



# OFFICIAL Induction Booklet

[www.jsra.co.uk](http://www.jsra.co.uk)



Jet Sport Racing Association of Great Britain



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## NOTES

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## Introduction

This booklet has been prepared and is issued to all JSRA Watercraft Riders who wish to either race or freestyle at JSRA sanctioned events and to ensure that everyone is aware that we are committed to the Health and Safety of the riders, team members and public and to maintaining the Environment we race in.

The information it contains is in a simplified form for ease of reading and understanding and will serve as the basis of knowledge you need to know to ride at JSRA sanctioned events.

A 20 - question multi-choice test accompanies this booklet and your pass score will be recorded and signed off at the rear of this booklet on the tear-out page.

Please retain this booklet for referral.

There is more information available on the JSRA website at [www.jsra.co.uk](http://www.jsra.co.uk)

**Safe Riding is Everybody's  
Responsibility**

## **Key People and their Responsibilities**

The Key People you will come into contact when racing / freestyling are listed below along with a brief description of their role in Jet Sport racing.

### **Race Director**

Responsible for course design, Race briefing and manages the racing throughout the day

### **Safety Officer**

Responsible for coordinating all aspects of safety on the race site and that the risk assessments have been carried out and key risks communicated via the Race Directors meeting.

### **Technical Scrutineer**

Carries out safety checks on the race skis and checks that the personal protective equipment (PPE) is approved and suitable.

### **Marshals**

Help the Race Director manage each race on the water by use of flags to advise racers. They assist fallen riders back to their skis and tow broken skis back to the launch ramp.

### **Lap Scorers**

Score the riders, watch for skiers missing buoys and whether they then take the deviation buoy.

### **First aiders / Paramedics**

Generally at the ambulance, they provide first aid and medical support on the day of the race.

### **Race Secretary**

Coordinates Pilots JSRA race licenses signing on before racing and scores.

### **Pre-Grid**

This is where you select your race position on the start line, by choosing a numbered disc/card/ball, the rider who picks the lowest numbered disc/card/ball has first choice of grid position, second lowest, next and so on.

## Signing in

All competitors **must** sign in prior to competing in any race within the allocated time stated on race day itinerary, this will also act as the mandatory attendance roll call at the riders meeting

For **competitors under the age of 18** must get a parent /guardian to counter sign.

Note 1– It is also a requirement to **sign in anyone holding** for you during the competition, these persons must hold an Associate Membership with the JSRA.

Note 2– It is also a requirement to **sign in anyone using a Quad bike**, these persons must hold an Associate Membership with the JSRA.

**Quads are only to be used to launch and retrieve skis only** during the competition. You must also be over the age of 16 to ride a Quad during the race weekend.

## Documentation required to race:

IJSBA/JSRA Licence (*If you don't hold a full IJSBA/JSRA Race Licence you must complete a 2025 JSRA Self Declaration Form for an Event Licence*)

Completed Race Entry form ( *Release & Waiver of Liability Form*)

Receipt of Payment for on the Day Entry fees

There may be additional site-specific requirements at some events.

Where applicable, these are generally communicated in advance via the website and social media.

## Safety Equipment

**All Riders must wear the following Personal Protective Equipment (PPE) whilst on the water. It is a requirement of our insurance**

### Ski Riders:

Wetsuit or Dry suit (No shorts)

Back Protector (motorcycle style)

Approved Floatation device

JSRA Approved Safety Helmet that conforms to current regulations

Footwear (Laces must be taped for freestyle)

Goggles (Must be worn at the start line for safety reasons)

Whilst they are not compulsory, the following are highly recommended:

Gloves

NOTE – For freestyle competitors, it is not mandatory to wear a back protector, shin guards or a safety helmet, but it is recommended.

### Runabout and Sport Riders:

Wetsuit or Dry suit (No shorts)

Back Protector (motorcycle style)

Approved Floatation device

JSRA Approved Safety Helmet that conforms to current regulations

Footwear

Approved upper thigh guards and lower leg protection

Goggles (Must be worn at the start line for safety reasons)

Whilst they are not compulsory, the following are highly recommended:

Gloves

**Helmet:** A properly fitting, full coverage helmet with double D-ring fastener, chin and mouth protection (motocross type) that meets current British standards (ACU Gold) must be worn at all times while on the water. Helmets with bolt on chin guards are not allowed. Helmets must be at least 50% bright colours and less than 3years old (from proof of purchase). Go Pro's/Action camera's can be attached to race craft or helmets but must NOT be bolted or fixed using screws/bolts to helmets. Only the correct adhesive attachments to be used so it doesn't effect the integrity of the helmet. Those choosing to use a camera fixed to helmets must agree to section 12 of the signed Race Entry Release & Waiver of Liability form (V3).

**Fire Extinguisher:** Due to the use of fuel on the race site all riders need to produce a fire extinguisher at technical inspection whilst having safety equipment and ski inspected, without this no tech sign off can be issued. The extinguisher must be a 4kg blue labelled dry powder extinguisher and be clearly marked with the race number of the ski it accompanies. The extinguisher will need to be in sound condition and readily available in the riders pit area.

