Drivers Responsibilities

* Order and have WBC Uniforms well in advance of tournament
* Complete WBC online quizzes (5) with a pass rate of (90)%
* Have a comprehensive knowledge of the WBC Rules rules relating to drivers. Do not accelerate boat without a clear “OK” call. Know the rules concerning when to start timing turnaround/injury time outs – what is required for dock and tower starts, metal clips are not to be use on leaders in the jump event, know speed tolerances:
Start pulls +/- 5Kph (3Mph) or 200RPM
Slalom/Tricks +/- 1Kph (0.5Mph)
Jump +/- 1.5 Kph (1Mph)
* Arrive early enough to be available for driving skier familiarisation. All drivers should be uniform in rates of acceleration, use of shut down buoys, driving the jump course, Approach and positioning at he starting dock, etc.
* Be available for pre-tournament drivers briefing
* Notify Chief Driver of arrival times, contact phone number(s), hotel room number, transport needs, any equipment you have brought and any equipment you will need.
* Communicate with Chief Driver before and after each event
* Provide your own reliable timing device (for turnaround timing) that is easy to operate – a backup is recommended
* Provide your own GPS whenever possible. Ensure you know which GPS you will be using and where it is before the start of the event. Be familiar with how to change batteries and reset it to the correct page quickly. It is always recommended to have a hand held GPS device in case of speedo failure. Providing a suction-cup mounting device to hold the GPS is also recommended.
* Become familiar with the WBC PPG’s (Policy, Procedure and Guidelines) for dress code at Opening and Closing ceremonies
* Be familiar with converting boat speeds between Kph and Mph. Locate conversion chart before event starts.
* Become familiar with the infrastructure onsite: Judges HQ; washrooms; parking; smoking areas (if applicable); where to replenish water supplies for boat; where to get batteries; replacement ropes, handles, clips; refuelling stations; how to refuel boats
* Be familiar with transport to and from site and be onsite daily, well in advance of requirements
* Give judges a clearly audible ‘on-speed’ call when boat has reached the lower tolerance for the requested speed
* Skiers have the option to call “OK” before turnaround time has elapsed only in the Slalom and Trick events – drivers should keep the boat in a ready to accelerate position at all times after the skier has taken possession of the handle.
* Injury time outs: The skier may be offered up to 3 min for injury time out and this needs to be timed by the Driver from the time towboat officials offer the skier an injury time out.
* Drivers must be very clear in recommending a re-ride to Boat Judges as soon as conditions or the driver’s own actions have advantaged or disadvantaged a skier. This should be announced to the judges before the skier has opportunity to make comment, not following the skier’s comments. This needs to be the same for every skier in every event – an unfair re-ride can possibly affect the medal prospects of other skiers. Immediately communicate to the boat judges what/when/how there may be rollers in course; incorrect pull; speed out of tolerance; incorrect course, etc.
* All drivers must work together as a team – this level of tournament is not a competition between drivers – the driving team is only as strong as its weakest link
* Ultimately a driver is in charge of a private person’s valuable asset and the safety of everyone on-board, as well as anybody that may be in the water.
* If there is ever a dispute on-board that might endanger anyone’s safety the boat should be taken to shore or the dock and the CJ or ACJ contacted discreetly. The CJ or ACJ will then address the situation.
* The skiers safety is paramount and it is the drivers responsibility to keep the boat clear of anyone in the water