

SECTION 5
SURF BOAT EVENTS

5.1 GENERAL CONDITIONS

- (a) Boat Crew Definition - a boat crew shall consist of five competitors, four of whom shall be rowers and the fifth shall control the boat by a sweep oar and shall be known as the Sweep.
- (b) Uniforms/clothing: refer to Section 2 – Dress of Competitors.
- (c) Boat races may be conducted in grades:
U/19, U/21, Open, Senior, Reserve Grade, Open Men, Open Women and Masters.

Note 1: With the exception of the sweep (Refer Section 2) no Crew or individual shall contest more than one of the following categories at the same competition: Open, Open Men's or Open Women's and Reserve Grade categories. The sweep may compete in different grades but can only compete in a particular grade once.

Note 2: When a women's boat race is conducted in an age category, the corresponding age race becomes a male only event (Refer Section 2). As such, no women's crew or individual may contest both the Open Women's boat race and the Reserve Grade or Open Men's boat race at the same competition.

Note 3: With the exception of the sweep and Masters crews, an age division crew or individual may compete only in their age division plus one older age division or Open or Reserve Grade. Masters Crews/individuals may compete in their age division plus Open or Reserve Grade.

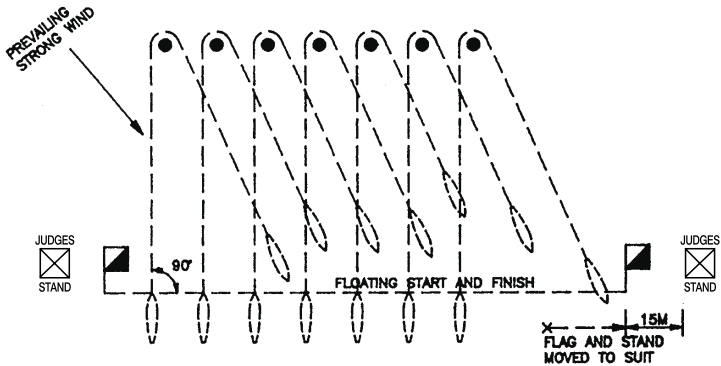
- (d) U/19, U/21 and Female Crews may utilise a senior male or female club member as their sweep.
- (e) U/19, U/21, Reserve Grade and Open Women Crews are eligible to contest their event without providing an Open/Open Men's Crew.
- (f) A 'warm-up' area may be provided for boats and crews but strict observance of the Referee's directions relating to its use shall be observed. (Refer Section 2 - Marshalling). Encroachment onto the

competition area or interference with any event may result in disqualification.

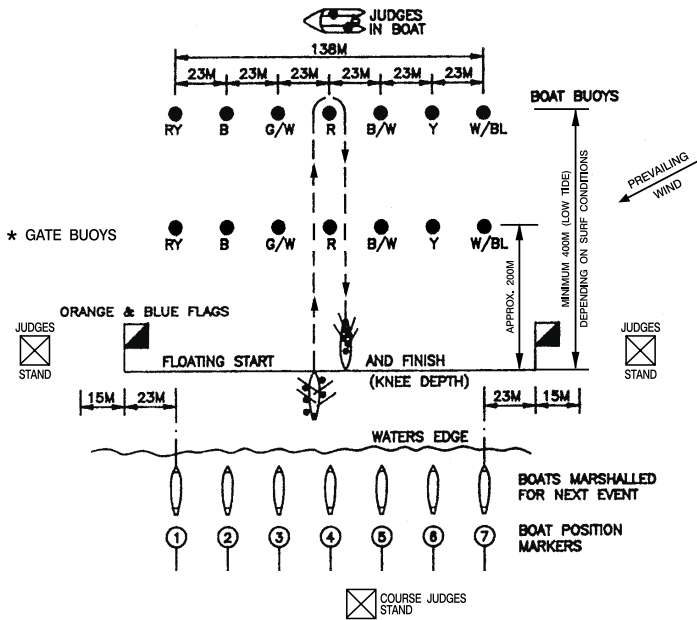
- (g) A Boat Rowers' Panel may be appointed to discuss boat racing conditions at competitions with the Referee and to represent competitors. The Panel may contain representatives from different clubs, branches or different states depending on the nature of the competition. The Carnival Committee shall endorse the Boat Panel for that competition. The Boat Panel shall act as a communication link between the competitors and officials and act under the following guidelines:
- (i.) The representatives of the Boat Panel shall liaise directly with the Referee on all matters pertaining to the conduct of the competition;
- (ii.) The Boat Panel may assist the Referee in setting competition courses prior to the commencement of competition;
- (iii.) Any protests regarding surfboat competition shall be dealt with in accordance with this Competition Manual and any subsequent Bulletins and Entry Conditions; and
- (iv.) The Boat Panel representatives shall abide with the decision of the Referee/Appeals Committee.