Spot checks will also take place throughout the weekend. so please come prepared!

## Ski Race Numbers

Race numbers need to be requested and approved before use, email the Race Secretary to check availability, [info@jsra.co.uk](mailto:info@jsra.co.uk). **Make sure your race numbers are the correct size and visible.** They must be Black and a minimum of 7 inches high with enough clear space around to see your class colour clearly behind, the corresponding class colours are:

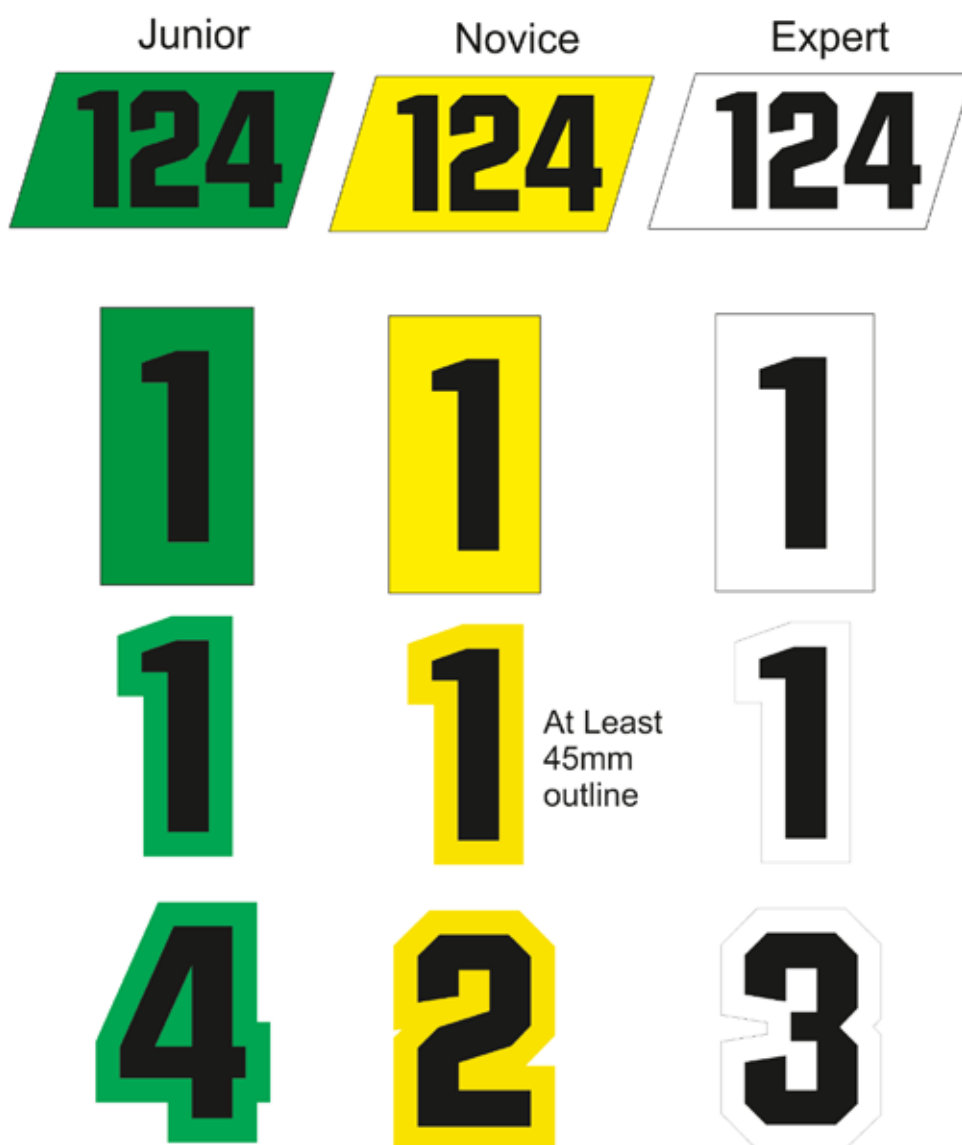
Junior Bright Green Background / Black Number

Novice Bright Yellow Background / Black Number

Expert White Background / Black Number

Some Examples for reference.

### RACE NUMBER GUIDELINES



180mm minimum height of race number (not background)  
Block legible styles (no script)



## Technical inspection

Technical inspection is carried out at two stages:

### Mandatory pre-race inspection

All riders **must** have their craft inspected prior to riding on the water (practice, racing & freestyle).

This is mandatory for all riders. It is the responsibility of the rider to submit his/her watercraft to the Technical Scrutineer for safety inspection within the designated time on the programme. Inspections will take place on site in the designated pit area. Pre-race inspections are a Safety Check and **do not** certify that the watercraft is qualified or constituted as legal for class participation. (You must be familiar with the IJSBA rulebook and any JSRA amendments - **contact the JSRA office if in doubt**).

The Technical Scrutineer may prohibit any personal watercraft from competing that does not meet JSRA technical Safety requirements. To keep the tech inspection lines moving smoothly, please prepare in advance and bring your safety equipment plus Fire Extinguisher for inspection.

