

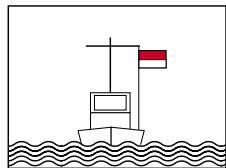
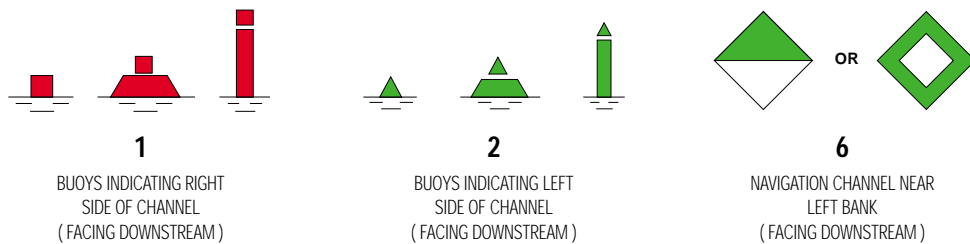
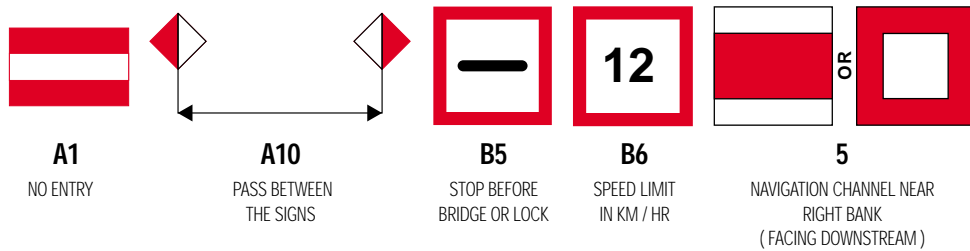


**SKI BOAT
DRIVER AWARD**

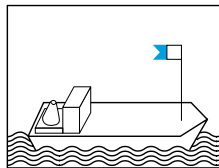
CANDIDATES MANUAL

PUBLISHED BY:
BRITISH WATER SKI
THE TOWER THORPE ROAD
CHERTSEY SURREY KT16 8PH

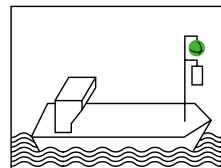
EUROPEAN REGULATIONS ONLY



76a
REDUCE YOUR WASH NEAR THIS VESSEL



82A
DIVER WORKING UNDERWATER NEAR THIS VESSEL



41A
FERRY-BOAT MOVING INDEPENDENTLY AND HAVING PRIORITY

FREE DISTRIBUTION TO CANDIDATES FOR THE SKI BOAT DRIVER AWARD WHO ARE MEMBERS OF BRITISH WATER SKI

PRICE £1 IF NOT SUPPLIED AS PART OF A COURSE OR PRIOR TO A TEST

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SKI BOAT DRIVER AWARD MANUAL

5th. EDITION - June 2003
(Minor revisions and summary of Euro Regulations)

THE SCHEME

The Ski Boat Drivers Award (S.B.D.A.) is a voluntary scheme that allows British Water Ski members to be instructed and tested at approved centres in basic boat handling and the driving of boats for water skiing. All candidates must pass the written and practical tests, however experienced drivers may, at the discretion of the examiner, take the tests without undergoing a course of instruction.

The test is comparable to the ordinary car driving test and represents the basic level of competency to drive safely. It is NOT a professional qualification and instruction on how to ski is NOT covered.

Approved S.B.D.A. centres are situated around the country either at established water ski clubs or at commercial ski schools. In most cases the clubs rely on volunteer centre principles who will arrange courses and examinations according to demand from club members and their own availability. Commercial S.B.D.A. centres arrange courses and tests for members of the public who may join British Water Ski at the centre immediately prior to the test.

The S.B.D.A. scheme is approved by the Marine Safety Agency and the Maritime and Coastguard Agency who are responsible to the Department of Environment, Transport and Regions. The scheme complies with the requirements of United Nations Economic and Social Council Resolution No. 40 for the issue by British Water Ski of International Certificate of Competence. All members who pass the S.B.D.A. and additionally are UK citizens or normally resident in the UK, may apply for an International Certificate of Competence (I.C.C.).

The administration of the scheme and issue of S.B.D.A and I.C.C. certificates are solely the responsibility of British Water Ski.

ARE YOU FIT AND CAPABLE?

When you fill in the declaration form before you take the tests you must sign to confirm that you are physically fit and over the age of 16. If you are fit enough to hold a car driving licence you would normally be judged fit enough to drive a ski boat, if you prove your competence. Your ability will be judged during the written and practical tests but if you have the slightest doubt about your skill in driving boats for water skiing then you must arrange a course with an S.B.D.A. centre prior to taking the test.

WHAT DO YOU HAVE TO KNOW?

The syllabus for basic boat handling is given in this manual and a full explanation is given in the book "POWERBOATING" by Peter White. Additional information about European rules is given in the booklet "EURO REGS FOR INLAND WATERWAYS" written by Marian Martin and published by Adlard Coles Nautical. The test does involve a basic knowledge of coastal boating and regulations. The written test takes the form of 22 multi choice questions and 30 minutes are allowed for answering them. The questions are based on information given in this manual. Your practical boat handling skills will be judged during your S.B.D.A. test. The practical test involves a brief ski tow of less than 10 minutes using standard British Water Ski procedures as detailed in this manual. An S.B.D.A. course at an approved centre will cover all these aspects.

WHAT DO YOU GET?

Both the S.B.D.A. and I.C.C. certificates are laminated in ski pass size plastic folders with the holders photograph for positive identification. The S.B.D.A. is valid indefinitely. The I.C.C. , which requires more recent and detailed information about the holder, is valid for 5 years from the date of issue. The description of the qualification is translated on the back of the I.C.C. into French, German, Italian, Spanish and Greek languages.

WHAT DOES IT COST?

If the test is not done in your own boat then the cost of using the centre boat will be by mutual arrangement. The cost of commercial courses is a matter for centres to decide.

- **The examiner may charge £5 to cover expenses.**
- **The centre may charge £1 for the declaration, test form, administration and postage.**
- **The current cost of S.B.D.A and I.C.C. certificates is indicated on the candidates application form / the British Water Ski price list.**

All certificates are supplied by British Water Ski and application forms must each have personal photographs attached. The cost of certificates includes V.A.T. All cheques to be made payable to the "British Water Ski". Visa and MasterCard credit cards may be used if the appropriate information is given on the application form.

WHAT ABOUT EXISTING S.B.D.A.'s?

All existing older S.B.D.A.'s in the form of level 3 certificates in R.Y.A. log books remain valid indefinitely. The holders may, if they wish, at any time complete the application forms giving the centre and date at which they passed their tests and apply for either or both the new S.B.D.A. and I.C.C. certificates laminated in plastic. A replacement fee is payable in order to issue a new style S.B.D.A.

HOW DO I BOOK A TEST?

You must make your own bookings directly with your chosen centre. The British Water Ski office holds a list of club and commercial S.B.D.A. centres. Commercial centres run courses throughout the year but not all centres run courses at all times. The weather, priority for water skiing, and the demand for tests all pose limitations to available dates so you need to book well in advance.

Club S.B.D.A. centres normally only examine club members but in some cases by prior arrangement they may be able to test experienced drivers from other clubs who do not have their own approved principle. Club centres do not have

facilities for training non member novice drivers. Centre principles are expressly forbidden from testing away from their own approved centres.

WHAT DO I NEED FOR THE TEST?

Besides suitable clothing you will need a cheque book, your British Water Ski membership card if you have one, and a passport photograph with a second passport photograph if you are also applying for an I.C.C. Make sure you print your name on the back of each photograph.

WHEN DO I GET MY CERTIFICATE?

