

BASICS OF SURF THEORY

» HOW TO START RIPPIN' SALTY WATER



SALTY WATER

» ENVIRONMENT

SURFERS LOVE BEING CLOSE TO NATURE AND, OF COURSE, OUR ABILITY TO ENJOY RIDING THE WAVES WILL ALWAYS DEPEND UPON MOTHER NATURE. THE REASON WE GET GOOD WAVES IS BECAUSE OF AN INTERACTION OF REALLY COMPLICATED WEATHER SYSTEMS, SOMETHING YOU WILL LEARN ALL ABOUT AS YOU CONTINUE ON YOUR SURFING JOURNEY. ALTHOUGH GLOBAL WEATHER IS SOMETHING MANY OF US FEEL WE CANNOT INFLUENCE, THERE IS NOW A BODY OF GROWING SCIENTIFIC EVIDENCE THAT SHOWS THAT OUR BEHAVIOR AS HUMAN BEINGS HAS A HUGE IMPACT ON CLIMATE CHANGE.

AS SURFERS, WE HAVE BEEN AWARE OF THE NEGATIVE EFFECTS OF POLLUTION AND WASTE DISPOSAL ON OUR NATURAL ENVIRONMENT. IT IS TRUE TO SAY THAT MOST OF THE PRODUCTS AND GOODS CONSUMED AND THEN DISCARDED END UP AT SOME POINT ARRIVING IN THE SEA. THIS IS NOT JUST PHYSICAL RUBBISH BUT ALSO CHEMICALS WHICH THEN HARM THE OCEAN ENVIRONMENT. THE EFFECT ON SURFERS HAS BEEN SEEN WITH HEALTH PROBLEMS THAT OCCUR BECAUSE OF UNCLEAN WATER.

AS CLIMATE CHANGE HAS INCREASED WATER TEMPERATURES HAVE STARTED TO RISE, AFFECTING CORAL REEFS NEGATIVELY. AS THEY BECOME WARMER THEY BECOME MORE POROUS AND ARE THEN ERODED. IT IS ALSO LIKELY THAT AS WATER LEVELS RISE SOME OF THE LOW-TIDE REEFS WILL EVENTUALLY BE HIDDEN FROM VIEW.



NONE OF THIS IS GOOD NEWS FOR THE PLANET OR SURFING.

EVERY SINGLE ONE OF US TAKES ACTIONS THAT HAVE AN IMPACT ON OUR ENVIRONMENT SO IT IS IMPORTANT TO THINK ABOUT HOW WE CAN REDUCE THIS: SENSIBLE CONSUMPTION IS A KEY WAY WE CAN INFLUENCE CLIMATE CHANGE. THINK ABOUT BUYING GOOD QUALITY ITEMS THAT LAST FOR YEARS RATHER THAN CHEAPER, MORE DISPOSABLE ALTERNATIVES. SPENDING AN EXTRA FEW DOLLARS ON A GOOD BIKINI, WET SUIT OR BOARD AND THEN TAKING GOOD CARE OF THEM WILL MAKE THEM LAST.

THINK ABOUT HOW THEY ARE PRODUCED TOO: CAN YOU PURCHASE SOMETHING THAT HAS BEEN PRODUCED WITH CARE? MANY SURFING BRANDS HAVE NOW GONE DOWN THE SUSTAINABILITY ROUTE SO YOU CAN BE SURE TO FIND ONE WITH AN ENVIRONMENTAL COMMITMENT. ANOTHER WAY FORWARD IS COLLECTIVE CONSUMPTION. WE NEVER USE EVERYTHING ALL AT THE SAME TIME SO YOU MAY BE ABLE TO BUY A COUPLE OF ITEMS OF EQUIPMENT BETWEEN A GROUP OF FRIENDS INSTEAD OF BUYING ONE EACH AND HAVING IT SIT IDLE A LOT OF THE TIME.

LEARN TO MAKE REPAIRS – WET SUITS AND OTHER EQUIPMENT CAN BE FIXED SO TRY TO DO THIS AS MUCH AS POSSIBLE BEFORE HAVING TO REPLACE THE ITEMS. GET INTO THE HABIT OF RE-USING YOUR STUFF – BUY SECOND HAND, UP-CYCLE, PASS THINGS ON. ALWAYS THINK ABOUT HOW THE ITEM CAN BE REUSED BEFORE YOU RECYCLE. SHOP LOCAL – SUPPORTING LOCAL SHOPS MEANS THAT NOT ONLY WILL A COMMUNITY PROSPER BUT IT ALSO MEANS LESS ENVIRONMENTAL IMPACT IN TERMS OF TRANSPORTATION AND SHIPPING.

AVOID DRIVING TO THE BEACH – IF YOU CAN WALK OR CYCLE WHY NOT SAVE MONEY AND FUEL AND HELP THE PLANET? IF YOU LIVE A DISTANCE FROM THE BEACH CONSIDER CAR SHARING. IF YOU CAN FIT MORE PEOPLE INTO THE CAR YOU WILL SAVE ON FUEL AND EMISSIONS AND EVERYONE WINS. THINK ABOUT RENTING AN ELECTRIC OR HYBRID CAR RATHER THAN PETROL OR DIESEL. DO YOU NEED TO FLY? MANY DESTINATIONS MEAN A PLANE TRIP BUT THERE ARE PLENTY OF WAYS YOU CAN CONTRIBUTE TO OFFSET THE GREENHOUSE GASES PRODUCED.

WHENEVER YOU BUY SOMETHING TAKE A MOMENT TO THINK ABOUT WHERE THE MATERIALS CAME FROM, AND WHETHER OR NOT IT CAN BE REPURPOSED OR RECYCLED WHEN YOU NO LONGER NEED IT.

ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.



SALTY WATER

» SURF SCIENCE (1/2)

WIND

THE WIND IS KEY TO WAVE FORMATION AS IT ACTS ON THE SEA TO STIR UP SOME BIG WAVES. THE WIND ITSELF IS CREATED WHEN THE SUN HEATS THE EARTH AT THE EQUATOR WHERE IT GETS FAR HOTTER THAN IT DOES AT THE POLES. THIS CAUSES THE AIR TO HEAT UP. HOTTER AIR IS LIGHT AND RISES UPWARDS TO FORM AREAS OF HIGH PRESSURE. UNDERNEATH THIS, THE AIR IS COLDER AS AIR RETURNS DOWN FROM THE POLES AT A MUCH LOWER PRESSURE.

AS THE EARTH ROTATES THE HEATED AIR SPINS FORMING CIRCULAR PATTERNS. WHEN THE WARM AND COLD AIR COLLIDE THE LOWER PRESSURE AREAS GET STRONGER AND THE WIND SPINS MUCH FASTER.

IN THE WINTER MONTHS, THE DIFFERENCE IN TEMPERATURE BETWEEN THE POLES AND THE EQUATOR GET BIGGER CAUSING AN EVEN BIGGER IMPACT WHEN THE HOT AND COLD AIR COLLIDE. AS THE BAROMETRIC PRESSURE DROPS IT BRINGS MORE WIND AND GREATER INSTABILITY. THIS CREATES GREAT SURF BY STIRRING UP PLENTY OF WAVES ON OUR OCEANS.