Be sure your watercraft complies with all of the pre-race inspection criteria as described in the Current IJSBA Rule Book.

### The most common items that prevent a watercraft from passing inspection are:

Handlebar grips not secure.

Proper-sized numbers and backgrounds not displayed on both sides of the watercraft.

JSRA decals not displayed.

Lanyard stop switch not working properly.

Sharp edges on ski

Flexible tow loop on bow eye not installed.

Battery loose, not connected or charged.

No breather pipe fitted to fuel tank

Air filters not installed and fuel lines not secured with tie wraps.

## Technical inspection (Continued)

Intake grates extending more than 12mm below the bottom of the hull.

Sponsons too deep or too sharp. (Any sharp edges i.e. bond rails will fail)

Throttle cable housing not secured to an aftermarket throttle lever.

In addition, a PPE check will include:

Back Protector

Approved Floatation device

Approved Safety Helmet with 'D-link'

Helmet 'fit' & 'correctly fastened' check

Fire Extinguisher

Approved upper thigh guards and lower leg protection for Sport/Spark and Runabout riders.

### **Mandatory Post race inspection:**

The post race inspection is to ensure the ski is legal.

All riders must report to tech immediately after their race where the Technical Scrutineer will check your ski. This check will entail a visual look around the engine and pump area. Riders will be informed at the Riders briefing where this point will be.

He may then ask you to take your ski to the 'park ferme' area where your ski will sit for 30 minutes. During this time any rider may protest the legality of your ski.

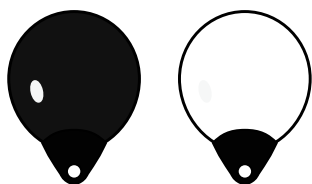
This challenge must be issued to the Race Director or Technical director within the 30-minute time slot. The protester must be specific to what part they want checking, and why, and then must put up a security bond.

The accused rider must then strip his ski and show the 'accused' part to the Technical Scrutineer. If the accusation is correct, then the rider will be disqualified and the bond returned to the accuser. If the accusation is incorrect, then the accused rider retains his position and also keeps the bond from the accusing rider.

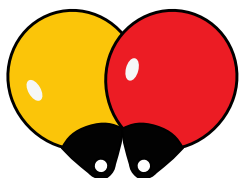
## Course Design & Buoys

Course layout needs to be challenging to the riders, but **safety** must be the overriding factor in any course layout. The layout of the course consists of **various coloured buoys**, each coloured for a specific reason. Whilst some alternative colours may be used at times, the following is a **guide of best practise**.

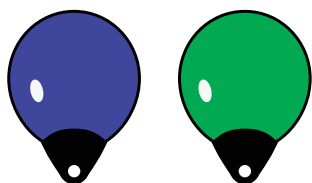
### The Key Buoys are:



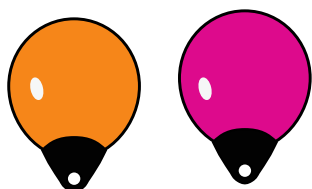
**Hole Shot buoys** - **Black** buoy is the inside hole shot (start) and a **White** Buoy marks the outside hole shot.



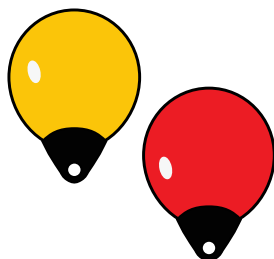
**Mastercard / Splitter Buoy** – These are two Buoys together, generally one yellow and one Red, placed before the splitter course and mark where the course separates into the two alternative splitter routes.



**Splitter Buoys** – **Blue** buoys mark the inside splitter course and **Green** buoys mark the outside splitter course.



**Separation Buoys** – These are generally **Orange** or **Pink** coloured buoys used to separate skiers as they emerge from the splitter courses and come together to re-join the main course. These are safety buoys and skiers must pass on the correct side of the buoys before rejoining the main course. This will be dependant on which splitter course they selected. The Separation Buoys may be substituted for inflatable sausages. NOTE - if you get this wrong, you cannot take the deviation buoy to correct your mistake!

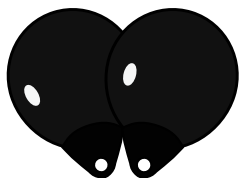


**Yellow Buoys** – used to define Right Turns.

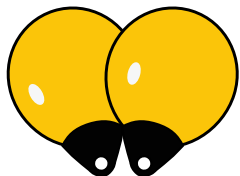
**Red Buoys** – used to define Left Turns.



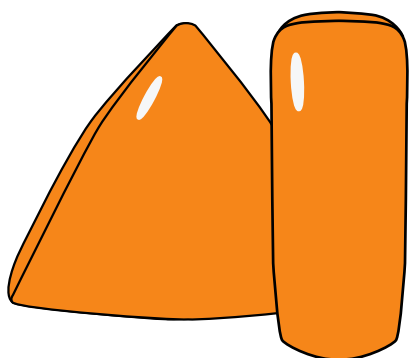
**Chequered Buoys** – These define the Finish Line and riders Must Pass between the two chequered buoys on every Lap. NOTE - if you get this wrong, you cannot take the deviation buoy to correct your mistake!



