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PHOTO BREN GREEN

MASTER SURF SKIS

7' 0" Surf Ski - £166. 75. incl. V.A.T.	} Complete with Fittings
6' 8" Surf Ski - £179. 40. " "	
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SKIS (with deposits), taken at CRYSTAL PALACE 1985.

Other Equipment: Multi Fins, Belly Boards, Snipes, Perceptions, Paddles, Crash Hats, Bouyancy Aids etc. etc.

NEWS

The show issue always marks the beginning of a new season for both competitors and non-competitors in our sport.

For the competitor, there will be many changes this year and they will have to read this issue and the yearbook carefully to know what is going on.

Change was needed and this year's committee have tackled some old problems, particularly numbers in heats and judging systems, with courage and determination. Their decisions are certainly not going to be popular with everyone, but I believe, they represent significant steps towards more manageable and fairer contests.

I hope this issue also contains some items of interest to both newcomers to the sport and non-competitors. We are dependant on contributors providing material however, How about writing a short piece on what is going on in your area?

Finally, a thanks to all contributors to this issue, but particularly to Eric Hepworth, who provided us with the superb shots taken at the British.

Committee news

The committee has had only one meeting since it was elected at the A.G.M., but managed to pass some fairly radical and far reaching changes for the 1985 season.

1. ENTRIES. To ease the burden for organisers in terms of numbers and running disciplines at the same time, it was decided that competitors would no longer be able to enter both the Open and Open Slalom events of a contest. This would only be possible, at the organisers discretion, where events were held over three or four days and could be run as separate contests.

No novice entries will be accepted for the English or Welsh National Championships. Entry in the British will be restricted to those gaining a final place in the respective open event of a ranking competition since the date of the last British. Juniors or Ladies will have to have been placed, 1st., 2nd. or 3rd. in their respective events to enter for Junior or Ladies events.

2. EQUIPMENT. An effective leash at least 1.4 metres long is now compulsory for ski paddlers. Junior slalom and Novice slalom competitors may use a craft of a minimum length of 3.50 metres.

NEWS

3. DROP-IN RULE. The rule for slalom paddlers remains as before, but for ski competitors the competitor first surfing the shoulder has precedence on that wave.

4. CONTEST ORGANISATION. It was decided that with the changes to entries outlined, then it should be possible, with fewer numbers, to organise heats of four competitors only. With large competitions it was appreciated that this would mean slalom and ski events being run at the same time (on different breaks!)

5. JUDGING. With the changes outlined above, it was agreed that an independant judging system would be introduced. At least three judges will judge and score independantly all rides of each competitor with the help of one scribe each to spot and mark down scores on one scribing sheet. Rides will be scored out of 20. The best five rides will be totalled for each competitor and these scores will be used to give relative positions of competitors for each judge. Each competitor will have his/her positions (3 if 3 judges are used) added together, e.g.

3 first places = 3; 2 second places and 1 third = 7.

The final position will be on the basis of these figures - the lowest being 1st. place etc. If there is a tie on the basis of positions, then total wave scores (for best 5 waves) will be used.

6. SECRETARY I can at last take off one of my hats, as Kevin Andriessen who offered to become Secretary at the A.G.M. is now in a position to take over. I wish him luck both in his future 'ashore' and in his position as Secretary.
Any enquiries should now be addressed to:-

Kevin Andriessen,
9, Belerion Rd.,
Portreath, Cornwall.
Tele: Portreath (0209) 843074

7. Scottish Competitions. Scottish Competitions have been included in the calendar, their results will not be included with the results of the English and Welsh contests. They will be used to produce a separate Scottish Ranking List.

Mike Keeble

The Contest Structure

Dennis Ball's article in the last issue, outlining a possible regional alternative structure for the future has not stimulated a great deal of feedback, and the only letter received is from John and Hilary Bouteloup. When the Surf Committee discussed the proposals, Eric Sutherland, the Scottish representative, argued forcibly in favour of divisional, rather than a regional structure, and so I asked him to prepare an outline of his proposals for comparison.

Once again, I ask for feedback - its your sport! Any comments should be sent to me where they will help the sub-committee, (Dennis Ball, Eric Sutherland, Kevin Andriessen and myself) to judge what paddlers would prefer.

THE DIVISIONAL STRUCTURE ALTERNATIVE.

The paddle surf scene in the U.K. has grown quite considerably in the last few years. This has caused problems in organisation due to the number of paddlers trying to enter each event. These problems have been much discussed and various solutions have been put forward. These ideas however, are short term stop-gaps. What we really need is a more permanent solution. There are two such solutions being baddied about at the moment. One is regionalisation, the other is to form a divisional system. In this article, I intend to look at the main problems and see how each solution deals with them :-

1. Number of competitors:

Four man heats are now mandatory for ranking events. Due to the large numbers of entries for some events, this is difficult to accomplish. To do this, the organiser must either seed certain competitors or reduce the number of entries. The latter is the more desirable of the two, but the organisers can not do this alone. Both the regional and divisional methods reduce the number of competitors eligible to enter each event. One by ability, the other depending on where you live.

2. Number of events:

The 1984 calendar was very full. This left little room to fit in any events which had to be postponed due to unfavourable conditions. As they were

all ranking events, anyone who wanted to do well in the ranking list had to travel to most, if not all of them. This involved a lot of travelling and a lot of expense. The regional system does little to alleviate this problem for the top paddlers. As well as the regional events, they will still have to enter the national events. This doesn't help the crowded calendar any either. The paddlers that it does help are those that only to events which are fairly local anyway. In the divisional system, each paddler only enters one set of events. The two divisions can hold contests on the same weekend, but at different locations. This leaves lots of room on the calendar for postponed events.

3. Non placed competitors.

"The same people win all the time". This is true, but is the way it should be. Why should the paddler who is 4 stone over-weight and unfit, hope to beat the paddler who trains for four hours every day. That is what competition is all about. I do believe however that there is a need to help the paddler who is new to the sport and cannot get competition experience because he keeps getting knocked out in the first round. The regional system does little to help this, other than give him less paddlers to compete against. He may still be up against a lot of top paddlers, depending upon where he lives. In the divisional system however, the top say, 40 paddlers are in a different division. Any newcomer to the sport would not be confronted by these straight away. Any paddler who won a Div. 2. event would be promoted to Div.1. for the rest of that season. In addition, any paddler promoted to Div. 1. could not be demoted in that season, unlike the rest. I would propose that at the end of each season, the top 5 in Div. 2 be promoted and the bottom 5 in Div. 1. be demoted. This would create a greater depth of competition.

4. Judges.

It could be argued that by splitting the field, it will be harder to find judges for each event. This is of course true, but it must be remembered that the best paddlers do not necessarily make the best judges. The divisional system does not therefore mean that although the judges will be split, the best will be in the top division. The regional system splits the good judges up even further. It also means that we will have to find even more organisers to run the extra regional events and the regions themselves.