SWELL

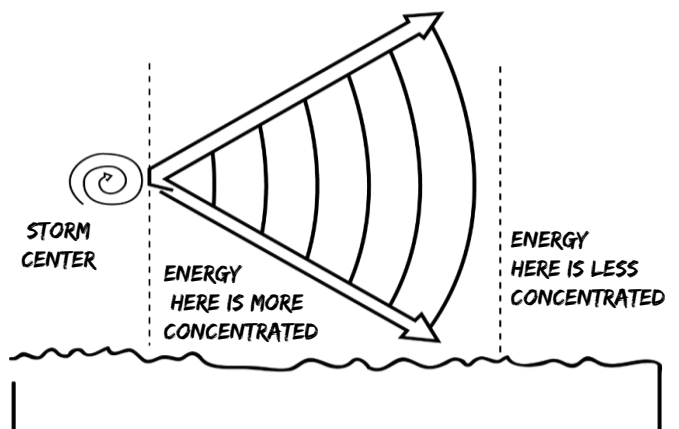
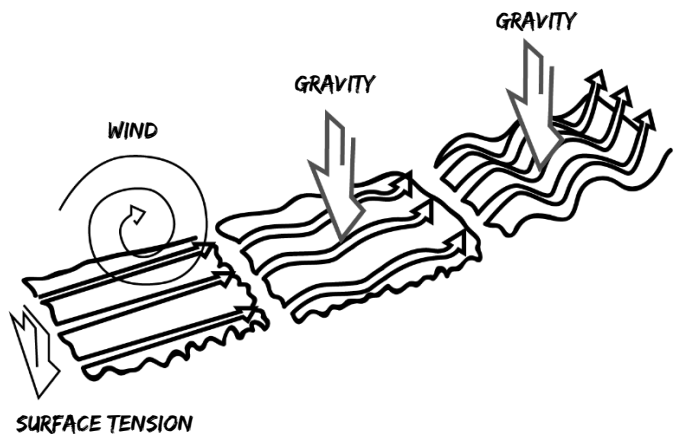
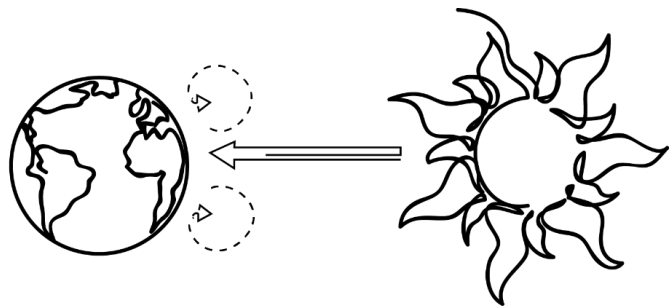
AS THE WIND STIRS THE WATER SURFACE IT CREATES RIPPLES WHICH THE WIND CAN THEN GRIP TO INCREASE THE SIZE OF THESE RIPPLES, EVENTUALLY MAKING LARGER AND LARGER WAVES. IT IS LIKE A SNOWBALL EFFECT: THE WAVES WILL INCREASE IN HEIGHT FOR AS LONG AS THE WIND BLOWS (WITHIN THE REALMS OF GRAVITY, OF COURSE!). STORMS THAT LAST A LONG TIME AND MOVE LONG DISTANCES WILL PRODUCE THE LARGEST WAVES. IF YOU IMAGINE THROWING A STONE IN A STILL POND AND WATCHING THE RIPPLES EXPAND YOU WILL UNDERSTAND HOW WAVES MOVE ACROSS THE OCEAN.

IN SURFING, WE CALL A COLLECTION OF WAVES THAT HAVE ORIGINATED IN THE SAME STORM OR WEATHER SYSTEM THE 'SWELL'. THE LONGER THE SWELL HAS TRAVELED THE MORE THE ENERGY SPREADS JUST LIKE THE STONE RIPPLES ARE SEEN ON THE SURFACE OF THE POND. THIS MEANS THAT LONGER STRETCHES OF COAST WILL GET SOME WAVES BUT THEY TEND TO BE SMALLER.

THE WAVES TEND TO GROUP BECAUSE OF THEIR DIFFERENT SPEEDS WHICH MEANS YOU OFTEN SEE WAVES OF SIMILAR SIZE IN ONE SECTION OF COASTLINE.

GROUNDWELLS: THESE ARE FOUND MORE CONSISTENTLY THAN WIND SWELLS.

WHERE WIND SWELL IS FORMED BY STRONG WINDS THESE WAVES FORM SIMILARLY AS THE LAND HEATS UP AND THE HOT AIR RISES. THIS AIR THEN MEETS WITH THE COOLER SEA AIR TO PRODUCE ONSHORE BREEZES. THESE WILL CREATE MORE GENTLE SETS OF WAVES BUT IN AREAS WHERE THERE ARE STRONG REGULAR WINDS, YOU WILL FIND THAT THEY WILL PRODUCE SOME GOOD RIDE-ABLE WAVES.

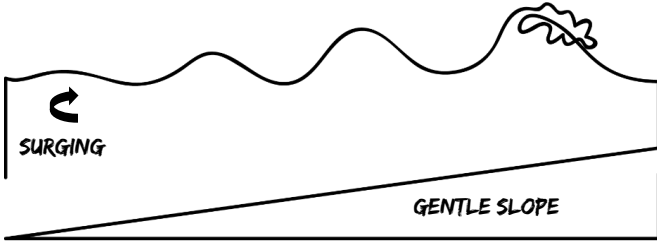


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» SURF SCIENCE (2/2)

SPILLING



PLUNGING



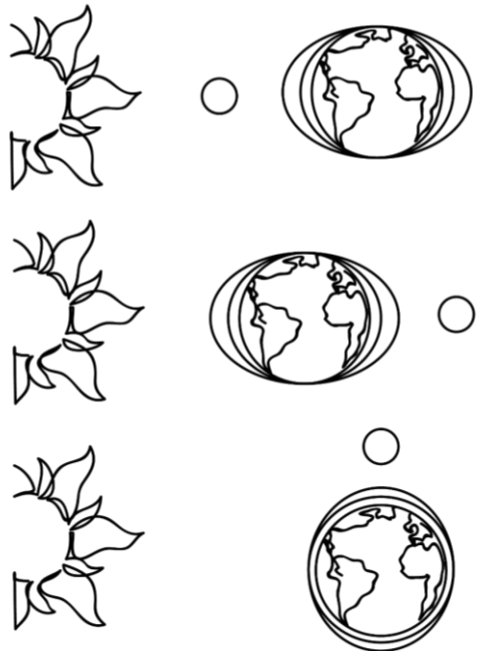
TIDE

IT IS EASY TO SEE THE EVIDENCE OF TIDES EVERY TIME YOU GO TO THE BEACH. IF YOU GO DOWN AT BREAKFAST YOU MIGHT NOTICE THAT THE SEA IS CLOSE INTO THE SHORE, WHEN YOU RETURN AFTER LUNCH THE WATER MIGHT BE A LOT FURTHER AWAY. THIS CONSTANT CYCLING AS THE RESULT OF THE GRAVITATIONAL PULL OF THE MOON WHICH ACTS AGAINST THE EARTH'S GRAVITY AND EXERTS A GREAT DEAL OF INFLUENCE ON OUR OCEANS. THE SUN ALSO HAS SOME EFFECT ON THE GRAVITY OF THE EARTH. WHEN THE MOON IS FULL THE SUN AND MOON ARE FULLY ALIGNED GIVING WHAT IS KNOWN AS A SPRING TIDE. THIS ALSO HAPPENS DURING A NEW MOON. A NEAP TIDE OCCURS WHEN THE SUN AND MOON ARE SITTING AT A 90° ANGLE TO EACH OTHER LEADING TO A SITUATION WHERE THE GRAVITATIONAL PULL OF EACH ONE IS ALMOST THE SAME. THE DIFFERENCE THAT WE NOTICE HERE ON EARTH DEPENDS ON THE TOPOGRAPHY OF THE UNDERWATER AREA AND OUR LATITUDE SO IT CAN VARY A GREAT DEAL FROM ONE PLACE TO ANOTHER. THE WORLD CONSTANTLY SPINS ON ITS AXIS AND THIS CHANGES THE GRAVITATIONAL PULL MEANING THAT IN EVERY OCEAN LOCATION YOU WILL SEE THE EFFECTS OF THE TIDES. MOST AREAS HAVE TWO TIDES WHERE THE WATER EBBS AND FLOWS TWICE IN EACH 24-HOUR PERIOD WHICH IS ROUGHLY THE TIME IT TAKES FOR THE EARTH TO COMPLETE ONE FULL REVOLUTION ON ITS AXIS.

