

NZWSRA Rule Book Change Submissions for 2016-2017 Season

Submission	Submitted by	Rule	Suggestion	Outcome	Comment on decision	Page updated	
1a	Mike Slack	App 1	Clear up ambiguity on helmets colours	Removal of "or red". There will be written guidance around what is and isn't allowed provided by technical rules.	Colour has been cleared up, but we feel a guidance document and guidance from tech rules is the best way to deal with this rather than a further rule change.	Updated page 29	Done
1b	From last year	App 1	Remove "or red" from wording for clarity	As above in 1a	N/A	N/A	N/A
2a	Mike Slack	16	Proposal to change rule - see attached. Essentially to let more boats into classes like F2	Agree to the principle of this. Rule 16 will be amended to: A boat may enter a class higher than the boats specification. For example, a SMOC F6 Boat may enter Formula 4. An F2 Boat may enter Open Formula 1. SMOC boats may also enter Worlds F2.	The committee agreed that in the interests of removing restrictions is made sense to allow this, but just with a small modification to the existing rule. We will also allow members to apply for dispensations to run MOC boats in Worlds F2. We also propose to discuss the future of MOC class at the next AGM, to gain members perspective of the place and need for this class.	Updated page 7	DONE
2b	Kane Frost	16/App 2	Older Generation Engines – I believe the spirit of F2 is based on low emission engines and it should be encouraged. Therefore a SMOC boat should have a low emission engine before it can cross enter into F2	Not passed, agreed to as in submissions 2a above.	N/A	N/A	N/A
3a	Brad Dutton	34	Rule 34 - Drivers who do not hold an Open Drivers Licence are not permitted to compete using an Open or F3 (MOC) boat, unless exemption is given by the Racing Committee This refers to the Brett Stinson issue. I agree with the rule when it refers to a new license holder – they need to go through a process. But I think we need an addition to the rule or a rule added that has a different set of rules for returning drivers. I personally don't think it is the kind of thing you forget. Example if Stacey Mellow or Greg Dutton or Paul Hammond decided to have 5 or 10 years off then want to come back and race an Open Boat – why shouldn't they be able to prove themselves to a member of the racing committee or do a race or 2 in their boat and prove they can drive it and then be reinstated their full license. They may be rusty but they don't forget how to do it. I think making a driver have to drive someone elses boat just because it is a lesser class – therefore safer is just ridiculous.	Not passed, rule is left as is.	The current rules do allow for both dispensation and a path to get your licence if applied properly. However the new Guidance Document should instruct the Racing committee that they should act in good faith to find a pathway to get people racing. While the answer to dispensation may be "no" the Racing Committee should always work with the individual to help them get racing.	N/A	N/A
3b	Paul Skipper	34.2	Open Boats and Drivers rules – what they can and cant do [Brett Stinson issue this year]	as above in 3a.		N/A	N/A
4	Brad Dutton		My other submission is for the Race Schedule – personally our format last year I thought was wrong having mens open and womens open together. I think we need to allow open boats to run in as many races as possible and the "good" boats get taken up where there is 2 faster classes run together. I believe this format attached would work well. It is very difficult to get it right until you know who is going to ski what. As an Exec committee we discussed really trying to push people and get teams back into SMOC, F5, Novice and subbies. These are what we are working on getting entries back in this class. Thought with this if entries are minimal in Race 2 they can be added to Race 4 to make 6 races in the day. If race 2 was big enough to run and race 4 or 6 were small they could be combined. 16-19 Girls and 16-19 Boys could be swapped over See over page	See race schedule	Format allows all Skiers to ski 3-4 races a day of they wish. Promotes larger fields, cross entering and combines like with like.	N/A	N/A
5	Kane frost	App 2	Water intakes – different engines have different water intake setups, and good old mercury has more than one gearbox to choose from. I believe that we should drop the water intake restrictions and just have a prop shaft to hull height rule, which is already in place. This should create a level playing field for everyone and an easier scrutineering process. To be open and honest, I am looking at altering the water pickups on my boat so therefore have a vested interest	Not passed, agreed to leave rules as they are.	Technical rules committee agreed that there was no need to change anything – we follow Worlds F2 rules for our boats. There is an interpretation with more detail for anyone doing a nosecone etc.	N/A	DONE
6a	Kane frost	App 2	boat length – The new worlds rules were a surprise to me as I thought I owned a 19 ft boat. If we were to go to the 5.79m rule for F2 then I would start shopping for a hull. However it must have a negative effect for the F2 class at least and possibly for the association – my gut feeling is to keep our old rule of 5.48m until it becomes apparent that members are open to change.	See below in 6b	N/A	N/A	DONE