**Deviation Buoy** – These are generally twin buoys usually placed a few buoys before the finish line, or as an additional (last) buoy on each of the splitter courses. They are usually black or blue in colour and must be taken when a buoy has been missed (on the same lap or you will be docked a lap) **No rider** must attempt to re-take a missed buoy as this may cause a **head-on collision** with other approaching riders. **NOTE** - If 2 buoys are missed on the same lap, only one can be corrected by taking the deviation buoy.



**Equiliser Buoy**- These are generally twin buoys and are yellow in colour. They are placed on the course where it extends a turn as a longer obstacle. This is taken in all runabout classes and some ski classes when there is no log jump taken. Each rider must do this buoy once in the race, if not rider will be docked a lap. If a race gets stopped over half way and no equilzer has been taken you can also be docked a lap.



**Endurance Buoy** – These are typically larger buoys, specifically for endurance and generally found on the outer edges of the closed course.

**Log Jump** – this is a standard feature of the race course for Stand-up ski riders only (not juniors or ladies class if applicable) Generally consisting of a string of car/quad tyres fixed to a scaffolding pole, and sited in the water as part of the course, this acts as an additional obstacle where the rider has to jump over the log jump with the riders ski.

**Race Warm-up areas** – Will be defined by the Race Director and communicated at the riders' safety briefing.

**Freestyle Practise** – Will be defined by the Race Director and communicated at the riders' safety briefing.

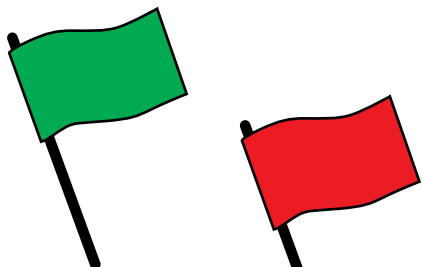
## Typical Course Layout

Course layout needs to be challenging to the riders, but safety must be the overriding factor in any course layout.

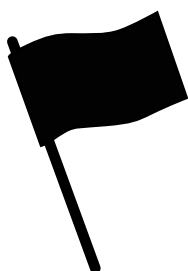
If you have **any concerns** relating to the course design, please refer these to the Race Director or Safety Officer.

## Flags

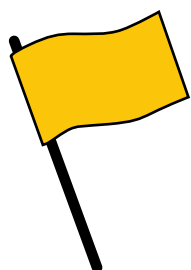
It is essential you know what each flag means and understand what action you have to take when shown a specific flag by the Race Director or Marshals.



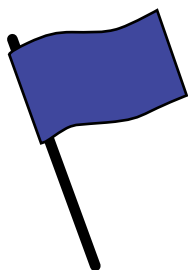
**Green Flag:** The course is clear and the race / competition is in progress



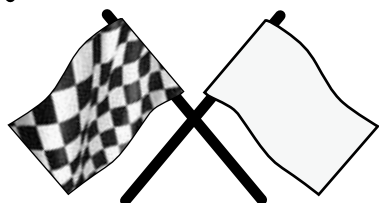
**Red Flag:** The race / competition is stopped immediately due to an emergency. Make your way back to the start line carefully and safely.



**Black Flag:** Stop racing immediately and make your way safely round to the race director. This probably indicates you have broken the rules or are riding dangerously and may be disqualified.

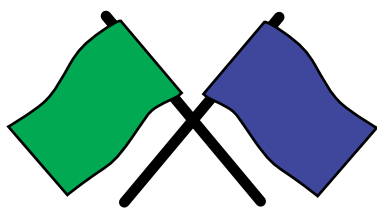


**Yellow Flag:** Warns of hazard on the course. After the yellow flag is displayed, riders should continue with caution and be aware of hazards; however, they are allowed to continue racing in a responsible manner. Competitors may be penalized if they continue to race in an improper manner. Please note.....No overtaking in the area of the yellow flag.

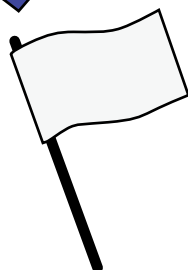


**Blue Flag:** This is shown to Pilots when a faster rider is approaching them. You need to allow the faster rider to pass

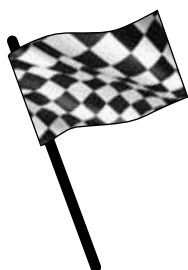
**Crossed Flags:** indicate that the race has reached the halfway point. Note: The starter (flagman) may use a combination of any flags but White and chequered are the most commonly used.



**Crossed Green & Blue Flags:** indicates splitters were uneven and have been changed.



**White Flag:** This is shown on the last lap.



**Chequered Flag:** This signals the end of the race.

## General Race Etiquette

Make sure you are familiar with the following rules or you may be penalised by the Race Director

Riding will not be allowed on the racecourse at any time unless instructed by the Race Director. This includes after racing is concluded for the day.

Riders must enter the closed course through the starting gate only. This includes practice.

If ever facing a potential head on collision – **ALWAYS TURN RIGHT** to avoid it.