The centre principle will send your combined application form and written test paper together with your cheque and photograph(s) to British Water Ski who will issue the certificates within 14 days of receipt of a correctly completed form in legible writing. If you were not a British Water Ski member prior to the test but your application form is accompanied by a membership application together with a cheque or credit card number, then there will be no delay in issuing the certificates.

Both certificates are valid whilst a member of British Water Ski.

WHAT IF I LOSE MY CERTIFICATE?

Return to the centre where you took your test and complete another form. There is no need to repeat the test but there is a replacement fee payable.

CAN THE S.B.D.A. BE WITHDRAWN?

If it comes to the attention of British Water Ski that your driving has been dangerous or has brought British Water Ski into disrepute, then British Water Ski reserves the right to withdraw the S.B.D.A. and I.C.C. certificates. Appeal against the decision may be made to the management committee of British Water Ski.

WHAT IF I FAIL THE TEST?

You can take the test again after one month to allow you time to practise. You may take the test at the same or another centre. The centre principle will return the application form showing a failure to British Water Ski Certificate fees are only payable when one is issued but expenses to the examiner and to the club for the application form, may still be payable.

WHAT TUITION CANDIDATES CAN EXPECT

COMMERCIAL CENTRES are expected to provide driving courses throughout the year to any member of the public as long as British Water Ski membership is current or applied for at the time of the test and the candidates are fit and over the age of 16. Candidates without previous experience must be given a minimum of two days instruction. Such tuition will be a mixture of shore based tuition and practical boat work. Typically at least one day will be required to cover basic boat handling and another day to learn and practice driving for skiers. Longer courses are encouraged and may be essential for some candidates. British Water Ski will not tolerate commercial centres charging for alleged driving courses and then failing to provide good value in the tuition. For example it is not acceptable for candidates to simply be given the manual for self study and then examined. Commercial centres are expected to explain the syllabus in detail and to cover all the points on which there are questions. For water tuition in ski boats the pupil to instructor ratio of 4 to 1 must not be exceeded so that pupils are not left unoccupied for too long. For shore tuition classes may be of any size. Commercial centres will make their own decision on what fees to charge for tuition and use of boats and equipment.

Candidates with previous boat driving experience must be judiciously assessed by the commercial centre principal and the length of course may be suitably adjusted. Customers must be told if they are being offered an abbreviated course and allowed the option of paying for a full course if they should want one.

CLUB CENTRES examine BWS members who in many cases already have their own boats and variable amounts of experience. Clubs are not expected to provide courses at short notice to complete novices who are not members of their clubs. Principals must adjust the length of the courses they provide prior to the test according to the candidates experience. Clubs may have local rules or conditions that require training and this may be combined with the basic S.B.D.A syllabus. If there are additional examinations required by club rules, these must be completed separately to the S.B.D.A. although they may be done at the same time.

BASIC BOAT HANDLING SYLLABUS

All boats used must have insurance that covers skiers and water skiing

1. ONSHORE TEACHING

The following syllabus is given in outline form so that an instructor can expand on the topics covered.

TYPES OF PLANING POWERBOATS

The advantages and disadvantages of inboard, sterndrive, outboard powerboats, deep V hulls, flat bottoms, dories and semi-rigid inflatables.



ENGINES

How to check the oil for inboard engines. Oil mix for outboard engines or oil reservoirs as appropriate. Checking and changing propellers. Use of different propeller pitches. Use of outboard power tilt for different conditions. Tilting outboard engines for launching. Opening air vents for outboard fuel tanks. Priming fuel lines. Use of blower on inboard engines before starting and after refuelling. What to look for on inboard boat gauges. Purpose and use of kill switch on engine controls. Types and use of various engine control boxes, including use of idle throttles and neutral locks.

FIRE EXTINGUISHERS

Most boat insurance policies require that ski boats with inboard engines be fitted with an automatic extinguisher within the engine compartment. Inboard boats are advised to carry a second hand held extinguisher. Outboard boats need an extinguisher in an accessible place away from possible fires.

BOAT EQUIPMENT

If there is the slightest chance of losing sight of the land due to reduced visibility or a long trip, then a compass suitable for fast small boats must be fitted and you must understand how to use it. A bilge pump must be fitted and an alternative mechanical pump or buckets are recommended. Paddles, flares, (with valid expiry date) and anchor must be carried unless only operating on a small lake. Always carry spare buoyancy aids or life jackets in numbers and sizes sufficient for all persons on board.

N.B. The Coast Guard and British Water Ski recommend that you carry a marine band V.H.F. or mobile telephone when using coastal waters. Marine V.H.F. sets are now available in hand held versions and are relatively cheap but could make the difference between summoning help from a friend in good time or a major tragedy developing. Mobile phones

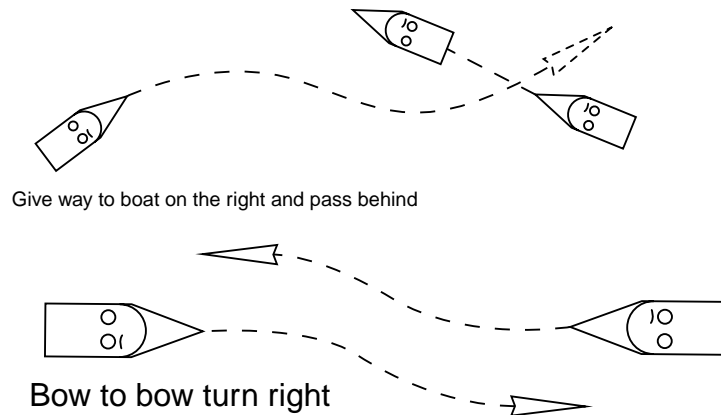
are commonly carried but in an emergency they do not communicate directly with the coastguard and identifying your position could be a problem. Marine band V.H.F. sets enable you to talk directly to lifeboats and helicopters and you might be able to render assistance to others. An operators licence is required.

BOAT TRAILERS

Wheel bearing maintenance, Operation of winches, Breakback trailers, Trailer brakes, Lighting boards, Hitch locks and safety chains.

RULES OF THE ROAD

Summary of International Regulations for Preventing Collisions at Sea. Importance of finding out local rules and bylaws from the Harbour Master or local authority. Keep right, turn right.



EUROPEAN REGULATIONS

Recent work by the United Nations Economic Commission for Europe has resulted in new resolution number 40 governing the issue of International Certificates for Operators of Pleasure Craft together with resolution number 41 covering the equipment of small craft. The effect is that the I.C.C will now be issued with validity for either or both coastal waters and inland waters. Additional information given below will enable S.B.D.A. applicants to complete questions on the written test and qualify for issue of an I.C.C. valid on coastal waters only

To qualify for an I.C.C. valid on inland waters now requires knowledge of the rules governing European marine navigation and known as the Code Européen des Voies de la Navigation Intérieure, or more commonly the CEVNI rules.

Their primary purpose is to control the very intensive use of inland waterways by large vessels and indeed 'normal vessels' in CEVNI rules refer to vessels over 20 metres in length. These normal vessels have many specific identifications and rules for narrow channels as well as special procedures when going upstream and downstream. Nevertheless they also contain the rules for operating small powered boats and water ski tow boats. All vessels may additionally be subject to local and national rules.

A separate test with multi choice questions, must be passed in order for an I.C.C. to have an inland waterways validity.

Additionally it is highly recommended to read the booklet "Euro Regs for Inland Waterways" by Marian Martin and published by Adlard Coles Nautical for £5,.

Major European rules, which are entirely in line with the British Water Ski codes for ski boats, are that water ski tow boats are only driven by persons over the age of 16, an observer is always carried, water skiing takes place only in daylight and good visibility, keep clear of all other vessels, and unless skiing in a designated area, retrieve ski ropes from fallen skiers immediately. Ski boats must carry a fire extinguisher, bailer and anchor with at least 10 metres of line. The engine must have a kill switch.

