

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 oarsman or Sweep. A crew must commence each race with all five competitors.
- (b) Uniforms/clothing: refer Section 2 of this Manual.
- (c) Boat races may be conducted in the following events:
- Under 19
 - Under 23 Men
 - Under 23 Women
 - Under 23
 - Reserve
 - Open Men
 - Open Women
 - Open
 - Senior Men
 - Senior Women
 - Senior
 - Masters Men
 - Masters Women
 - Masters

Note 1: With the exception of the Sweep (refer Section 2 of this Manual) no crew or Individual shall contest more than one of the following categories at the same competition: Open, Open Men or Open Women and Reserve Grade categories. The Sweep may compete in different grades, but can only compete in a particular grade once irrespective of whether they are sweeping or rowing.

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 Masters competitors, an age division crew or individual may compete in their age division plus older age divisions and Open or Reserve Grade. Masters crews/individuals may compete in their age division plus Open or Reserve Grade.

Note 4: In Master’s events, boat sweeps do not need to be eligible Masters Competitors, but must be SLSA Bronze Medallion/Cert II proficient and hold the necessary SLSA sweep qualifications.

Note 5: The sweep can compete in any of the age/gender Master’s boat events as the sweep, but can only compete once as either the sweep or rower in a particular age/gender event. In other words a competitor cannot be the sweep of the “A” crew in the 140 years men’s Master’s boat and then row as a member of the “B” crew in the 140 years men’s Master’s boat.

Note 6: No member is permitted to compete in SLSA surf boat competition until reaching the age of 16 years.

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- (d) In U/19, U/23 Men's and Women's events the sweep may be of an older age or of a different gender i.e. crews may utilise a suitably qualified proficient male or female club member as their sweep.
- (e) 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 race may result in disqualification.
- (f) All boat rowers and sweeps must wear an SLSA certified surf helmet as defined in the SLSA Approved Gear and Equipment Manual during training and competition except when an accredited boat sweep (during non-competition training) or the Competition Committee (in competition) has issued a dispensation for the wearing of surf helmets. Such a decision is subject to the completion of a documented and approved SLSA risk assessment that has determined an acceptably low risk level to allow helmets not to be worn

Note 1: A nominal wave height of 1m is considered as the maximum wave height threshold where surf helmets may be considered for optional use. Wave height is only one consideration in assessing surf zone hazards (examples of others could include: a heavy shore break, littoral drift, shorter wave periods, wind strength and direction).

Note 2: Should conditions alter during the course of an event the Referee may reverse the initial decision for the optional wearing of helmets and mandate that all boat rowers and sweeps must wear an SLSA certified surf helmet in competition.

- (g) A Boat Rowers Panel of at least three (3) qualified and experienced surf boat representatives shall be appointed to discuss boat rowing conditions with competition officials and to represent competitors. The panel may contain representatives from different clubs, Branches or States depending on the nature of the competition. The Competition Committee shall endorse the members of the Boat Rowers Panel for the competition. The Boat Rowers Panel shall act as a communication link between the competitors and officials and act under the following guidelines:
 - (i) The representatives of the Boat Rowers Panel shall liaise directly with the Referee on all matters pertaining to the conduct of the competition.
 - (ii) The Boat Rowers Panel will assist assess hazards and provide advice to the Referee regarding sport specific safety considerations including recommendations that surf helmets be optional for a competition in the event of acceptably low risk levels (see Clause 5 (f)).

Note: Should conditions alter during the course of an event the Referee may reverse the initial decision for the optional wearing of helmets and mandate that all boat rowers and sweeps must wear an SLSA certified surf helmet in competition.
 - (iii) The Boat Rowers Panel may assist the Referee in setting competition courses prior to the commencement of competition.
 - (iv) Any protests regarding surf boat competition shall be dealt with in accordance with this Manual and any subsequent bulletins and entry conditions.

- (v) The Boat Rowers Panel representatives shall abide with any decision of the Competition Committee, Referee or Appeals Committee.

