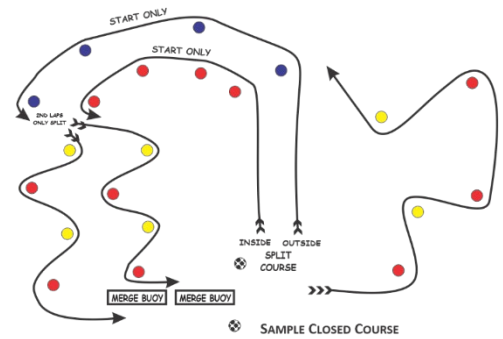


1. PRO WATERCROSS NATIONAL TOUR SAFETY POLICY

1.1 WATERCROSS / CLOSED COURSE RACING

1.1.1 Similar to motocross on the water, watercross racing uses a closed course racing features a buoy-marked, 1/2- to 3/4-mile track that is designed to keep the competition tight, and fans close to the action. Each race begins with a side-by-side gated start. PWC racing start features up to 18 riders on the line, racing for approximately 15 minutes, with riders negotiating a series of left- and right-hand turns.



1.2 SAFETY PROCEDURES

- 1.2.1 Pro Watercross has two to three course marshals of which the one to two will monitor the perimeter of the racecourse to keep outside boaters from entering the race area. Pro Watercross follows the safety guidelines set by Pro Watercross for event set up which states that outside boaters should be kept a minimum of 200' from the racecourse. Course marshal's boats are identified through the words "Course Marshal" on each boat. Course Marshals each carry a red and yellow flag, whistle, and radios to communicate with one another and the ground crew.
- 1.2.2 Course marshals will sweep the course before each race to look for any debris and marine life for safety reasons.
- 1.2.3 Pro Watercross has radio communication between the race director, flag tower, course marshals and main announcing tower in order to alert one another of any changes or incidences on the racecourse. Pro Watercross will provide the supporting organization with a two-way radio in order to have clear communication between the entities.
- 1.2.4 The main announcing tower (10'X20'12') is located near the shoreline and the flag tower will be located in the water to the side of the starting line, which will be determined when the track layout is set.
- 1.2.5 The water tower is scaffolding 10'X10'X6' and sits in about 3' of water just off the shoreline, how far out depends on how quickly the grade drops off but usually about 10-20 ft. The water tower is wrapped in banner material and is highly visible; the starting tower can be seen in PWX videos on YouTube. The tower does not float; it sits solidly on the lake floor.
- 1.2.6 This water tower is used for the flagger/starter to start each race as well as for the lap counters to sit and count laps. Buoys will be placed around the water scaffold in the evening for safety purposes and then removed before racing on Saturday and Sunday.
- 1.2.7 In the event of an on-water accident, a course marshal with a water backboard will proceed to the injured party, place them on the backboard, and bring them into shore where the ambulance staff onsite will assume responsibility of the injured party. Course marshals alert the on-land staff/ambulance staff what they consider to be the potential injury.

1.3 TECHINCAL INSPECTION OF PERSONAL WATERCRAFTS AND COMPETITOR EQUIPMENT

1.3.1 On Saturday mornings of each event weekend, the technical Inspector is responsible for assuring that all riders' equipment is not likely to cause injury on the racecourse. The technical Inspector and his assistants will check all racing watercraft in Pro Watercross sanctioned competition event

for safety compliance and check the condition of all mandatory safety apparel before practice begins or any craft is allowed on the water. A boat that has passed inspection will have a sticker applied to the front of the craft so that it is visible to the starter when the boat is on the starting line.

