

HEASB WATER SKI CLUB BOAT DRIVER GUIDELINES

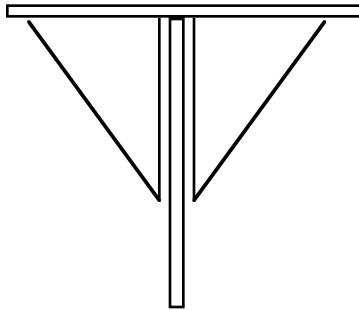
QUALIFYING A BOAT DRIVER

- 1.1 It is the responsibility of the Boat Driver Coordinator (or appointed representative) to qualify boat drivers. Qualification is not a guarantee of use or a commitment by the Club to use a driver at any time or on any specific trip. Assignment is made by the Boat Driver Coordinator and a commitment is made by mutual agreement between the driver and the Boat Driver Coordinator.
- 1.2 Each boat and driver will be re-evaluated on a yearly basis, or as otherwise deemed necessary by the Boat Driver Coordinator.
- 1.3 Before drivers and boats are approved to pull for the Club, they must:
 - learn how the trips are run, particularly with respect to boat driver participation;
 - have the boat inspected for compliance with the safety requirements of section 2;
 - determine the capacity of the boat for safety, seating, and for skier pulling capability.
- 1.4 The boat must be registered and the boat driver must have a valid driver's license Proof of both must be provided.
- 1.5 The boat driver must provide proof of insurance to the Boat Driver Coordinator. Each boat's coverage must include liability, medical, and property damage.
- 1.6 A club boat driver must be a paid member of the HEASB Water Ski Club (aka Radar River Rats) before they will be entered into the queue.
- 1.7 A boat driver will be removed immediately from driving duties if drinking while driving occurs. The boat driver will be given a warning and the board will be notified of any other infraction of the rules. After a second infraction, the boat driver will be removed from the queue. A driver can only be reinstated by the Board of Directors.

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SAFETY AND ENJOYMENT

- 2.1 Each boat must be equipped and operated in compliance with the U.S. Coast Guard rules for ski boats on the inland water ways and any other applicable regulations.
- 2.2 Passengers should be protected from hot or moving engine or body parts.
- 2.3 Boat drivers are expected to provide a safe operating boat, a red safety flag, various ropes, a single and deep-vee handles in good working condition and a coast guard approved life jacket for each passenger. The Club will provide a selection of ski jackets and skis for the skier's use.
- 2.4 Boats should be equipped with two anchors (or an anchor and a beach stake) so that boats can be moored when not in use. The following designed anchor is recommended as the river anchor since the current can get up to 8 knots. A driver can not use available rocks on the beach as his anchor or stake.



- 2.5 Any anchoring problems will be resolved immediately by the Boat Driver Coordinator/ Club Officer/Trip Leader.
- 2.5 Skier's ability and number of skiers affect boat performance. Placement of skiers and equipment is at the discretion of the boat driver. Boats should not take out more than 4 skiers (in addition to driver) at a time.
- 2.6 The open container law applies to boats. Boat drivers are prohibited from drinking during club hours.
- 2.7 The spraying of boats, skiers, canoes, rafts, etc. is illegal. Both the skier and boat driver can be ticketed.
- 2.8 Shore starts, shore landings, and spraying the beach is prohibited.