You will have gathered by now that all in all, I believe that the divisional system is the

answer to our needs. There is however, one more point to be brought up. That is the future of our sport. In a few more years our sport may again have become so large that the numbers again become prohibitive. In these circumstances, it would be easy to add another division, but could we stand regionalisation? Who would organise all these regions? The sport is beginning to generate more media attention. This will inevitably bring more sponsorship into the sport. We should welcome this, but

we in the sport must do our part by presenting a well organised, structured body that knows both what it wants and where it's future lies. The decision of where to go from here does not lie with the Surf Committee alone but to all of us in the sport. Why not then put pen to paper and right to Beachbreak to let us know how you feel. One of these two options must be brought in for the 1986 season. It is up to you which. Eric Sutherland.

Advanced manoeuvres.....

With some paddlers returning home after having surfed abroad, some new manoeuvres are being seen on the beaches and are likely to take the competition scene by storm this Spring.

THE PADDLE-OUT TAKE-OFF.

There are two ways of carrying out this impressive manoeuvre, (something that the boardies CANT do). The most functional is all about being on the shoulder, the other is performed under the lip.

Let us consider the most useful first, since it is reasonably easy to manage and is, in fact, probably more difficult on a short ski than on an average sized ski.

The wave has already peaked and is peeling towards you. Paddle quickly up into the shoulder aiming to put the ski's nose right at the top of the wave, just where it is breaking. Lean down wave, and pull a stern rudder just as the soup impacts to pivot your ski around and facing inshore. If there is enough power in the shoulder, you will find yourself on top of the soup and rapidly descending to the pocket where a bottom turn will bring you back up onto the wall. If not, you'll end up on top of the soup, but not descending; the knack here is to keep the downwave blade in the water as you pivot and then bring the paddles vertical, so that you can dig deep and pull yourself down with the soup. Once at the bottom of the wave, your turn will be as before.

The other paddle-out take-off is performed more like an 'off the lip', (or re-entry as is the more appropriate term). This is, in essence, a complete 180° pivotal turn. Start by paddling up an about to break face. You then have to lean back and pull around hard on your paddle, just as you reach the lip. The idea is that as you are pitched back and down by the lip, you can complete the pivot to land riding in front of the soup. Depending upon your position before the manoeuvre and the way in which the wave breaks, you may or may not regain the shoulder and for this reason, it is not so functional as the previously described take-off.

AERIALS

MAX SPEED is absolutely essential before attempting to perform an aerial. Basically, the manoeuvre involves aiming to pull off a perfect re-entry with so much speed that you lift the ski entirely clear of the water.

You have to be able to pick the spot from so far back that you can drop from high on the face, power off the bottom, and climb into that spot just as it starts to pitch. As well as climbing into the air, the speed along the wave will be so great that you should land ahead of the soup just below the shoulder. If you land on the back of the wave, then you have hit your carefully chosen spot too early. If you wipeout down-wave - too late!

by Kevin Andriessen.

BRITTANY»

By: Dennis "Yeast-Vite") Ball, Paul ("Mine's a litre") Medland, Mark ("Bonker") Bowers, and Ian ("Punter") Smith.

This years British Ski-Contingent in Brittany was smaller than previous years, which is a shame because the weather was good, the surf consistent and the 'crack was mighty'. However, back to the Beginning, Mark sets the Ball rolling(groan!)...

As with all good holidays, there is always some drama. As Den and I were driving along the M.4, it became apparent that the van was using more oil than normal. When we arrived at Chepstow to collect Paul and Ian, there was a sudden scream from Dennis..."This damn German van has done it again!" The van had snapped ... and so had Den!

We limped on down to Plymouth for the ferry to Roscoff. On board we had the usual fun and games in the bar - mainly Scrabble - not my strong point. The trip was only brightened by the boat rocking gently to a good ground swell. We arrived in France and set off for the 'Pointe'. On the journey the oil problem became worse and the van required emergency surgery.

We arrived at La Torche to find the surf pumping in. This sight sharpened Dennis's appetite, so he bought a carton of french fries from a beachside chippy that cost 30F.... nearly £3.00!! Some things are expensive in France! At the campsite we put the tents up, borrowed some booze from Dave and Peter and drowned our sorrows until late. Whilst listening to the shipping forecast at 1.15a.m., we received noise complaints from our Dutch neighbours - obviously they did not realise the importance of the "Forestry Commission" as Paul called it. We never did work out where he got that from.

As Mark comments, we didn't drink alone on that first evening. We were joined at the source by Peeta ("Eee..look at THEM") Boooth, who was over with Pat (and his super-macro tele-zoon power lens) and Dave ("I peel fealy rissed") Green who was on holiday with his nose

and family. All were looking well tanned (except the afore mentioned "nose")...but I digress. The forecast was good, so Mark continues.

The next day brought some very good surf, 8' - 10' and gave Dave and Peter some excellent waves for their last few days. In fact, the surf was good throughout the holiday, varying between the big stuff, down to about a couple of feet, with several days of light off-shore winds blowing on 3' - 4' swells.

On one flat day that we had, Den decided to get the oil leak seen to. Unfortunately, the crank shaft oil-seal had broken, meaning an overnight engine-out job. This came out of the R.A.C. holiday insurance, once again, money well spent. As soon as we collected the fixed van, the surf picked up and we had several more days of sunshine and waves with one or two truly classic days thrown in.

One of my favourite days of the holiday was when the French wind-surfing champion, Luc Maree was trying to learn board surfing. As soon as we hit the water, he left saying, "When the English are surfing, there are no waves left for me!" Den continues:

Whilst the van was being repaired, we were fortunate enough to have the breakdown coincide with the annual holiday of Dave ("Please leave me a wave") Friar and his 'alter-ego' Terry - on a short leash. Terry kindly loaned us his "Broom-Broom" whilst we were stuck. He and Dave were not alone: With them were their devoted and delightful daughters; Vicki and Angie with their younger sisters, Leila, Sarah and Kelly... (creep? - who? me?). I ought to add that the old men were relics from a forgotten generation of surfers, both of whom can just about creak to their feet to qualify for 'boardie' status.

Criticism apart, they were both a lot of fun and their wave reading was phenomenal. When ever the 'rights' were working, Dave who likes

'lefts' would go out. When the pattern switched over with the tides, Terry who prefers 'rights' would hit the water. After words, they would mooch around the van complaining about sea-weed, French 'drop-ins', the wind and 'bloody canoeists' etc. Its a tragedy really, because they are a perfectly complimentary pair and have a promising future behind them.

One further member of our holiday group has yet to be introduced - Christian Gabond. Chris is a keen Nordcapp paddle and professional film maker and he joined us for about a week in the hope of getting some good paddle-surf footage to complete a 16mm feature film on sea-paddling in France. For the time he was with us, Chris was to dominate our waking hours.

It seemed that our every action was being either filmed or photographed by Christian and his film crew, Barbara and Gilbert. Needless to say, we slipped easily into our new role as surf and film stars. Baggies, shades and slaps were the order of the day. We combed our hair after every session, held our stomachs in, spent hours gazing knowingly and wisely at the ocean through rugged, narrowed eyes and smiled till our teeth ached.

And our surfing!! Well. I never knew we could be so radical. Snarling lip-turns, aerial take-offs, (and inverted landings) - close out miss-entries and laid flat soul-surfing - all were performed with stunning and tedious aplomb. Especially by Paul, who never once broke his smile or strayed out of frame. Christian kept falling into rock pools with delight!