5.2 SURF BOAT RACING

5.2.1 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
 - No. 4 red
 - No. 5 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 400m rowing distance from the end of 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.
- (d) The turning buoys should be set so as to provide a course which is as fair as possible and 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:
- (i) Set in line with the turning buoys on the seaward side of the break area and inshore from the turning buoys.
 - (ii) Negotiated as directed by the Referee or Sectional 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 their 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.

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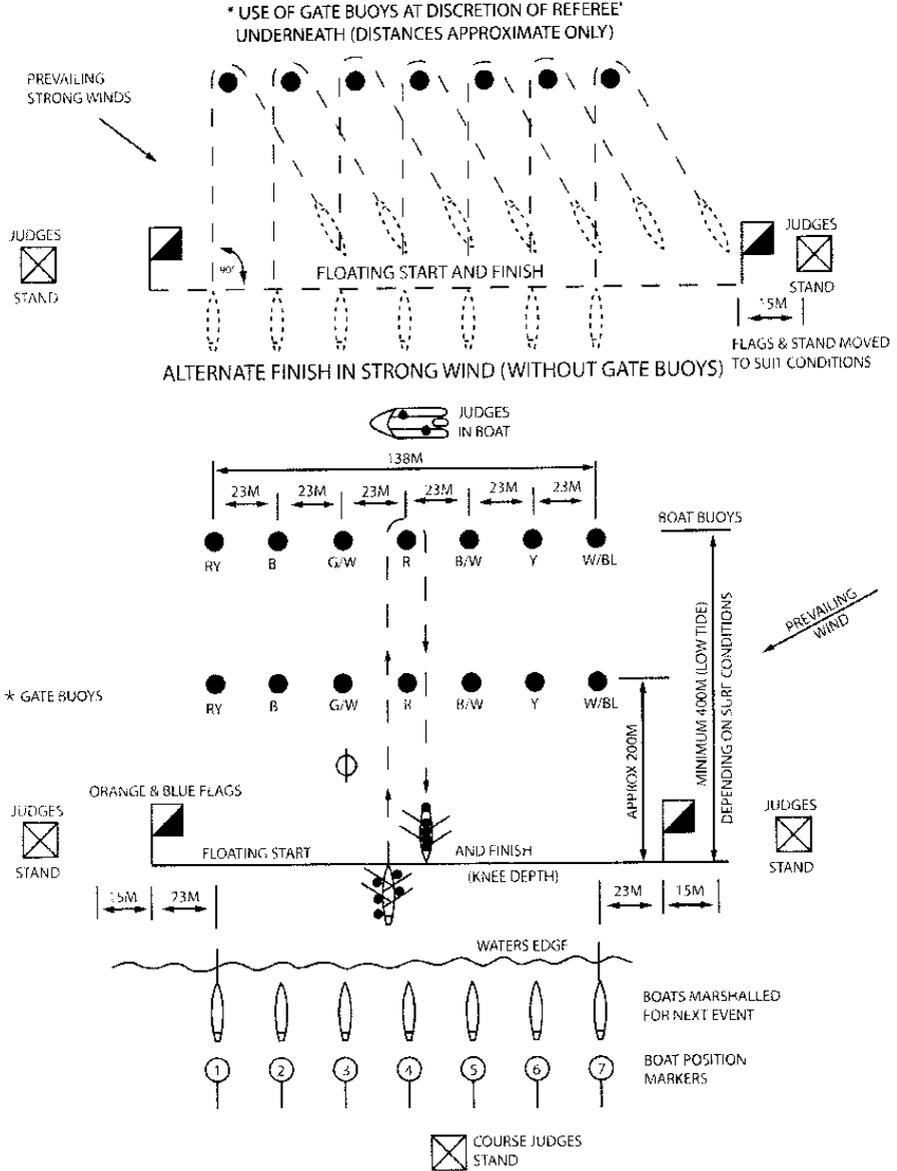


FIGURE 1: SURF BOAT RACE

(Distances approximate only)

Note: the beach set up relative to the positioning of the buoys may be adjusted dependent on the surf conditions

5.2.2 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 23m 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 10m from the water's edge. A crew member from each crew shall line up behind their allocated marker in readiness for a race start. The remaining four crew members plus a Handler, if required, shall hold the boat either floating in the water or at the water's edge.

