

2017 – 2018
USA WATER SKI



TOWBOAT POLICY MANUAL

Policies and Guidelines

For the 2017 - 2018 Towboat Year

Member of the
UNITED STATES OLYMPIC COMMITTEE

STATEMENT OF PURPOSE REGARDING THE TESTING OF TOWBOATS

The American Water Ski Association (AWSA) is the three-event sport discipline of USA Water Ski (USAWS). AWSA's National AWSA Towboat Committee is charged with the qualifying of boats for use in three-event water ski competition (slalom, tricks, and jump). The scope of boat testing and the future direction of all associated activities shall be guided by the following directives:

PERFORMANCE STANDARD

Boats to be used in competition must meet certain performance standards, which have been established by the AWSA Towboat Committee. Performance standards for tournament use shall be those, which allow skiers, drivers, and officials to perform up to their maximum ability in water ski situations. The committee shall review these standards annually, and change or add to them as deemed necessary. If the change impacts recognized international standards, the change will be made in coordination and cooperation with the International Water Ski Federation.

BOAT SELECTION

Through an annually administered program of boat testing, the committee (and appropriate sport division AWSA Towboat Committees) shall determine which boats meet the established performance standards and criteria and shall certify those boats as approved for use in tournaments sanctioned by USA Water Ski.

TOWBOAT PROGRAM

The committee shall use established standards and approvals as a basis for the program through which boats qualify to participate in Regional and National Championships. Any boat which passes the Towboat Evaluations, shows commitment to tournament use, and demonstrates skier acceptance may achieve participation at the National level, thereby promoting a measure of open competition in the tournament boat market, as deemed desirable in the original committee mandate.

TEST RESULTS

During the testing process a considerable amount of information is developed and compiled for committee use. While the tests are held for the purpose of determining boat performance, it is desirable that, as much as possible, the boat manufacturers benefit from the testing information as well. It shall be a goal of the tests to make data and comments on each boat available to that manufacturer for his own use. In all other respects, test data are confidential and may not be used by manufacturers for promotional purposes.

RESEARCH AND DEVELOPMENT

The testing program shall support and promote the advancement of water skiing by investigating, encouraging and testing innovations in boat design and related equipment. USAWS seeks to cooperate with manufacturers by offering the testing process as a research tool whenever possible.

TESTING TECHNOLOGY

In order for the USAWS boat tests to remain successful and produce useful and accurate information, which is verifiable, a continuing process of systems upgrading is necessary. Incorporating applicable improvements in technology is seen as an investment in the future of the tests, and will help ensure USA-WS' position of leadership in setting standards for ski boat performance. The technical controller of the tests shall inform USAWS of equipment needs, and funding for new technology shall be an annual item within the towboat program budget.

TEST FEES

USA-WS volunteers have invested a great deal of time and expertise in establishing and maintaining the professional quality of the tests. This significant pool of labor and technology has made it possible for USA-WS to carry on a well-run testing program while allowing the organization to benefit financially. It has also enabled USA-WS to keep the licensing fees at a much lower level than would be possible if these services were purchased from an outside source. While the current situation is beneficial to both USA- WS and the manufacturers, changes in circumstances in the future could necessitate changes in policy regarding test personnel and test fees. The boat test budget and fees shall be determined by the USA-WS Executive Committee. A manufacturer can test multiple speed control systems on a specific towboat model with test fees to be determined by the USA-WS Executive Committee.

TEST INTEGRITY

In conducting the boat tests, the committee is charged with safeguarding the integrity, quality, and independence of the tests as they serve to assure the quality and performance of boats for tournament use. The committee members and all test personnel shall strive to be unbiased as well as uncompromising in applying the standards set, and in all aspects of decision making.

SPORT DIVISIONS

The AWSA Towboat Committee will assist other Sport Divisions in establishing on-site operational procedures for testing of boats. The AWSA Towboat Committee will make the test site and equipment available to other Sport Divisions. Sport Division test criteria and evaluation procedures will be developed in cooperation with the AWSA Towboat Committee.

TOWBOAT TEST SYNOPSIS – Approved Tournament Boats

The USA Water Ski towboat evaluations are intended to qualify towboats for use in sanctioned USA Water Ski competitions and sponsored programs. The technical aspects of the evaluations are designed to measure and test a towboat's performance under simulated tournament conditions. Each test has specific performance criteria, and all towboats must meet or exceed these pre-determined performance standards.

1. POWER AND ACCELERATION

The object of these tests is to determine whether a boat has adequate power to pull slalom and jump events. The distance required to pull a skier from a deep-water start on a competition slalom ski and accelerate to 36 mph will be measured. This distance may not exceed 250 feet, and must not exceed 230 feet to pull Record Capability tournaments. The distance required to pull a skier from 35.4mph to 38.2mph will also be measured and must not exceed 70 feet to pull Record Capability tournaments. Alternatively, a load device, capable of consistently simulating the resistance of a skier throughout the designated course may be used to replace the skier. If a boat passes the power & acceleration test portion, its power will be further tested during the slalom and jump deviation tests. Failure to meet these marks indicates lack of appropriate power. All drivers will observe the adequacy of power while pulling skiers under tournament conditions. This testing includes the ability to consistently obtain times within the allowed tolerances for slalom and jump courses.

2. SLALOM COURSE CENTERLINE DEVIATION

The amount of boat path deviation, which will be influenced by the pull of a slalom skier, will be measured. Two factors will be measured: average deviation and maximum deviation from the boat's path. Measurements will be made with a skier skiing at speeds of 34.2mph (55kph) and 36mph (58kph) at 18.25m, 16m, 14.25m, 13m, 12m, and alternatively 11.25m line lengths. The average deviation must be less than .4 feet (.12m), and the maximum deviation will also be measured.

3. JUMP COURSE CENTERLINE DEVIATION

The amount of boat path deviation, which will be influenced by the pull of a jump skier, will be measured. Two factors will be measured: average deviation and maximum deviation from the boat's path. Measurements will be made with the skier skiing at maximum division speed and actually jumping over the ramp or skiing through a set of buoys that simulate a jump ramp. The average deviation must be less than .8 feet (.24m) and, the maximum deviation will also be measured.

4. SLALOM SPRAY

While running the slalom course, boat spray should not significantly affect the skier's performance. Since this test is subjective, comments from the test skiers, all experienced competitors, will be recorded for the manufacturer's information. If all testing skiers independently agree that the spray has significant negative effect, the committee will review the data and may disqualify the boat.

5. SLALOM WAKE

The slalom wake and rooster tail should not significantly affect the skier's performance. Since this test is subjective, comments from the test skiers, all experienced competitors, will be recorded for the manufacturer's information. If all testing skiers independently agree that the wake has significant negative effect, the committee will review the data and may disqualify the boat.