"Normal", i.e. large vessels always have right of way and indeed water ski boats give way to everything else and most importantly leave ample room for large vessels to manoeuvre. When meeting other small powered vessels the usual International rules of keep right, turn right, apply.

All vessels, including ski boats, must be identifiable. The identification marking shall be fixed in clearly legible Latin letters and Arabic numerals in a dark colour on a light background or by light colour on a dark background. The identification shall be displayed on both side of the boat in the middle of the hull or on the bows. The characters shall not be less than 100mm high and easily legible.

EUROPEAN REGULATIONS FOR INLAND WATERS

WARNING

This manual contains a summary of the European Regulations that are relevant to drivers of water ski boats only.

Anyone wishing to navigate other recreational craft such as cruisers or sailing vessels, must refer either to the full regulations or the Royal Yachting Association's booklet 'EuroRegs for Inland Waterways' by Marian Martin. They are also strongly advised to obtain the appropriate RYA certificate.

In particular this manual has no information about night signals or marking because water skiing at night is prohibited.

BOATMASTER

All vessels must be under the control of a boatmaster. This person must be qualified, over the age of 16, and not intoxicated by drink or drugs.

SKI BOATS

On your ski boat you must carry a certificate of registration or national navigation permit. The boat must be identified by its name in the following manner: -The name shall be inscribed on the outside of the craft, on both sides, in Latin characters not less the 10 cm. high, easily legible and indelible, their inscription in oil paint being considered indelible. Alternatively if the craft has no name it must bear the name (or its usual abbreviation) of the organisation to which it belongs, followed where applicable, by a number.

There must be clear vision in all directions from the steering position and the ability to hear sound signals.

You must not pollute the water in any way such as by the discharge of sewage or dumping of fuel or oil.

The boatmaster shall endeavour to clear a navigation channel of any floating material (i.e. ropes, skis, and skiers) as soon as possible.

The following article 6.35 of the regulations applies specifically to water skiing: -

- 1 Water skiing and similar activities are permitted only by day and in good visibility. The local competent authorities shall designate areas where these activities are permitted or prohibited.
- 2 The boatmaster of the towing vessel shall be accompanied by a person responsible for the tow and for the supervision of the skier and competent for those purposes. (In other words a competent observer is compulsory.) Local competent authorities may specify the minimum age of the observer.

- 3 Except when navigating in a channel, which is reserved for their exclusive use, towing vessels (water ski boats) and water skiers shall keep at sufficient distance from all other vessels, from the bank, and from bathers. The distance to be determined by the competent authorities, who may extend this provision to other categories of equipment.
- 4 The tow rope shall not be trailed unheld. (In other words you must retrieve the ski rope when the skier falls)

Further regulations concerning water ski boats are contained in United Nations Resolution No. 41 which in summary say that the boat must carry a paddle, buoyancy aids for all the people on board, a mooring rope at least as long as the craft, effective steering, a fire extinguisher, a bailer, an anchor with at least 10 metres of line, and "a device to automatically stop the engine if the helmsman leaves the steering position" - in other words a kill switch tied to the driver.

The water skier must not create a nuisance or danger for other users of the waterway.

RULES OF THE ROAD

Rivers are classified as Class I and canals, lakes and broad waterways are classified as Class II. The direction of the current on Class I rivers is important because normal vessels over 20 metres in length have certain priorities when proceeding upstream or downstream. Also so far as small craft such as ski boats are concerned, you must give way to everything and most importantly not obstruct the navigation of "normal vessels" in any way. Large "normal" vessels do not necessarily keep to the right on waterways. When for instance the deeper channel is on the outside of bends, then that is where the normal vessels will navigate.

- In general the international collision rules apply with modifications for the large vessels operating in narrow or shallow channels and ski boats must always keep out of the way of normal vessels and give them plenty of room to manoeuvre.
- A ski boat navigating a narrow marked channel will keep to the right and maintain its course when meeting another small powered vessel. If a vessel sees there is a risk of collision it will sound a series of very short blasts on its horn.
- As a general rule, an overtaking vessel shall pass to the port (left) of the vessel being overtaken. Where the channel is unquestionably wide enough, the overtaking vessel may also overtake to starboard (right) of the vessel being overtaken.
- Signs are displayed where overtaking is prohibited.
- Vessels may turn only after making certain that the movement of other vessels will allow them to do so safely, and without obliging such vessels to change their course or speed abruptly.
- No vessels are allowed to drift in navigation channels.

REDUCE WASH

- Vessels shall regulate their speed to avoid creating excessive wash likely to cause damage to stationary or moving vessels or structures. In particular reduce speed in good time near harbour entrances, moored vessels, ferry-boats, or where there is a sign.
- Reduce speed and do not create wash if you see the sign.
- Vessels moored or moving, and floating equipment that needs special protection from wash will fly a flag with red upper half and white lower half, or a board with the same colours, or a red flag above a white flag.
- All vessels, including water ski boats, must reduce speed and keep clear of anything showing such signals.
- Vessels, which are unable to manoeuvre, will display two black balls suspended from a mast. Towed vessels display a yellow ball suspended from a mast. Vessels fishing display two black cones point to point, and one above the other.
- Vessels used for underwater diving display the international 'A' flag which is blue and white.

GENERAL NAVIGATION SIGNS

Navigation on any waterway may be prohibited by the display of the general "NO ENTRY" sign.

Ferry-boats crossing waterways carry a green ball suspended from a mast at the stern if they are pulled by cables, or a green ball suspended from a mast at the bow if they can navigate independently. They all have priority over water ski boats but if they also have priority over other vessels then they show a white cylinder suspended below the green ball.

If passage under bridges, through weirs, or through locks is restricted, then all vessels, including water ski boats, must pass between the signs.

One or more red lights before a moveable bridge, weir or lock, means that passage is prohibited. Small craft including water ski boats must always keep away from other vessels in or near locks. One or two green lights mean that entry is permitted into a lock.

On lakes and broad waterways, weather warnings may be given by a yellow strobe light flashing at 40 times per minute indicating caution and at 90 flashes per minute meaning imminent danger of bad weather.

CHANNEL MARKINGS

The convention for right and left sides of a channel is taken from the position of an observer facing downstream in a river. On canals lakes and broad waters the appropriate authorities will designate which sides are right and left.

- Right hand side channel markers are red cylinders or red buoys with red cylindrical topmarks.
- Left hand side channel markers are cone shaped or buoys with a cone top mark and coloured green.
- When the channel divides buoys or marks are coloured in green and red bands.
- When the navigable channel for normal vessels lies close to the right bank then red and white markers are placed on the bank.
- (Do not confuse with no entry sign).
- Like wise navigable channels close to the left bank are green and white.
- Black and yellow rectangles or a yellow cross indicate point where the navigable channel crosses from one side to the other.
- Isolated danger marks may be shown.
- When a stop is required before moveable bridge or lock it will be indicated by a black horizontal bar in a red square.
- Speed limits in km/hour are shown as black numbers in a red square.
- The requirement to give a sound signal is shown as a black dot in a red square.
- A requirement to keep a particularly sharp lookout is shown by a vertical black bar in a red square.
- When there are restrictions on navigation about which you must make enquiries, a simple red square is shown.

WATER SKI CHANNELS

Special areas which for example may be designated to protect swimmers canoeists, rowers or water skiers may be defined by a series of yellow buoys which may also carry a red flag. An example of how a channel specifically for water skiing might be marked to cross a swimming area where all types of craft are prohibited, is given in Figure WSC. An example of an area where motorised craft are prohibited is given in Figure MCP and of an area where there is a 12 km/h speed limit in Figure GL12.