It occurs to me that the French are somewhat obsessed with 'ambiance' and Christian was no exception. Every morning we were dragged mercilessly from our pits in the pre-dawn gloom, frog marched down to the beach and bullied to the waters edge for sun-rise shots of us paddling out through flocks of dozing seagulls. Sixteen hours later, we were still there as the sun dipped to the horizon, waiting for Chris to find a camera position that would have

us silhouetted against the 'savage, fiery hemisphere of primevil gasses, united in a bond of friendship and harmony with nature'.

Ribbing aside, we had some excellent laughs with Christian & Co. and enjoyed the new experience of showing off to a camera without feeling a shred of shame or guilt.

Paul now continues with a less serious report of some other aspects of the holiday.....

There is more to holidays than surfing. Even mundane chores such as shopping can quickly be turned into a riot. Dennis should know! He provided us with so much entertainment in the Codec (French for Tesco), that people would ask us what time was tomorrow's show so they could be early! For example, Dennis's attempt to empty an entire bottle of Ambre Solaire up his right nostril in front of the check-out girl! Other visits had our hero ordering mince-meat in kilometres, arguments with bottles of beer - the bottles lost! and isn't funny how the British expect all foreigners to understand English - fluently.

But with the shopping done, we then had all day to argue who paid for what, who owes who and how much; poor 'old Kitty', she always lost out!

Afternoons often found us having a crepe, the sort you eat. This gave us time to try and work out which Great Briton got another Olympic Bronze medal and what really did Zola Budd get up to? (Its a long, long way to trip a Mary!).

After an early evenings surf, arrangements raged over who was going to cook and who was going to pour the beer. Spending a couple of hours sorting out the barbeque is a perfect way of winding down after a day of good surf and for winding up for a night on the falling down water! But only a few nights did we end up like Dennis's beer bottles - smashed!

La Tulipe and Le Doris were bars frequented the most. I wish the pubs in Britain would bring your drinks to you - it saves a lot of drinking time. Though this sometimes has its drawbacks. When I

Là Torché

ordered in French some exotic drink and got lemon squash three times in a row, made me wish I'd paid more attention to my French Teacher!

Anyway, Mark and I are convinced that chatting up the local girls is hard work. A 5 minute dirty joke sometimes took half hour to tell and Mark was so surprised when the French girls did not understand quaint expressions like "You're winding me up".

Dennis observes that I am the poser in front of the camera, but when Dennis is behind the wheel of his V.W., he is the king of the road. With sun-bronzed arm hanging out of the window, he asks nonchalantly in French if these two scantily clad German beauties would like a lift down to the topless beach (our minds were working over-time). Within 50 yards, the illusion is destroyed - we run out of petrol. They wouldn't even offer us a push.

I cannot complain about the campsite, i.e. not too many Brits making exhibitions of themselves. One problem, the French kids were always playing with their Boules in the middle of the road.

Well, little so far has been said about Ian. He was always off practising his French and German and generally trying to sell his Zappa to as many people as possible. But it was a French man that finally clinched the deal - he helped us in his hour of need when we ran out of petrol for a second time!

Talking of Ian, he now finishes off the story....

Having read this far, you'll appreciate how much fun we all had, but if you are new to 'Beachbreak', you will not know much about "La Torché". Other than previous magazine articles, I did not know much myself until this year.

As with any idyllic place, they get crowded (apparently, six years ago, on his first visit, Dennis had the place to himself). So, whilst enjoying the surf, don't

forget to leave a few waves for the locals - even if most of them have no idea what to do once they get one.

All the swell piling into the corner of the bay causes a significant 'rip' to run out along 'The Point'. The bigger the swell, the better the rip. As Mark mentioned earlier, when we arrived, there was an 8' - 10' swell and, not being much of a surfer myself, my insides were feeling like they do before a competition heat - but twice as loose! However, after watching Dennis use the rip a couple of times, I realised how great the place really is. Its quite a sight to see a great wall of breaking water quietly back down into the rip as you are carried back out for your next wave.

The break changes at various stages of the tide and, quite often, when there is no surf by The Point, you will find waves further along the Bay. On several occasions, Dennis tried to nip off along the beach for a quiet surf, but like good sheep, we all followed. His trouble is that he is too reliable - he always goes where the surf is!

All credit to Dennis, nothing, not even booze or lack of sleep would stop him getting up for the early morning "glass-off" before the on-shore breeze picked up. Paul, on the other hand, preferred to save his best efforts for the 'Doris' and the 'Tulipe' where, as usual, he excelled himself!

Whilst I was not too sure about some of the grammatical aspects of Mark's French, I was very impressed with the way he always seemed to get what he wanted - or I presume he did!

There's so much more to say, but it would only give Mike (new editor) further problems in editing-down the article to fit into the magazine. So to finish, just let me say, "Its easy to sell your ski in France, but if you want any advice, don't ask me" O.K. Den?!

GROUNDSWELL

Palm

The Reflex 85.

The shortest ski from the palm range has been designed for the lighter and experienced paddler. The rolled nose and soft rails have eliminated tracking and produced a very responsive craft. The rear rails and channels combined with dropped wings give excellent projection and traction with no loss of response. A progressive foil from nose to tail puts volume where functionally required. This combines to produce a performance ski ideally suited to today's progressive paddler.

Raider

The brilliant 'new design' variable foot-strap system from RAIDER makes our new range of skis suitable for people of all heights. The straps are fitted in the correct position for people of average height and are simply unscrewed and moved to the forward position for taller folk. There is also provision for a plate to be fitted (patent pending) so that shorter people can be comfortably accommodated.

Green Resin

7' 0" Surf Ski. A stable, fast and manoeuvrable ski for paddlers with some experience of surfing.

6' 8" Surf Ski. A high buoyancy ski for the experienced paddler who wishes to get the most from his surfing.

Both skis come complete with adjustable footrests, Tri fin box set up, waist belt and foam filled.

Alt Surf

The ever increasing surf-ski scene will benefit from the SURFCHASER - a high buoyancy 8'6" ski. First introduced to the market last year, it had a huge success both as a beginner's board as well as in Adventure Centres and beach hire.

They are obtainable from ALTERNATIVE SURF in Honiton, a company that specializes in Sea and Surf Products. Director Michel Bewsey explains that the Surf-Chaser was designed as a fun board, but its better than expected performance has made it an ideal ski for the experienced and heavier paddler.