5.2 THE COURSE

- (a) The course shall be as detailed in the diagram.
- (b) The boat turning buoys and the gate buoys should be of distinctive colours in the following order from left to right- No 1, red and yellow; No 2, black; No 3, green with a white horizontal stripe; No4, red; No5, blue with a horizontal white stripe; No 6, yellow; No 7, white with a black horizontal stripe.
- (c) The turning buoys should be set at a minimum of 400 metres rowing distance from knee depth water at the low tide mark depending on prevailing surf conditions and should be set in such a position to allow the boats to clear other course buoys by taking a straight course to and from their respective turning buoys.



ALTERNATE FINISH IN STRONG WIND (WITHOUT GATE BUOYS)



SURF BOAT RACE

(Distances approximate only)

* USE OF GATE BUOYS AT DISCRETION OF REFEREE

- (d) The turning buoys should be set so as to provide a course which is as fair as is possible which will give all crews the same distance to row, regardless of which position they are allocated.
- (e) The gate buoys, which are optional at the Referee's discretion for usage on the return journey, should be set in line with the turning buoys on the seaward side of the break area and inshore from the turning buoys. When passing the gate buoy each crew must stay within the lane created by their own buoy and that of the next lane. The crew on the end lane (of the windward side) will have no buoy on the leeward side. Therefore this crew will have no : "gate" to progress through but will be constrained by passing their own buoy as directed and completing the course as directed by the referee.
- (f) The finishing line shall be a line of sight drawn between two orange and blue diagonal flags (or other colour(s) as determined by the Referee) on poles positioned far enough apart to correspond with the number of buoys laid (see diagram) and to allow all boats to finish afloat.

As an alternative to the above, there is also an option for dry starts and finishes in any combination with wet starts and wet finishes.
- (g) Large elevated markers in the corresponding buoy colours may be positioned on the beach behind each position to assist sweeps returning to the beach to determine their position relative to their position.
- (h) When it is not possible to provide a fair course over the full number of positions, the Referee at his discretion may reduce the number of crews in each race, including the finals to improve the fairness of racing.
- (i) If it is clearly evident that the turning buoys are not parallel to the beach and therefore not fair for all crews, the buoys may be adjusted immediately at the discretion of the Referee. Conditions permitting, any further course adjustments should occur following the completion of each round of the competition.

5.3 PRE-START

- (a) For each race the boat crews shall be marshalled to their allocated positions on the beach near the water's edge.

- (b) At the appropriate time for a wet start the Check Starter shall direct the crews to float and hold their boats in their allocated positions approximately 23 metres apart, in readiness for a race start.

Starts may be wet or dry and will be decided by the Referee. In the event of a dry start being utilised, coloured markers corresponding with the buoy colours will be placed in line on the beach, approximately 10 metres from the waters edge. A crew member from each crew shall line up behind their allocated marker in readiness for a race start. The remaining 4 crewmembers plus a handler, if required, shall hold the boat either floating in the water or at the water's edge.

Note: A Handler who assists to hold a boat and/or oar shall wear a competition cap. In such circumstances the handler is not considered to be a competitor but shall be required to:

- (i) Be a member of the same surf life saving club as the competitor and entered at the competition (exemption may be given by the Referee for a member of another club to be a handler provided that the handler is entered at the competition).
 - (ii) Make every effort to ensure that he a does not impede another competitor, otherwise the team and himself may be subject to disqualification.
 - (iii) Handle the boat and/or oar as directed by the relevant Official.
- (c) The Check Starter shall hold a flag aloft when the crews are in line and ready to race. At the discretion of the sweep a crew may draw their boat back from the line if they so wish, provided the boat is stationary at the time of the start. If crews disregard the directions of the Check Starter or Starter they may be disqualified.
- (d) When the Check Starter raises his flag, this signals to the Starter, who should be in an elevated position approximately mid-field on the beach, that the crews are ready to race.
- (e) Prior to the start, if a crew has a problem i.e. taking water or gear failure, the sweep may raise his arm to indicate that his crew is not ready to race.