DISTRESS SIGNALS

Any vessel in distress and needing assistance may make repeated long blasts on a horn or ring a bell. Additionally all of the following visual signals may be used: -

- Waving a flag or any other suitable object in a circle.
- A flag having above or below it a ball or anything resembling a ball.
- A light waved in a circle.
- Rockets or shells throwing red stars.
- A light signal showing SOS in Morse Code (... --- ...)
- Flames by burning oil etc.
- Red parachute or hand held flares.
- Slow movement of the arms extended on each side, up and down.
- All these signals are illustrated in figure 74a

SOUND SIGNALS

There are numerous signals used by normal vessels between each other to indicate what they are going to do but for water ski boats the important general signal is a series of short blasts indicating "imminent danger of collision" when they must promptly get out of the way. Also repeated long blasts indicate a distress signal.

Summarised by Robin Nichols from information contained in United Nations Document TRANS/SC.3/115/Rev.1 No liability accepted for any mistakes or omissions. For all questions requiring a full definition, the original document should be referred to. European regulations are not copyright and may be copied if acknowledgement is made to the United Nations and British Water Ski, 390 City Road, London, EC1V 2QA.

TIDES AND CHANNELS

A very basic knowledge of how often tides go up and down is required. The purpose of buoys marking restricted channels must be known. Further information is given in "Powerboating" by Peter White.

PREPARATION FOR LAUNCHING

Allow the trailer bearings to cool before launching. Check the state of the tide and the condition of the slipway at your proposed time of return.

Removing lighting board, checking bung, removing tie down straps, tilting engine, checking propeller, skeg, and controls, checking equipment including sufficient fuel, paddles, and for coastal use, flares, anchor and rope.

ON THE SLIPWAY

Use of ropes and winch. Effect of tides and currents. Courtesy to other users of the slipway. Move car and trailer away from slipway after use.

LAUNCHING CHECK LIST

Bilge empty, bung in	Compass
Sufficient fuel, tank secure	Anchor chain/rope
Tank breather open	Flares
Battery secure	Paddles
Throttle, gear shift & steering cables free movement, no excessive wear.	Marine band VHF radio, or mobile telephone

LAUNCHING CHECK LIST continued

Outboard engine tilted	Fire extinguisher
Propeller and locknut secure	Skis, vests, lines, wet suits,
Skeg for damage	Engine oil sufficient
Speedometer pitot tube clear	Screen and mirror clean
Relevant spares	

TRAILER TOWING CHECK LIST

Hitch and safety chain	Outboard tilted and secured
Lighting board	Tyre pressure & condition
Wheel nuts	Propeller protected
Wheel bearings for slackness	Boat tied down

2. PRACTICAL HANDLING

STARTING

Propeller clear of shallow water or people. Blower on inboard boats. Use of starting controls. Initial engine readings on inboard boats.

SLOW SPEED HANDLING

Use of controls. Movement of the stern of the boat when selecting forward or reverse. Momentum of the boat. Effect of wind, current or tide. Simple figure of eight manoeuvres, coming alongside a buoy and finally docking to a fixed jetty with consideration for winds, current or tide. How to moor a powerboat and the use of fenders should be practised.

HANDLING AT PLANING SPEEDS

Positioning crew and effect of weight distribution on planing. Angle of boat and visibility when coming onto plane. Use of engine power trim. Turns of the type used when towing water skiers should be practised. The only type of emergency stop that need be practised is to reduce power rapidly and select neutral gear while steering a straight line.

ANCHORING

Should be practised and the effect of tides and rope lengths or chains, explained.

PICKING UP A FREE FLOATING BUOY

The manoeuvre is equivalent to picking up a skier or a man overboard. The novice driver must be proficient before proceeding to learn how to drive for water skiers.

WATER SKIING SYLLABUS

ONSHORE TEACHING

The following syllabus is given in outline form so that an instructor can expand on the topics covered.

BOAT CREW

The importance of always having a rear facing ski observer so that the driver can always concentrate on where he is going. The need for at least two people in a boat to assist an injured skier. Give examples of cases where drivers without observers have lost skiers or have driven over swimmers.

SKI ROPES

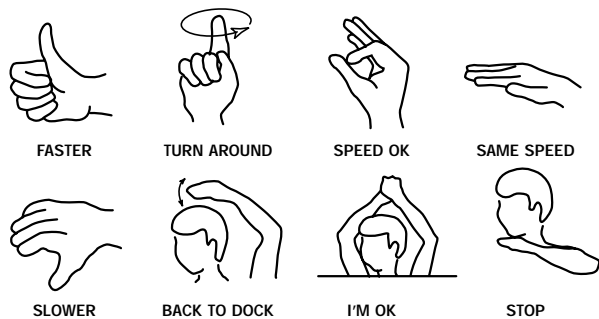
Explain the advantages of braided plastic rope that floats, is easily visible, easily spliced, and resistant to rotting. No metal attachments at the skier's end which might catch a skier's hand. Different lengths for recreation, slalom, tricking, jumping, knee boarding, racing, barefooting, and inflatable toys. Advantages of ski pylons (poles) or of a transom bridle and pulley for a small boat. Hazard to fingers of ropes. Hazard of driving over floating ropes. Importance for a skier in the water to let the rope pass through his hands and not behind his head.

SKIERS EQUIPMENT

The difference between a lifejacket which supports an unconscious person face up, and a buoyancy aid giving freedom of arm movement and which skiers use. Need for close fitting ski vest (Buoyancy aid) which does not slip up around a skier's ears. Protection to a skier's internal organs that is given by a ski vest. Protection against enemies by wearing a wet suit. Types of wet and dry suits. Dangers of rings catching in ski ropes. Danger of losing contact lenses or false teeth during falls.

STANDARD SKI SIGNALS

Drivers, skiers and observers must all know and understand the visual signals given in this booklet together with the standard aural signals of "in gear" and "hit it".



COURTESY TO OTHER WATER USERS

Importance of not annoying other water users who have equal rights to use public water such as yachtsmen, wind surfers, canoeists, swimmers, divers, and anglers. Stay well clear of boats flying the blue and white flag indicating a diver below. The future of water skiing on public waters is increasingly in jeopardy if the environmental and safety codes given in this booklet are not followed.

LOCAL RULES

The increasing presence of local rules that make it essential to find the harbour master or other controlling authority before skiing in an area you do not know. Use of buoys to protect swimmers and ski lanes at coastal resorts.

BOARDING AN INJURED SKIER

Discuss types of injury such as those which require urgent action when there is a severe loss of blood or breathing has stopped. Accidents where care is necessary such as spinal injuries, bone breakage and limb dislocation. How to board an injured skier on boats without a ski platform. Use of the observer to support an injured skier. Communications, nearest telephone, mobile phones, marine band radio.

INSURANCE

All boats must be insured for third party liability to and of water skiers. When candidates use their own boats for the test, proof of valid insurance must be shown to the examiner.

The currently approved British Water Ski insurance broker offers a discount when ski boats are driven only by holders of the S.B.D.A.

EQUIPPING A BOAT FOR WATER SKIING

Many boat manufacturers say their boats are suitable for water skiing but some need a little adaptation. A bridle with a pulley mounted on the transom is the best solution for small boats but for larger boats a ski pylon or pole will give the best pull for a skier.

A mirror should always be fitted. The rearward facing observer needs to be comfortable while watching the skier. Except for purpose built ski boats, this will probably mean turning the passenger seat around. Boarding a skier, especially one who is tired or injured, needs either a boarding platform or boarding ladder. Sharp deck fittings that pose a hazard to skiers going over the side, may need removing. A speedometer is useful for keeping a constant speed when towing a skier.