6. TRICK WAKE

The trick wake and table should not have significant negative effect on the skier's performance. Since this test is subjective, comments from the skiers, all experienced competitors, will be recorded for the manufacturer's information. If all testing skiers independently agree that the wake and table have significant negative effect, the committee will review the data and may disqualify the boat.

7. JUMP WAKE

The jump wake and pull should not have significant negative effect on the skier's performance. Since this test is subjective, comments from the skiers, all experienced competitors, will be recorded for the manufacturer's information. If all testing skiers independently agree that the wake and pull have significant negative effect, the committee will review the data and may disqualify the boat.

8. DRIVABILITY

While pulling slalom, jump and tricks, the boat's combination of power package, design characteristics, speed control, and instrumentation should not negatively affect a driver's ability to give smooth, consistent pulls within required record capability tolerances. Comments and evaluations from the test drivers will be recorded. The committee will review the data, and should significant problems be agreed upon, the boat may be disqualified.

9. HANDLING AND MANEUVERABILITY

Each boat will be required to make a series of turns forming a "figure eight" pattern with circle diameters of 75 feet. Two passes will be made, one at 17 mph and one at 26 mph, both within the same described pattern. The boat will then be required to make a 180 degree turn at 36 mph within the 150 ft. diameter course. This pattern will be repeated in the opposite direction at 36 mph. Each boat's performance will be monitored to ensure that all maneuvers are made safely and under control. All turns, both left and right, must be completed successfully to pass this test. See test forms for course diagram.

10. ENGINEERING

The object of this test is to determine whether a boat's design will in any way hinder the performance of officials or skiers, or whether it presents any obvious safety hazards. The boat will be examined and analyzed from a tournament driver's perspective in areas such as human engineering and practicality for tournament usage. Comments from the drivers will be recorded for the manufacturer's use and information. Serious deficiencies will be noted and if, after presentation of the findings to the manufacturer the problem cannot be corrected, the boat may be disqualified.

11. SOUND LEVEL TESTING

For the purpose of knowing that boats passing USA Water Ski's tests are not in violation of generally accepted maximum noise level standards, the noise produced by boats during typical tournament situations will be measured. Specifically, measurements will be taken from shore with a sound level meter during slalom deviation passes. Neither the average sound level for 36 mph passes nor the average sound level for 34.2 mph passes may exceed 75 dB(A). Failure to meet this standard constitutes a disqualification for the boat. Testing is done from shore as follows:

- a) Place dB meter at a point 125 feet from centerline of the slalom course
- b) Align dB Meter with buoy #2 or #3 on the opposite side of the course from the buoy. That way the skier is farthest from the sound meter in order to minimize noise from the ski and skier.

12. ENGINE STANDARDIZATION (by protest only)

Bore, stroke, compression, camshaft specifications and other features of the engine in each test boat will be subject to analysis by an independent source that will be on site at the evaluations. Data collected will be compared to the homologation specifications provided in advance by the engine manufacturer.

ON-WATER TESTING

1. During Power and Acceleration, Slalom Centerline Deviation, and Jump Centerline Deviation tests, two representatives of the boat being tested will be allowed to observe the testing of their products only.
2. At the conclusion of Power and Acceleration, Slalom Deviation and Jump Deviation testing, results will be communicated to the manufacturer's representatives, if available. Other test results will not be available until after final analysis.
3. For the Power and Acceleration test, each model will be allowed three attempts. If the boat fails, the manufacturer or his representative on the test site will be notified of the failure. The AWSA Towboat Committee Chairman will determine the specific time period allowed during which to make changes to the boat.

During the allotted time period, the manufacturer may make any changes he desires, the nature of which must be clarified to the AWSA Towboat Committee Chairman. The AWSA Towboat Committee Chairman is to be notified when modifications have been completed.

The boat will then be allowed three additional attempts to pass the test. If the boat does not pass, it will be disqualified. At his option, the manufacturer may elect to have the boat continue with the remaining tests for performance analysis only.

4. The propeller may be changed as an alteration to complete the Power and Acceleration test. The propeller with which the boat passes Power and Acceleration will be recorded, and must then be used for the remainder of the tests. Thereafter no propeller changes are allowed.
5. For the Sound Level Test, noise output will be measured and recorded during the Slalom Deviation testing. If the boat fails the test, the manufacturer or his representative will be notified of the failure. The AWSA Towboat Committee Chairman will determine the specific time period allowed during which to make changes to the boat.

During the allotted time period, the manufacturer may make changes to the noise reduction system, the nature of which must be clarified to the AWSA Towboat Committee Chairman. The AWSA Towboat Committee Chairman is to be notified when modifications have been completed.

The boat will then be retested by means of simulated slalom passes at the appropriate speeds. If noise levels again exceed the maximum allowable decibels, the boat will be disqualified. At his option, the manufacturer may elect to have the boat continue with the remaining tests for performance analysis only.

Following modifications and successful completion of the sound level testing, the Committee reserves the right to require retesting of Power and Acceleration.

BOAT PREPARATION FOR TESTING

It is the Committee's desire that all boats perform well and pass the boat tests easily. Often this is not the case, due to a lack of proper preparation. Each manufacturer needs to be aware of all requirements in the Policy Manual. He should review the series of tests to be performed, and be certain that his boat can meet the minimum test requirements. The boat itself is not ready until it has been fine-tuned, just as each promotional boat should be. Tournament drivers expect the following:

Engine: Engines perform better with 10 to 20 hours of running time. Break them in.

Throttle: Must be smooth - not stiff.

Shift: Must not be stiff.

Steering: Not stiff, needs slight torque. Should turn equally to the right and left.

Speed Control: Must be installed and calibrated correctly. The test team will not set up or change software.

RETESTING

Manufacturers may request the AWSA Towboat Committee evaluate a change to an already Approved USA-WS Towboat after the completion of the USA-WS Towboat Tests. The committee has the ability to determine the testing process and policies for the proposed change to be evaluated on a case by case basis. All costs incurred for retesting shall be paid by the manufacturer requesting the test. No changes will be evaluated or authorized between June 30 and the subsequent USA-WS Towboat Test.

CATASTROPHIC SITUATIONS

Should a manufacturer experience serious difficulties, which impact his ability to have a boat on hand and in test-ready condition at the required time, he shall present the facts to the AWSA Towboat Committee and USA Water Ski personnel. The Committee will consider the circumstances on a case-by-case basis and will work with the manufacturer to arrive at the most appropriate solution. Problems falling into this category are those such as catastrophe at the manufacturing plant immediately prior to the tests, and serious damage to the test boat occurring in transit, after arrival at the test site, or during the testing process.