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BOAT OPERATION

- 3.1 Boats are required to be in operation on the Colorado River Trips from 8 am to 5 pm on Saturday and from 7:00 am to noon on Sunday. A maximum one hour lunch break is allowed on Saturday and lunch is at noon on Sunday. You may take additional breaks provided your boat is in operation. Skiing is allowed (and recommended) before starting time and after quitting time, but does not count toward required operating time. A boat is not required to operate if conditions (wind, rain, etc.) make skiing unsafe.
- 3.2 Persons driving a Club boat must always operate their boat in a responsible manner. Recklessness and the drinking of any alcohol during Club operating hours by a person driving a boat for the Club shall be reason for the trip leader or a Board member to cease operation of a driver's boat. (See 2.6)
- 3.3 It is recommended that a boat owner have an alternate non-alcohol drinking driver on the trip in the event of his incapacitation, desire to ski, desire to drink alcohol or as a matter of prudence to prevent fatigue from degrading safety. (See 2.6)
- 3.4 A minimum of three people (driver, observer, skier) are required for all ski runs.
- 3.5 Non-skiers (and children) may ride in a boat ONLY when they do not displace paid skiers who want to ski. This practice is HIGHLY discouraged. Under no circumstances will a Non-skier be permitted to ski during Club Ski Hours.
- 3.6 It is recommended that a boat go out on a ski run with no more than four (4) skiers plus the driver. This requirement will help cycle the skis and skiers and reduce the amount of time a boat is out at one time.
- 3.7 Boat drivers are expected to teach, tolerate, and above all, encourage beginners. All boat must be available and able to pull beginners. No boat driver is expected to take a full load of beginners on a given ski run, but may do so if he/she wishes. It is much easier on the boat driver and the beginner if you have at least one other experience skier on board.
- 3.8 All skiers shall have a chance to take one ski run before any skier goes out for a second run.
- 3.9 When filling their boat, boat drivers should attempt to give priority to the skiers with the least number of runs for that day.
- 3.10 Each time a boat goes out, each skier will be allowed ONLY ONE ski, wakeboard, trick ski OR air-chair run. A driver may limit a skier's run to ten (10) minutes. This should allow a boat to return to the beach to pick up another load of skiers in approximately 1hour, 15 minutes. AGAIN NO DOUBLE RUNS.

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BOAT OPERATION (Continued)

- 3.11 Boat drivers shall take into consideration the effects of the prevailing wind direction and water conditions on skier fatigue and enjoyment, and attempt to equalize the effects without favoritism. The skiers aboard may decide ski order and direction of travel among themselves, but to minimize deadheading, the boat driver shall have the final say.
- 3.12 It is recommended that you leave your boat trailer in the launch area. If you want to drag your trailer on the dirt road, you can leave in the overflow area across from point 17. At no time may you park your trailer on the point.
- 3.13 The Club provides skis and vests for those who don't have their own. We currently have a boot system for our single skis that accommodate all sizes. We are in the process of changing our boot system. We will have a bucket on the beach with a couple of sets of boots. Skiers will have to make sure they have the correct size boot for them. We have enough vests so that each boat can have a full set ranging in size from xs, x, m, l. There are a few xl for those who need it. XL boots and vests are typically "adapted" by a skier for the weekend.
- 3.13 ALL Club equipment (skis, vests, knee board, etc.) must be returned to the beach by noon on Sunday. A boat driver may stay out later if he/she wishes but the equipment must be returned to the trailer by noon on Sunday.
- 3.14 Our skis and vests are for the use of paid skiers. At no time can a non-skier use the Club's ski equipment.
- 3.14 No pets are allowed in the boats when driving for the Club.
- 3.15 Boats at the beach that are not driving for the Club on a given weekend must be anchored south (down river) of the boats that are driving for the Club. Any anchoring problems will be resolved immediately by the Boat Driver Coordinator/ Club Officer/Trip Leader.