Note: A handler shall not be considered to be a competitor but shall be required to:

- (i) Be a member of the same club as the crew and be 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) Wear a competition cap.
 - (iii) Wear a distinctive high visibility pink, orange, yellow, green or red coloured vest as determined by SLSA (or relevant SLS Event Organiser) if entering the water beyond knee depth.
 - (iv) Comply with all instructions of the officials.
 - (v) Make every effort to ensure that they, or the equipment that they are handling, does not impede another competitor, otherwise both their crew and the Handler may be subject to disqualification.
 - (vi) 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 their 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, the sweep may raise their arm to indicate that their crew is not ready to race. If this situation occurs, the Check Starter may lower their flag and the Starter may lower their 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.

5.2.3 The Start

- (a) The Starter shall make every effort to ensure that all crews are given a fair and even start. However, the decision for the crew to "in and away" is ultimately the responsibility of the sweep and crews cannot protest the start. If the Referee, 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, a crew member shall run to the boat. When they visibly touch any part of the boat (not the oars) the crew may board the boat and commence rowing. Failure by the runner to visibly touch any part of the boat (not the oars) before the crew boards may result in disqualification.

5.2.4 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) Replacing of boats, oars, rowlocks and other gear – equipment may be replaced only during the seaward journey of a race by other club members. Club members may place replacement gear for collection by the crew at the water's edge and adjacent to the starting line as directed by the relevant officials.

Note 1: It is permitted for any member to assist in removal of damaged or lost boats and/or gear from the competition area to assist in maintaining safe competition.

Note 2: It is not permitted for any non-crew member to recover lost boats and/or gear and place the recovered boats and/or gear on the start line for reuse by a crew during a race.

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

5.2.5 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 a penalty or disqualification.
- (c) If a crew 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) the crew may be permitted to continue in the race after ensuring the safety of all crew members who rounded the buoys in the boat.

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- (i) This is to be demonstrated by all crew members who rounded the buoys regaining physical contact with their boat (an oar is not considered to be the boat) before the crew crosses the finish line (or in the case of a dry finish, the runner completing the course). Once this contact has been completed the crew may proceed to complete the race as described in “The Finish” section of this Manual.
- (ii) Only those crew members who rounded the buoy in the boat are eligible to assist ~~their boat~~ finishing the race.

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. However, there shall not normally be a re-run of the final in such circumstances.

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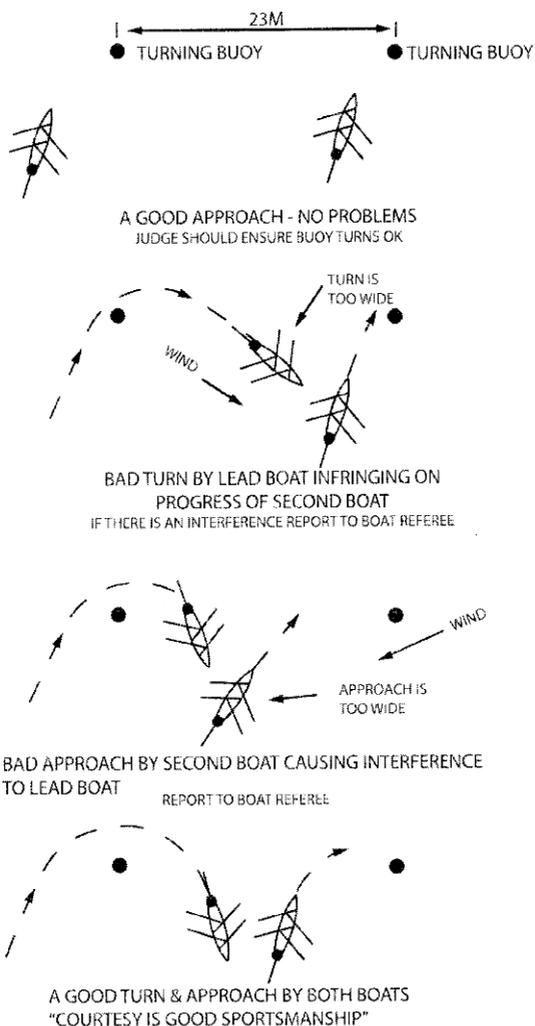