1.3.2 Each watercraft and its rider are inspected for the following:

- **Rider Protection Equipment**
 - U.S. Coast Guard Approved Type I or III personal flotation device must be inspected.
 - Full coverage helmet must be inspected to see that it meets current D.O.T. or SNELL standards and does not have a face shield or guard attached.
 - Spine protector must be inspected for Ski class riders.
- **Hull Inspection**
 - Overall inspection of hull, handle pole, and hood for cracks or damage that could be hazardous.
 - Inspect the sides of the hull for protruding objects that could be hazardous.
 - No skegs, fins or rudders on hull bottom, intake grate or pump plate.
 - Check for approved front bumper.
 - Inspect numbers and background for color and visibility compliance (numbers must be a minimum of 7 inches high).
 - Hull Identification Number (H.I.N.) is displayed or a suitable number to verify watercraft.
 - Confirm required approved sponsor decals are affixed (if requested).
 - Confirm required approved Pro Watercross decal is affixed on port and starboard sides of the watercraft.
 - Be sure that the water bypass fittings direct the water at an angle of not less than 45 degrees to that of the hull.
- Make sure flexible tow loop is affixed. Tow hooks which extend beyond the plane of the hull are not allowed.
- **Handlebar Inspection**
 - Handle pole and hinge mechanism does create a hazard.
 - Ensure steering mechanism is properly adjusted.
 - Check that the throttle level works freely.
 - Make sure that grips are secure.
 - Check that the lanyard stop switch is functioning properly and the lanyard is in good condition.
- **Engine Compartment Inspection**
 - Hose clamps must be secure.
 - Battery must fit in battery box and straps must be secure.
 - Gas tank straps must be secure.
 - Fuel pickup and fuel level sender must be secure.
 - Gas tank inside cap must be tight.
 - U.S. Coast Guard, SAE-J1928 or UL-1111 flame arrester securely installed
 - Carburetor/fuel system must not leak, and all fuel hoses must be secured with approved clamps or zip ties.
 - Tether kill cord must be checked to verify that it is in proper working order.
 - All watercrafts may be required to meet respective local boating laws (i.e., current registration displayed on craft, fire extinguisher on board, etc.).

1.3.3 During the technical inspection, the technical inspector checks to make sure that the lanyard stop switch is functioning properly and the lanyard is in good condition. On all competition PWCs, it is required that the engine will quit if the throttle lever does not have any pressure on it, which means if a competitor falls, and the lanyard is disengaged the engine will quit.

1.4 SECURITY PROCEDURE

- 1.4.1 Courtsides will be set up in between the shoreline and the water. Courtsides are banners on frames (2' x 6') that line the shoreline to keep spectators out of the starting gate area and the immediate shoreline.
- 1.4.2 The staging is secured with nylon strapping.
- 1.4.3 Pro Watercross staff to may stay overnight on site to prevent the vandalism or the theft.
- 1.4.4 Racers and crew members are identified through wrist bands that show that they have signed a release waiver of liability.
- 1.4.5 PA announcement will be made consistently throughout the day to keep spectators out of the water or alarm anyone of a hazardous situation.

ADDENDUM TO THE 2022 PRO WATERCROSS RULEBOOK – EVENT SAFETY POLICY & PROCEDURES

1.5 TYPICAL SCHEDULE OF EVENTS

THURSDAY: PWX Staff and trailer will arrive on site sometime during the day on Wednesday night/Thursday.

FRIDAY:

9:00 AM Venue set-up, racecourse, staging, banners.

2:00 - 5:00 PM Check-in and late registration of competitors

SATURDAY:

6:00 AM Staff arrives to finalize venue and racecourse.

7 – 8:15 AM Rider’s check in.

7 – 8:30 AM Safety inspection on all personal watercrafts.

8:30 AM Rider’s meeting and safety briefing, which includes rules of the area and waterways.

8:45 AM Devotional

9:15 AM Practice begins; riders are familiarized with the race.

11 AM – 4 PM Pro Racing

2:00 PM Racing continues, all amateur classes.

4:30 PM Racing ends for the day.

30 min post racing Pro Classes - Awards Ceremony

SUNDAY:

8:00 AM Rider’s meeting and safety briefing, which includes rules of the area and waterways.

8:15 AM Devotional

8:45 AM National anthem is played, and racing begins.

2:00 PM Amateur racing.

2-3:00 PM Racing ends, buoy removal begins immediately.

30 min post racing Amateur Classes - Awards Ceremony

5:00 PM Equipment break-down and beach area is cleaned up.

Please note that these times may not be exact