SKI GUIDE



<u>SURF SKI.</u>	<u>GRP</u>	<u>DIO</u>	<u>SUPPLIER</u>
Master 6'8"	166.75		Green Resin Prod.
Master 7'	179.40		Green Resin Prod.
Master 8'	155.25		Green Resin Prod.
Microwave.	145.00.		Dragon Glassfibre.
Microplus.	145.00		Dragon Glassfibre.
Microchip	145.00.		Dragon Glassfibre.
Blitz.	115.00	140.00	Lammerlaws Leisure
Blitz Basic.		120.00.	North Shore Designs.
Blitz Custom.		142.00.	North Shore Designs.
Ski M	175.00.		P & H
Zappa	189.00.		U.K. Surf Skis.
Palm Ski	135.00.		Wavesport Ltd.
Palm Ski.	159.95.		Wye Kayaks.
Raider Cruiser 8'7"	176.00.		Breakout.
Raider Cruiser 8'2"	166.00.		Breakout.
Raider Wedge. 7'6"	195.00.		Breakout.
Raider Wedge 7'2"	190.00.		Breakout.
Raider Wedge 6'10"	185.00.		Breakout.
Palm.	159.00.		Palm Glassfibre.
Lightning 1	188.40		Palm Glassfibre.
Lightning 2	199.00		Palm Glassfibre.
Crusader 2.2	188.40		Palm Glassfibre.
Crusader 2.35	199.00.		Palm Glassfibre
Wavemaster (Centre ski)	159.00.		Palm Glassfibre
Reflex 85	199.00.		Palm Glassfibre
Reflex 95	199.00.		Palm Glassfibre

LETTERS

Dear Mike,

Firstly, we would both like to say how pleased we are that Beachbreak is back in production again, and just as good as ever!

The proposal seems to be a very good one, presuming that ranked regional surfers will qualify for the National Competitions, and in turn be able to qualify for the British.

Although there is proposed to be six National Competitions, we would like to see only one's two or three best results to be recorded on the Ranking List, (similar to as it stands at present)

As we are geographically apart from the rest of the country, we feel that a region should be set aside for the Channel Islands. To be attached to another region would defeat the whole object of regional competitions.

Following this, we would also like to see one of the proposed six National Competitions held in Jersey. Because of the distances involved, we feel that we would otherwise be severely penalised.

It would be encouraging to the sport in general, if a couple of competitions, (e.g. English and Welsh) could be set aside from the Ranking Competitions. This would help regions keep in contact with the sport's progression, and also give novices an idea of what they are aiming for beyond their own region. We may find that without this, the sport will become fragmented and stagnate as novices will be unaware of the standard of surfing elsewhere in the country.

Yours sincerely,

John and Hilary Bouteloup.

Dear Mike,

Croyde Surf Club, North Devon has been breached. Croyde Surf Club welcomes waveski paddlers to join. Already there is a hard core of local waveski paddlers at Croyde and the Surf Club will be running 'fun contests' usually on a Sunday to promote the sport. If anyone is interested in surfing at Croyde with the club, then write for more details to the secretary :-

Pete Seabrook,
Town Bridge Cottage, Burrington,
Umberleigh, N. Devon.

Regards,
Pete Seabrook.

**Why not
write to
Beachbreak?**

Riding & turning in front of soup.



NICK MARTIN



HAMISH SANDER



JOHN STREETS

SKI PART:1

Some people who start to surf a ski have had some experience of paddling or even surfing a canoe. Many today have started to surf a ski or would like to start, but have had no other canoeing experience. This first article is aimed to help both groups over the first hurdles in the sport.

EQUIPMENT.

SKI The first essential is a ski, but it does not have to be a new one. Any ski will surf, but unless you are already a proficient paddler, then a longer, more stable ski will be best for learning. Being specific about length is difficult as it depends on your weight and experience. As a general rule, I would say 7'6" should be the minimum for a beginner's ski and most people would be far more comfortable, fall off a lot less and learn the basics more quickly on an 8'6" to 9' ski.

Most ski manufacturers have a wide range of sizes and styles of ski and discussions with them, studying their literature and hopefully testing a few should help you choose one that meets your needs. As soon as you have 'outgrown' your first ski, you can sell it and replace it with something more 'radical' - there is a good market in second hand skis. If you buy 'radical' to start with, you might end up frustrated by your inability to sit on it - let alone ride it!

Your ski should have foot straps, an anchor point for a leash and a lap strap with a safe buckle (one that doesn't stick!). If you feel happier without a lap strap to begin with, you can always take it off and then replace it when you are more experienced and would appreciate the greater control it offers.

PADDLES. Any canoeing blades will do to start with, but personal preference will affect your later choices. Most people use feathered blades (one blade at right angles to the other) and a fairly short length - around 200 m.m.s, depending on your size.

PERSONAL EQUIPMENT. In our waters, a wet suit is almost always a necessity, as frequent immersions are part of the sport, whether you are a beginner or expert! Even in summer, this results in rapid loss of body heat without the protection that neoprene affords.

A Long John with either a wet suit or wind-proof top will do in the summer and autumn,

but winter and early spring need a full suit. Thanks to windsurfing, the price style and quality range is now enormous.

I think crash hats and bouyancy aids are also essential for beginners, although they may not look 'posy', they do provide protection against collisions with other craft, your own craft or paddles and the bottom (especially the rocks). The bouyancy gives support while you are off your ski, which can be for considerable lengths of time while you are learning - treading water can be very tiring! I would advocate crash hats for beginner and expert alike, but when you become more competent, you can weigh up in your own mind the pros and cons of wearing a bouyancy aid.

A leash is the final essential item of personal equipment. Without it you will quickly see your ski disappearing towards the shore as a danger to swimmers and other water users, leaving you to fend for yourself. The leash can be passed from its anchorage point through your foot and so does not have to get in the way while you are surfing.

LOCATION

To begin surfing, choose a large, gently shelving beach with no strong currents (a rip going out to sea or alongshore to rocky headlands). Most surfing beaches have strong currents at certain states of the tide (often low tide) so find out when conditions are safest.

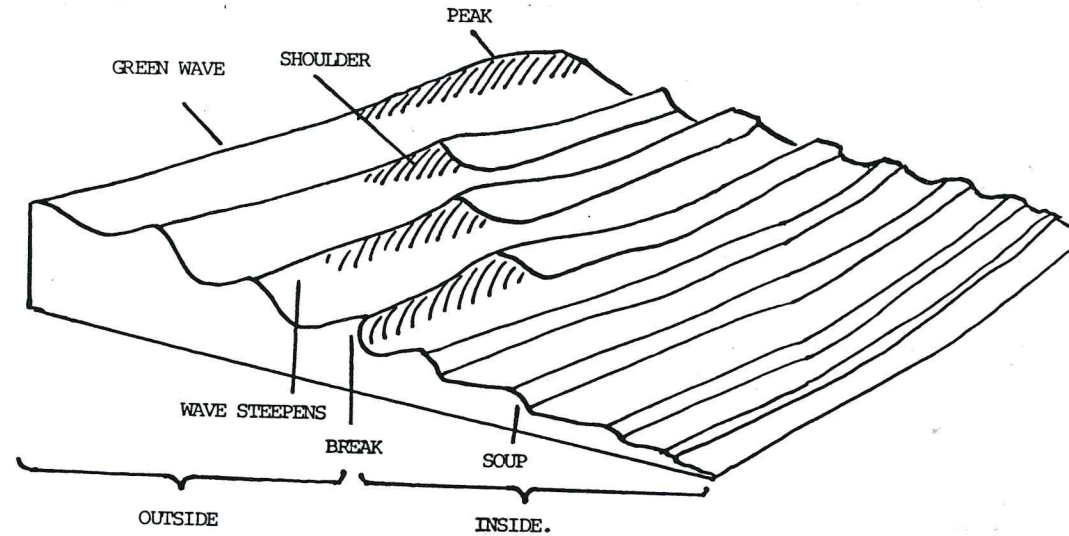
Choose an area of the beach away from swimmers and board riders. That may not be possible if there is only one surfing area of the beach marked by flags. In that case, keep in the surfing area, but still as far away from everyone as possible. This may sound as if ski surfing is an unpleasant social disease, but an out of control ski (which yours will be to begin with), either with or without its occupant, is dangerous, if not lethal in the surf.