BEFORE YOU GO SURFING YOU SHOULD MAKE SURE WHAT THE TIDES ARE DOING IN YOUR AREA TO FIND OUT WHERE THERE MAY BE A BIG TIDAL DIFFERENCE AND WHERE THE BEST SURFING SPOTS ARE LIKELY TO BE FOUND. THE EASIEST AND BEST WAY OF DOING THIS IS TO BUY TIDE CHART IN YOUR LOCAL AREA. THESE ARE WIDELY AVAILABLE IN LOCAL STORES AND ONLINE.

WAVES

THE BEST WAVES FOR SURFERS NEED TO BE BREAKING IN A SUCCESSIVELY PEELING MANNER. THIS TYPE OF WAVE OCCURS WHEN THE BOTTOM OF THE SEA BECOMES VERY SHALLOW SO THAT THE BOTTOM PART OF THE WAVE SLOWS DOWN ALLOWING THE UPPER PART TO OVERTAKE IT. AS THE TOP PART GOES PAST IT STARTS TO FALL OVER. THE TOPOGRAPHY UNDER THE WATER PLAYS A KEY PART IN WAVE FORMATION. A GENTLY SLOPING SEAFLOOR MEANS WAVES WILL GRADUALLY SLOW DOWN AND BREAK QUITE GENTLY. THESE ARE KNOWN AS SPILLING WAVES AND ARE GREAT FOR BEGINNERS BECAUSE THEY ALLOW FOR MORE TIME TO STAND UP AND GAIN BALANCE ON THE BOARD. IF THE SEAFLOOR SUDDENLY DROPS FROM DEEP TO SHALLOW, FOR EXAMPLE ON A REEF SHELF, THE WAVES ARE LIKELY TO BE MORE FORCEFUL AND PLUNGE RAPIDLY. THESE ARE NOT ALWAYS GOOD FOR SURFING BECAUSE THEY ARE USUALLY TOO STEEP AND HOLLOW, ALTHOUGH THEY ARE OFTEN ENJOYED BY THE MORE EXPERIENCED SURFERS. WAVES ARE ALSO INFLUENCED BY LOCAL WIND CONDITIONS: ONSHORE WINDS SPEED THE WAVES FROM BEHIND AND MAKE THEM LIABLE TO BREAK EARLY. CONVERSELY, OFFSHORE WIND WILL MAKE THEM STEEPER WITH LATER BREAKS.



ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.



SALTY WATER

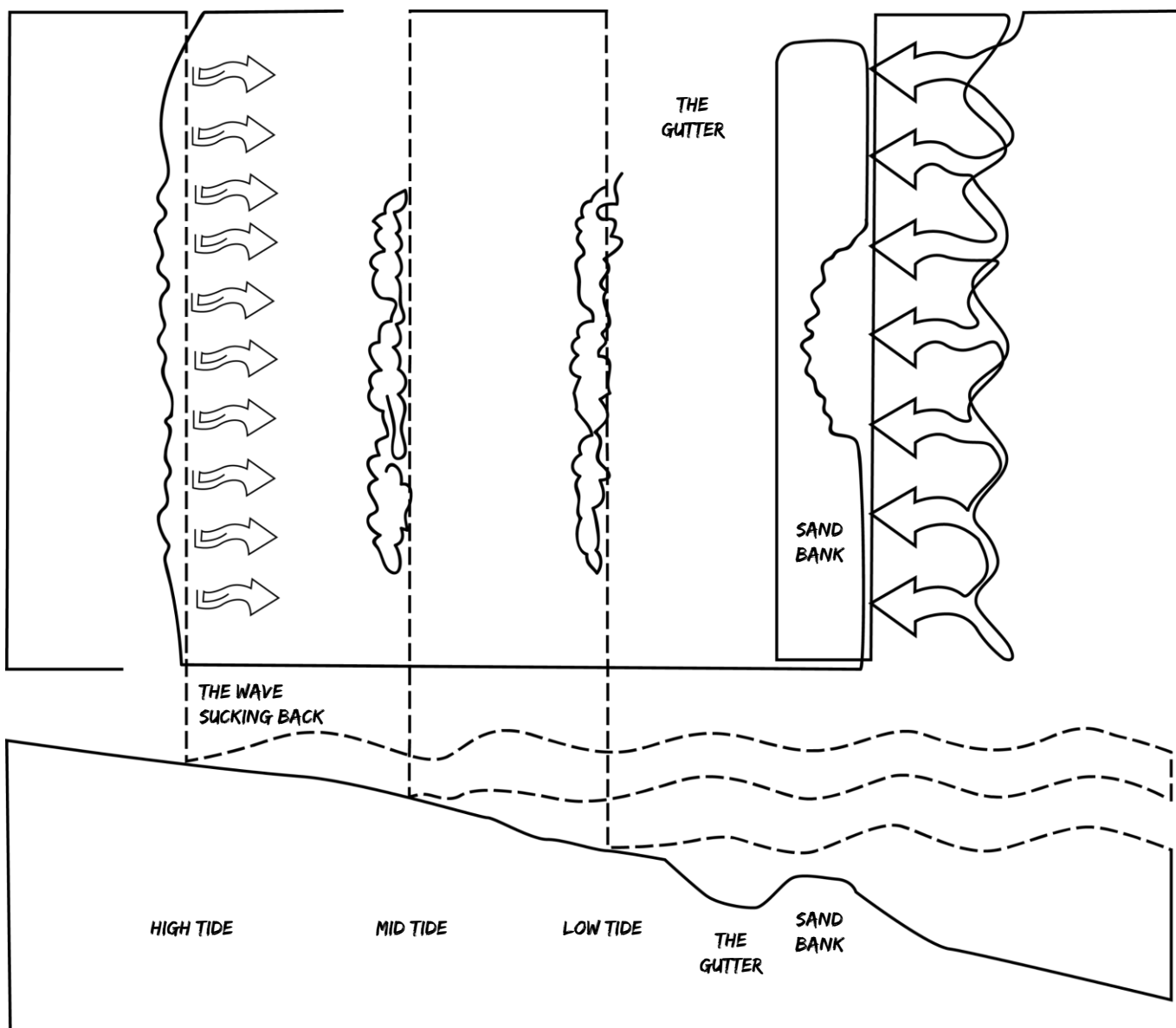
» BEACH CONDITIONS

THE WAVES » ONCE YOU HAVE FOUND OUT THE HEIGHT OF THE TIDE YOU WILL NEED TO LOOK AT WAVE HEIGHT TO GET AN IDEA OF THE CURRENT SURF CONDITIONS. IF THERE ARE SMALL WAVES AT LOW TIDE YOU CAN EXPECT FEWER INTENSE BREAKS COMPARED TO LARGE WAVES AT LOW TIDE. FOR THE BEST SURFING LOOK FOR BIG WAVES AT HIGH TIDE THAT BREAK GRADUALLY. YOU SHOULD ALWAYS CHECK ON THE SIZE OF THE WAVES TO MAKE SURE YOU STAY SAFE WHEN SURFING.