FIGURE 2: SURF BOAT TURNS AT BUOYS

Some typical situations

5.2.6 The Return Journey

- 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 a penalty or disqualification if another competing crew is impeded or disadvantaged by such action.
- 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. The Referee shall advise crews of the boat buoy usage. Any changes made during competition shall also be advised to crews. 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 close to 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.

5.2.7 The Finish

- (a) A wet finish placing 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. The crew may recover a boat that has crossed the finish line not under the control and/or properly equipped and then again cross the finish line correctly to record a finish placing result.

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.

- (b) A dry finish is determined when a crew member leaves the boat and runs to their 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 their feet.

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 their 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.

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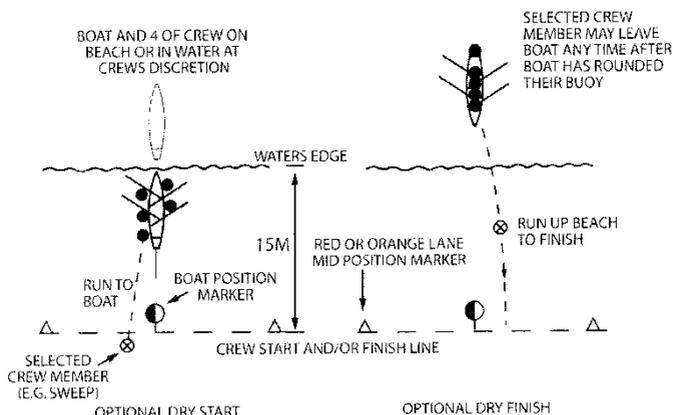


FIGURE 3: SURF BOAT RACE OPTIONAL START AND/OR FINISH

5.3 RACING FORMAT

- (a) SLSA may conduct surf boat events in either “Elimination”, “Round Robin”, “Other” or a combination of racing formats.
- (b) Appendix A contains a standard format for the conduct of round robin racing.
- (c) The Competition Committee, Referee or Sectional Referee shall decide the racing format and shall advise competitors accordingly prior to the commencement of the competition, or prior to the first round of each boat race. The Surf Boat Panel shall be consulted in this process.

Note: If conditions dictate, the Referee or Competition Committee may vary the racing format during the course of competition. The Surf Boat Panel shall be consulted in this process.

5.4 SHORT COURSE BOAT EVENT

5.4.1 The surfboat rules set out in this Section will apply except where varied as follows:

- (a) Race distances will be a minimum of 200 metres from the water’s edge depending on prevailing surf conditions. There shall be no requirement for the use of gate buoys.
- (b) Unless otherwise advised a dry start and finish shall apply
- (c) At any point after having successfully rounded their buoy, one member of the crew (including the sweep) may leave their boat to finish the race.

5.5 SURF BOAT RELAY

5.5.1 Procedure

- (a) Relay teams shall consist of three crews. These crews shall be one (any age or grade) male crew, one (any age or grade) female crew and an U/19 (not gender specific) crew.

Note: No SLSA member is permitted to compete in surf boat competition until reaching the age of 16 years.

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- (b) Rowers are permitted to row only in one leg of the relay race.
- (c) Sweeps may participate in more than one leg of the race. A rower may row in one leg and sweep other legs of the event.
- (d) Crews are permitted to row in any order.
- (e) The General Rules of Racing as described in Section 5.1 (Surf Boat Events – General Conditions) shall apply except where varied by these rules.