If a rider is forced to stop on or near the closed course during a race, they must remove the watercraft from the course in a safe manner, not endangering or obstructing other riders.

A rider who has spun out is permitted to turn the watercraft around to continue the race, provided such action is taken only when the course is clear and the rider must give the right of way to other riders on the course.

Riders negotiating the course in the wrong direction may be black-flagged, penalized a lap or disqualified from the race.

**Switching boats** – Riders are allowed to switch boats between motos provided they have been through and passed the technical inspection. This can only be done by the racers getting permission from the Race Director. Riders that switch boats between motos will be penalized and lose their line position. The Race Director will choose if the penalized rider will be put last on the line and if it will be on the inside or outside start in the case of a dual start.

Once you receive the **chequered flag** the race is over. If you have been lapped you **can not** make up laps. The chequered flag is given to the leader of the race - penalties are given for continuing racing after the race has finished.

Once you **cross** the finish line please **do not stop immediately** as this will create a **hazard** at the finish line. Continue to a safe area and allow others behind to continue to race for position.

Then continue to Technical Inspection when all racers have crossed the line and it is safe to do so.

A rider and his watercraft shall be considered a 'unit'. To constitute a finish, a rider must be under power and in reasonable control of the vehicle to be scored as finishing a race.

## **Overtaking on the course**

Often an area for debate!

To clarify the ruling on moving in front of a fellow skier, or overtaking, the following rules apply:

Riders must hold their line and maintain a straight line to the first turn buoy. **The IJSBA rule states that riders can only move over one place but with the provision that the rider in second place on the grid must leave room for the no1 position to get round the first turn buoy.**

A rider must always **be prepared** for another rider to pass and therefore be aware of other riders approaching from behind. The overtaking rider must consider the **safest route** to pass and must do so without forcing the overtaken rider to suddenly alter course. A rider being lapped **must** move over for the faster rider, but can continue racing.

## Launching

General Health and Safety Statistics show that more than 50% of accidents or near misses are from slips, trips or falls.

Please be careful when launching or retrieving your ski from the water.

### Some Do's and Don'ts:

Make sure you **know where you can** launch and retrieve your ski – they may be different locations.

**Obey** any local lake rules for launching

**Ensure** your ski is not obstructing riders trying to launch for a prior race to yours

**Follow** guidance from the Launch ramp official – They are there to keep the ramp clear and running efficiently.

**Use** the following Ramp etiquette: Looking down the ramp, **Launch** on the **LEFT** and **Retrieve** on the **RIGHT**

**Check** the launch ramp – it may be steep and slippery

**Ensure** your ski trailer is firmly attached to your quad – you do not want it to detach!

**Make sure** your ski is attached to the trailer or tote before moving the ski

**Look** for slip and trip hazards hidden under the water (stones, slime, old jetty posts)

**Help** fellow riders when launching and retrieving – this will speed things up

**Patience** – do not jump the queue as this will only block the ramp and slow everything down.

**Remember** - **Launch** on the **LEFT** and **Retrieve** on the **RIGHT**



## Starting Procedure

Usually it is the Race Director or his designated Starter who manages the start line and starting procedure.

**Warm-up:** Generally done in the warm-up area following launch and prior to going to Pre-Grid

**Pre-Grid:** This is where you select your race position on the start line, by choosing a numbered card, the rider who picks the lowest numbered card has first choice of grid position, second lowest, next and so on. In the case of freestylers, the lowest number dictates the running order to perform their routines.

**Note:** Once in Pre-grid, you cannot then leave the area to go and warm your ski up unless instructed by the race director immediately before a race (sometimes this will occur if Skis have been stood on the line for some time).

**Start Line:** This is split into two sections, the inner hole shot and the outer hole shot. Generally, the Inner hole shot riders go to the Black Buoy with the outer hole shot riders, going to the White Buoy.

**Lights :** The start sequence will be signalled using lights.



### ‘Start Procedure (except endurance)’

**Blowing Skis out:** When the Race Director is ready to start and all racers are at the line, he will give the signal to ‘start your engine.’ At this point you will be given a period of time (up to 20 seconds) to blow out your engines (if required). Blowing out is generally done on the 2-Stroke Skis to clear the water box and dry the out exhaust to give a faster start off the line. There is no need to do this on 4- Stroke skis.

## Starting Procedure (Continued)

**Problem??:** If you experience a problem during the blow-out period, you can raise your hand and request a 2-minute hold (pausing the race start procedure) to resolve your problem. The blow-out period has ended when the red light has been illuminated. Only one 2-minute hold will be given for each race. If you have not resolved your problem within the 2-minute period, the race will continue without you by starting the blow-out sequence again and going immediately into the race start sequence.

**Start Sequence:** On completion of the blow-out period, the Race Director will point to the furthest ski and point his way down the start line. This is the last chance to call a 2-minute hold (if it's not already been called). On reaching the last rider, the Race Director will point to the lights where a red light will be illuminated and within 5 seconds the red light will go out and green come on to signal the start of the race.