DANGERS » BE AWARE OF ANY DANGERS THAT MAY BE HIDDEN IN THE AREA WHERE YOU INTEND TO SURF. ON THE BEACH AND THE SURFACE OF THE OCEAN YOU WILL SEE OTHER SURFERS AND SWIMMERS, HOWEVER, THERE ARE HIDDEN THINGS TO BE AWARE OF LIKE ROCKS AND RIPS. MAKE SURE YOU TREAT THE WATER WITH RESPECT, DO YOUR NECESSARY RESEARCH BEFORE YOU START TO SURF AND NEVER UNDERESTIMATE YOUR ENVIRONMENT.

THE TIDE » THE EASIEST AND QUICKEST WAY TO CHECK THE TIDE IS ON YOUR TIDE CHART. HIGH TIDE IS WHEN THE WATER IS HIGH ON THE BEACH; LOW TIDE SEES THE WATER FAR FROM LAND. THE BEST TIME TO SURF IS ALWAYS WHEN THE TIDE MOVES FROM MID TO HIGH TIDE AND BACK DOWN AGAIN. IF THE TIDE IS HIGH THE WATER WILL BE DEEPER, AND THE WAVES WILL BREAK MORE GRADUALLY. LOW TIDE WITH ITS SHALLOWER WATER LETS THE WAVES BREAK MORE QUICKLY AND INTENSELY.

THE WIND » WIND DIRECTION IS IMPORTANT SO CHECK IF IT IS BLOWING ONSHORE OR OFFSHORE. ONSHORE WIND CAUSES CHOPPY AND UNEVEN WAVES. IF THE WIND BLOWS OFFSHORE THE WAVES WILL BE SMOOTHER BUT BIGGER. SIDE SHORE WINDS ALWAYS PUSH CURRENTS IN THE SAME DIRECTION.



ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.



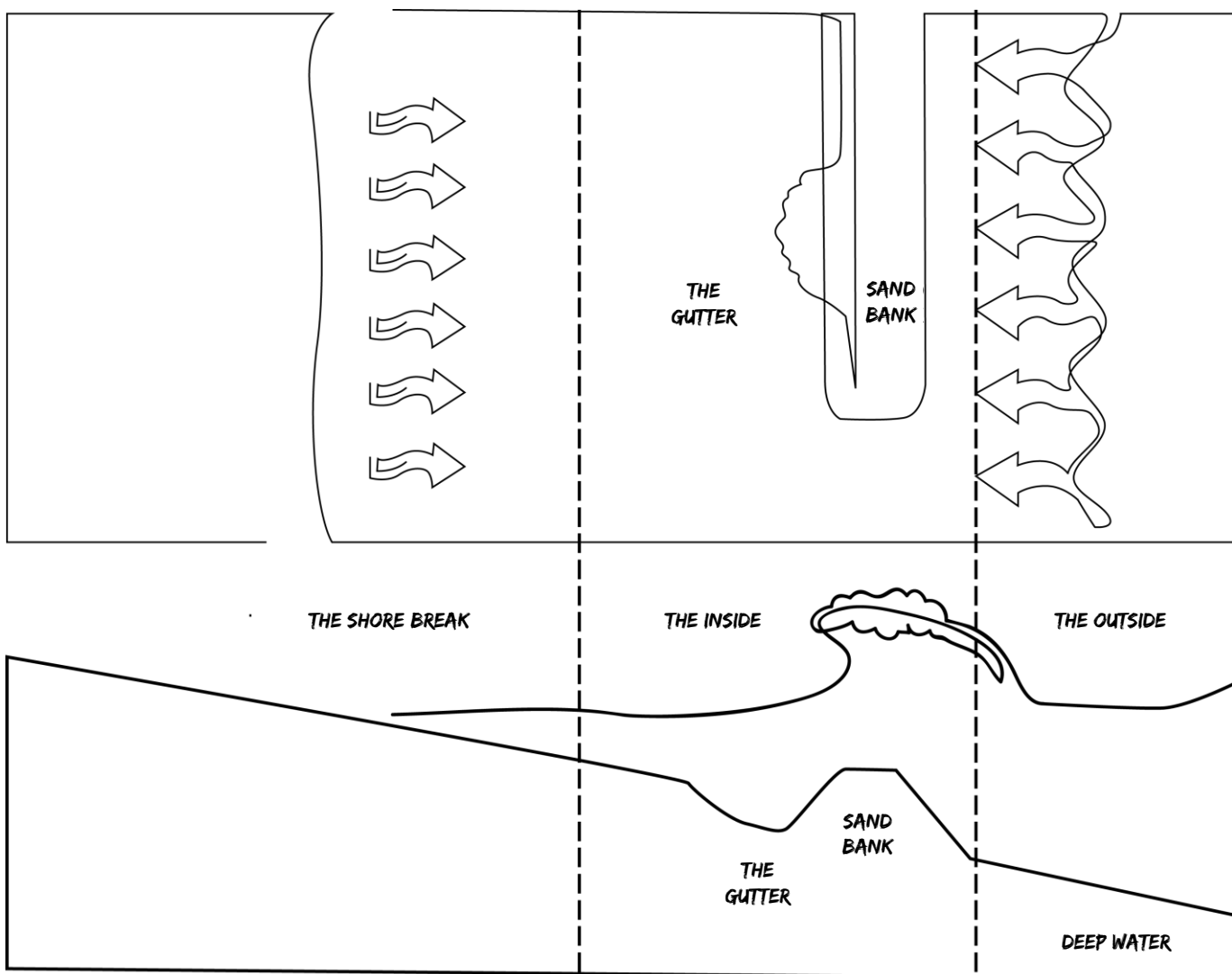
SALTY WATER

» HOW WAVES BREAK

IF YOU ARE ON THE BEACH A BREAKING WAVE WILL BREAK OVER SAND; DEPENDING ON HOW THE SAND SHIFTS AND IS POSITIONED SOME WAVES WILL BREAK BETTER THAN OTHERS.

ON A BEACH BREAK, WAVES BREAK OVER A SAND BOTTOM. ALONG THE LENGTH OF A BEACH, SOME WAVES WILL BREAK BETTER THAN OTHERS DEPENDING ON THE SHIFTING SAND. MOST BEACHES HAVE A LOT OF VARIETY IN TERMS OF SHAPE, LENGTH AND FORM AND SO DO THE SEA BOTTOMS ASSOCIATED WITH THEM. THIS MEANS THAT BEACH BREAKS CAN VARY A LOT.

THE WAVE WILL BREAK WHEN IT HITS A BOTTOM SHALLOW ENOUGH SO A BEACH WITH A GENTLE SLOPE WILL SLOW IT DOWN CAUSING A SOFT BREAKING, SPILLING WAVE. ON A STEEPER BEACH, THE ANGLE MAKES THE WAVES ROLL IN FASTER AND BREAK HARDER.



THE SHORE BREAK » THIS IS WHERE THE WAVES FLOW UP THE BEACH AND RETURN TO THE SEA BY GRAVITY.

THE INSIDE » ALSO KNOWN AS THE "IMPACT ZONE" THIS IS WHERE WAVES BREAK AND REPRESENT THE MOST DIFFICULT AREA FOR SURFERS. WE NEED TO PASS QUICKLY THROUGH THIS AREA TO THE OUTSIDE.

THE OUTSIDE » ALSO CALLED "OUT THE BACK". HERE YOU FIND DEEP WATER WITH WAVES THAT DON'T BREAK AND IS A GOOD PLACE TO SIT AND WAIT FOR A GOOD WAVE. AS YOU SEE IT ARRIVE YOU CAN PADDLE TO IT, SWING AROUND, CATCH IT AND RIDE IT.