If this situation occurs, the Check Starter may lower his flag and the Starter may lower his gun. Once the problem has been rectified the start process may recommence. If a crew disregards the further directions of the Check Starter they may be disqualified. If a sweep raises an arm without having taken water or gear failure caused by the conditions, the signal shall be ignored by the Check Starter and/or the Starter or the crew may be subject to disqualification.

5.4 THE START

- (a) The Starter shall make every effort to ensure that all crews are given a fair and even start. However, the decision to 'in and away' is ultimately the responsibility of the sweep and crews cannot protest the start. If the starter or check starter is not satisfied that the start has been fair for all crews the race shall be recalled by way of a second shot from the gun or a whistle blast.
- (b) For a dry start, when the start signal is given, the crewmember shall run to the boat. When he visibly touches the body of the boat the crew may board the boat and commence rowing. Failure by the runner to visibly make contact with the boat before the crew boards may result in disqualification.

5.5 THE SEAWARD JOURNEY

- (a) On the starting signal the boats shall be rowed to sea. Crews should endeavour to steer a straight course to their allocated turning buoy. Failure to steer a straight course to their allocated turning buoy may result in a penalty or disqualification if another crew is impeded or disadvantaged by such action.
- (b) During the seaward journey if a boat is swamped and overturns, the crew may right and empty the boat and continue the race. To achieve this, it may be necessary for the crew to return the boat to shore. If a time limit has been advised and it is clearly evident that a restarting crew will not complete the course in the allowed time, the Referee should withdraw the crew from the race to prevent delays to the program.
- (c) During the seaward journey lost or damaged boats and/or gear i.e. oars, rowlocks etc. may be replaced by other club members. Club members may place replacement boats and gear for collection at the water's edge

by the crew. It is the responsibility of the crew or club members to remove damaged or lost boats and/or gear from the competition area to ensure that interference is not caused to other competing crews. Failure to remove damaged or lost boats and/or gear from the course may result in disqualification.

- (d) If a crew runs aground whilst steering a straight line to their allotted turning buoy the Referee may halt race and re-run that particular heat of the race or place the crew in another heat or round of the race.

5.6 THE TURN

- (a) Turns are usually made from left to right (right hand in). However, this may change at the discretion of the Referee after giving due consideration to the sea conditions applicable at the time of that round. If a decision is made to change from 'left to right' to 'right to left', all crews must be informed of this change. Failure to make the turn in the correct direction shall result in disqualification.
- (b) The turn shall be effected giving due consideration to other competing crews. The turn should be kept as tight as is required, so as not to impede other competing crews. This applies when approaching and departing the turning buoys (see diagram). Impeding another crew may result in penalty or disqualification.
- (c) Any crew that overturns its boat after completing the turn and before crossing the finishing line (or in the case of a dry finish, the runner completing the course) shall be disqualified.
Note: Should a boat in a race cause another boat to overturn the Referee may assess the circumstances and shall decide whether the affected crew may progress to the next round. In finals there shall be no re run of the race.

5.7 THE RETURN JOURNEY

- (a) After completing the turn, crews should make every effort to steer a straight course to the finish line. Failure to do so may result in penalty or disqualification if another competing crew is impeded or disadvantaged by such action.

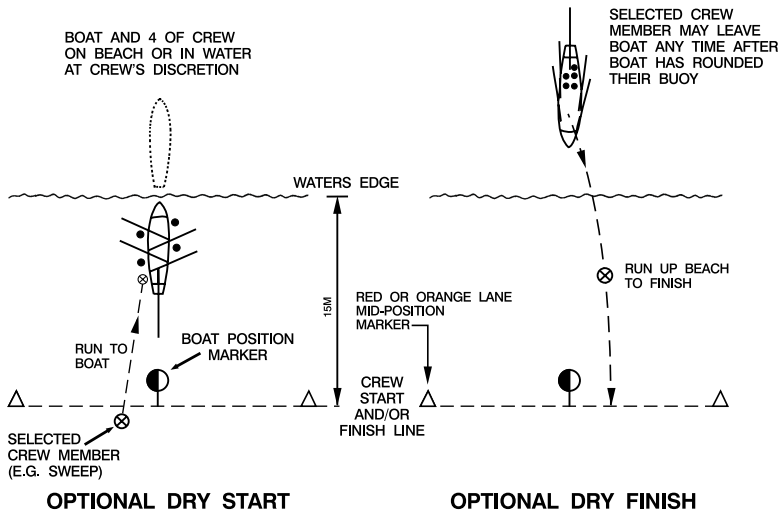
- (b) Boats taking a wave must keep clear of boats in front of them and may pass other boats on either hand. Failure to comply may result in a penalty or disqualification if another crew is impeded by such action.
- (c) When gate buoys are in use, crews must pass through their allocated gate as decided by the Referee. This is normally immediately to the windward side of their allocated buoy, but this may change at the discretion of the Referee & all crews shall be informed of the change. Failure to negotiate the correct gate shall result in disqualification. If another crew cannot pass through their gate buoy as a result of failure by another crew to correctly negotiate their correct gate, the matter shall be adjudicated upon by the Referee.
- (d) Should a boat on the return journey, when approaching the finish line be stopped by grounding, this boat shall be deemed to have finished the race. This boat may be allocated a placing as decided by the finish judges provided that the boat is not full of water and is heading towards the finish line.