**Start:** NOTE: the Race Director will indicate how the start will be signalled as this may change from time to time (e.g. The Sun may make it hard to see the Lights so he may choose to use the Green flag as the signal to go). **MAKE SURE YOU KNOW!**

**Be Warned!:** Riders not holding their line will be penalized. If a rider leaves early and "jumps the start" the race will be red flagged and the racer or racers caught jumping the start will be penalized. The penalty will be to start with a dead engine, holding their lanyard above their helmet.

**Endurance Start Procedure:** The endurance race will utilise a 'Le-Mans' style start procedure. Riders will position in a line along the edge of the bank in grid order (not in the water). The rider's craft will be in the water secured in grid position by up to 2 holders with engines dead. The Race Director will signal approx. 20 seconds before the commencement of the start procedure with a whistle or siren where riders should ensure they are in a line parallel with the water's edge and ready to run to their craft. After this period the Race Director will point to the lights where a red light will be illuminated. Within 5 seconds the red light will go out and green come on to signal the start of the race.

NOTE this procedure may differ depending on venue. Any change to this procedure will be advised at riders meeting.

**Be Warned! :** Riders not in line as advised by Race Director or moving early towards their craft will be considered to have jumped the start. The start procedure will stop, and the offending rider will be given a 5 second delay start penalty.

If the rider was unable to start the race from the line due to technical issues then before they can join in with the race after it has started they must ask the Race Director permission first, if permission is granted they must obey the Race Directors instruction as to when it is safe to proceed onto the course when it is safe to do so to avoid a collision

**The Race is now in Progress and your knowledge of flags will now come into play.**

## Freestyle

In the case of Freestyle, there are some specific do's and don'ts:

**Do:** check where you can Launch & Retrieve as this may be different to the racers.

**Do:** check what times you are allowed out on the water.

**Do:** check where the designated area for practice and testing is.

**Do:** familiarise yourself with the race course layout as you may need to navigate around the Race Track.

**Do Not:** On no account must you cross this track during a race.

**Do:** familiarise yourself with the specific site hazards you need to be mindful of.

### **Do Remember the 3 “D”s:**

**Distance** – to be kept from the Race Course and shore line (especially important where public can be in close proximity).

**Depths** – of the water you will be performing in (It is your responsibility to check these when out there).

**Double-up:** If you are going out to practice ensure that either there is someone on the water with you, or you have a “watcher” on shore, in case you get into difficulties. Each freestyle routine lasts for 2 minutes. A routine starts when the first trick is performed. A short sound will be made 15 seconds before the final longer sound is made to signify the end of the routine.

## Fuel and Oil

Fuel and oil are highly inflammable and hence must be used with great respect. **Lives and financial loss are involved when fire breaks out.** The prevention of fire on a race site is therefore vital to everyone.

Please be vigilant when fuelling or changing / mixing oil to ensure:

Your own safety  
The safety of your fellow racers  
The safety of the public and visitors  
No spillages to protect the Environment.

Some key **Do's and Don'ts:**

**Do Always** Fuel your ski in the pit or designated fuelling area and never whilst on the water.

**Always** be careful when fuelling to avoid spillage.

When **mixing oil** and fuel (2-strokes) or **changing oil** (4-strokes), this must be carried out in the pit or designated fuelling area. **Never** on or near the water.

Waste oil **must be taken away** by the rider and disposed of at an approved licensed disposal point.

Fuel and Oil will remain in the pit area at all times.

**Fire extinguishers** must be at hand when carrying out any fuelling or oil mixing / changes.

**Remember - Do not** smoke whilst Fuelling or changing / mixing Oil!

## Pit Area

With the high movement of traffic in the pit area, including vehicles, quads, skis, and personnel, please be careful to avoid creating any hazards in your pit area.

Hazards may appear in many ways:

Fuel

Vehicle and people moving around – i.e. unpredictable movements

Trip hazards e.g. from Electricity wires to hook-ups

Easy-ups blowing away in high winds

Dogs running round

Drop down doors from race trucks

Pull out sections on large campers (potential head injury to children)

Please take 5 minutes to walk your own pit area and ensure it is safe –this is your responsibility.

The following are some basic rules to follow:

Drive safely at all times when moving to / from the pit area

Reversing of Race trucks, campers, vehicles with trailers in the pit area are to be done with the assistance of a person at the rear of the vehicle to avoid reversing over someone / fellow riders equipment.

When setting up your pit area, consider fellow racers and pedestrians to ensure you do not create additional hazards – e.g. trips hazards

Storage of fuels is the responsibility of the Rider and his team and this must be safe, environmentally acceptable and with a fire extinguisher in the near vicinity.

If you see anything you feel is unsafe and poses a Hazard, please contact a JSRA official.

No one under 16 years of age to operate Quads and must be associate members.

Fire Alarms will be sited around the pit area – if you find a fire in the pit area, activate the nearest alarm and help will arrive.

Please keep your Pit area clean and tidy at all time and place rubbish in any allocated bins, or take rubbish home with you at the end of the race day.

Clear up after your pets

## Emergency Fire Procedures

Small fires can quickly become major fires. It is therefore important that we all take fire prevention seriously.