On this note, make sure you have third party insurance, which you will have automatically if you are a member of the B.C.U.

CONDITIONS.

Have a good look at the sea before you go on the water. Identify the green waves and the lines of soup formed when they break. (See diagram).

Check the weather - strong (over force 3) offshore or alongshore wind which might



THE 'IDEAL' BREAK.

blow you out to sea or onto rocks should be avoided.

SETTING OUT

Carry your ski to between knee and waist depth water (waist depth when a wave of soup goes by and knee depth in the troughs). Point your ski out towards the sea and climb on just after a wave has passed. Once on, use your paddles to keep your ski pointing towards the next wave. If there is time before it hits you, put your feet in the straps - if not, keep your feet in the water at the sides to help keep your balance. Between waves, put your lap strap on and when waves hit you, paddle into them and keep your weight forward.

FIRST RIDES.

To begin with, try a few 'soup' rides. Paddle out through a few lines of soup and then turn to face the shore. As the next line of soup comes up behind you, paddle hard and allow it to take you forward. Once it has picked you up, lean back quickly, as soup has little 'face' to ride and so the nose has a tendency to bury very quickly. Try to keep straight to begin with by putting the paddle in behind you and to one

side and using it like a rudder. (This is called a Stern Rudder). Then try turning the boat by leaning your ski towards the direction you want to go and putting your weight on a stern rudder on the same side and pushing the stern of the ski away from it. (See photographs).

In the process of practising doing this on both sides, you will no doubt capsize. There are many causes of capsizing, (I'm still discovering new ones myself!), but the most common is leaning the ski the wrong way, (usually down wave - towards the shore) and 'catching an edge'.

When you feel 'fairly' confident about riding forward in front of the soup and turning both ways, then it is time to join 'the boys' on the green waves - but not too close to them!

GREEN WAVES.

Only attempt to go further than the soup if the waves are small to medium in size. If the surf peaks the horizon when you stand on the water line, then it is too big - stay inshore of the break or wait until it



4000



4000

is smaller.

If it is a suitable size you should be able to get over the soup fairly easily. Keep paddling forward to maintain momentum; lean back to raise the nose of your ski just before it hits you and then lean forward as it passes underneath you. Do not panic if the nose of your ski continues upwards and then backwards - the wave usually passes on top of you. If it doesn't, its time either to roll up or bale out. Being carried in by the soup upside down on a ski is not one of life's more pleasant experiences.

Once outside (beyond the break line), have a rest and look to see where the waves are breaking first. There is usually an area where the water is shallow and the wave peaks and breaks earlier there. This point is called the peak and the wave then continues to break from there in both directions. As the break moves along, there is a steepening of the wave in front of it. This is called the shoulder and is where take offs and most manoeuvres are performed. Being the steepest part of the wave, you can gain more speed riding down and along it and a good ride should enable you to stay as close to the shoulder as possible.

To begin with, however, choose a take off point which is not too close to the peak as you do not want a steep or near vertical take off for learning. As you become more confident, you can take off closer to the break. Watch some waves go by and you will see that they come in groups, usually between 3 - 6. These are called sets and the larger the swell, the more waves there are in a set. It is often good policy to take the last wave of a set as it is usually the biggest and will be followed by a lull to paddle out in.

When you have decided on your wave, paddle towards the shore as it comes up behind you and lean forward as it lifts your stern. You should be picked up and your ski should start planing if the wave is steep enough. If the wave passes underneath you, you have missed it, either because you didn't paddle hard enough, or your take off point was too far away from the break.

If you have started planing down the wave, you will feel the increase in speed and you can stop paddling. To begin with, you can surf straight down the wave towards the shore. You will find you go to the bottom of the wave where you will need to lean back to stop the nose of your ski from burying. You will surf out in front of the wave and slow down. When the wave

catches you up it will pick you up again if it was not already broken. A few rides like this will get you used to taking off, but you are not riding the shoulder of the wave. To do this, you need to turn your ski soon after take off and ride your ski along the wave, usually away from the break.

When you have taken off, look along the wave and decide which way you want to turn. See the photograph of John Streets just after take off, looking 'down the line' of the green wave before he commits himself. He then leans his ski and his body to the left and leans on a stern rudder to the left, as you can see in the next photograph. Had the break been coming from the left, he could have turned right in the same way, as Mark Rowley demonstrates.

As you become more confident, you can go straight down the wave to gain speed and then execute a 'bottom turn' in which you will need to lean both back and to the side. This needs careful timing as you need to regain the shoulder.

Once you have turned, you should be travelling along the wave rather than down it, and to begin with you are usually moving away from the break. The photographs of Neil Dungey show how you can have your paddle in various positions while riding straight along the wave or 'down the line'. You can have your paddle completely clear of the wave as you should be able to control the ski by leaning it and moving your body weight. Often the paddle is left touching the face of the wave after the stern rudder of the turn. This gives a 'feel' of the wave. Similarly, the paddle can be placed down-wave in a stern rudder position close to the back of the ski, although once again, it hardly touches the water. There is no best position for the paddle - it is a case of which ever is convenient at the time and for what you anticipate doing in the future. The shots of Neil Dungey were taken in the space of 20 minutes on very similar waves.

When you are riding along the wave, you can change your position on the wave and the direction you are travelling by altering the trim of your ski. You are kept in a fairly straight line by a combination of your fin and the rail (edge) of your ski which is in the

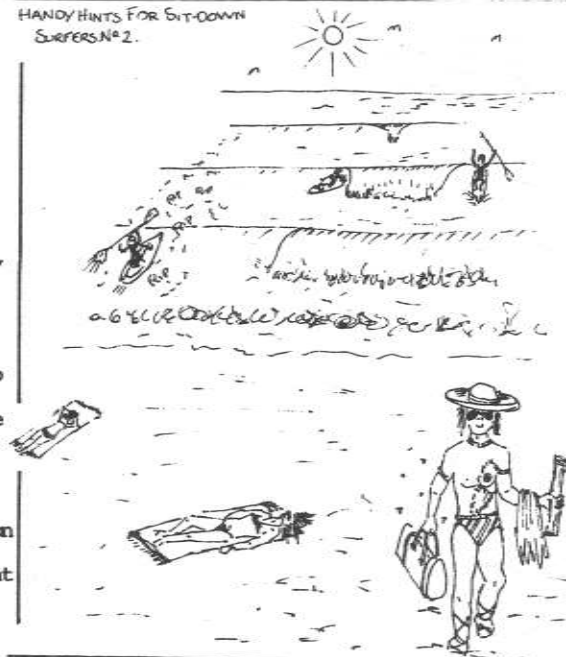
water. You can turn the ski by leaning it and your body to the side. If you lean up-wave, you will climb up the face of the wave and eventually go off the back. This is a useful manoeuvre if you see the whole wave is about to break! If you lean down wave, you will go down the wave turning towards the shore. Both these turns can be made more quickly if you lean and push against a stern rudder.