5.8 THE FINISH

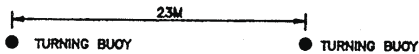
- (a) A wet finish shall be determined when any part of the hull of the boat crosses the finish line under the control of the crew and properly equipped from the seaward side between the finishing flags or when a boat runs aground.
Note 1: 'Under Control' is defined as a boat being in an upright position with a crew of at least three members in contact with the boat and the boat moving in a direction towards the finish line.

Note 2: 'Properly Equipped' is defined as a boat equipped with a rescue tube, a minimum of three rowing oars or two rowing oars and a sweep oar which shall be in the boat or in the rowlocks and Controlled by a Crew of at least 3 members who must be wearing caps.

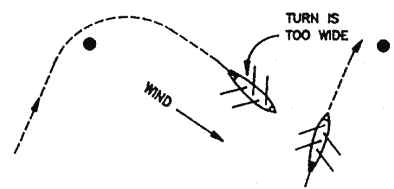
Note3: If a fourth rower or sweep oarsman remains in a boat without a cap the crew shall not be disqualified.
- (b) A dry finish is determined when a crew member leaves the boat and runs to his allocated position marker and crosses the line. The crew member may leave the boat at any time after the turn has been completed and must cross the line whilst remaining in an upright position on his feet.



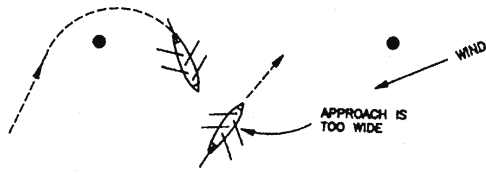
SURF BOAT RACE OPTIONAL START AND/OR FINISH



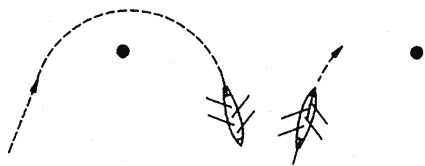
A GOOD APPROACH — NO PROBLEMS
JUDGE SHOULD ENSURE BUOY TURNS OK.



BAD TURN BY LEAD BOAT INFRINGING ON
PROGRESS OF SECOND BOAT
IF THERE IS INTERFERENCE REPORT TO BOAT REFEREE



BAD APPROACH BY SECOND BOAT CAUSING INTERFERENCE
TO LEAD BOAT
REPORT TO BOAT REFEREE



A GOOD TURN & APPROACH BY BOTH BOATS
"COURTESY IS GOOD SPORTSMANSHIP"

SURF BOAT TURNS AT BUOYS
SOME TYPICAL SITUATIONS

An alternate to crossing the line to finish may be prescribed by the Referee. In such circumstances the crew member leaves the boat as described and then is required to touch the crew's finish marker whilst remaining on his feet.

- (c) Any boat that dislodges a judging stand so as to impede judging shall be disqualified. If one boat causes another boat to dislodge a judging stand then the matter shall be adjudicated upon by the Referee.

5.9 PENALTIES AND DISQUALIFICATIONS

If a crew is disqualified they cannot compete in further rounds of that category of competition from which they are disqualified and lose all standing in that event.

If a penalty is applied a crew may continue an event or be allocated placings or points (e.g. in a 'round robin') or be eliminated from a round or event as determined. Points penalties are to be prescribed either in the entry bulletin or by the Referee at his discretion and advised to crews prior to the start of competition.