DRIVING TECHNIQUES FOR WATER SKIERS

First familiarise yourself with local surroundings and conditions. Check where you can and can not ski and take careful notice of any local Bylaws, details of which can be obtained from the local Harbour Master, library, coast guard, or council offices. It is advised that you drive a circuit of the water to be used in order to familiarise yourself before actually towing a water skier.

You must carry an observer and see that they can sit comfortably and do their job of watching the skier. Communication from the skier to the observer and from the observer to the driver is essential and should be clearly understood from the start. The recommended hand signals are shown in the diagram given earlier in this manual. It is also the observer's job to look after the ski line including throwing the handle to the skier at the start, making sure the line is clear of knots and not entangled with the boat or engine, and retrieving the line and handle at the end of the ski.

The ski line is potentially the most dangerous bit of equipment on the boat so make sure your observer treats it with respect and never touches it once the boat is moving because serious injury can be sustained if a finger or limb becomes trapped.

As you would in a car, adjust the seat and mirror before you start. If there is no seat adjustment then you may need to use cushions or life jackets to achieve a position where you can reach the controls easily and see properly. Never sit on the back of the seat or side of the boat. If you do so you are not properly in control of the boat. You may be thrown out and the boat would probably continue in circles without control!! Kill switches with cords attached to the driver are fitted to prevent this occurrence in rough water.

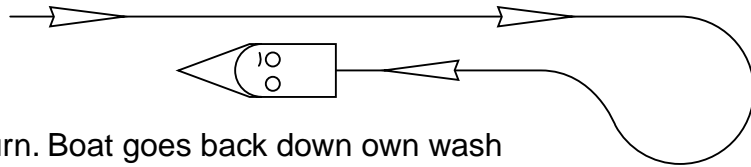
The ideal driving position is with one hand on the steering wheel and the other always on the throttle. Boat steering mechanisms are notoriously prone to corrosion and if you need two hands to turn the wheel, then the steering needs maintenance. Perhaps a new steering cable or maybe just some grease.

With an inboard boat that has not been running for a few minutes the most important thing you must always do before turning the ignition key is to turn on the blower. This will blow out any petrol or gas fumes that may have accumulated in the bilge and avoid the possibility of an explosion when you start.

Find out from your skier the speed, start method, and type of skiing that they want. Make sure your skier will use the standard aural signals of "in gear" and "hit it". Other words can be confusing. I.e. "go" can sound like "no". Also make sure your skier is familiar with the standard hand signals given in this manual.

When the skier is ready check the line is clear of snags with the ski tips above the water and rope between the skis. Before starting ensure that the engine (outboards) or rudder (inboards) is lined up straight ahead before applying power. YOU MUST LOOK AHEAD BEFORE ACCELERATING. When applying the throttle be smooth but firm. It requires a lot of power to pull the skier out of the water and get the boat onto the plane, but beware, as soon as the boat and skier are planing on top of the water that the boat wants to race away. Now is the time to gently ease back on the throttle and achieve the desired speed smoothly. Once under way ensure that the boat path is clear not only for the boat but also for the skier who may be viraging from side to side. For jetty or beach (scooter) starts, any loops of slack that the skier may have taken, must be thrown away before you open the throttle. A loop around a limb or finger is very dangerous.

Give smooth acceleration dependent on weight of skier and type of ski. Drive a constant speed dependent on the skier's weight and type of skiing. Give a smooth response to skier's signals. A "P" type turn to return down the boats own wash, is the preferred pattern.

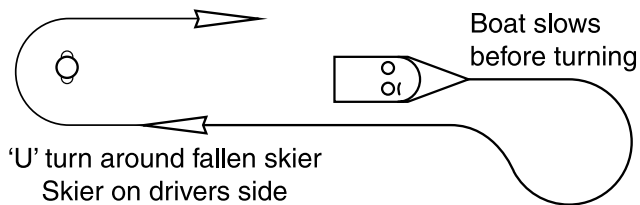


'P' turn. Boat goes back down own wash

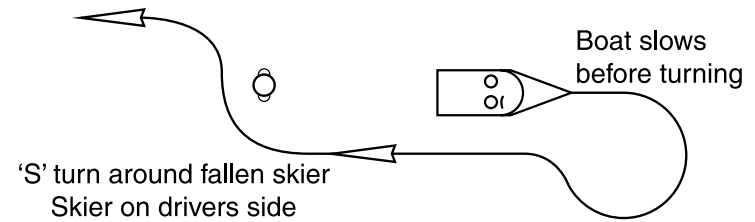
Look for flat water and attempt to create as few wake problems of your own as possible. The water is being flattened behind you but being made wavy on either side which is why you should make a "P" type turn and return down the centre of your own wash. Before you start a turn be aware of which side your skier is on and signal your intention to them. Ensure you have plenty of room for the turn and if the skier is a beginner make allowances for a wider than usual turn. If the skier is out of control on the whip and on the outside of the turn, you can assist them by easing back on the throttle but don't forget to put the speed back up as you come out of the turn. The opposite action might be required for a beginner caught on the inside of a turn and needing a bit more throttle to keep his speed up. If you have allowed yourself enough room you can also widen the arc of your turn.

If you are driving on water that has other users or perhaps on a narrow strip of water, and your forward course becomes blocked, NEVER try to force your way through just because you have a skier on the back. You can and should always STOP. It will mean the skier has to make another start but towing a skier gives you no right of way over other users of the water.

When a skier falls without any apparent injury, the observer should immediately tell the driver. You should then slow the boat before turning and going back to the skier. The skier must be on the driver's side and always in view to the driver. If there are no other boats in the area it is accepted practice to return with the ski rope trailing and do a "U" turn or "S" turn around the skier so that they can regain the handle, and as illustrated in the diagram. The skier should let the rope pass through their hands in front of their face and never let the rope be pulled around their neck.



'U' turn around fallen skier
Skier on drivers side



'S' turn around fallen skier
Skier on drivers side

On water crowded with other boats it is safer to first pull in the ski line before returning to the skier. The observer can then throw the handle to the skier for another start. At some clubs with many boats operating this is a compulsory rule.

If you need to board a fallen skier always switch off the engine first.

When returning to the dock or beach slow down slightly and drive parallel to the dock or beach. Never put the skier into the dock or beach too fast or out of control. Skiing up the beach or into the dock can be as much the drivers fault as the skier's. Clear the landing area and retrieve the ski line before trickling slowly back to the dock or beach. Look out for swimmers, boats, or skiers who might have come into the area while you were away skiing.

Remember that when you drive a boat with a skier you are controlling a boat that is effectively 25 metres long and travelling at between 30 and 60 k.p.h. Take it seriously, don't drink and drive and don't allow your boat to be used as a toy by unqualified drivers. The whole image of water skiing suffers when the public sees ski boats being driven recklessly or needlessly running round in circles without even a skier on the back.

The golden rule is the driver drives and the observer watches the skier. Take pride in giving the best ski tow by smooth control and constant speeds and you will be rewarded by as much satisfaction as the skier gets.

S.B.D.A. PRACTICAL TEST

PREPARATION

If the candidate provides their own boat for the test, they must also provide the examiner with written proof that the boat is currently insured for towing water skiers. The skier to be used during the test may be supplied either by the candidate or the testing centre. The skier must be competent on two skis, stay in the centre of the wake behind the boat for the whole test, and not do anything that might cause a fall.

The examiner may act as the observer and will relay the skiers signals as well as keeping the driver informed if the speed is not suitable for the skier or if the skier is having difficulty during turns. Alternatively an additional person may be carried to act solely as the observer.

The test will be preceded by a briefing from the examiner to the skier and the candidate. This will describe the test and the area of water to be used.

Throughout the test the candidate must remain properly seated and not perched on the seat back or side of the boat.

The test should not be prolonged for any item and should be completed in less than ten minutes. The candidate must pass all sections. The examiner will tell the candidate the result of the test immediately on its completion.