Guidance document needs an instruction for future RC's

6b	From last year		<p>"F2 Boat" means a boat which complies with IWWF Rules and which has been sealed in the manner prescribed by the Technical Rules Committee. Interpretation of the IWWF Rules will be made by the Technical Rules Committee. The rules governing this class are set by the International Water Ski Federation. Competitors must refer to the current IWWF Rule Book. However, ""edit 2015"" [until end of 2016/17 season and the next World Championships in Seattle] the minimum boat length (measured per IWWF Rules) shall be 5.48m.</p> <p>The NZWSRA Technical Rules Committee will be responsible for any interpretation / clarification or ruling on the IWWF Rule book for use in the NZWSRA.</p> <p>""Edit 2015""</p> <p>For purposes of NZWSRA compliance of the F2 engine will be covered by the SMOC Engine Rules, except (SMOC Motor page30 (f),(l),(n),(o)). The gearbox and engine height requirements otherwise meet compliance with IWWF Worlds Rules. [ref TR5 Smoc/F2 Form]</p>	IWWF boat length rejected, all other IWWF F2 rules adopted. Some compliance portions of SMOC also added. New rule to read: F2boat	Agreed that the best thing for NZWSRA was to stick with our current boat length rules i.e., NOT to adopt this part of the IWWF F2 rules. All other parts of the IWWF rules make sense though and will be adhered to. This class is also a "SMOC" type class though, and therefore the inclusion of the appropriate SMOC rules as can be seen in the ruling.	Updated on page 32	DONE
7a	Kane Frost	App 2	<p>Reassembly costs – I really do not have an opinion on this one. Both sides of this discussion are valid.</p> <p>From a boat owners point of view, if my motor was dismantled and I had to rebuild it, I would want to know what parts were under suspicion so I could go and buy them. From the associations view it sounds fair, they say that motorsport brings out a desire to win.</p>	See below in 7b	N/A	N/A	N/A
7b	From last year		<p>All participants in any SMOC or F2 classes will pay NZWSRA an annual fee of \$100 to cover engine compliance check costs which is to be paid as part of the application to compete in SMOC class racing [ref TR5 Smoc Application Form]. The Technical Rules Committee may determine at any time that engine compliance checks are necessary and employ a certified technician. Should an engine be found not to comply the owner will pay for the full cost of reinstatement.</p> <p>EDIT 2015</p> <p>All participants in any SMOC or F2 classes will pay NZWSRA an annual fee of \$100 to cover engine compliance check costs which is to be paid as part of the application to compete in SMOC class racing [ref TR5 Smoc Application Form]. The Technical Rules Committee may determine at any time that engine compliance checks are necessary and employ a certified technician. Should an engine be found not to comply the owner will pay for the full cost of reinstatement.</p>	Wording to be added about SMOC and F2 payment to SMOC application form. But rejected part about NZWSRA paying for rebuild. New SMOC form pending with updated details. Note slight update to rule 35 to include payment of appropriate SMOC fees.	This is a controversial topic that the Racing Committee felt is best dealt with at an AGM level. We propose to this the next AGM as official business for consideration.	Update page 9	DONE
8	From last year	14	<p>Junior class boat - F2 or less</p>	Reject this change and leave the wording as is.	The reason for this is that it's more inclusive, and this is at the center of the changes we have made this year.	N/A	N/A