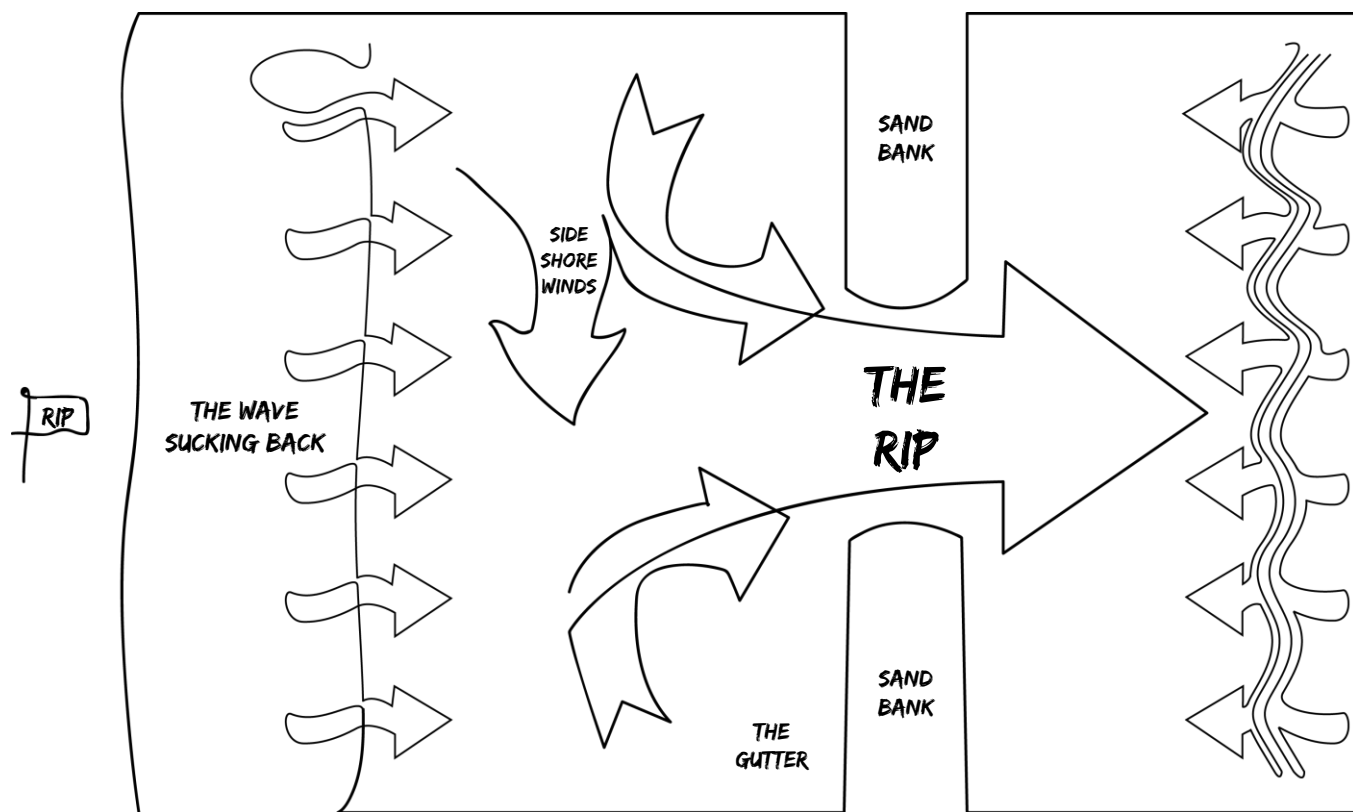
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SALTY WATER

» THE RIP

AS A WAVE MOVES ACROSS THE OCEAN IT WILL EVENTUALLY MEET RESISTANCE, FOR EXAMPLE, A SANDBANK. THIS WILL CAUSE THE WAVE TO BREAK AND THEN PUSH UP THE BEACH. THE ANGLE OF THE BEACH COMBINED WITH GRAVITATIONAL PULL MEANS THE WATER WILL BE SUCKED BACK OUT TO SEA. THE WATER THAT IS TRAPPED IN THE GUTTER WILL MOVE ALONG THE BEACH LEFT AND RIGHT. THIS IS THE SHORE-SIDE CURRENT.



EVERY BEACH HAS A RIP: THIS IS A CHANNEL WHICH PULLS THE WATER BACK OUT TO THE OCEAN. THE RIP FORMS A SPECIFIC FUNCTION — IT CIRCULATES THE WATER ALONG THE BEACH. AS THE SAND IS CONSTANTLY SHIFTING THE RIP WILL BE FOUND IN A DIFFERENT PLACE EACH DAY. THE RIP IS SOMETHING THAT ANYONE USING A BEACH MUST BE AWARE OF BECAUSE IF YOU DON'T KNOW ABOUT THE DANGERS IT CAN CAUSE YOU A LOT OF PROBLEMS. IT IS NOT UNUSUAL FOR A SWIMMER TO BE CAUGHT IN A SHORE-SIDE CURRENT AND PULLED ALONG THE BEACH, EVENTUALLY ENDING UP IN THE RIP WHERE THEY ARE UNABLE TO STAND UP AND GET DRAGGED OUT TO SEA. THEIR FIRST, AND PROBABLY A COMMON-SENSE REACTION IS TO SWIM TOWARD SHORE BUT THIS IS COMPLETELY THE WRONG THING TO DO. TO GET OUT OF THE RIP A SWIMMER OR SURFER NEEDS TO MOVE PARALLEL TO THE BEACH. MOST RIPS ARE ONLY ABOUT 10-20 METERS WIDE BUT CAN BE 50-100 METERS IN LENGTH. THE BEST WAY IS TO AVOID FIGHTING THE RIP CURRENT AND JUST MOVE ACROSS THE BEACH TO WHERE YOU CAN SEE WAVES BREAKING, THEN YOU CAN SAFELY MOVE INTO SHORE.

HOW TO SPOT THE RIP

THE RIP CAN BE FOUND BY LOOKING FOR:

- CONSISTENT GAPS — THESE ARE VISIBLE GAPS IN BREAKING WAVES.
- A SANDY MUSHROOM IN THE WATER — THIS WILL HAVE SMALL WHITE CAP WAVES APPEARING AT THE TOP. THESE SMALL WHITE WAVES INDICATE THE END OF THE RIP AND ARE A RESULT OF THE MOVING CURRENT HITTING STILL WATER.
- LOOK FOR WHERE THE WAVES ARE BREAKING AND THEN AT EACH SIDE OF THAT AREA UNTIL YOU CAN SEE WHERE THEY DON'T BREAK.

YOU HAVE NOW SPOTTED THE RIP.

FOR SURFERS, THE RIP IS A GOOD WAY TO MOVE AWAY FROM THE BEACH AND OUT TO THE DEEPER WATER. IT MEANS YOU ARE NOT HAVING TO FIGHT YOUR WAY THROUGH BREAKING WAVES AND THE CURRENT WILL JUST PULL YOU OUT. IT IS A BIT LIKE A CONVEYOR BELT OR A SKI LIFT!