DETAILED PROCEDURE

- 1 The test will start when the skier is in deep water and the observer passes or throws the handle to the skier. It is the candidate's duty to supervise this operation and ensure that the rope has no knots or is not caught up on any part

of the boat. It is also the candidate's duty to ensure that the skier is wearing a ski vest.

- 2 The candidate will drive the boat slowly out to a position where the ski rope is just taught.
- 3 The candidate will look over their shoulder and check that the skier is ready with the rope between their skis.
- 4 When the skier shouts "hit it" THE CANDIDATE MUST FACE THE FRONT and check the water ahead is clear before accelerating.
- 5 The candidate will accelerate the boat in a straight line at a rate suitable for the weight of the skier.
- 6 The candidate will drive in a straight line until the examiner indicates that a turn is required. This will be after approximately 300 metres. The examiner will expect a reasonably straight course with a constant speed suitable for the weight of the skier. The examiner will not expect tournament type accuracy but will require a good recreational ski tow to be given. The candidate must watch where they are driving and rely on the observer (or examiner) to relay the skiers signals and speed requirements.
- 7 The candidate will execute a smooth and uniform turn through 180 degrees to return to the centre of the boats previous wake. The turn should be of a size and speed suitable to the weight of the skier who is being towed.

During the turn the candidate must primarily watch the area ahead but they are permitted an occasional glance over the shoulder to check the skier's path and speed although it is preferred that a mirror and the observer are used for this purpose.
- 8 The candidate will continue in a straight line back down the boats original wash. At a suitable point the examiner will signal to the skier that they must let go of the handle.
- 9 The observer (or examiner) will tell the candidate that the skier has let go of the handle. The candidate must immediately slow the boat without turning.. The candidate will RETURN AT IDLE SPEED WITH THE SKIER ON THE DRIVERS SIDE. The candidate must keep the skier in sight throughout the return. The handle may be returned to the skier either by an "S" or "U" turn with the rope trailing through the skiers hand, or by the observer retrieving the rope and throwing the handle to the skier when close enough.
- 10 When the skier is ready and shouts hit it, the candidate will again face the front and do another start followed by a straight line tow and a turn in the opposite direction to the first turn if local skiing rules will permit this.
- 11 The candidate will return the skier to the drop off area previously designated by the examiner and the observer will signal the skier to let go.
- 12 The candidate will return the boat the boat to the jetty and demonstrate a safe docking. If the test is carried out where there is no jetty, this manoeuvre will be demonstrated alongside a moored boat or raft. The boat must be driven in a slow and controlled manner. The examiner will make due allowance if the candidate is not familiar with the type of boat that the test is taken in.
- 13 At all times while the skier is being towed, the candidate will not drive closer than a ski ropes distance (23 metres) from any other boat, obstruction, shallow water or shore.

HIGHER QUALIFICATIONS

In the world of competitive water skiing the S.B.D.A. is an elementary qualification from which to progress to higher licences. Details of more advanced licences for tournament driving, club driving, ski racing and barefoot driving are available from British Water Ski

FIRST AID

It is strongly recommended that all participants in water skiing are fully conversant with methods of resuscitation and first aid. It is recommended that first aid training is refreshed every three years.

BRITISH WATER SKI SAFETY RECOMMENDATIONS (Amended 1992)

British Water Ski has drawn up a code of safety rules for the guidance of those who participate in the sport, and the authorities in whose control the sport is vested. British Water Ski is confident that if these recommendations are accepted and scrupulously observed, water skiing may be enjoyed by all without danger to participants or to other water users.

Speed regulations are sometimes imposed because it is a popular fallacy that there exists a relationship between speed on the one hand and danger, noise and damaging wakes on the other. As all experienced boat men realise, a slow moving craft can often prove more hazardous than one moving more readily, and statistics prove that speed is hardly ever a contributory factor in boating accidents.

Contrary to what those unfamiliar with boats may believe, a fast moving motorboat with a planing hull creates less wake and wash than one proceeding more slowly; and with modern marine outboard engines the noise levels have been reduced to acceptable levels.

It should be noted that the International Regulations for the Prevention of Collisions at Sea apply to all vessels upon the high seas and in all waters connected therewith navigable by sea going vessels.

British Water Ski's Abridged International Maritime Regulations for use in Crowded Waters

Based Upon: The Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1989 (Statutory Instrument 1989 No.1798) as amended by S.I. 1991 No.638. These Regulations apply the International Regulations for the Prevention of Collisions at Sea 1972 (as amended) to UK shipping.

- 1 Two speed boats meeting head on shall alter course to "starboard".
- 2 Two speed boats crossing: the vessel which has the other on her starboard side shall give way.
- 3 Speed and sailing vessels: the speed boat shall give way.
- 4 Vessels to keep course and speed: the vessel with the right of way shall keep her course and speed.
- 5 Vessels overtaking shall keep well clear of an overtaken vessel.
- 6 Vessels in narrow channels: every speed boat shall. When it is safe and practicable, keep to that side of the fairway (e.g. entrance to harbour) which lies on her starboard side.
- 7 Speed boats when launched from slipways must proceed directly to sea at low speed - no warming up or exercising in harbours will be permitted.
- 8 Towing vehicles and carriages must be removed from slipways and approaches immediately after launching
- 9 Every vessel which is directed to keep out of the way of another vessel shall, so far possible, take early and substantial action to keep well clear.
- 10 Any action taken to avoid collision shall, if the circumstances permit, be positive, made in ample time, and with the observance of good seamanship. If necessary to avoid collision or allow more time to assess the situation, a vessel shall slacken her speed or take all way off by stopping or reversing her means of propulsion. (re: rules 9,10 and 11, these have been included at the express wish of the Ministry of Transport in the full knowledge that they will seldom apply in waters used by water ski clubs. However, we can see that there could be special circumstances which might arise and made the observance of these particular rules essential).

- 11 Power driven vessels shall in general keep out of the way of vessels engaged in fishing. However a vessel engaged in fishing shall not impede the passage of any vessel navigating within a narrow channel or fairway. A vessel of less than 20 metres length shall not impede the passage of a vessel which can navigate safely only within a narrow channel or fairway.
- 12 Special circumstances; in construing and complying with these rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels Involved, which may make a departure from these rules necessary to avoid immediate danger.
- 13 Nothing in these rules shall interfere with the operation of special rules made by an appropriate authority for roadsteads, harbours, rivers, lakes or inland waterways connected with the high seas and navigable by sea going vessels.

SOUND SIGNALS

- 1 Short Blast Altering Course to Starboard (Right)
- 2 Short Blasts Altering Course to Port (Left)
- 3 Short Blasts Going Astern

SAFETY REGULATIONS

- 1 All power boats towing water skiers shall be occupied by two competent persons, thus enabling the driver to concentrate on navigation and the water ahead, whilst the second person is responsible for watching the skier and relaying his signals to the driver.
- 2 All power boats towing skiers shall be operated in a careful and prudent manner, and at a reasonable distance from persons and property so as not to endanger the life or limb or the property of any person.
- 3 No power boat shall tow a skier from the period of one hour after sunset to one hour prior to sunrise, provided that the rule shall not apply to powerboats used in duly authorised ski tournaments, competitions, expositions or trials.
- 4 No person shall manipulate any vessel or tow rope by which the course of water skis or water skiers may be influenced in such a way as to cause a collision or accident.
- 5 No person shall operate a boat or water ski in a reckless or negligent manner.
- 6 No person operating a powerboat towing a skier shall allow any person to ride or sit on the gunwales or decking of the vessel while underway.
- 7 When operating on the sea or other large expanse of water, the skier shall wear a life jacket, and the towing boat must carry a life buoy or other approved life preserver. It is also recommended that all boats carry fire extinguishers and that the engine cover be lifted for a short period after refuelling.
- 8 When skiing takes place from a public beach or other area where swimmers and other water users are present, one experienced person shall be in charge of skiing operations and assume responsibility to ensure that all necessary safety precautions are rigidly observed. Take off and landing points shall be clearly marked and buoys, ropes or guard boats used to indicate these approach areas to other water users, and careful watch kept to ensure that swimmers in particular do not enter the danger area. Apart from take off and landing operations, all normal skiing shall be carried out away from the shore at a safe distance beyond areas used by swimmers, pedalos and similar craft.
- 9 No person shall operate a powerboat towing a skier within a water area which has been clearly marked by buoys or some other distinguishing device, as a bathing or otherwise restricted area provided that this rule shall not apply in case of emergency.