9	From last year	56	<p>From: To be able to compete, all competitors must have attended an entire Pre-Race Briefing, or have attended an Alternative Briefing given by the Event Judge.</p> <p>Edit 2015 To be able to compete, all competitors must have, signed a NZWSRA waiver, performed a complying breath test, and attended an entire Pre-Race Briefing, or have attended an Alternative Briefing given by the Event Judge.</p>	Passed - but will one addition to also include old Rule 60 abot waiver. Old rule 60 now redundant and removed.	Addition of breath test and signing a waiver - just brings rules in line with our practices.	Update page 11	DONE
10	From last year	77	<p>If the first straight of the course is less than 2km, boats must maintain their lane positions until they have completed the first corner. Edit 2015: If the first straight of the course is less than 2km, boats must maintain their lane positions until they have completed the first corner unless determined otherwise by the Event Judge and Chief Safety Officer, and competitors are advised at briefing.</p>	Passed.	Just provides clarity and when and how this rule can be applied.	Updated page 13	DONE
11	From last year	84	<p>From 100 metres before a corner and until completion of the corner, boats on the inside must not force another boat out wide, and boats on the outside must allow room for boats on the inside.</p> <p>2015 Edit No changing of lanes is permitted from within 100 metres of the turn buoy or mark, until the skier rounds the buoy/s and attains a straight line on the natural course. [adapted from IWWF Racing Rule 8.05]</p>	Passed.	Clarity around this rule, which brings it in line with the IWWF rule.	Updated page 13	DONE
12	From last year	106	<p>Protests must be lodged with 15 minutes after the completion of a Race. The Chief Judge may extend the time allowed for lodging a protest if the delay is not prejudicial to determining the protest. Edit 2015: Protests must be lodged within 30 minutes after the completion of a Race. The Chief Judge may extend the time allowed for lodging a protest if the delay is not prejudicial to determining the protest.</p>	Passed.	This allows a more realistic time to lodge a protest.	Updated page 16	DONE
13	From last year	110	<p>The decision of the Protest Committee shall be in writing and delivered by the Chief Judge to those competitors involved in the protest.</p> <p>Edit 2015 The decision of the Protest Committee shall be in writing and posted by the Chief Judge. It will be delivered only to competitors as determined by the Chief Judge. [Note that subject matter around judging decisions may be used for educational purposes]</p>	Passed.	It is the belief of the Racing Committee that all protests should be made public. All judging decisions will be posted at the venue, and online (exact location to be determined)	Updated page 16	DONE
14	From last year	135	<p>Overall Series Placings are determined by the aggregate of all points scored less the two lowest scores. Lowest scores may be a score of zero, a DNS, or a DNF.</p> <p>Edit 2015 Overall Series Placings are determined by the aggregate of all points scored less the two lowest scores. Lowest scores may be a score of zero, a DNS, or a DNF. Apart from a competitor being present but not starting at a race event a DNS score may also represent up to two [2] 'no shows' ie where a competitor cannot attend the event.</p>	Rejected.	Additions didn't add anything to the definition of this rule - agreed it makes sense as is already.	N/A	DONE
15	From last year	App 1	<p>Safety flag (for downed competitor) must be flame orange 50cm x 50cm fixed to a pole 1.5 metre in length, and must be part of the equipment.</p> <p>2015 Edit</p> <p>Safety flag [for downed competitor] must be flame orange 50cm x 50cm fixed to a sturdy pole no less than 1.0metre in length, and must be part of the equipment.</p>	Passed.	Adjusted for clarity and practicality.	Updated page 25	DONE

