

AMERICAN KNEEBOARD ASSOCIATION

BOAT DRIVER'S EVALUATION REPORT PRACTICAL EXAM

DRIVER'S NAME

CURRENT RATING

ADDRESS

NAME, CLASS, DATE, LOCATION OF TOURNAMENT OR TESTING SITE

FILL IN THE NUMBER OF SKIERS PULLED IN EACH EVENT AND DIVISION

LIST TYPES OF BOATS USED: _____ BEST SLALOM RUN PULLED _____ BEST TRICK RUN PULLED _____

Events	JB	B	M I	M II	M III	MIV	M V	M VI	M VII	M VIII	M IX	JG	G	W I	W II	W III	W IV	W V	W VI	W VII	W VIII	W IX	OM	OW
Slalom																								
Tricks																								

		Skier #1	Skier #2	Skier #3	Skier #4	Skier #5	Average Point Value
SLALOM	TIMES						
	SPEED						
	PATH IN COURSE						
	PATH OUT OF COURSE						
	SKIER ACCEPTANCE						
	GENERAL ABILITY-SLALOM						
TRICKS	SPEED						
	PATH IN COURSE						
	PATH OUT OF COURSE						
	SKIER ACCEPTANCE						
	GENERAL ABILITY-TRICKS						
OTHER	SAFETY						
	GENERAL BOAT HANDLING						
	ATTITUDE						

Practical test construction is as follows.

- A. Driver must pull minimum of five contestants in each event, with a minimum of one Open skier for aspiring regular & senior drivers.
- B. The driver will be scored on the five point system with attention to safety, speed, boat path in/out of course, contestant acceptance, general ability and attitude.
- C. The examiner shall rate the driver with the Boat Drivers Evaluation Report using the Driver Critical Skills on reverse side of report. A score shall be computed by averaging the examiners score. On a 5 point basis passing is 2.5.
- D. The test will be graded on site and results given to driver immediately.

COMMENTS

RATING APPLIED FOR ASSISTANT REGULAR SENIOR GRANTED DECLINED
(granted pending green sheet verified by Statistician)

SIGNATURE OF EVALUATOR & RATING

DATE

MAIL COMPLETED EVALUATION REPORT TO:

NAME: _____ STREET: _____ CITY: _____ ST: _____ ZIP: _____

AMERICAN KNEEBOARD ASSOCIATION DRIVER CRITICAL SKILLS RATING FACTORS

	5 (Outstanding)	4 (Excellent)	3 (Good)	2 (Fair)	1 (Poor)
TIMES: SLALOM	Actual times with little variation none out of tolerance.	Times consistent with small variation - almost none out of tolerance.	Times good with some variation - an occasional out of tolerance time.	Times varied significantly- with some out of tolerance.	Times mostly out of tolerance.
SPEED: ALL	Acceleration smooth-controlled Proper speed set well ahead of course for all skiers.	Acceleration smooth. Speed set quickly for most skiers.	Speed set prior to entering course.	Some difficulty in setting speeds prior to entering course (slalom & tricks)	Speed never set or heavy acceleration or deceleration as entering course (slalom & tricks)
PATH IN COURSE: SLALOM	Path always in center of course. skier never disadvantaged.	Path consistently in center-an occasional deviation due to large or erratic skier.	Path generally in center-small deviations.	Path deviates occasionally. boat sometimes hits buoys.	Boat runs over buoys.
PATH IN COURSE: TRICKS	Path is always consistently straight.	Path consistently straight.	Path generally straight.	Path deviates slightly.	Path deviates significantly.
PATH OUT OF COURSE: ALL	Driver consistently follows the exact same path. Boat is always aligned with the course well ahead of the entrance.	Driver follows the same path. Boat is aligned with course ahead of entrance.	Driver usually follows the same path. Boat usually aligned with course prior to entrance.	Path outside of course varies. Driver lines up with course only at entrance.	There is no path. Driver never lines up with course.
SKIER ACCEPTANCE: ALL	Most all skiers felt ride was outstanding.	Most all skiers felt ride was well above average.	Most all skiers felt ride was average.	Most all skiers felt ride was marginally acceptable.	Most all skiers felt ride was unacceptable.
GENERAL ABILITY: ALL	Consistently exceeds all standards. (top 4%)	Consistently above most accepted standards. (top 10%)	Generally meets most all accepted standards. (majority of all drivers)	Considered acceptable Marginally meets accepted standards.	Fails to meet accepted standards. (failing)

OTHER FACTORS:

SAFETY - Consider

- * Drivers safety with others in the boat.
- * Entering/exiting drivers seat-motor off, neutral switch out.
- * Approach and pickup of skiers.

GENERAL BOAT HANDLING - Consider

- * Docking and care of boat.
- * Is rope tight prior to pulling skier?
- * Throttle control.
- * Smoothness in driving.

ATTITUDE - Consider

- * Rapport with skiers.
- * Rapport with officials.
- * Acceptance of criticism.
- * Openness to improving driving technique/skills.