You can also change the trim of your ski by leaning forward and back. If you lean forward, you will go down the wave faster, and if you lean back, you will slow up and even stall, (stopplaning). You lean back during a turn to stop your nose burying, to release the front rails of your ski and to put more weight on your fin and rail at the back.

By changing your trim, using your stern rudder and shifting your body weight, you can change your position, speed and direction on the face of the wave. Generally, you want to remain on the shoulder just in front of the break.

Part two will give you a breakdown of some specific manoeuvres on the shoulder - Bottom turn, Climbing and Dropping and Cut Back.

HANDY HINTS FOR SIT-DOWN SURFERS No 2.



ALWAYS MAKE THE MOST OF A RIDE
IT COULD LEAD TO THE RIDE OF A LIFETIME!

In the past, Beachbreak has always printed the complete Ranking List, but this is no longer felt necessary as all competitors receive a yearbook with the ranking list.

However, the top ranked paddlers do deserve some mention for their efforts!!

OPEN (155)

Pos.	Points.	Name.
1.	300	J. Miles.
2.	300	R. Pountney.
3.	291	M. Hodson.

LADIES OPEN. (14)

1.	266	L. Dungey.
2.	250	H. Bouteloup.
3.	249	J. Kent.

JUNIOR OPEN. (33)

1.	300	M. Hodson.
2.	278	N. Dungey.
3.	253	R. Talbot.

SLALOM (67)

Pos.	Points.	Name.
1.	300	T. Copperwaite.
2.	300	D. Rosenberg.
3.	296	G. Adcock.

LADIES SLALOM. (6)

1.	300	K. Dighton.
2.	200	C. Major.
3.	192	S. Jones.

JUNIOR SLALOM (12)

1.	300	D. Williams.
2.	135	J. Palmer.
3.	116	C. Youngman.

The total number of competitors in each discipline are shown in brackets.

In Slalom and Open, there were ties on the basis of three best competitions and so the points gained in the competitor's fourth contest were used to separate them. Total number of competitors in competitions have increased, but the pattern is uneven within disciplines and tell a story in themselves. Ski competitors were up by 32 and Slalom went down by 5.

THE BRITISH 84 ---



Mike Keeble



John Streets

The BRITISH

Scarborough had last been used as the venue for the British in 1980 and many of us who remembered it did not hope for similar conditions. The weather could only be described as arctic in 1980 and so we were pleased to find the sun shining and a light offshore wind on this Saturday morning.

Unfortunately, the deep low which had looked so promising on Thursday's chart had disappeared to the North rather too quickly, to leave only a small swell (3 - 4 feet) coming into North Bay. It held up to produce some very rideable waves throughout Saturday however. To begin with, it was high tide and we had to wait for the tide to come off the promenade wall before we could start. As it did, so the waves began peaking more in the shallower areas and everyone's spirits arose.

The delayed start gave time for competitors to familiarize themselves with the judging system which, in the spirit of the 1984 season was another experiment. The details of the system are outlined elsewhere in the magazine, but basically, it consisted of four judges independently scoring all rides of all paddlers in a heat. The small entry of the open events (sixteen in ski and fourteen in slalom) made possible four man heats throughout the contest.

The restricted entry meant the standard of surfing was very high and Neil Dungey demonstrated what could be done in the very first heat. John Bouteloup and Nipper Smith also stood out in the first round of the ski. Many paddlers, including three who eventually reached the final were glad of the repechage which gave them a second chance.

There were some good rides in the first round of the slalom, but only when the last heat was on the water was it realised that because of the number of scratched competitors, everyone was through to the next round.

In the Ladies, two competitors dominated; Sian Jones who came first in the Slalom and second in the Ski and Maureen Turner who won the Ski in her first ever British.

In the Junior Slalom, all competitors were from Bideford College, Bude and obviously owed a great deal to their coach Martin Davies. Charles Youngman was the clear winner with some excellent rides. In the final year of his Junior status, Neil Dungey went out on top, winning the Junior Ski British title in style.

The second round heats had been planned for the Sunday, but as the chances of surf on Sunday were almost non-existent, we decided to continue as long as possible until daylight or surf ran out.

The first heats of both slalom and ski were held at North Bay, but the tide was rising fast and when it reached the wall again, some very interesting waves developed. One minute paddlers would be struggling to keep on a wave backing off in deeper water and the next minute, they would be launched into mid air as a rebound would come off the wall and create a haystack. Two heats were completed and then we headed South to the next beach where the high tide would not be a problem. We hurriedly broke camp and a convoy of laden vans and cars snaked through the town and along the coastline.

A small swell could be seen in the fading light from the cliff top carpark. We decided to go ahead, although the wave was not very large when we got down to the beach. Judging was extremely difficult, as many rides were very similar on the waves which did not allow a great scope for the ski paddlers. Spectators were treated to a feast of aerials (the loop variety!) as the slalom paddlers fought to make their rides distinguishable.

Results were obtained however, but disappointed paddlers could justifiably argue that the conditions made it a bit of a lottery.

When Sunday arrived, the surf had predictably vanished both from North and South Bay. A

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democratic decision was made as to where the re-run was to be held. Rhossilli in South Wales was the choice and most people then made an early start for home. Many who had not been 'North' before had been impressed by the wave on Saturday, but local paddlers were disappointed that this weekend had not been a representative one for East Coast Surf which is very consistent at this time of year.

This could hardly be said for Rhossilli, as the re-run date had to be postponed and postponed. Long suffering Robin Poutney had to make the decisions and eventually, both the chart and the surf on the Gower looked good on Friday 1st. December.

The eight semi-finalists arrived at Rhossilli to find a moderate swell being partially blown out by a strong on-shore wind. It was relatively mild for December, but still felt cold, especially when it started to rain as if it had gone out of fashion. Although I competed, judged and organised, all I can remember now is the rain. I have never been so thoroughly soaked at any competition in all the years I have been competing! The scribe sheets were coming up to the van stuck together and it needed care and patience to separate and decipher them.

All judges had Gary Adcock as the winner in the Slalom Final, but it was a close duel for second place between Derek Rosenberg and Alun Page who were judged second by two judges each. Derek took it on total wave score to complete an excellent season. Gary can now still claim to be British Slalom Champion despite losing the Ranking Trophy to Tom Copperwaite.

The duel in the Ski Final was between Mark Rowley and Jeff Miles. Both seemed to find the right sets when they wanted them and rode what by now were very messy waves with clean precision and anticipation.

Each judge had them very close and three of them had Jeff in the lead. So Jeff ended an outstanding

season with the British Trophy.

The prize giving had all the glamour and the 'cool image' that we have come to expect from the British - yes, we stood around my van in the pouring rain, watched by the bewildered local ponies and sheep. Nevertheless, it did not take away from the effort and standards of surfing that had been achieved in these Championships.

Finally, thanks to local organiser, John Streets and to Robin Butney who not only travelled to Scarborough to help, but whose services at Rhossilli were invaluable.

Mike Keeble.

RESULTS.

OPEN.

- | | |
|----------------|-----------------|
| 1. J. Miles. | 5. J. Bouteloup |
| 2. M. Rowley. | 6. M. Hodson. |
| 3. J. Streets. | 7. Nipper Smith |
| 4. M. Keeble. | 8. A. Page. |

SLALOM.