SKIP - to update SMOCa applicaiton form

EMMA - to update information for guidance document on protests for delivering procedures

16	From last year	App 1	All boats will carry a blue and white medical flag, 50cm x 50cm. The flag will be half blue and half white (separated diagonally) on each side. This flag will be raised only when assistance is required. 2015 Edit All boats will carry a blue and white medical flag, 50cm x 50cm fixed to a sturdy pole no less than 1.0meter in length. The flag will be half blue and half white (separated diagonally) on each side. This flag will be raised only when assistance is required.	Passed	Adjusted for clarity and practicality.	Updated page 26	DONE	
17a	Dave Strong	App 2	I would like to see SMOC to be changed to 250Hp and below Reasons * This would bring us in line with Australia * A more even gap between F5 and F2 ie 50Hp gap between classes not 25Hp gap and 75hp gap * We have more 250hp boats than 225Hp boats and this would bring the numbers up in the SMOC class adding to more racing for a number of boats which I believe is needed in the club	This overall change has not been taken in full for now, but the following decisions have been made: * In regards to the B2B due to the competitor numbers affected and historical significance of race records a change to 250 HP would be unacceptable therefore F4 will remain a 225 HP class for all River Races. * A one year trial period will be put in place via granting dispensation to 250 HP outboards to run in F4 on the circuit only. F4 restrictions such as SMOC engine height will apply to the 250 HP as they do to the 225 HP.	Please see full review of this decision that has been written up by this Racing Committee.	N/A	Done	
17b	Shaun Woodmass	App2	Would like to see smoc change to 250 hp. There are now about 8 250's that show up to ski racing and only 3 225's that show up. Wayne Taylor and Slackie when I last talked to them were happy to see it change. It would make for a good size field and I believe would not be detrimental to F2 as I would think everyone with a 250 would enter F2 as well. Smoc is a dying class that needs to be changed.	See above	N/A	N/A	N/A	
18	Paul Skipper		Health and safety compliance – NZ Law	To add rule "must adhere to NZWSRA Health and Safety Policy", and to add forms and guidance to new Guidance document . See rule 60.	Policy and rules updated after latest legislation changes, in conjunction with H&S expert.	Updated page 11	DONE	SKIP - will add to guidance doco once we have this sorted
19	Paul Skipper		Some dispensation options to rules or processes in order to allow more inclusion [E >a plank or a true weekend 'social ski' really should have an orange tip ? OR to comply we drop them altogether...? >Brett Stinson scenario 2016 >MOC Boat to compete with F2? [maybe 'propped back' and speed tested] Dispensation is a work that happens in city councils and if proven not really to 'be an issue to the rules' then why not.. Rule book should set out 'the framework' by which a dispensation is considered -- IE "must be within the spirit of the rules" or the class, and safety is considered, etc >Suggest every dispensation be in writing [create a form] > MUST be made 30 days before >must clearly state the rule# or numbers applicable >Racing committee and safety committee must vote >Racing committee may impose any restrictions to meet the framework >Must be made public -ie to members before the event. [IE at briefing]	Passed with some small amendments - see rule book. Added as rule 18.	Dispensation is allowed in the rules, but is sometimes hard to understand and apply for. The addition of this form should help people to apply for, and the Racing Committee to make decisions on, dispensations.	Updated on page 11	DONE	SKIP - add dispensation form to guidance document
20	Racing Committee	18	To remove rule 18 ad therefore the need for 2 entrants in a class.	Passed - remove rule 18	This was removed as a way to remove any restrictions to getting people racing. We want to encourage as many people racing at all times, therefore this restriction is removed.	Updated on 7	DONE	
21	Racing Committee	14	That a ladies class should be available for all classes that exist.	Agreed in principle, but nothing added to the rules. Race schedule allows for ladies classes where needed with participants in the coming season.	This is to encourage ladies competitors across all classes. However we believe this exists in the current schedule, but will allow for further ladies classes if needed with participants in the coming season.	N/A	DONE	
22	Racing Committee		Tidy up licence issue procedure	Agreed to a minimum of five races and that an open licence should be signed off by at least two members of the racing committee. This information will be added to the newly created guidance document, as a part of the licencing procedures.	The Racing Committee wants to make this fair and transparent, while applying appropriate tests to people who are joining.	N/A	DONE	MIKE - Can you look at this one and adjusting the current procedures?
23	Racing Committee	appendix	Add a guidance document for all items that are not rules but need to be kept somewhere official. Appropriate forms to be added to the rules, and everything else would live in the guidance document.	Add all official forms to Guidance document - this will be release ASAP after the new rules.	This guidance document is to help guide the Racing Committee and judges as to procedures that are needed outside of the actual rules. This will help to pass these jobs on to new people in the future.	N/A	DONE	EMMA - once all changes are done
24	Racing Committee	appendix	Steering rules changes as reviewed by tech rules	Passed.	1. To improve safety by avoiding unnecessary interference with engineered and tested pulley system components. 2. To align with rules applicable in World Championship events. 3. To improve consistency and clarity between the written rules and the diagram.	Updated pgs 21-23	DONE	

2016-2017 Race Schedule					<u>Sprint Length</u>	<u>Standard Length</u>	
1	2 Up				5 Laps	5 Laps	
2	Women's SMOC	Junior Boys	Men's F2	Men's MOC	5 Laps	20 Mins + 1 Lap	
3	Masters	Novice	Sub Junior Boys and Girls	Formula 5	Social	4 Laps	15 Mins + 1 Lap
4	Men's SMOC	Junior Girls	Women's F2	Women's MOC		5 Laps	20 Mins + 1 Lap
5	Men's Open	16-19 Boys				6 Laps	20 Mins + 1 Lap
6	Women's Open	16-19 Girls	60 MPH			5 Laps	20 Mins + 1 Lap (15mins + 1 Lap for 60MPH)

Nationals Length

5 Laps

25 Mins + 1 Lap

15 Mins + 1 Lap

25 Mins + 1 Lap

30 Mins + 1 Lap

25 Mins + 1 Lap

(15mins + 1 Lap for 60MPH)