Note: The rules for “double dipping” by crews/individuals as described in Section 5.1 do not apply to participation in the Surf Boat Relay event.

5.5.2 Equipment

- (a) Relay teams may use multiple boats in the Surf Boat Relay event.
- (b) Replacement of a boat, oars and gear may also occur in each leg in accordance with the standard rules for boat races.

5.5.3 Course

- (a) Standard boat racing rules shall apply. The length of the course may be shortened (refer Short Course Distances Clause 5.4) by way of entry circular.
- (b) In boat relay races there is an increased potential for boats on the course interfering with others in the race because of the three legs that comprise each race.
- (c) Unless very favourable weather and water conditions exists the maximum number of teams to compete in any one heat, round or final of the relay race in each race shall be five teams. Teams shall use alternate buoy positions i.e. positions 1, 3, 5, 7 and 9.
- (d) If favourable weather and water conditions permit the Referee or Boat Referee may, based on their assessment, allow up to a maximum of seven teams to compete in any one heat, round or final of the relay race.
- (e) Each racing position shall have two beach flags (corresponding to the colour of the teams turning buoy) positioned 15m from the water’s edge and approximately 5m apart. The beach flags shall be the start/finish line for each leg of the race and finish point for the race for each team. The flags for all teams should normally be placed in a straight line across the whole of the area.
- (f) The standard boat in-water finishing flags shall be placed in the water at either side of the course as per conventional races. All boats must start and cross within these flags for the finish of each leg of the relay race.

5.5.4 Start

- (a) The first crew shall float their boat in the water as with a wet start for an individual race approximately adjacent to the team’s allocated beach flags.
- (b) One member of the crew is positioned between their respective beach flags with their toes on or behind a line between the two beach flags and awaits the starter’s signal before running to the boat.
- (c) The balance of the crew remains with the boat and cannot enter the boat until the runner touches any part of the boat (not the oars).

- (d) On the Starter's gun, the crew member runs to the boat. The crew is not permitted to enter the boat until the runner has touched any part of the boat (not the oars).
- (e) The crew then rows the course as per the standard rules for boat races and as described in this section.

5.5.5 Change Over's Between Relay Legs

- (a) A crew member may leave the boat at any time after the turn has been completed and run to and through the team's allocated beach flags on their feet. The first crew member then tags a member of the second crew who is waiting with their toes on or behind the start change over line.
Note 1: The crew member is not required to pass through the "in water" finishing flags to effect the tag.
Note 2: The second runner's feet cannot cross the line to commence the second crew's leg of the race until after the tag has been effected but the tag may be effected on the seaward or shoreward side of the line.
- (b) The runner from the second crew then runs to the balance of the crew who are waiting with their boat on the sand or in the water behind the in-water finish flags. The crew competing in the next leg cannot enter the boat until the runner touches any part of the boat (not the oars).
- (c) The same processes then apply to the second and third crews except that the third crew finishes the race as described in "The Finish", (refer Section 5.4.8).

5.5.6 Boat Management

- (a) Unless otherwise provided for in these Rules-all crews involved in the boat relay may handle the equipment inside the competition arena.

When handling boats within the competition area during competition progress team members shall:

- (i) Comply with all instructions of officials.
- (ii) Make every effort to ensure that they and/or the boats they are handling do not impede another team, otherwise their team may be disqualified and the team be the subject of disciplinary action.
- (iii) Hold the boats as directed by the relevant official.

This will assist with the safe moving and controlling of boats and the fair conduct of competition.

- (b) Handlers not in the race may also assist move boats and gear to their team's start area prior to the commencement of each leg of the race and assist by bringing any other replacement boats and/or gear to the seaward side of the start/finish line only.

Note: These Handlers shall not be considered to be competitors but shall be required to:

- (i) Be a member of the same club or team as the crews and be entered at the competition (exemption may be given by the Referee for a member of another club or team to be a Handler provided that the Handler is entered at the competition).