FINAL ANALYSIS

1. Conditional Pass - When the Committee identifies a problem, which would cause a boat to fail, but which they feel could be easily and completely corrected by the manufacturer without testing verification, the boat will receive a "Conditional Pass". The manufacturer will be notified of the situation and the desired correction. If the manufacturer agrees to make the required changes, he will be given until December 1 of that year to submit photographs documenting the completed changes. Boats which do not comply will be removed from the approved list. If three or more of these problems exist in a particular boat, the Committee will review the facts and may disqualify the boat.

2. Condition Requiring Improvement - When the Committee identifies certain problems which they feel are serious enough to warrant change, but which involve redesign of some type, they may issue a warning stating the condition "MUST BE IMPROVED" the following year. If a boat has a "must improve" condition, the "USAWS Approved" status for that boat is valid for only one year.

3. Performance of Promotional Boats - Throughout the year the Committee reviews field reports detailing boat performances in sanctioned tournaments. It is acknowledged that most manufacturers experience some problems with individual promotional boats from time to time. The Committee will, however, note repeated difficulties, which form a pattern, indicating a design problem with a particular model. These findings will be taken into consideration along with data from the actual test boat. Repeated field problems from year to year will be considered as an indication that promotional boats do not meet the established standards. Such a determination could be cause for failure.

4. Boats Supplied As Tested - Boats supplied in the field for use in USA Water Ski Class C and above sanctioned events are to be identical to the boat supplied for the tests. The engine, gear ratio, and propeller of the test boat are recorded and published, and may not be altered. Photographs and hull measurements are also taken for the purpose of verification, and should design changes be made after the boat tests, the boat will be removed from the approved list.

APPROVED TOURNAMENT TOWBOAT

- A boat model which passes the USA-WS Towboat Tests will be formally recognized and promoted by USA Water Ski as a USA Water Ski Approved Tournament Towboat. The use of "USA-WS Approved Towboat" and "AWSA Approved Towboat" shall be interchangeable. The manufacturer may use this designation to advertise and market his boat to the public.
- A boat model that successfully passes the USA-WS Towboat Tests will be eligible to receive invitations to USA Water Ski sanctioned events. Participation in specific events will be at the option of the local organizing body.
- The Pan American Region and International Water Ski Federation will be notified of all boats that have met USA-WS' test standards for pulling Record Capability Tournaments.

REQUIREMENTS FOR TESTING

A boat manufacturer may apply to have boats tested by USA-WS to determine if they meet USA-WS standards for pulling skiers in USA Water Ski-sanctioned tournaments (traditional, disabled, barefoot, collegiate, and kneeboard) and USA Water Ski-sponsored programs (i.e. training camps and clinics).

The manufacturer must meet the following criteria in order to participate in the USA Water Ski tests:

1. Current USA Water Ski Gold Corporate Member (\$1,000).
2. Current American Water Ski Educational Foundation Member. (\$100)
3. Current Water Sports Industry Association Member.
4. Coast Guard - and/or NMMA-Certification for each boat tested
5. Pay the appropriate licensing fee for each boat model to be tested - specific payment dates and requirements will be established by USA Water Ski.
6. Be able to confirm that all financial obligations to USA Water Ski have been met in full before the start of the tests - specific dates and requirements will be established by USA Water Ski. A boat will not appear on the USA-WS Approved Towboats list (or in magazine) unless all fees have been paid.

USAWS APPROVED SKI BOAT

USAWS Approved Ski Boat is defined as a towboat capable of pulling skiers in most environments including smaller man made or tournament type lakes. A USAWS Approved Ski Boat does not have to meet the more rigorous performance standards of a USAWS Approved Tournament Towboat. USAWS Approved Ski Boat may be used for sanctioned practices, exhibitions, Basic Skills Clinics or Grass Roots Class F Fun Days and Tournaments. USAWS Approved Ski Boat may not be used for tournaments with a Class C or higher classification.

A model is determined by the wetted hull surface and may be either an open or closed bow. The boat may be equipped with any engine/transmission/propeller combination approved by the AWSA Towboat Committee. The AWSA Towboat Committee may approve other engine /transmission/propeller combinations without physically testing. An unchanged model needs to be physically tested every four years. If a change is made to the wetted surface, engine, transmission or propeller, the manufacturer needs to contact USAWS and inquire if the boat model needs retesting.

Licensing fees shall be determined by the USA-WS Executive Committee

TOWBOAT TEST SYNOPSIS – Approved Ski Boats

The USA Water Ski towboat evaluations are intended to qualify towboats that are capable of pulling skiers in most open water environments and also in smaller man made or tournament type lakes. Each test has specific performance criteria, and all towboats must meet or exceed these pre-determined performance standards.

1. POWER AND ACCELERATION

The object of these tests is to determine whether a boat has adequate power to pull skiers. The distance required to pull a skier from a deep-water start on a competition slalom ski and accelerate to 36 mph will be measured. This distance may not exceed 300 feet. Alternatively, a load device, capable of consistently simulating the resistance of a skier throughout the designated course may be used to replace the skier. If a boat passes the power & acceleration test portion, its power will be further tested during the slalom deviation tests. Failure to meet these marks indicates lack of appropriate power. All drivers will observe the adequacy of power while pulling skiers under normal conditions.

2. CENTERLINE DEVIATION

The amount of boat path deviation, which will be influenced by the pull of a slalom skier, will be measured. Two factors will be measured: average deviation and maximum deviation from the boat's path. Measurements will be made with a skier skiing at speeds of 30.4mph (49kph), 32.3mph (52.3kph), 34.2mph (55kph) and 36mph (58kph). At both 34.2 mph and 36.0 mph skiers will use line lengths of 18.25m, 16m, 14.25m, 13m. The average deviation must be less than .8 feet (.24m), and the maximum deviation will also be measured.

3. SPRAY

The boat spray should not significantly affect the skier. Since this test is subjective, comments from the test skiers will be recorded for the manufacturer's information. If all testing skiers independently agree that the spray has significant negative effect, the committee will review the data and may disqualify the boat.

4. WAKE

The wake and rooster tail should not significantly affect the skier's performance. Since this test is subjective, comments from the test skiers will be recorded for the manufacturer's information. If all testing skiers independently agree that the wake has significant negative effect, the committee will review the data and may disqualify the boat.

5. DRIVABILITY

While pulling a skier the boat's combination of power package, design characteristics, speed control (if installed), and instrumentation should not negatively affect a driver's ability to give smooth consistent pulls. Comments and evaluations from the test drivers will be recorded. The committee will review the data, and should significant problems be agreed upon, the boat may be disqualified.

6. HANDLING AND MANEUVERABILITY

Each boat will be required to make a series of turns. The boat will then be required to make a 180 degree turn at 17mph within a 100 ft. diameter course and at 26mph with a within a 100 ft. diameter course. The boat will then be required to make a 180 degree turn at 36 mph within the 150 ft. diameter course. This pattern will be repeated in the opposite direction at each speed. Each boat's performance will be monitored to ensure that all maneuvers are made safely and under control. All turns, both left and right, must be completed successfully to pass this test.