- | | |
|------------------|-------------------|
| 1. G. Adcock. | 5. M. Crispin. |
| 2. D. Rosenberg. | 6. M. Ford. |
| 3. A. Page. | 7. T. Copperwaite |
| 4. S. Pinner. | 8. A. Williams. |

JUNIOR OPEN.

1. N. Dungey.
2. M. Hodson.
3. C. Youngman.

LADIES OPEN.

1. M. Turner.
2. S. Jones.
3. J. Kent.

JUNIOR SLALOM.

1. C. Youngman.
2. J. Palmer.
3. D. Sumnar.

LADIES SLALOM.

1. S. Jones.
2. K. Dighton.
3. J. Simms.

Many thanks to Dave Green of Green Resin Products, Lincoln who donated a Master Surf Ski for the winner of the Open at the British. It was won by Jeff Miles and is going to be presented to him at Crystal Palace.

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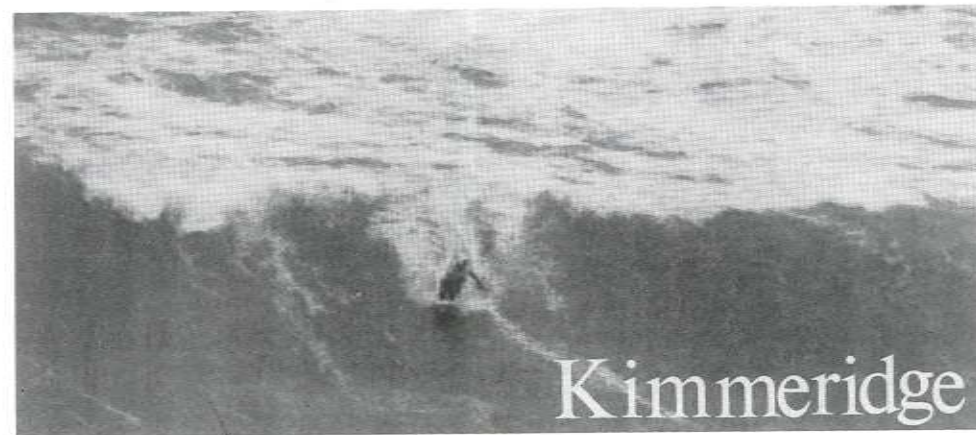
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Picking your spots;

After meeting various disappointed surfers who have made the journey to Kimmeridge Bay, only to be faced with the realization of a calm sea, I felt compelled to write this letter in order to outline the various atmospheric conditions required to create surf; and also hopefully to give some factual information about the terra firma of Kimmeridge Bay.

Many articles have appeared in various magazines commenting on the fantastic surf to be found at Kimmeridge, but in my opinion, they do not attach enough emphasis to the factors which govern rideable breaks or how often, and why these breaks occur.

The ideal climatic conditions are a wind of Force 6 or greater, in the South to the South West area, blowing for 24 hours or more. This will usually ensure three 'working' breaks - one outside the bay, to the East, which is the renowned 'ledge break'. One in the middle of the bay, and one outside the bay to the West, called 'Broad Bench' which requires a rather long paddle there and back!

The reason for these breaks, apart from the obvious weather and S.W. facing position of Kimmeridge Bay making it the perfect position to catch Atlantic swells, is the geological formation of the area. Beneath the three aforesaid breaks, lie ledges of flat rock which extend from the coastline out under the sea for distances of up to one mile. The waves are formed into rideable surf when they travel from deep water into the shallower water above the ledges, which means that the best surf is usually found at low water.

Kimmeridge is privately owned by Major J. Mansel J.P., who has for many years shown great willingness to help surfers. Indeed, one will find adequate parking facilities and toilets and the area is surrounded by the beautiful scenery of the Dorset Purbecks. In the summer months, a very reasonable toll-fee of 55p is payable when entering the beach road.

However, Kimmeridge can, and is a potentially dangerous area for both surfers and land lubbers. To the people on the beach, there is the ever present hazard of falling debris from the very unstable shale and limestone cliffs which loom over the beach. There is also no sand, as the beach consists of rocks and

occasional patches of shingle. This of course can be a hindrance to those people with children to entertain, but there are some lovely coastal walks along the cliff-tops.

Probably the main hazard for the surfer is the presence of submerged rocks, which are abundant in the shallow water areas and at their most dangerous when the surf is usually at its best - low water! The surfer must also be wary of the vast amounts of kelp along the shore line, which can make getting into the water even more hazardous owing to the very slippery conditions underfoot. Also, I always hold the back of my ski out of the water until I have walked a reasonable distance and depth from the shore, because it is all too easy to knock a fin out on the rocks.

In my opinion, Kimmeridge is not really the ideal place for novice surfers when the surf is working well and the break in the bay is the safest because of the greater depth of water at low and high tides. Also, Kimmeridge is definitely not the place for the paddle surfer who likes to 'look good' when surfing, this usually means wearing no helmet, and or, no buoyancy aid. Of course, this is all down to personal preference (or rules in the case of competition), but I would never surf at Kimmeridge without a helmet - I can assure you that having plastic on your head is better than rock!

Returning to the previously mentioned 'climatic conditions', the main period for surf is from September to April, but even then, good days are few and far between. There is occasionally surf during the Summer months and my brother and I managed to surf on two days in July and one in August. I must stress that it was only really suitable for very desperate surfers, and we do live fairly close!

The most important thing to do is to watch the television weather charts for areas of low pressure heading up the English Channel or situated off the Bay of Biscay, with a South-South Westerly of Force 6 or greater. I usually listen to the shipping forecast which is broadcast on Radio 4 four times a day (details in Radio Times). There is also a local weather forecast for Mariners, called Marine Line, which may also be worth a telephone call. Also, during weekends, the Coastguard at Kimmeridge can be contacted and if asked politely, he or she will gladly say what the surf situation is like,

but this should not really be necessary if the weather conditions have been correct.

In my humble opinion, Kimmeridge is one of the best reef-breaks in the British Isles when its working well. I hope that the contents of this letter will be of some use to those paddle surfers who are, or were not fully knowledgeable about Kimmeridge Bay.

Kimmeridge Coastguard - Tel: Corfe Castle
480923

Marine Line - Tele: - Tele: Bournemouth
295588

SURFING IN NORTH WALES.

Mike Curtis would like to hear from anybody who surfs or wishes to surf in North-west Wales (Cable Bay in Anglesey and Hell's Mouth on the Lleyn Peninsula)

Mike Curtis,
17, Calthorpe Drive,
Prestatyn
Clwyd. LL19 9RF
Tele - 3683.



DIARY

SURF COMPETITION CALENDAR 1985.