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BOAT DRIVER SELECTION

- 4.1 Assignment of boat drivers is made by the Boat Driver Coordinator from the queue.
- 4.2 Boat drivers are selected by the Boat Driver Coordinator based on experience, skill and the attitude they have shown towards safety, beginners, and driving for the Club. Consideration is also given to the suitability and reliability of the boat and tow vehicle.
- 4.3 Each year the Boat Driver Coordinator will establish the initial boat driver queue one month prior to the Club's first scheduled weekend trip. The Boat Driver Coordinator shall solicit new prospective drivers.
- 4.4 Initial placement in the queue will be based on a boat driver's previous years driving experience with the Club. The boat driver who drove the most number of times (full and partial loads) the previous year will be first in the queue. The driver who drove the second most will be second, etc. If more than one boat driver drove the same number of times, the driver who drove the most in the past years shall be given the higher placement.
- 4.5 A newly recruited boat driver, or any boat driver wishing to enter the queue after the initial queue has been established, will enter the queue at the bottom.
- 4.6 For a given weekend trip, the boat driver at the top of the queue will be asked first if they want to drive that weekend. If the boat driver does not want to drive that particular weekend, they will maintain their position in the queue and the next person will be asked. When a boat driver pulls for the Club they will be moved to the bottom of the queue.
- 4.7 Each boat driver will be given the opportunity to select a minimum of two weekends in which they will be given priority. For those weekends only, their position in the queue will remain unchanged. The selection for these weekends must be arranged with the Boat Driver Coordinator by the second river trip of the year. Only one boat driver will be given priority for a given trip. In the case that two or more drivers select the same trip, only the driver highest in the initial queue will be given priority. Certain weekends may require that a second boat be given a second priority.
- 4.8 A boat driver may elect to drive for a partial boat load (less than seven skiers). In this case, the boat driver retains their position in the queue.
- 4.9 If for some reason, a boat driver must cancel a trip he has been assigned, they must notify the boat driver coordinator at least **three** weeks in advance.
- 4.10 The boat driver for a special skiing activity (houseboat, competition, etc.) shall be selected on the basis of the initial boat driver queue or as determined by the boat driver coordinator.

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BOAT DRIVER REIMBURSEMENT

- 5.1 Reimbursement of \$355 minimum will be paid to drivers who operate during the club hours as described in paragraph 3.1 for the two-day weekend trips to the Colorado River. Any deviation from these hours due to downtime may affect the reimbursement which will be at the board's discretion (see paragraph 5.9)
- 5.2 Boats that are available for the entire weekend but are unable to pull due to reasons beyond the control of the driver (such as weather) shall be paid a minimum of \$150.
- 5.3 Boat drivers must fill out a boat driver log each trip and return it to the treasurer for reimbursement.
- 5.4 Boat drivers are accountable for all fees incurred by all members of their party which includes skier/nonskier/child fee and membership.
- 5.5 The boat driver's food, beverage, camping, and skiing expenses are paid for by the Club.
- 5.6 A boat driver who elects to drive for a partial boat load of skiers (less than seven) will be reimbursed the skiing portion (skier fee minus non-skier fee) of the fee paid by the skiers who make up the partial boat. In addition, the boat driver may be required to pay the non-skier fee to cover the cost of their food, beverage, and camping expenses.
- 5.7 The boat driver for a week-long houseboat trip will be paid for actual fuel costs along with a nominal fee to cover wear and tear on the boat. The nominal fee shall be determined by the elected officers before the houseboat trip is announced to the membership. Fuel transportation costs to the event shall be considered part of the trip cost. The boat driver will pay their trip fee to cover their portion of the trip.
- 5.8 Boat driver reimbursement for special events will be determined by the elected officers on an event-by-event basis before the trip can be announced to the membership.
- 5.9 Payment of the fee intended for a boat that **breaks down** shall be:
A driver does not actually put any hours on their boat pulling for the Club will not be paid;
A boat that breaks down during the weekend will be paid an amount determined by the board. The amount will be based on the time the boat is down and the amount of extra pulling the other boat drivers have to do;
The board shall determine what monies are to be paid to the other boat drivers for any extra driving they may have had to do as a result of the broken-down boat;
The total amount paid to the driver of the broken-down boat and any additional monies paid to the other boat drivers shall not exceed the fee that would normally be paid for that boat driver.
- 5.10 Vaughn at the Park Moabi Store will be taking our trailer out to the river on Friday and putting in back in storage on Sunday after it has been packed. Hopefully, we can avail ourselves of his service forever.