7. ENGINEERING

The object of this test is to determine whether a boat's design will in any way hinder the performance or whether it presents any obvious safety hazards. The boat will be examined and analyzed from a driver's perspective in areas such as human engineering and practicality for skiing usage. Comments from the drivers will be recorded for the manufacturer's use and information. Serious deficiencies will be noted and if, after presentation of the findings to the manufacturer the problem cannot be corrected, the boat may be disqualified.

8. SOUND LEVEL TESTING

For the purpose of knowing that boats passing USA Water Ski's tests are not in violation of generally accepted maximum noise level standards, the noise produced by boats during typical use will be measured. Specifically, measurements will be taken from shore with a sound level meter during slalom deviation passes. Neither the average sound level for 36 mph passes nor the average sound level for 34.2 mph passes may exceed 75

dB(A). Failure to meet this standard constitutes a disqualification for the boat. Testing is done from shore as follows:

- Place dB meter at a point 125 feet from centerline of the slalom course
- Align dB Meter with buoy #2 or #3 on the opposite side of the course from the buoy. That way the skier is farthest from the sound meter in order to minimize noise from the ski and skier.

GUIDELINES, POLICIES AND DEFINITIONS

Approved Categories

For purposes of AWSA Rules and Towboat Policies & Guidelines, the term “USA-WS Approved Towboat” and “AWSA Approved Towboat” shall be interchangeable.

- **USA-WS Approved Tournament Towboat**

An USA-WS Approved Tournament Towboat is defined as a specific model that has successfully passed the USA-WS Approved Tournament Towboat evaluations. All boats undergo a series of 11 tests and sub-tests which include power and acceleration and centerline deviation. Only boats meeting Power and Acceleration standards for Record Capability Tournaments will be allowed to pull class E, L and R Tournaments.

1. Changed or new models are required to physically test annually.
2. Unchanged models need physically test every three years.

A specific model that has passed the Towboat Evaluation Tests and successfully tows the National Championship Tournament earns the right to be called a **National Tournament Towboat**.

- **USA-WS Approved Ski Boat**

USAWS Approved Ski Boat is defined as a towboat capable of pulling skiers in most environments including smaller man made or tournament type lakes. A USAWS Approved Ski Boat does not have to meet the more rigorous performance standards of a USAWS Approved Tournament Towboat. USAWS Approved Ski Boat may be used for Class F sanctioned events.

1. An unchanged model needs to physically test every four years
2. A model is determined by the wetted hull surface.
 - a. May be open or closed bow.
 - b. May be equipped with any engine/transmission/propeller combination approved by the AWSA Towboat Committee. The AWSA Towboat Committee may approve other engine/transmission/propeller combinations without physically testing.
3. The fee for licensing and testing shall be determined by the USA-WS Executive Committee.

New or Modified Towboat

A towboat model tested at the preceding year's towboat test will be considered "new or modified" when any of the following conditions are met:

1. Non-Propulsion System Related Items

- (a) The towboat hull / plug has been changed or modified in any way from the gunnel downward. This includes changes to spray rails, strakes, etc. This also includes a change in the size or location of the stability fins or shaft location.
- (b) A change is made from a closed deck to an open bow, or vice versa.
- (c) There is a change in engine placement or location.
- (d) A change in speed control software or hardware that impacts the skiers' pull in slalom, trick or jump.
- (e) There is a change in total weight of more than 10%.
- (f) Any other changes must be approved by the AWSA Towboat Committee prior to the boat tests.

2. Propulsion System Related Items

- (a) There is a change in the engine manufacturer or model as tested from the previous year. This includes cubic inch displacement, horsepower, carburetion/EFI, engine management system (ECM), etc.
- (b) There is a change in transmission gearing (e.g., 1:1, 1.25:1, 1.5:1, etc.).
- (c) There is a change in propeller size, blade number or material (i.e.: bronze to stainless).

Towboat Changes

- 1. Throttle linkage changes: Modifications to the throttle linkage are allowed but must be a matter of owner responsibility and preference. If dual boats are used, performance must be equal.
- 2. External fixtures: Trim tabs, cavitation plates or other similar devices affixed to the hull that are adjustable must have a mechanism of verifying their position. Devices shall be used "as tested". Use of any setting "in between" is NOT permitted.
- 3. Bimini Tops: Bimini tops may be used during competition. Dual boats are not required to both have tops. If a bimini top physically affects the performance of the boat or the skier, no top will be used.
- 4. Wakeboard towers that do not affect the performance and handling characteristics of a towboat may remain attached to a USA-WS Approved

towboat during a USA-WS sanctioned event. The rope cannot be attached to the tower and the tower may not be used for towing skiers in an USA-WS 3-event tournament.

5. For minor changes in propulsion system components, a manufacturer may submit a request to the AWSA Towboat Committee that the change be considered "minor" and request that the boat be excluded from a physical retest in its second year of eligibility. Documentation of the proposed change and effect on the towboat performance shall be submitted to the committee. The AWSA Towboat Committee shall make its determination of testing based on the information provided by the manufacturer, performance of the current model in tournaments, and data from the prior year boat test. The decision shall be final and will be made on an individual boat basis. Examples of such changes might be a small horsepower change, EFI modifications, etc.

Towboat Model

Any boat is considered to be a different model if any of the three following conditions exist:

1. The model is advertised as a different model by a manufacturer. This will be the case even if all physical and technical characteristics are the same as another model.
2. Changes in Non-Propulsion System Items as defined in the definition of "New or Modified Towboat".
3. If a manufacturer chooses to market the same boat as 2 different models, they may get USA-WS Approved status for both boats by testing one boat only. Same boat means physically and technically the same boat. The boats may have a different cosmetic scheme or model name but must otherwise be identical. Documentation (to include photographs and narrative description of any differences between the two boats) must be submitted to and approved by the AWSA Towboat Committee prior to the towboat tests. The additional fee for the second boat will be determined by the USA-WS Executive and Finance Committee.

A manufacturer may add special graphics, endorsements or signatures and the boat will be considered the same model if it is advertised under the same model name and/or model number and the physical and technical specifications are the same.

Towboats Supplied "As Tested"

No equipment or device will be attached to any towboat that affects performance, handling, maneuverability unless such equipment has been tested as part of the USA-WS Approved Tournament Towboat tests or such equipment is otherwise tested and/or approved by Technical Committee and/or the AWSA Towboat Committee. This includes speed control devices, wakeboard towers, and extended pylons. Trim tabs, cavitation plates or other similar devices affixed to the hull that are adjustable must have a mechanism of verifying their position. Devices shall only be used "as tested". Use of any setting "in between" is NOT permitted.