### **In the event of discovering a fire:**

Keep Calm

Sound the fire alarm (sited at several locations in the Pit Area)

Report the fire immediately and ensure someone has called the fire brigade

Only attempt to tackle the fire if you can do so without placing yourself at risk

Send someone to guide the fire tender to the fire location

### **On hearing the fire alarm (Daytime)**

Check location of the fire and ensure all fuels, Skis campers etc are away from the fire risk

Assist with evacuation / tackling the fire providing you can do so without placing yourself at risk

### **On hearing the fire alarm (Night time)**

Evacuate your camper, tent etc.

check location of the fire and ensure all fuels, Skis campers etc are away from the fire risk

Assist with evacuation / tackling the fire providing you can do so without placing yourself at risk

## House Keeping

House keeping is one of the main factors which influences whether we are allowed back to venues in the future.

Preventing rubbish accumulating and cleaning up your pit area is essential to stop rubbish and debris blowing around and creating a hazard.

A tidy race venue gives the positive impression of a well run and managed event and helps with future negotiations to stage a future JSRA race event at the same venue.

Some venues have specific requests that we must follow, so please make sure you are aware of any such requests at the race site.

## Use of Quads

Some general rules associated with the use of Quads:

All Quads must **clearly show the riders ski number** on the quad

No one **under the age of 16** can operate quads and must be **associate members**.

The use of Quads is sometimes restricted at certain venues – please make yourself familiar with any restrictions before using your quad

Please only refuel your quad in the Pit area

Please – No stunts!

Children and public are moving around the race site and pit area – be vigilant.

## Public

The JSRA will attempt (as is practical by location) to demark No-Go areas from the public. These will generally be the Pit area, Technical area, Launch ramp area and starting line (safe) area.

We want to encourage spectators to our race events, but we must protect them from any associated hazards relating to our sport (quad and ski movements, start line, run-off areas)

It is every racers responsibility to take a pro-active stance with protecting the public.

## Trespassers

There may be times where our sport attracts undesirable visitors. It is not always possible to secure our pit area and hence be vigilant with anyone you see in the pit area who does not appear to be a rider or part of a race team.

Where possible, a security company may be employed to help protect the pit area /race site.

It remains the responsibility of the riders to ensure their own equipment is safe and secure.

If you suspect someone is up to no good:

### Two possible approaches:

Approach the individual (s) and question if you can offer help or point them to a racer / JSRA member.

Raise concern with a JSRA official who can then announce it to other riders.

### Be vigilant



## **First Aid**

The JSRA are committed to the safety of its riders and members and hence the JSRA will provide first aid and paramedic support at each round.

Please make sure you know where and how to obtain first aid before you need it.

Ensure you know who the key JSRA personal are in the event of an emergency and report all injuries to a JSRA official.

Have all injuries promptly treated at the first aid station /ambulance.

All accidents will be recorded by the first aid and paramedic team.

As part of our insurance requirement, As part of our ongoing drive to improve our learning and safety in our sport, all accidents will be reviewed at each committee meeting for trends and learning points to so we can then implement improvements at future events.

If you have any suggestions, please contact the JSRA via their website, social media or speak to a JSRA official at the race event.

[www.jsra.co.uk](http://www.jsra.co.uk)

## Leptospirosis (Weils Disease)

### Some essential information about the disease:

The infection is commonly transmitted to humans when they come into **contact with still or stagnant water** that has been contaminated by animal urine (usually rats)

Usually **transmitted** through unhealed breaks in the skin or eyes.

**Symptoms** begin with flu-like symptoms (fever, chills, intense headache) but as most symptoms are similar to other diseases (Flu etc) it is not initially the first thought of by Doctors.

**If you experience** these symptoms, make sure your doctor is aware that you Jet Ski and have been near water in the last few weeks. He can then test for the disease as early diagnosis is essential.

Treatment is complicated but generally uses antibiotics.

Failure to detect the disease can result in renal failure, breathing difficulties, kidney and liver failure.

**Leptospirosis – Knowledge of it may help one day**

## **What do you do if you get a problem when racing?**

### **There will be no warning!!**

This could happen at any time during your jet skiing career and hence the following are actions which may be worth practising, in the event it should happen to **YOU**, and hence **reducing risk** to you, your fellow riders and spectators.

### **If your steering cable breaks**

Immediately let go of the throttle and reduce revs to idle.

Raise one hand to signal to other rider (and the Marshals) that you have a problem

Attempt to steer the ski to a safe part of the course by dragging one leg behind the ski in the direction you want to turn.

If you cannot steer the ski, remove the lanyard, remain with your ski and signal to the Marshal who will signal to other riders with the yellow flag and then recover you and your ski when safe to do so.

### **What to do if throttle sticks**

Immediately pull your lanyard to cut the engine

Raise one hand to signal to other riders (and the Marshals) that you have a problem

Do not attempt to re-start the engine and re-join the race as there is an obvious safety problem

### **NOTE:**

If you are heading for the banking, try to warn any spectators

Drag your body behind the ski to slow the ski down

If you are in any danger, jump off the ski

## Communication

The JSRA aims to keep riders informed and uses several means of communication. However, communication is a 2-way thing and the JSRA are committed to improving your racing experience and safety at each race event. If you have anything to comment on which will help improve or develop our sport, please communicate this via the various means.