RULES FOR SAFE WATER SKIING

WATER SKIERS

- DO be a good swimmer and always wear a life jacket and a wetsuit or drysuit.
- DO check your equipment always, wing nuts, loose binding, splinters and sharp metal.
- DO understand and use approved signals between skier and observer and driver.
- DO keep clear of solid obstacles- jetties, boats, mooring buoys, rocks, banks etc.
- DO watch the water ahead of you at all times.
- DO avoid falling forward- sit down, or if falling sideways, curl yourself into a ball.
- DO always throw away the handle on falling.
- DO use an approved life jacket and helmet when jumping.
- DO recover skis quickly, they will assist you to keep afloat.
- DO NOT shout 'hit it' to the driver until the rope is taut and your ski tips are up.
- DO NOT wrap rope around any part of your body (fingers, hand or foot)
- DO NOT place any part of the body through the handle (neck, arm or leg)
- DO NOT ski in shallow water.
- DO NOT ski at night.
- DO NOT ski directly ahead of, or to the side of another boat.
- DO NOT attempt fast landing directly towards the shore - sit down if coming in too fast.
- DO NOT ski in unknown waters.
- DO NOT jump from a boat whilst it is moving.

SKI BOAT DRIVER

- DO have a competent observer at all times in the boat whether towing a skier or not.
- DO make sure observer understands water ski signals.
- DO wait for the skier's signal and his ski tips above the water before starting.
- DO give him a smooth and steady pull on take off.
- DO steer clear of other boats and floating obstacles.
- DO shut off your motor before taking aboard a skier.
- DO return immediately to pick up the skier.
- DO always carry an extra life jacket in the boat.
- DO NOT turn sharply and put the skier in the water- gradual wide arc turns are the rule.
- DO NOT take the skier aboard without shutting off the engine first.
- DO NOT drive the boat through swimming or restricted areas.
- DO NOT operate boat sitting on the side, sit in the seat.

CODE OF PRACTICE

WATER SKIING AND THE ENVIRONMENT

Water skiing is an exciting and exhilarating family recreational activity. It is also one of Britain's most successful sports. Water skiing is an activity which most people would like to try, and as such has great potential for growth.

The popularity and success of water skiing are placing increasing pressures on water ski areas. At the same time the conservation value of water ski areas is becoming more important in relation to their surroundings. This has resulted in the need to work towards maximising the use of the areas for water skiing whilst enhancing or maintaining their conservation value. Many water ski clubs already manage their areas on this basis and co-exist harmoniously alongside or even within important conservation areas, such as Sites of Special Scientific Interest and Nature Reserves.

The provision of new water sites is largely dependent upon decisions made by local planning authorities. Water skiing must present a good case to the local authorities by demonstrating that water ski sites are always well managed and responsibly run, with minimal disturbance to local residents or wildlife.

The Codes of Practice for Clubs, and for Skiers and Boat Drivers, are a guide to the good management of water skiing areas, and to responsible behaviour, which in turn will lead to an overall better image for the sport of water skiing.

Clubs Should:

- 1 Identify the wildlife on their water skiing areas, particularly birds, other animals and plants.
- 2 Identify which parts of the area have the most wildlife value, and whether the area contains designated conservation sites e.g. nature reserves or Sites of Special Scientific Interest and International designations such as Special Protection Areas or RAMSAR Sites.
- 3 Work with local conservation groups to determine the best way of protecting important species or conservation Sites, throughout the year.
- 4 Seek ways of helping wildlife on the area, through such actions as making new islands or setting aside refuge areas. Consider during long periods of cold weather whether a voluntary cessation of water skiing would be beneficial. Seek the advice of RSPB or local English Nature officer.
- 5 Monitor changes in wildlife from year to year, particularly bird populations.
- 6 Appoint a 'Conservation and Access Officer' to liaise as necessary with the NRA, local authorities, conservation interests, local residents, etc. Also run at least annual working parties to improve the area.
- 7 Produce or input into a management plan for the area.
- 8 Discourage boats and skiers from using lake margins or shallow silty areas.
- 9 Ensure only recognised and accepted landing places and launch sites are used, which cause minimal disruption to wildlife or other users.
- 10 Reduce wash by correct grading or lining of banks and encouraging weed growth along lake margins.
- 11 Ensure refuelling and bilge pumping are carried out away from sensitive wildlife sites.
- 12 Encourage members to use propane gas or unleaded petrol, together with biodegradable oils.
- 13 Ensure all club members' boats conform to the Noise Code of Practice for water ski boats.
- 14 Ensure all club members' boats are clearly and individually identifiable to other water users or observers e.g., by registration numbers.
- 15 Ensure all new members and visitors are fully informed about the site, including any conservation interest, management measures or zones currently in practice.
- 16 Include the Codes of Practice in all levels of instruction and training of skiers, observers, drivers and officials.
- 17 Ensure the Codes of Practice are observed by members and visitors.

Skiers and Boat Drivers Should:

- 1 Be aware of and respect other water users, local residents and the wildlife which depends on water ski areas.
- 2 Give other water users a wide berth and manoeuvre carefully, well away from them.
- 3 Reduce wash as much as possible.

- 4 Stay out of shallow water and well away from lake margins.
- 5 Take care not to disturb birds, particularly during nesting or moulting, and during very cold weather.
- 6 When using a water ski site for the first time always consult the appropriate Authority before launching.
- 7 Always respect bye-laws, zoning or other management systems affecting the area.
- 8 Always launch and land at authorised locations.
- 9 Only refuel or use the bilge pump well away from any sensitive wildlife sites.
- 10 Prevent any spillage of oil or fuel.
- 11 Use propane gas or unleaded petrol.
- 12 Do not make unnecessary noise.
- 13 Take litter home.

TOWING INFLATABLE EQUIPMENT

British Water Ski has no responsibility for anything to do with inflatable equipment. Nevertheless ski boats are usually used to tow such equipment and often the drivers involved are quite inexperienced so it is prudent in this manual for drivers to be made aware of the hazards involved.

Inflatable equipment includes a variety of designs including 'Ringos', 'tubes', 'Biscuits', 'Sausages', 'Bananas', 'Sledges', and many other trade names. They are all designed to carry one or more riders while being towed along the water.

The riders have no control of the path of the equipment and it must be clearly understood that the boat driver determines what happens to the equipment. For example when the boat turns sharply the equipment will slide across the water in a manner described as 'on the whip'. If the boat is driven too fast or over water that is too rough, the equipment may dive into the water or capsize. Many serious accidents have occurred because riders of inflatable equipment have been sent into collision with other boats, jetties, or shore banks when drivers do not allow sufficient turning room. Other accidents have occurred from riders being thrown out at excessive speed.

All riders of inflatable devices are advised to wear protective helmets. Serious injuries have occurred when unprotected heads have banged together during falls.

SAFETY RECOMMENDATIONS FOR INFLATABLE EQUIPMENT

THE BOAT DRIVER

- 1 Always follow the manufacturers recommendations.
- 2 Do not overload the equipment with riders.
- 3 Check that your boat insurance covers inflatable equipment.
- 4 Always have an observer.
- 5 Tow in straight lines with wide turns.
- 6 Do not put inflatables on the 'whip'.
- 7 Do not increase speed on turns.
- 8 Do not try to throw the rider out.