Exceptions for tournament use with respect to this policy may be made with joint approval of both the Chairs of the Technical Committee and the AWSA Towboat Committee.

Where such new equipment will be attached to a towboat, a tournament sponsor should request an exception as indicated above from the Chairs of the Technical and AWSA Towboat Committees. Such use shall be for data gathering purposes. Risk management, safety, maneuverability and technical issues are to be assessed to ensure that safe conditions are maintained and exercised.

For any tournament held at an elevation of 2000 feet or greater, or at a site with a short setup (less than 2000 feet), the tournament sponsor may request an exception to the "AS TESTED" policy, by submitting a formal request to the Chair of the AWSA Towboat Committee. The Chair may grant a change in "pitch" only (i.e. A change from a 14x18 to a 14x16 or from a 14x16 to a 14x14, etc.). The propeller must be the same manufacturer, same material, and same number of blades.

Unchanged Model

A specific boat model is unchanged or unmodified if that particular boat model does not meet the criteria for a "New or Modified" Towboat. An unchanged model need only be physically evaluated every three years, unless the model receives a "must improve", in which case, the model is only approved for one year.

Towboat Use: Model Year

- a) AWSA Nationals, AWSA Regionals, and Record Capability (Class E,L,R) tournaments may use a current year 2018 USA-WS Approved boat or a prior year 2017 USA-WS Approved boat.
- a) Class C and F tournaments may use 2018, 2017, 2016, or 2015 Approved towboat(s) (current and three years prior). Class C & F tournaments may use 2008 to 2014 AWSA Approved Tournament Zero Off equipped boats with the approval of their Regional AWSA Towboat Committee member (or Chair(s) of the AWSA Towboat Committee. See below "Older Boats".
- b) In all instances where a boat older than the current model year is used, the manufacturer must also have a boat on the approved list for 2018.
- c) In cases where dual boats are required, both boats must be the same model and year.

Exceptions for Use – Approved Tournament Towboat

- a) Exceptions for use of any other boat not on the "approved list" may be made by the Chair(s) of the AWSA Towboat Committee. The boat shall be considered an "Approved USA-WS Tournament Towboat" for that event.
- b) Older Boats – If there are not sufficient numbers of approved boats available in an area for use, the LOC may apply to their Regional AWSA Towboat Committee member (or Chair(s) of the AWSA Towboat Committee) for use an OLDER model year towboat. Consideration will be given to the condition of the boat, speed control system and version of speed control software in the boat.

Towboat Credit

All eligible year Approved Towboats participating in USA-WS sanctioned tournaments will receive credit toward Regional and National Tournament participation. For 2018, this includes 2018, 2017, 2016 and 2015 boats.

- a) Credits for quantitatively qualifying for Regionals and Nationals shall be by manufacturer, not by specific model. An individual manufacturer may use any of its USA-WS Approved Tournament Towboats toward accumulating credits.

- b) Credit Period:

For manufacturers that currently have an AWSA Tournament Approved Towboat the towboat qualification period shall be July 1st through June 30th.

For manufacturers that do not currently have an AWSA Approved Tournament Towboat the credit earning period will begin October 1st and conclude the following June 30th.

Regional Participation (i.e., 20% rule) will be based on the total number of AWSA tournament events held in the year preceding the current ski year

- c) Towboat not used: A towboat manufacturer will receive credit for towing a particular USAWS sanctioned tournament if he can provide documented evidence that he was invited to provide towboats for the tournament in question, accepted, and that the towboats were made available in sufficient time and in acceptable condition for use in the tournament, but were not used.
- d) Selection of USA-WS approved boats to be used in specific tournaments will be at the option of the local organizing body.
- e) Manufacturers are encouraged to have their promotional team coordinators contact tournament sponsors to arrange for boat participation at tournaments. Sponsor information can be obtained from Regional Guide Tournament announcements. Manufacturers are also encouraged to develop a form for their promotional team member to verify towboat tournament participation. The form should be signed by the chief judge and chief driver at the tournament. The manufacturer will then have a backup system for verifying towboat participation.
- f) Tournament cancellation: A USAWS approved towboat manufacturer will receive credit for towing a particular USAWS sanctioned tournament if he can provide documented evidence that he was invited to provide towboats for the tournament in question and accepted, but that the tournament in question was cancelled with insufficient time (less than four weeks) to make other arrangements for use of his boats at another USA-WS sanctioned tournament.
- g) Closed Tournaments: If a sanctioned tournament is not open to all USA-WS Approved Tournament Towboats the tournament will NOT be included in the total number of tournaments used to determine the 20% quantitative requirement. Those boats participating in the closed tournament will NOT receive credit from that tournament toward qualifying quantitatively for Regionals and Nationals.

If a towboat manufacturer contacts a tournament sponsor and is told that the manufacturer's boat is not welcome or cannot be used at that particular site, the tournament will be pulled from the list to determine the 20% eligibility requirement. No other boats used in that particular tournament will receive credit.

A tournament sanctioned as "open to all USA-WS Approved Towboats" that prohibits participation by a manufacturer shall be individually reviewed by USA-WS Headquarters and the AWSA Towboat Committee. Sanction forms for USA-WS sanctioned USA-WS events shall include a question asking if the tournament or clinic is open to all USA-WS Approved Tournament Towboats.

New Model Towboat Use Before Boat Tests

- a) If a manufacturer qualifies and participates in the previous year's AWSA National Tournament, he may use a new or modified untested model towboat in tournaments between the current year's AWSA Nationals and the subsequent USA-WS boat tests.
- b) The new or modified untested boat must be the same model or the model intended to replace the manufacturer's current Nationals Towboat.
- c) A new model year USA-WS Approved towboat which is unchanged may be used prior to the USA-WS Boat Tests provided an exception is requested of the Towboat Committee and subsequently granted. (Rationale – allows a promotional boat owner to sell a current year boat in early to mid- season and take delivery of an unchanged new model year boat and still meet tournament commitments.)
- d) Subsequently if the boat receives USA-WS Approved status at the boat tests, it will receive credit toward qualifying for next year's Regionals and Nationals for those tournaments pulled between Nationals and the boat tests.
- e) Any records set behind the boat prior to the boat tests would be pending until the boat receives USA-WS Approved status.

Towboats Used In Practice

Promotional towboats are not to be used other than to tow competitors at sanctioned tournaments; unless arrangements are made between towboat owners and sponsors. While a tournament sponsor may offer paid ski practice, it is not part of the USA-WS sanctioned tournament, and therefore the sponsor is responsible for supplying boats used in practice; unless arrangements have been made with a promotional boat owner to supply his boat for practice. Any arrangement for use in practice does not alter the number of boats the manufacturer must supply for the tournament should a boat be damaged accidentally during practice. Financial responsibility for damage occurring during practice is determined by the agreement between the sponsor and the boat owner. Failure to pay when appropriate may result in loss of sanction.