### Website & Social Media

This is updated frequently and contains lots of useful information from: the latest news, what you need to start racing, JSRA officials & contacts, race programmes (dates & locations), race results, downloads for licenses, JSRA memberships and much more

Please use it as it is there for your information

Any comments relating to the website, please refer these to the JSRA committee via [info@jsra.co.uk](mailto:info@jsra.co.uk)

### Riders Meeting

The most important event of the race day is the Race Director's Briefing. All riders must attend the meeting or they will not be allowed to race. A roll call will be taken to ensure all riders are present.

Here the Race Director briefs all racers about the days events, highlight the key personnel involved with the day, location of key areas Pits, technical inspection, pre-grid and will give out important safety information relating to the course, pits, launching, and race site specific hazards.

If you have any questions or are unsure on anything, **PLEASE ASK** – this is your opportunity to clarify ANYTHING – it is too late on the start line!

## **Feedback**

The JSRA are committed to improving and developing our sport.

If you have ANYTHING you feel you can contribute to in terms of suggestions to improve:

- General Safety
- Course design
- Efficiency on race day
- Public / spectators experience

Anything else, Then please make contact with a JSRA official on race day, or via the website contact numbers and address

If you have an urgent topic relating to safety on race day, please make immediate contact with either the Race Director or Safety Director and highlight your concern so that they can review it and take any necessary action.

## **Environmental considerations**

Environmental matters are of great importance and no more so than in the sport of Watercraft racing. Hence we need to pay attention to keeping race sites environmentally friendly as failure to do so could result in our sport struggling to find locations willing to allow us to race.

### **Key areas to consider are:**

- Noise
- Fuel storage and fuelling of skis
- Oil – mixing (2-strokes), Changing (4-strokes) and disposal
- Water pollution
- Banking wash-out
- Disturbing Wildlife
- Rubbish disposal
- Cleaning up after pets

### **What we leave behind will be the legacy that the next generations have to live with**

## Noise

Noise can be a very frustration intrusion and this will depend on when the noise occurs, frequency and how long it goes on for.

It is impossible to eliminate noise at a race site, but we can manage it so we minimise disruption to anyone who is not involved with the race day.

### Some key considerations:

Noise travels further at night, so please keep any noise down to a minimum.

Please consider other Racers / families with small children who may be in bed.

Turn any Generators off between 22:00/23:00pm & 7:00/8:00am, this is sometimes dependant on the venue.

Do not start Skis after 20:00pm or before 08:00am

Times may vary depending on local bylaws

If you plan to have a party or celebration, consider where you pitch your pit area to minimise noise intrusion to others.

## Alcohol and Drugs

The JSRA have a **NO Drugs or alcohol policy**. Any rider found to be under the influence of either will be prevented from racing.

**Mandatory** breath tests will be carried out to all riders by any authorised JSRA official at the riders briefing on any race day and at any time during a race event.

The breathalyser used in tests will be an independently calibrated.

**Any racer confirmed to be under the influence of drugs or alcohol, or refusing to take a breath test will be told they cannot race.**

**They will be issued with an immediate yellow card and if repeated, a red card issued, and subsequently banned from racing for the remainder of that year.**



**Many thanks to the Sponsors below for their support of the  
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Ken Thomas  
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**A further thank-you to**

Mark Povey Photography

All Committee & Crew

All race pilots, old & new for your continued support.

The 2025 Committee would like to thank the following people  
for their contributions in producing this our 10th official  
induction booklet - Ian Edwards for his original time,  
Karen Cable for the original design/artwork and expertise in  
compiling the booklet, Chris Bang for information updates and Lisa Gilbert for the  
updating of the booklet for 2025 season.  
Photography by Lisa Gilbert and thanks to everyone  
who was involved in its production.

Dear Rider,

You have been issued with this Race Induction booklet to read carefully and familiarise yourself with the role of the JSRA, safety aspects of racing, race etiquette, Pit area and hazards you may encounter during your racing career.

Please retain this booklet for referral and brush up on your knowledge from time to time.

If in doubt, please contact a JSRA official who will be happy to clarify and answer any questions.

All Riders and race team members (and their guests) are required to comply with the contents of this booklet whilst at a JSRA sanctioned event as a condition of the Rider being allowed to race.

Your signature for receipt of this booklet is taken as signifying that you have read, understood and are prepared to abide by the contents.

Please complete the form on the next page.





To be Completed by Rider

Date:

Signature:

Print Name:

Completed by Officials ONLY

Your Pass score in the Theory Test was

%

(Minimum of 85% - 17 out of 20)

Signed by JSRA Official

Date:

Your on water Competence check was carried out by:

Signed by:

(JSRA Official)

Date:

You were deemed competent to race by

Signed by:

(JSRA Official)

## NOTES

[illegible]

## NOTES

[illegible]



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Jet Sport Racing Association of Great Britain

[www.jsra.co.uk](http://www.jsra.co.uk)