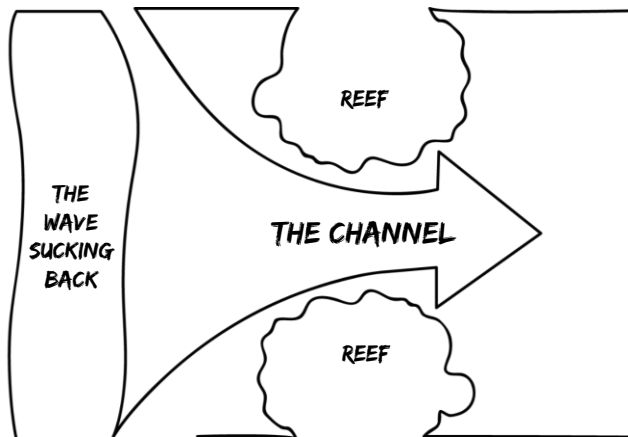
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» THE REEF & THE LINE UP

IF YOU ARE SURFING OVER A REEF YOU WILL EXPERIENCE MUCH MORE CONSISTENT AND PREDICTABLE CONDITIONS. THE REEF IS NOT CHANGEABLE LIKE A BEACH, IT IS AN IMMOVABLE OBJECT THAT IS NOT AFFECTED BY WATER FLOW (AT LEAST NOT SIGNIFICANTLY). A REEF MAY BE A LAVA MOUND, LAVA FINGERS, GRANITE SHELVES OR CORAL AND THE SURFACE IS OFTEN HARD OR SHARP. THE RIGHT EQUIPMENT IS VITAL, AND SURFERS SHOULD MAKE SURE THEY WEAR A PROTECTIVE HELMET, BOOTIES AND OTHER ITEMS THAT CAN KEEP THEM PROTECTED FROM THE REEF SURFACE.

THE CHANNEL

A DEEP CHANNEL WILL FORM WHERE THE REEF ENDS BECAUSE MOST REEFS END ABRUPTLY. THIS CHANNEL WILL WORK LIKE THE RIP AND CAN BE USED AS A SAFE ZONE FOR SURFERS AND CAN BE USED TO PADDLE OUT OR TO REST BETWEEN BREAKS. YOU CAN EASILY SEE THIS CHANNEL FROM THE BEACH BY LOOKING AT HOW THE WAVES ARE BREAKING ON THE REEF. WHERE THE WAVES ARE ROLLING BUT DON'T BREAK YOU WILL FIND THE CHANNEL. ALSO, IF THERE ARE OTHER SURFERS ALREADY ON THE OCEAN YOU CAN OFTEN USE THEM AS A BENCHMARK TO LOCATE THE CHANNEL.

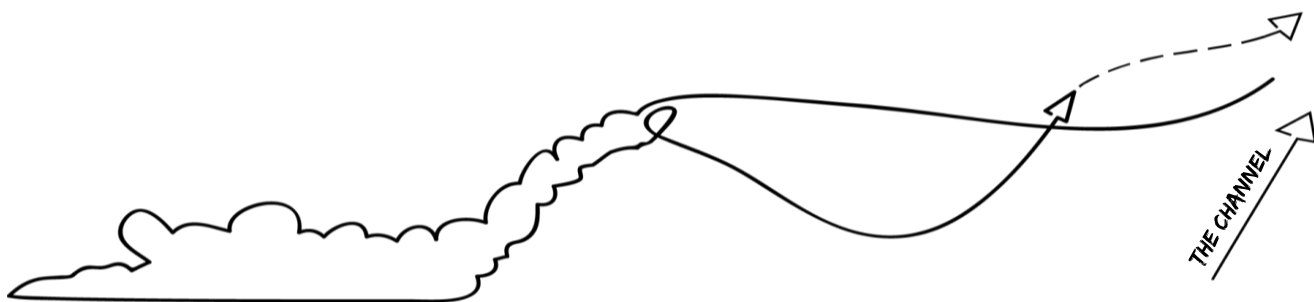


ETIQUETTE IN THE LINE UP

REMEMBER TO FOLLOW ALL THE TRIBAL LAWS:

- RIGHT OF WAY - THE SURFER CLOSEST TO THE PEAK GOES FIRST.
- ONE PERSON, ONE WAVE - NEVER JUMP IN ON A WAVE. WAIT YOUR TURN!
- DON'T SNAKE IN THE LINE-UP - PICK A PLACE AND WAIT, DON'T CONSTANTLY MOVE AROUND TRYING TO GET A WAVE, THERE ARE PLENTY TO GO AROUND.
- STAY OUT OF THE WAY OF OTHER SURFERS.
- GIVE PRIORITY TO THOSE FURTHEST OUT.

- KEEP CONTROL OF YOUR BOARD - BOARDS ARE HEAVY AND CAN BE DANGEROUS, THEREFORE BE SURE TO USE A LEASH.
- RESPECT THE ENVIRONMENT - DON'T MESS UP THE BEACH OR THE OCEAN, TAKE YOUR GARBAGE HOME.
- USE RESPECT TO GAIN RESPECT - ACT IN A CIVILIZED MANNER TO OTHER SURFERS, BE RESPECTFUL AND FRIENDLY.



PULLING OUT

PULLING OUT CORRECTLY IS VITAL ON A REEF BREAK. REMEMBER THAT THE OCEAN FLOOR HERE IS VERY HARD AND OFTEN SHARP. IF YOU MANAGE TO GRAB A WAVE THAT ISN'T CLOSING AND YOU CAN RIDE IT TO THE END YOU SHOULD PULL OUT BY GOING OVER THE SHOULDER:

AS THE RIDE ENDS YOU WOULD TURN YOUR BOARD SLIGHTLY UP THE FACE OF THE WAVE AND RIDE OVER IT, THEN PADDLE BACK TO THE CHANNEL. AVOID JUMPING OFF THE BOARD OR DIVING HEADFIRST. THIS CAN BE EXTREMELY DANGEROUS. USE HELMETS FOR HEAVY WAVES AND IF YOUR REEF IS SHALLOW BOOTIES SHOULD BE USED TO PROTECT YOUR FEET.

ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.



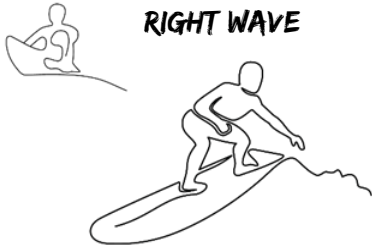
SALTY WATER

» SURF ETIQUETTE

ALWAYS FOLLOW THE TRIBAL LAWS AND KEEP TO THE ORDER IN THE WATER. THIS NOT ONLY MAKES SURFING SAFER; IT IS ALSO MORE FUN THAT WAY. BEING COURTEOUS TO OTHER SURFERS MEANS A GREAT ATMOSPHERE ON THE WAVES. KNOW YOUR SKILL LEVEL, AND ALWAYS KEEP CALM.



PRIORITY TO SURFERS OUT OR WAITING LONGEST OR FURTHEST INSIDE OR CLOSEST TO THE PEAK.

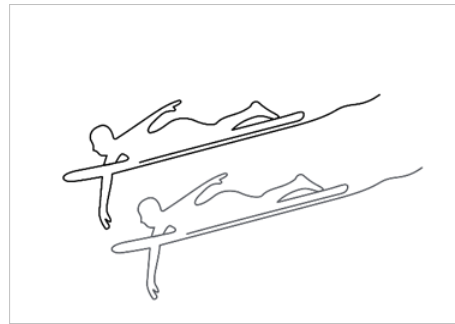
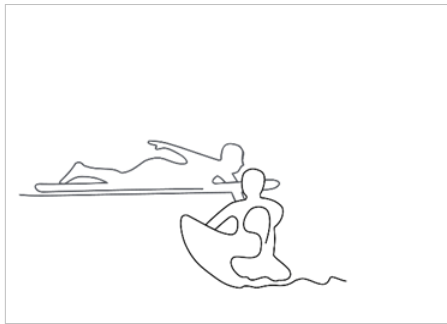
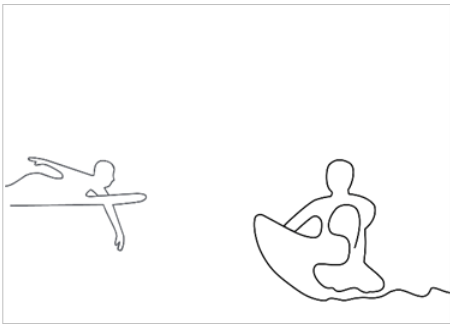