Damage

A club (local organizing committee) is responsible for any damage to a towboat from the time it is delivered to the event site for use until it is returned to the promotional owner or his agent. In the event a towboat sustains damage at an event, a club (local organizing committee) is responsible for reimbursement to a promotional towboat owner of either his deductible or for repair costs up to a maximum of \$500.00. Cleaning costs are not considered damage. Failure to pay damages, when appropriate, may result in loss of sanction for this and future tournaments.

At tournaments, which the club (local organizing committee) does not select the drivers for their tournament (i.e. Team Trials, Regionals, Nationals), the financial responsibility for reimbursement of insurance deductible or repair costs shall be shared equally among the club (local organizing committee) and the organization responsible for selecting the drivers for the event.

Event

Event shall mean a slalom, trick or jump event. Multiple rounds are not to be counted as separate events. One credit per tournament may be earned regardless of number of rounds.

Online Tournament Kit

The tournament kit shall contain a separate section for the Chief Driver. The Chief Driver is responsible for returning towboat forms directly to headquarters. Towboat forms may be enclosed with the tournament report sent to HQ.

Towboat Use Documentation and Performance Report

An unacceptable performance at a tournament does not count as credit towards qualifying a boat for the Regional Championships. A boat shall receive credit for the events pulled unless its performance is deemed unacceptable for tournament use. Such factors are: boats exhibiting inadequate power to maintain speed, major handling, engine, throttle, speed control, steering, tracking or balance problems, plus any serious safety conditions or factors which cause excessive rerides or prohibit the driver from doing a satisfactory job.

Other problems should also be noted in comments, but should not be cause for withholding credit. Included in this category are difficulties such as speedometers needing adjustment, minor vibrations, personal dislike of a particular boat design, and problems that develop during the tournament which are not the fault of the promotional boat owner. In cases where credit is questionable, the AWSA Towboat Committee will investigate and make the final determination.

Regional and National Towboat Inspection

All USA-WS approved towboats that qualify for use at a Regional or National Tournament will be inspected prior to the opening events to establish that they are in acceptable condition.

Regional and National Towboat Assignment Draw And Posting

- a) **Regionals:** The assignment of boats to events or groups of events can either - 1) follow the National Towboat draw for that year's National Championships (recommended); or 2) be selected by random draw. If done by random draw, the draw shall be done publicly and posted at least one day prior to the start of competition.
- b) **Nationals:** The towboat assignments shall be posted by headquarters as close to July 1st, preceding the respective Nationals, as is reasonably practical.

The grouping of events for towboat assignments shall be done by USA-WS headquarters and the Chair(s) of the Towboat Committee. The number of groups created will be determined by the number of qualified towboats – i.e. 3 manufacturers (3 groups) / 4 manufacturers (4 groups). Age divisions / Open / MM shall be spread with the goal of balancing number of skiers and skiing level between all qualified manufacturers.

The divisions in each group shall remain unchanged and the towboats will be rotated annually through the boats qualified to participate in the Nationals. For example, boat one will move down the list to the second group; boat 2 will move to the third group and boat 3 will move up to the first group (or 4 groups in the case of 4 qualified boats).

EXAMPLE: Every 4 years USA-WS Headquarters and the Chair(s) of the Towboat Committee will reevaluate the numbers in each of the groupings to insure a relatively equal number of pulls for each group. If the number of skiers in each group needs to be rebalanced, the Age divisions / Open / MM will be reassigned and a new random draw done to assign qualified towboat manufacturers to the respective groups.

For AWSA Regional and National Championship Tournaments each qualifying boat manufacturer may provide one “high horsepower jump specific boat”. The 35 MPH jump events in those tournaments shall be equally divided among those manufacturers providing a “high horsepower jump specific boat”. At the discretion of the Chief Boat Driver and Chief Judge, the high horsepower boat may also be used to pull other jump events. If no “high horsepower boats” are available, the 35 MPH jump events shall be included in the random draw by all the qualifying manufacturers.

Assignments Declined – Regionals/Nationals

A boat manufacturer may decline to pull any division at Regionals or Nationals. Any event declined will be redrawn. Only the manufacturer may initiate such an action.

Interchanging Propulsion Systems

A manufacturer may test different propulsion system combinations (i.e. engines, propellers, and transmissions) in the same hull. A manufacturer may use any of these USA-WS approved boat model/propulsion system combinations in USA-WS sanctioned tournaments. All of these USA-WS Approved combinations may receive and combine credit toward qualifying the single boat model for participation in the AWSA Regional and National tournaments. If a manufacturer qualifies to participate in the Regionals and Nationals, he may bring any combination of USA-WS Approved towboat model/propulsion system combinations provided that the required number of each combination is provided:

- a) Regionals
A minimum of 1 of each boat model/propulsion system/speed control brand combination shall be supplied.
- b) Nationals
A minimum following number of boats from each manufacturer participating shall be supplied.
 - 2 Lake Site - 3 boats of similar HP 3
 - Lake Site - 4 boats of similar HP 4
 - Lake Site - 5 boats of similar HP

In the case of multiple towboat model/propulsion system/speed control combinations being used, a manufacturer shall be required to provide a minimum of 1 of each combination to be used (unless otherwise lowered by the Chief Driver).

- c) A manufacturer may not interchange propeller types (i.e. nibral, stainless steel, machined brass) or propeller size / pitch on the same boat provided for use at the Regional and National Tournaments.

Speed Control: Updating hardware and software

A manufacturer can use approved hardware and software from a currently approved model on a prior year approved model with the approval of the Speed Control Committee. The manufacturer shall make such request in writing to the Speed Control Committee.

Speed Control: Use

Speed Control systems should be used in a manner that ensures that all skiers receive a fair and impartial ride. Sufficient throttle shall be applied to ensure that the system is fully engaged and that there is additional "overhead" or throttle available to allow the system to add any additional throttle as needed. The driver shall not in any way limit or block the throttle once the system is engaged.

Hydrogate (Nautique)

The Nautique Hydrogate can be set in one of two positions, slalom or tricks/jump (may not be set in between modes).

- Tricks: The default position is the trick mode. The skier has the option of using the slalom mode. It is the skier's responsibility to inform the boat crew when choosing the slalom option. The skier may choose to change the setting between passes.
- Jump: The default position is the jump mode. The skier has the option of using the slalom mode. It is the skier's responsibility to inform the boat crew of slalom option prior to leaving the dock. In Class C tournaments only, the skier may choose to change the setting between jumps.
- Slalom: The gate will remain in the slalom mode.