- 9 The rider must wear a ski vest (buoyancy aid).
- 10 Do not tow an inflatable over a jump or through a slalom course.
- 11 Do not tow an inflatable within a tow ropes distance of any solid object.
- 12 Always use a tow line of the type recommended by the manufacturers
- 13 Check the water is clear of floating debris.
- 14 Check that local rules allow towed inflatables on the water.
- 15 Do not tow an inflatable over the wash of other boats.
- 16 Do not tow an inflatable with an unaccompanied small child.
- 17 Check the inflatable is in good repair, including the ropes and towing 'eye'.
- 18 Make sure the rider knows British Water Ski standard aural and hand signals.
- 19 Do not continue a tow if a rider falls.
- 20 Use standard procedures for crowded waters.
- 21 Always approach a fallen rider on the drivers side.
- 22 Switch off the engine before boarding riders from the water.
- 23 Do not start a tow until the rider shouts 'hit it'.
- 24 Keep away from other boats and other water users.
- 25 Do not tow an inflatable at night.
- 26 Do not tow an inflatable in shallow water.

INFLATABLE RIDERS

- 1 Wear a ski vest (buoyancy aid).
- 2 Do not stand up.
- 3 Do not try to throw other riders overboard.
- 4 Do not attempt to steer an inflatable.
- 5 Know British Water Ski standard hand and aural signals.
- 6 Do not attempt to abandon an inflatable during a tow.
- 7 Do not hold the towing rope.
- 8 Do not fasten any part of your body to an inflatable.
- 9 If a fall takes place, put your hands in the air to indicate 'OK'.
- 10 Do not shout hit it until the rope is taught and all riders are prepared.
- 11 Do not ride an inflatable unless you can swim.
- 12 Wear head protection.

MAY 2002

WHY JOIN?

AS A MEMBER YOU WILL RECEIVE THE FOLLOWING BENEFITS:-

> MAGAZINE

Full colour "British WaterSki & Wakeboard" magazine sent to your home five times a year. Contains all the latest news and views plus developments in the sport.

> PERSONAL INSURANCE

As a member you are automatically covered at no extra charge by our personal accident scheme - cover up to £25,000 whilst skiing anywhere in the world or travelling to and from our British Water Ski calendar events in the UK.

Registered, qualified volunteer Instructors, Coaches or Officials are covered by 3rd party liability indemnity insurance.

> SUPPORT AND ADVICE

Where can I ski in the UK? What documents do I need to take my boat abroad? From everyday questions to specialised technical advice - you will also have access to expert assistance on all aspects of waterskiing.

> QUALIFICATIONS

Access to our range of qualifications e.g. Instructor, Coach, Ski Boat Driver Award and International Certificate of Competence and Officials.

> COURSES AND SEMINARS

Access to our range of courses and seminars held nationwide throughout the year. We also provide a Kids Coaching Club children's award scheme.

> DISCOUNTS

- 10% off markwarner Summer watersports holidays.
- Special rates with our Boat Insurance Scheme operated by RA Carter Ltd.
- Ski Boat Driver Award holders receive an additional discount
- Discount on new Volvo cars.
- Healthcare plan with Hospital & Medical Care Association.
- Special rate Travel Insurance scheme operated by Yeo Brokers Ltd plus discounted premiums for all personal and business insurance.
- Reduced or free entry to major water ski events in the UK.
- Discounts on advance tickets to the London Boat Show.

> OTHER BENEFITS

- British Water Ski Visa Card.
- British Water Ski Online.
- Access to a range of courses and seminars held throughout the year.
- Personalised membership card and free car sticker.
- Access to our National Training Site.

**BRITISH WATER SKI
THE TOWER THORPE ROAD
CHERTSEY SURREY KT16 8PH**

Telephone: 01932 570885 Facsimile: 01932 566719
Email: membership@bwsf.co.uk Web site: www.britishwaterski.co.uk

Direct Membership Application Form

Single Member Family Membership

Current prices available at the test centre or on our website or please ask

One Parent & One Child Junior / Student

Your British Water Ski membership will run from the date your payment is received through to 31st March. On Joining you will receive your personal membership card. British Water Skier Magazine will be mailed to your home five times a year and enclosed in two separate additions will be a car sticker and calendar of events.

Mr/Mrs/Ms Surname

Fornames

Address

Postcode

Tel (Home) Date of Birth

Tel (Work)

Fax Email

Other Family members (2 adults per family, kids not over 18 years)

1 Date of Birth

2 Date of Birth

3 Date of Birth

4 Date of Birth

I enclose a cheque for
(Payable to BWSF Ltd) £

Signature

or credit card details

Expiry date Mastercard Access Visa Other

Data Protection Act 1984:

Do you object to British Water Ski holding your membership records on computer? YES NO

WE DO NOT EXCEPT AMEX OR DINERS CARD

Please complete and return to: The Tower, Chertsey Road, Thorpe, Surrey,
KT16 8PH or Fax: 01932 566719

E15 MOTORISED VESSELS PERMITTED	E16 SPORT CRAFT PERMITTED	E17 WATER SKIING PERMITTED	E18 SAILING VESSELS PERMITTED	E19 NON MOTORISED NON SAIL CRAFT PERMITTED	E20 SAILBOARDS PERMITTED	E21 ZONE FOR HIGH SPEED SMALL SPORT OR LEISURE CRAFT
E22 LAUNCHING VESSELS PERMITTED	E23 VHF 11 INFORMATION AVAILABLE ON RADIO CHANNEL	E24 WET BIKES PERMITTED	E6 ANCHORING PERMITTED	23 ISOLATED DANGER MARKS WITH OPTIONAL BLACK SPHERICAL TOP MARKS		

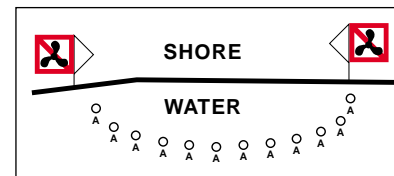
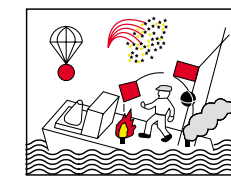


Fig. MCP

MOTORISED CRAFT PROHIBITED
INDICATED BY SIGNS AND BUOYS



74a

DIFFERENT METHODS OF
INDICATING DISTRESS

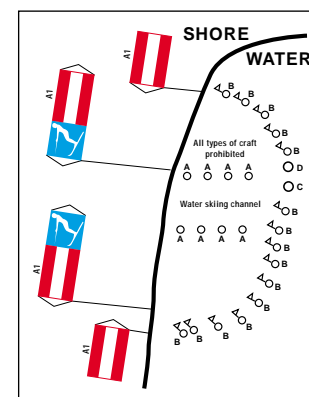


Fig. WSC

WATER SKIING CHANNEL MARKED BY SIGNS
AND BUOYS THROUGH A SWIMMING AREA

BUOYS LABELLED:-

- A: YELLOW COLOURED
- B: YELLOW WITH OPTIONAL RED FLAG
- C: YELLOW WITH RED TOP
- D: YELLOW WITH GREEN TOP

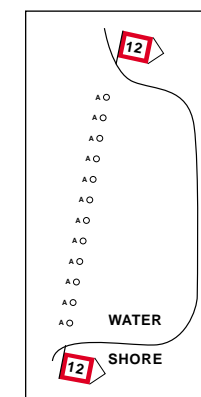


Fig. 74a

AREA MARKED BY SIGNS AND
BUOYS WHERE A 12 KM / HR
SPEED LIMIT IS ENFORCED



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