- (ii) Wear a competition cap.
- (iii) Wear a distinctive high visibility pink, orange, yellow, green or red coloured vest as determined by SLSA (or relevant SLS Event Organiser) if entering the water beyond knee depth.
- (iv) Comply with all instructions of the officials.
- (v) Make every effort to ensure that they, or the equipment that they are handling, does not impede another crew, otherwise both their competitor and the Handler may be subject to disqualification.

5.5.7 Boat Roll Overs

- (a) Standard boat roll over rules apply as per the rules for boat races.

5.5.8 Finish

- (a) A minimum of three rowers or two rowers and the sweep must be in control of the properly equipped boat until any part of it passes through the in-water finishing flags positioned on either side of the course.

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.

- (b) After the first part of the boat has passed through the in-water finish flags one or more runners release contact with the boat and runs to the teams allocated beach flags and across the team’s allocated start/finish line.
- (c) An alternate finish may be prescribed by the Referee.

5.6 PENALTIES AND DISQUALIFICATIONS

- (a) In the event of a rule infringement a crew may be either penalised or disqualified as determined by the Referee or Sectional Referee.
- (b) If a penalty is applied in an elimination round, a crew may be allocated a placing and could continue in the event or be eliminated, based on the placing allocated.
- (c) If a penalty is applied in a round robin the crew may be allocated a placing (and/or placing points) and shall be permitted to continue in the round robin to determine progression to the next round of the event.
- (d) If a crew is disqualified in an elimination round they cannot compete in further rounds of that category of competition from which they are disqualified and lose all standing in that event.
- (e) If a crew is disqualified in a round robin race for a matter other than “abuse/inappropriate behaviour” or “competing unfairly” (refer Section 2 – General Competitive Conditions), they will lose all standing in that race (i.e. placing/points) but may continue in the round robin.

APPENDIX A

Round Robin Boat Racing Procedures

- 1 Surf, beach, weather and time constraint issue conditions permitting, "round robin" racing may be conducted over three rounds to determine qualifiers to further rounds of competition in boat events. Progression into further rounds and finals shall then be by elimination. The conditions detailed are not to be subject to protest.
- 2 Qualifiers to further rounds of the competition will be determined based on total points gained in the rounds of the round robin (unless otherwise disqualified from the event). The points available in each of the rounds of the round robin are as follows:

1st place:	10 points
2nd place:	9 points
3rd place:	8 points
4th place:	7 points
5th place:	6 points
6th place:	5 points
- 3 In the event of a dead heat in an individual round of the round robin, equal points shall be allocated for the placing achieved. For example, if two crews finish equal first in a race, they shall be awarded 10 points each, with the crew finishing third being awarded 8 points.
- 4 If a count back is required to determine the crews to progress to the elimination rounds of the competition the following procedures shall apply:
 - (i) All the results from the round robin will be compared between the crews involved in the count back. The highest placing points achieved in any of the individual round robin races shall be, in the first instance, the determining factor. The second highest placing points achieved by the crews shall then be compared and so on.
 - (ii) If crews cannot be separated after comparing all placing points in all three rounds then all the crews achieving the dead heat will be allowed to progress in the competition.
- 5 Prior to the first round of an event commencing the Referee shall advise the number of qualifiers to progress to the elimination rounds of each division of competition or the finals (as appropriate).
- 6 If a crew is disqualified from an event they cannot compete in further rounds of that category of boat competition from which they are disqualified and lose all standing in that event.
- 7 If a penalty is applied a crew may continue in an event or be allocated placing's or points (in the round robin) or be eliminated from a round or event as determined.
- 8 A "penalty" is defined as a punishment or consequence as a result of an infringement or breach of the competition rules. Penalties may include but are not limited to:
 - (a) Allocation or reallocation of placing(s) (and therefore points in the round robin). Note: In such circumstances the aggrieved crew may be allocated or reallocated placing's and therefore points;

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- (b) Elimination from a round in round robin racing (but allowed to continue) in the event. In such circumstances zero points will be allocated to the crew in that particular round of the round robin;
- (c) Total disqualification from the event;
- (d) Crew being permitted to continue through to the following round.