MasterCraft Ballast/ Weight System – Tricks Only

The MasterCraft ProStar was tested and approved for use in the Trick event with the use of an additional ballast / weight system as configured by MasterCraft.

The ProStar can be used for Tricks both: 1) with the ballast / weight system; and 2) without the system.

IF the boat is used with the ballast/weight system, it must be configured as it was tested and approved. Specifically, the MasterCraft ballast / fat sack must be installed in the bilge; under the floor compartment which is under the middle seat. The sack must be completely full when used for tricks (no partial fill). In addition, 75 pound weights as configured by MasterCraft must be installed in each of the rear compartment trays (150 lbs. total). Storage compartment trays are located under the access doors at the stern.

The ProStar is not approved with any other configuration, in other words, a user cannot simply put a ballast / fat sack or weights on the floor of the boat.

Enhancing Wakes for the Trick Event Only

A manufacturer may alter his boat to enhance the wake for the trick event. The method of wake enhancement must be verifiable. The committee must test and approve the boat with the manufacturer's method of wake enhancement before it may be used in USAWS sanctioned tournaments.

Here are the applicable rules from AWSA and IWWF regarding adding ADDITIONAL weight for the trick event:

AWSA RULE - 8.02 (b) Boats

Added Weight: It is the duty of the boat judge, in consultation with the driver, to supervise adding a suitable weight in any event to even out boat balance, wakes, spray, or handling. This weight shall not present a hazard to the boat occupants or potential harm to the boat interior.

For tricks, the skier may place a tournament-supplied weight of between 20-50 kg (44-110 pounds) in the boat (either on the floor by the feet of the release operator or behind the engine cover) with side to side positioning as decided by the skier or release operator.

IWWF RULE – 15.11 Tricks

The skier may place a tournament supplied weight of between 20 - 50 kg in the boat on the floor side to side by the feet of the pin man or behind the engine cover.

If a manufacturer can supply something to enhance the wake and it is the same for all skiers, then it can be allowed.

The IWWF rule is different from the AWSA Rule -- in that IWWF specifically allows the towboat manufacturer to "supply something to enhance the wake". Our interpretation of this rule is that it applies only to the towboat manufacturer – and not to any official or other individual. This provision was used previously at the World Championships where MasterCraft in consultation with the Chief Judge and Driver added weight.

AWSA has no similar provision – as such, all boats must be used as tested and approved. The Towboat policy provides an option for towboat companies to enhance the wake specifically for tricks, but states it must be tested and approved.

MasterCraft tested the 2016 ProStar (October 2015) with a ballast bag under the floor/seat in the front of the boat and 75 lbs. of weight in each of the two rear compartments. That model was tested and approved as configured by MasterCraft for performance and safety. The ProStar is approved with the equipment as configured by MC. The ProStar is also approved without the ballast weight system.

RULE 8 - EQUIPMENT

1. Performance Qualifications: Boats must have the performance necessary to obtain and maintain the required boat speeds (see boat speed) while towing a heavy skier under tournament conditions.
2. Overall length shall be approximately 6m. The beam shall not exceed 2.5m.
3. Towing Pylon: Boats shall be equipped with a towing pylon on the centerline of the boat, located between the transom and near midship, which shall be a minimum of 65 cm. (25 1/2") and a maximum of 1.2m. (47 1/4") above the water when the boat is standing still with no occupants aboard.

The entire pylon assembly shall be of fail-safe construction, designed to withstand a minimum loading of 600 kg. (1323 lbs.) through an angle of 70 deg. from the stern on both sides.

The towing pylon shall have an area integrated in its design for attachment of a trick release mechanism. It is recommended that this area be included both above and below the tow rope attachment location and be located as required to ensure clearance of the rope and /or trick release mechanism from the engine housing. This area for attachment of the trick release shall be cylindrical with a diameter of 50.8 mm (2.00 inches) +0.00 mm, -0.25mm (0.010 inches) and with a minimum height of 28mm (1.10 inches). A centering hole with a diameter of 6.00 mm (0.236 inches), +0.35mm (0.014 inches) -0.00mm and a minimum depth of 1.80 mm (0.070 inches) shall be located on the centerline of the attachment area height and be oriented toward the front of the towing pylon. See the diagram in the appendix.

4. Speed Measuring Device
 - Speedometer displays shall be positioned for maximum driver visibility. At least one speed indicating display shall be visible to the boat judge.
 - a) All USA-WS Approved Tournament Towboats must be equipped with a Speed Control Device (See Rule 8.10). The speed control device shall have at least one display indicating actual boat speed. The device shall also have a connection for a second optional display. In the case of boats using GPS or a paddlewheel for measuring speed, a single GPS or paddlewheel pickup may be used to supply one or more speed indicating displays
 - b) For other approved boats, speedometers which rely on pressure pitot type pickups shall be equipped with at least two independent accurate speed measuring devices.

8.02 Boats

- A. General: All tournaments, Class **F** and higher, are required to use only AWSA-approved tournament towboats. Contact USA Water Ski Headquarters for approval requirements and details as set forth in the AWSA Towboat Manual.
- B. Added Weight: It is the duty of the boat judge, in consultation with the driver, to supervise adding a suitable weight in any event to even out boat balance, wakes, spray, or handling. This weight shall not present a hazard to the boat occupants or potential harm to the boat interior.

For tricks, the skier may place a tournament-supplied weight of between 20-50 kg (44-110 pounds) in the boat (either on the floor by the feet of the release operator or behind the engine cover) with side to side positioning as decided by the skier or release operator.

- C. Boat Availability: Any boat that is to be used in the tournament shall remain available until the end of the tournament unless released by the Chief Judge. Only designated persons may occupy official towboats during competition.
- D. National and Regional Tournaments: The selection of boats and the assignment of boats to specific events in the National and the U.S. Open tournaments shall be made by USA Water Ski Headquarters. National Towboat selection shall occur no later than July 1st. For Regionals, USA Water Ski Headquarters shall make the selection of boats, and the assignment shall be made by the Chief Judge and the Chief Boat Driver. The same boat and driver shall be used by all contestants in each Slalom and Jumping event, except in situations where time is a factor and similar boats and drivers of similar abilities are available, **the Chief Judge may decide** to use two boats and drivers in the same event in an alternating manner. *Alternating manner* shall mean the next available towboat will be used. However, in Jumping and Slalom tie run-offs only one boat and driver shall be used. For the Tricks event, the skier may select a boat from any of the designated towboats.
- E. Other Tournaments: At all other tournaments, the selection of towboats shall be established by the Chief Boat Driver with the approval of the Chief Judge from the available towboats. The same boat and driver shall be used by all contestants in each Slalom and

Jumping event, except in cases where similar boats and drivers of similar abilities are available, in which case the Appointed Judges, by majority vote, may elect to use two boats and two drivers in the same event in an alternating manner. However, in Jumping and Slalom tie run-offs, only one boat and driver shall be used.