<u>DATE.</u>	<u>EVENT.</u>	<u>VENUE.</u>	<u>ORGANISER.</u>
Mar. 3rd.	Welsh Coast, Slalom Champs.	Rest Bay, Porthcawl, S. Wales.	C. Gunningham, 27, East Ave., Kenfig Hill, Glam.
Mar. 16th/17th	Welsh Coast Ski Champs.	Rest Bay, Porthcawl, S. Wales.	Norman Goddard, 67, Greenacres, South Cornelly, Glam.
Apr. 5th/6th/ 7th/8th.	Whitesands Paddle Surf Contest. (Slalom & Ski)	Whitesands Bay, Pembrokeshire.	Simon Pinner, 82, Wardleworth Way, Tonedale, Wellington, Somerset.
Apr. 20th/21st.	Devon Open, (Ski only)	Croyde Bay, Devon.	Peter Seabrook, Town Bridge Cottage, Burrington, Umberleigh, N. Devon.
Apr. 27th/28th	South Coast Champs. Slalom & Ski)	Kimmeridge Bay, Dorset.	Mike Keeble, 20, Horseshoe Close, Colehill, Wimborne, Dorset.
May 4th/5th/6th	Newgale Contest, (Slalom & Ski)	Newgale, Pembrokeshire.	Alun Page, 22, The Orchard, Ionthir, Newport, Gwent.
May 4th/5th	The Great North Contest, (Slalom & Ski)	Thurso, Caithness.	Mr. K. Nicol, Dale Rd., Thurso, Caithness, Scotland.
May 11th/12th	Northumbrian Paddle Surf Contest. (Slalom & Ski)	Tynemouth, Longsands.	Geoff Turner, Briarside, Station Rd., Cramlington, Northumberland.
May 26th/27th/28th 29th/30th.	Home International (National Team Entries only)	Jersey, C.I.	David Thelland, Le Villot Farm, Rue De Fliquet, St. Martin, Jersey.
May 30th/31st./ June 1st.	Jersey Champs. (Slalom & Ski)	Jersey C.I.	David Thelland as above.
June 15th/16th	Red River Contest, (Ski Contest)	Gwithian, Cornwall.	Kevin Andriessen, 9, Belerion Rd., Portreath, Cornwall.
Aug. 24th	East Of Scotland (Slalom & Ski)	Montrose, Scotland.	Mr. A. Marcus, 4, Victoria Street, Montrose, Scotland.
Sept. 7th/8th	Cornish Champs. (Slalom & Ski)	Sennen, Cornwall.	Mark Alderton, Trungle Vean, Paul, Penzance.

DIARY

Sept. 14th/15th	North East Scotland. (Slalom & Ski)	East Beach, Lossiemouth, Scotland.	Mr. G. Trail, 8, South Esk Pl., Duce, Aberdeen,
Sept. 21st./22nd.	Alder/Welsh National Ski Open. No Novices.	Rhossili, Gower, S. Wales.	R. Poutney, 50, Manselfield Rd., Murton, Swansea, Glam.
Sept. 28th/29th	Isle of Wight Contest. (Slalom & Ski)	Compton Bay, I.O.W.	Pat Cunningham, 36, Royal Exchange, Newport, I.O.W.
Oct. 5th/6th	North of England Contest. (Slalom & Ski)	South Shields.	Ged Hunt, 5, Ronaldsay Close, Sunderland, Tyne & Wear.
Oct. 12/13th.	English Nationals (Slalom & Ski) No Novices.	Croyde, N. Devon.	Pete Seabrook, Townbridge Cottage, Burrington, Umberleigh, N. Devon.
Oct. 19th/20th	Scottish National Champs. (Slalom & Ski)	Thurso, Caithness.	Mr. K. Nicol, 9, Dale Rd., Thurso, Caithness, Scotland.
Oct. 26th/27th	British National Champs. (Slalom & Ski - qualified entries only)	Gwithian, Cornwall.	Kevin Andriessen, 9, Belerion Rd., Portreath, Cornwall.
Nov. 9th/10th	Welsh National Slalom Open.	Rhossili, Gower, S. Wales.	Robin Poutney, 50, Manselfield Rd., Murton, Swansea.

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Judging in 85

The changes in the judging system for this season were outlined in the Committee News section, but they need some explanation and justification.

Various judging systems were tried in the 1984 season with varying degrees of success. Our standard chief judge/three other judges 'collaborative' system emerged as probably the best system where you have six competitors in a heat with many take-offs and rides to be seen. Adaptions to this system improve its efficiency and mean fewer rides missed, but do not solve its basic weaknesses.

With a dominant chief judge, you are often effectively being judged on one person's criteria with all its personal preferences and prejudices as regards style. Without a dominant chief judge, then your scores are dependant on which judge happens to pick up your rides. No matter who the chief judge is, most judges in the team feel inhibited about giving very high or low marks and so the marks are often within a narrow range and the resulting total scores are very close or often the same!

Judges scoring independantly can feel freer to use the full range of marks (now up to 20) and at least can be consistent in their own scoring. With all heats being of four competitors, then all rides should be seen, especially with the help of a spotter/scriber. When this system was used at the British, the judges positioning of competitors were more often than not identical, showing that our necessarily 'subjective' judging is amazingly consistent.

The positions that each competitor has gained are then added together rather than the wave scores - this ensures that each judge is equally important in the final outcome. If total best five wave scores were added, then a judge who only used the top half of the marking range would unduly influence the result and the opposite would be true for someone whose marks were generally in the bottom half.

The winner is the competitor who has the lowest figure when his positions are added together and so on down to last place, who has the highest figure. If there is a tie on this basis, then total wave scores have to be used.

This system enables continuous assess-

ment of a judge's performance. If a judge seems to be at odds with his fellow judges, then the differences can be quantified and he can be given a percentage rating. These percentages can be recorded and both 'good' and 'not so good' judges can be identified. This should provide an incentive for efficient judging and a basis for certification of official judges for the following season.

This brings me to my last point, that any judging system finally rests on the fairness, observation, concentration and experience of the judges involved....and don't forget the waterproofs!

While I was recently surfing at Boscombe, in not very wonderful conditions, I was witness and victim of a very strange and maybe pagan ritual. It involved, what I can only presume were Humans - going by their anthropoid features and not their intelligence, standing on Boscombe Pier holding long sticks, which I believe in the Angling fraternity are called 'fishing rods'. Anyway, the ritual consisted of these 'humans?' hurling enormous lead projectiles surrounded by hooks and attached to a length of line, at watercrafts, fondly known as Surf Skis.

One can only assume that these subnormal sanguinary anglers have an inherent aversion to Surf Skis, and I might add, the occasional boardie.

I have read about such behaviour occurring, but had yet had first hand experience of it, and to be quite honest, I used to think that it was probably more often than not, six of one and half a dozen of the other. I now realise that that is highly unlikely, and that some of these people who enjoy hooking fish from the sea have a severe behaviour problem and must be approached with extreme caution.

Believe me, some of them have mastered potentially lethal accuracy with their tackle!

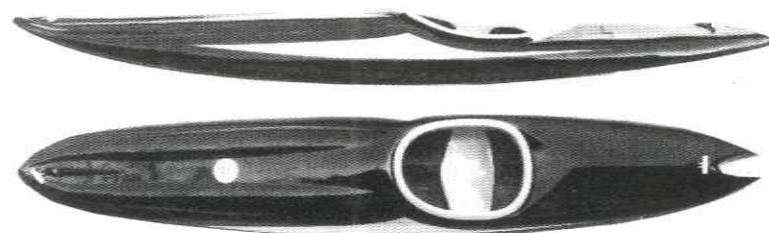
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