watercross guidelines and provide adequate protection. Even though race rules committees and Pro Watercross develop guidelines, Pro Watercross does not endorse or guarantee specific products or manufacturers of protective equipment. Racers must rely on their own judgment in the selection of helmets and other apparel for protection and durability.

Equipment approval: The Race Director of an event shall have the authority to prohibit the use of any helmet, personal flotation device (life jacket), back protection or other equipment which the Race Director may consider unsafe, insufficient protection or inadequate.

Required when riding: All riders must wear complete safety gear, including life jacket and helmet, while operating a watercraft on the water at a sanctioned event. All stand up and sport riders must have an approved back plate protector during competition.

Exceptions: Pro Freestylers are not required to wear a helmet or back protector during competition.

Helmets

Required when riding: It is mandatory for all participants taking part in practice and competition to wear a full face protective helmet.

Chin guard: Helmets with bolt-on face chin guards are not allowed.

Face shield: Full face shields shall be allowed providing the shield is pivoting with no locking apparatus. A quick release capability is acceptable in lieu of a pivoting mechanism. The face shield must be made of a shatterproof material.

Certifications: The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval:

USA: Snell M2010, M2015 or DOT FMVSS 218 Europe: ECE 22-05 'P', 'NP' or 'J'

Japan: JIS T 8133 : 2007 Full

Approval: All helmets must be approved during pre-race inspection and are required to be in sound condition with no alteration to their construction.

Fitment: The helmet must be properly fastened, be of a good fit, and be in good condition. The helmet must have a chin strap type 'retention system'.

It is recommended that the rider perform the following fit check prior to operating their watercraft: Verify the helmet fits well on the rider's head, that it is not possible to slip the retention system over the chin when fully fastened and, that it is not possible to pull the helmet over the rider's head by pulling it from the back of the helmet.

Prohibited styles: No plastic, bicycle type, BMX, or similar designed headgear will be allowed.

Emergency features: It is recommended that all helmets used in competition be equipped with a commercially manufactured emergency helmet removal device and that all competitors display the following information on the base of the helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card and add any pertinent information such as epilepsy, diabetes, current medications and past medical problems

Life Jackets

Certification: A U.S. Coast Guard approved, type I or III, full jacket personal flotation device (life jacket) will be worn by all participants at all times while on the water. Every rider shall certify his or her floatation equipment to function properly when requested by a Pro Watercross official.

Inflatables prohibited: Inflatable-type PFDs are not allowed.

Buckle recommendation: It is recommended that all jackets have buckle-type straps across closures.

Back protection

Device requirements: Spinal column protection devices (back protector) can be rigid or of soft material that is capable of absorbing and distributing an impact sufficiently to reduce injury. Devices must not be capable of absorbing water.

Devices must adapt to the anatomical bend of the athlete's spine and lay flat against the body. The top edge of the back protector has to be situated in the area of the spinal column. Fastening of the back protector may take place with a stomach belt, straps or suspenders. The maximum thickness has to be in the middle part and should not exceed 45 mm; the thickness reduces towards the edges of the back protector. The back protector may be worn exclusively under the competition suit.

Recommendation: It is recommended that all competitors wear back protection.

Ski class requirement: All Ski competitors with the exception of freestylers are required to wear a spinal column protection device

Device requirements: Spinal column protection devices (back protector) can be rigid or of soft material that is capable of absorbing and distributing an impact sufficiently to reduce injury. Devices must not be capable of absorbing water.

Rider responsibility: It is the sole responsibility of the competitor to insure he or she has adequate back protection.

Eye protection: Eye protection in the form of shatterproof goggles is highly recommended for all competitors

Footwear: Footwear is highly recommended for all competitors.

OPERATOR SAFETY

No competitor shall participate in a Pro Watercross sanctioned event with any type of splint, including but not limited to, a cast or brace applied to his or her body, without written approval from a doctor and approval by the Race Director of the event.

Drugs / Alcohol: No person shall be allowed to operate a watercraft if it is determined that the individual is under the influence of alcohol or drugs.

Drug testing: Random tests for drugs and alcohol may be conducted at the discretion of Pro Watercross and Full Throttle WaterX Racing.

SEE SUBSTANCE ABUSE POLICY

Denial of participation: It is the Race Director's authority to deny participation of any competitor that, if in the opinion of the Race Director, the competitor may be hazard to the other participants, spectators, or themselves.

Improper conduct: If the Race Director deems that any participant is exhibiting dangerous or unsportsmanlike conduct at any time during a sanctioned event, the participant may be fined, penalized, or removed from an event.

Signaling after separation: Competitors separated from their watercraft should wave a hand over their head and give a thumbs up to signal race officials that they are uninjured and "okay".

Competitor interference: After crossing the finish line, a competitor/watercraft shall not interfere with any other competitor/watercraft still in the race so as to affect the time of such watercraft at the finish or create a safety hazard.

PERSONAL WATERCRAFT SAFETY REQUIREMENTS

Lanyard/stop switch: All watercraft must have a properly working, lanyard/tether engine stop switch installed. Modifications made to the lanyard-/tether engine stop switch, using tape, wire or any other material whatsoever that can be removed by the rider or pit crew during or immediately following a competition event are not allowed. Engines may idle at any time, provided that the lanyard is connected.

Water discharge: All external water discharge ports/bypass outlets must deflect water downwards or in a fashion that will sufficiently disperse water without causing a hazard to other riders.

Pre-race inspection: All watercraft will be required to pass a pre-race safety inspection before being allowed to practice or compete. The Technical Director or Race Director may remove a watercraft from competition that does not meet safety requirements.

Damaged safety equipment: Damaged or broken safety equipment not detected before or during a race is not grounds for disqualification after completion of that race, unless the rider is black flagged during that event.

Nose bumper: It is mandatory that all watercraft be equipped with permanently affixed nose bumpers except for watercraft not equipped with bumpers as original equipment. If plastic or metal hull supports are used, all edges must be smooth so as not to create a hazard.

Tow loop: All watercraft must have a flexible tow loop or tow strap attached to the bow of the watercraft. The tow loop should be made of some type of flexible material (example: plastic coated braided steel, nylon strap, etc.) so as not to create a hazard. Watercraft equipped with tow hooks that protrude beyond the plane of the hull must remove the tow hook. It is the rider's responsibility to provide an adequate tow strap on the front of their watercraft. Racers failing to have a tow strap on their watercraft, or

having a tow strap that breaks while in tow, may be fined and/or disqualified at the discretion of the Race Director.

Single rider: The maximum number of riders per watercraft in a competition event is one, with the exception of Vintage Superchicken class. Multiple riders may be allowed for events such as a poker run provided the watercraft is coast guard approved for the number riders on board.