For Tricks, all types of boats furnished for the tournament will be made available by the tournament committee. Two teams of drivers and boat officials may be assigned to the Tricks event at the option of the Chief Judge.

- F. Towboat Breakdown: When a towboat breakdown occurs, the Chief Driver with the concurrence of the Chief Judge may select a similar towboat to complete the event. For the purpose of towboat malfunction, "similar" shall mean an AWSA-approved tournament towboat of the same power and design (i.e., inboard, 351 c.i.). For Regionals, Nationals and Cash Prize tournaments, any substitute towboat shall be of the same model and manufacturer. However, when running dual boats, the event may be continued with one boat, or if substitution is necessary, the two boats continuing the event must be of the same model and manufacturer.

8.10 Speed Control

- A. All tournaments Class C and above are required to use speed control.
- B. The principal job of the speed control is to provide independence from the manual operator and to give speeds as close as possible to the ideal times.
- C. The boat judge and driver shall jointly agree on the setting of the speed control and the allowed adjustments, with the goal of having the device produce ideal times for each pass. If agreement cannot be reached the Chief Judge, or his designee, shall make the decision.
- D. A table showing the allowed ranges for all adjustable speed control parameters, and the circumstances under which each of these may be changed, and by whom, is provided in the Appendix.
- E. If the speed control unit becomes inoperable and cannot be quickly repaired, and a replacement boat or unit is not available, the

tournament shall be continued with manual driving with no other effect.

- F. When the speed control cuts out or fails to operate properly or there is otherwise a deviation from normal operation (i.e., a malfunction), the skier is entitled to a reride for failure of tournament-supplied equipment. (See 7.01, 9.10 and 10.10.B.4) (See Rules Interpretations) If the time is out of tolerance due to a malfunction of tournament supplied equipment the skier may accept the highest score with a good time or receive an optional reride with a protected score equal to the highest score with a good time. (See rule 10.10.B.4 and Interpretations)
- G. Tournaments are only allowed to use speed control devices tested in conjunction with the towboats approved for use by the Towboat Committee. Approved towboats, including equipment as tested, are listed on the USA WS website under the Towboat section.
- H. Software changes are permitted as approved by the Towboat Committee at any time during the season, except that no changes that affect skier pull will be permitted between July 1 and the conclusion of that year's National Tournament.

PARTICIPATION IN REGIONALS, NATIONALS AND U.S. OPEN

Record Capability Approved Boat models which participate in 20% or more of the traditional class C or higher tournament events held during the preceding year in a given Region are invited to pull each of those AWSA Regional Championships where it has qualified. Boat models that participate in all 5 AWSA Regional Championships and receive a positive performance report from four (4) of the five (5) Regions will be approved to pull the National Championships. Boats participating at Regional and National Tournaments must meet these specific requirements:

A. REGIONALS

1. The boat must be a current year or previous year USA-WS Approved model.
2. Manufacturers must provide the appropriate number of boats as determined by USA Water Ski in conjunction with the chief driver for each respective Regional Tournament.
3. For each speed control system provided by the manufacturer at all 5 Regional Tournaments the software and hardware for each brand must be the same and must be the latest version that has been approved by the AWSA Towboat Committee as of July 1, directly preceding the respective Nationals.
4. If the above conditions are not met the chief driver of the Regional Tournament shall inform the Regional EVP and the EVP shall decide if the boats have met the requirements to participate.

B. NATIONALS

1. Boats must be a current year or previous year USA-WS Approved model.
2. USA-WS, in conjunction with the Chief Driver of the National Tournament, shall determine the number of boats required.
3. Speed Control requirements are the same as Regionals.

A boat model that pulls the National Championships will be recognized by USA-WS (and may be promoted by the manufacturer) as a National Tournament Towboat.

A boat manufacturer which has qualified and has pulled two (2) consecutive National Championships will be eligible to be invited by USA-WS to participate in the U.S. Open Water Ski Championships and other major national and international competitions sponsored and organized by USA-WS.

Upon payment of the appropriate sponsorship fees, the manufacturer may promote and market that specific boat model as an Official Towboat of the U.S. Open Water Ski Championships.

A boat model which has qualified to pull the National Championships will be recommended and supported by USA-WS to be invited to pull IWWF Championships.

A minimum of 6 Pan American Region sanctioned tournaments must be pulled to qualify a specific boat model for international approval. The five U.S. Regional Tournaments and the U.S. National Championships are Pan American Region Sanctioned Tournaments.

REGIONAL TOURNAMENT QUANTITATIVE REQUIREMENTS

It is required that each towboat manufacturer pull 20 percent of the events a region to be qualify to participate in that Regional Championships. A manufacturer can achieve the 20% participation requirement to pull a Regional Championships based on all towboat models – not just a single model. Manufacturers will receive towboat credit for use (or available for use) at a tournament – regardless of speed control system installed.

Quantitative Qualification for Regional Participation (i.e., 20% rule) will be based on the total number of AWSA tournament events held in the year preceding the current ski year. The calculation is 20% of total events, for class C or higher tournaments, held during the preceding year (i.e. July 1, 2016 thru June 30, 2017).

For manufacturers that currently have a AWSA Approved Tournament Towboat, the credit earning (reporting) period will begin July 1st through June 30th of the current ski year (i.e. July 1, 2017 – June 30, 2018).

For manufacturers that do NOT currently have an AWSA Approved Tournament Towboat, the credit earning (reporting) period will begin October 1st and conclude the following June 30th.

Towboats pulling sanctioned intercollegiate tournaments receive credit in the same manner as they do for traditional AWSA tournaments and count towards the required 20 percent qualification to pull AWSA Regionals. Also, boats pulling the Disabled Nationals and/or the Disabled Worlds (if held in the United States) shall be given credit towards the AWSA Regionals for the region in which that disabled tournament is held. Novice/Grassroots Series tournaments and clinics will not count for credit.

Manufacturers that have a current AWSA Approved Tournament Towboat

Required number of events to pull the 2018 Regional Championships

REGION	Slalom	Trick	Jump
East	9	5	5
Midwest	19	11	10
South	22	7	8
South Central	12	5	5
West	25	8	6

Manufacturers that do not have a current AWSA Approved Tournament Towboat

Required number of events to pull the 2018 Regional Championships

REGION	Slalom	Trick	Jump
East	2	1	1
Midwest	4	3	2
South	11	4	4
South Central	5	2	2
West	11	3	2

TOWBOAT & SPEED CONTROL COMMITTEE CONTACTS

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GEORGE LINDY (Co-chairman)

MIKE HAMILTON (South Central)
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