RIGHT WAVE

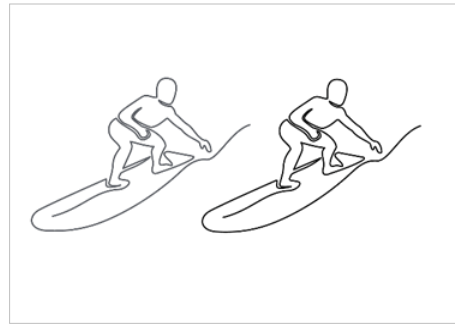
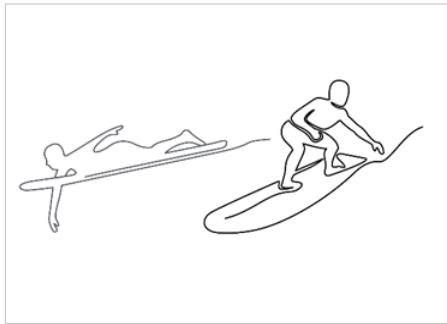


LEFT WAVE

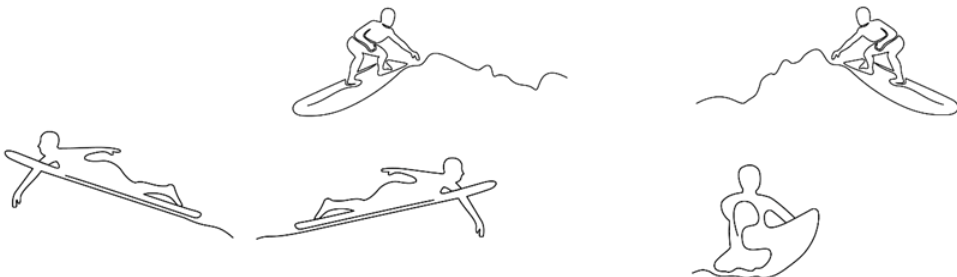
YOU GET THE RIGHT OF WAY IF YOU ARE FIRST TO YOUR FEET & CALLING THE WAVE.



WAIT YOUR TURN, DO NOT SNAKE YOUR WAY IN THE LINE UP.



DO NOT DROP IN, IF YOU SEE SOMEONE IS ALREADY RIDING A WAVE, PULL BACK, ONE SURFER ONE WAVE.



THE SURFER RIDING THE WAVE ALWAYS HAS PRIORITY. WHEN YOU PADDLE OUT YOU SHOULD RESPECT THAT BY:
 1. PADDLE WIDE USE THE RIP / CHANNEL, 2. PADDLE TOWARDS THE WHITE WATER, 3. STAY WITH YOUR BOARDS, DO NOT THROW IT AWAY.

ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.

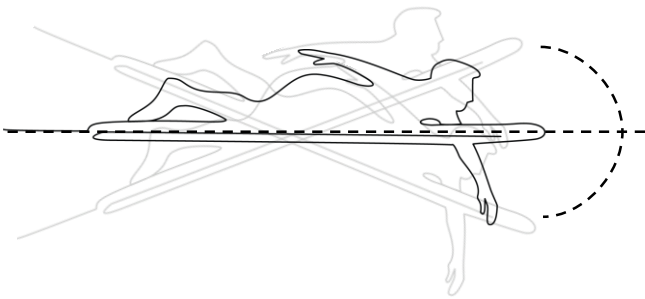


» HANDLING & PADDLING (1/2)

HANDLING AND PADDLING ARE SOME OF THE ESSENTIAL SKILLS THAT WE WILL TEACH YOU DURING YOUR FIRST COURSE. THESE BASICS ARE THE BUILDING BLOCKS FOR INCREASING YOUR SKILL AND KEEPING YOU SAFE WHEN SURFING.

HANDLING OUT OF THE WATER

- ALWAYS CARRY YOUR BOARD CAREFULLY TO AVOID DAMAGE. MAKE SURE YOU NEVER DRAG THE BOARD OVER ANY HARD SURFACES.
- DON'T LET THE LEASH TRAIL BEHIND YOU, ALWAYS CARRY IT, THE LEASH CAN EASILY GET CAUGHT ON OBSTRUCTIONS OR TRIP OTHER PEOPLE.
- MAKE SURE THE FINS ARE CARRIED INWARDS AND BEHIND YOU AND ALWAYS PUT THE BOARD DOWN CAREFULLY TO PROTECT THEM.
- IF YOU HAVE A WAXED BOARD MAKE SURE THE WAX DOESN'T MELT BY PLACING IT OUT OF THE SUN.

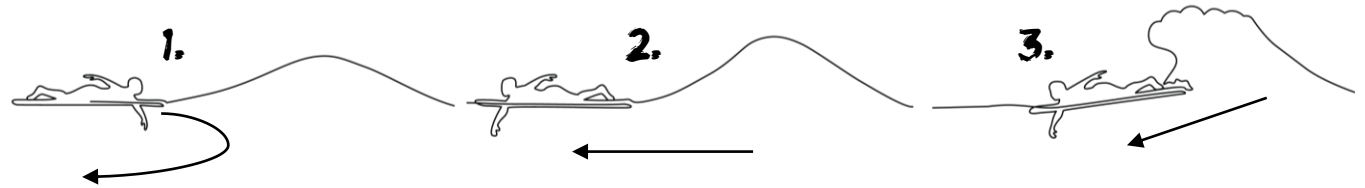


HANDLING IN THE WATER

- WALK BESIDE THE BOARD, NEVER BEHIND IT.
- HOLD THE BOARD BY THE RAIL.
- WHEN TURNING THE BOARD, TURN IT AROUND THE SIDE OF YOUR BODY CLOSEST TO THE BEACH.
- MAINTAIN A 5-METER GAP BETWEEN YOURSELF AND OTHER SURFERS.
- NEVER THROW YOUR BOARD WHEN YOU ARE NEAR OTHER PEOPLE.

POSITION YOURSELF CORRECTLY

- KEEP THE BOARD AS PARALLEL TO THE SURFACE OF THE WATER AS YOU CAN.
- IF YOU ARE TOO FAR BACK IT CREATES A DRAG, BY THE BOARD'S TAIL OR BY YOUR FOOT.
- IF YOU ARE TOO FAR FORWARDS THE NOSE WILL DIVE AS YOU CATCH A WAVE.
- ONCE YOU KNOW WHERE YOUR POINT OF BALANCE IS TO MARK IT ON THE BOARD SO YOU CAN SEE EXACTLY WHERE YOU NEED TO BE.
- KEEP YOUR HEAD UP, CHEST OUT AND FEET TOGETHER.



THREE-STAGE PADDLE

THE THREE-STAGE PADDLE CAN BE USED WITH ALL SIZE BOARDS AND WAVES. FOLLOWING THESE STAGES IS LIKE CHANGING GEAR IN A CAR TO GET UP TO SPEED. IN THIS CASE, THE BOARD AND THE SURFER ARE MADE READY AND THE SURFER CAN THEN COMMIT HIM OR HERSELF TO CATCHING AND RIDING THE WAVE.

STAGE 1 » IS THE LINE-UP. USE TWO OR THREE SLOW PADDLES TO LINE YOUR BODY AND BOARD UP IN LINE WITH THE DIRECTION OF THE WAVE.

STAGE 2 » IS THE POWER PADDLE, REACH FORWARD AS FAR AS POSSIBLE AND PULL YOUR ARM DEEP AND LONG THROUGH THE WATER (A BIT LIKE AN OAR), THIS WILL RAISE YOUR SPEED.

STAGE 3 » FULL POWER PADDLE, THIS IS WHERE YOU PUT EVERYTHING YOU HAVE INTO THE PADDLE TO GET YOURSELF ONTO THE WAVE.

LEARNING TO PADDLE IS A SKILL – IT IS ALL ABOUT GETTING THE TECHNIQUE RIGHT RATHER THAN DEVELOPING STRENGTH. ONE LONG AND POWERFUL STROKE IS A LOT MORE EFFICIENT THAN MULTIPLE SHALLOW SURFACE STROKES.

ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.



SALTY WATER

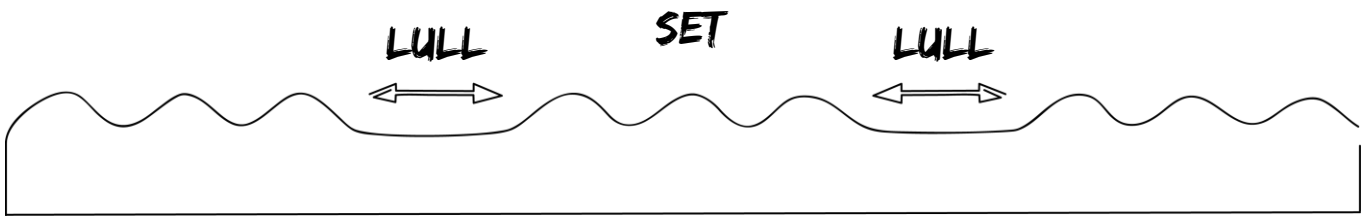
» HANDLING & PADDLING (2/2)

THE MAIN AIM IS TO GET OUT THE BACK WHERE YOU CAN BE FREE TO SURF ON SOME UNBROKEN WAVES. THERE ARE A FEW TECHNIQUES TO LEARN THAT WILL MAKE IT EASIER TO GET OUT THROUGH THE WHITEWATER RIGHT TO WHERE YOU NEED TO BE.

SETS & LULLS

WAVES USUALLY COME IN SETS OF 3-7 WAVES - BY WATCHING YOU WILL START TO NOTE A PATTERN. IT MAY BE THAT YOU GET A SET OF 3 WAVES FOLLOWED BY A GAP, THEN A SET OF 4 WAVES WILL FOLLOW. THE GAP IS KNOWN AS A LULL AND IT IS THE LULL YOU WILL NEED TO GET THROUGH THE IMPACT ZONE AND INSIDE. BEFORE YOU START TO PADDLE OUT WATCH FOR A WHILE AND THEN WAIT FOR THE LULL.

ONCE YOU GET THE TECHNIQUE OF PADDLING UNDER YOUR BELT AND START TO REFINE IT YOU WILL FIND YOU CAN MAKE IT THROUGH THE IMPACT ZONE EASILY AND WITHOUT HAVING TO DEAL WITH BEING HIT WITH WAVES. IF YOU ARE IMPATIENT YOU WILL HAVE TO PADDLE THROUGH SETS WHICH WILL MEAN YOU WILL TIRE EARLIER AND GET PUSHED BACK INTO THE BEACH BREAK.



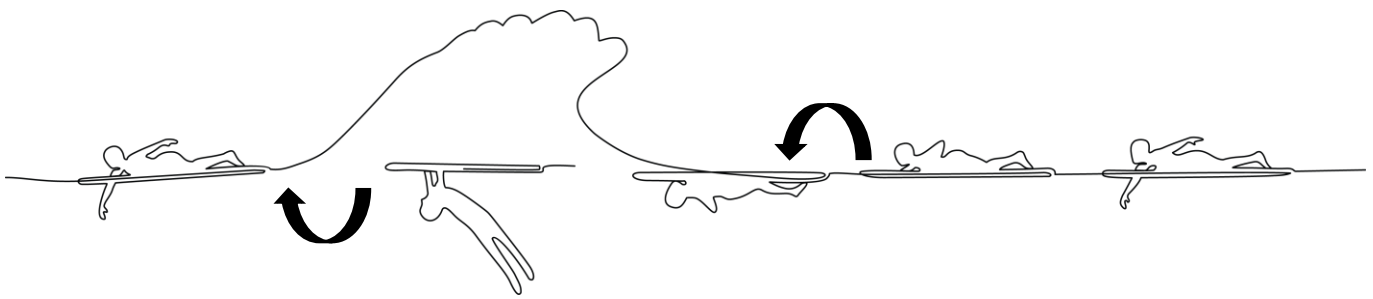
PUSHING UP & SPINNING

- PADDLE AT THE WAVE.
- PLACE YOUR HANDS BY YOUR CHEST IN A "CHICKEN WING" POSITION
- AS THE WAVE IS ABOUT TO HIT THE BOARD, LIFT YOUR UPPER BODY.

SITTING UP » FROM THE PUSHING UP POSITION SLIDE YOUR HIPS FORWARD. STRADDLE THE BOARD LIKE A HORSE.

SPINNING » GRIP THE BOARD WITH ONE HAND WHILE PADDLING WITH THE OTHER. DON'T FORGET TO TRY TO USE YOUR FEET.

THE ESKIMO ROLL



WE ALWAYS PADDLE OUT DURING A LULL, BUT WE CAN SOMETIMES MEET A BREAKING WAVE WHEN WE REACH THE IMPACT ZONE. TO BE SURE WE DON'T GET PUSHED BACK OR KNOCKED OFF THE BOARD WE NEED TO APPROACH THEM CORRECTLY. FOR SMALLER WAVES, PUSHING YOUR CHEST UP IS OFTEN ALL THAT IS NEEDED. FOR BIGGER WAVES, YOU WILL NEED TO DO AN ESKIMO ROLL.

- BUILD UP SPEED AS YOU APPROACH THE WAVE.
- WHEN YOU REACH ONE BOARD LENGTH AWAY FROM THE WAVE GRIP YOUR RAILS, RAISE YOUR CHEST AND ROLL OVER.

- BLOW AIR SLOWLY FROM YOUR NOSE AS YOU PULL THE FRONT OF THE BOARD TOWARDS YOUR CHEST.
- YOU WILL SEE THE WAVE PASS OVER AND YOU CAN THEN ROLL BACK UP.

THIS IS A GREAT WAY OF AVOIDING BEING PUSHED BACK BY BREAKING WAVES BUT AVOID IT IF THE WAVE WILL BREAK ON TOP OF YOU. IF YOU ROLL AT THIS STAGE, YOU WILL FIND THE FULL FORCE OF THE WAVE WILL LAND ON YOU. IN THIS CASE, GO OFF THE BOARD AND DIVE QUICKLY AND DEEPLY UNDER THE WAVE.

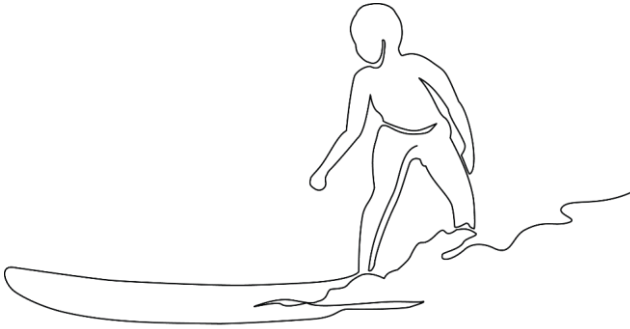
ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.



SALTY WATER

» JUMP UP & CONTROL (1/2)

TAKE YOUR TIME, YOU SHOULD STAY CALM AND CONTROLLED AND AVOID RUSHING TO STAND. ONCE YOU KNOW YOU ARE BEING CARRIED BY A WAVE YOU CAN POSITION YOUR ARMS TO JUMP UP SLOWLY. MOVING SLOWLY MEANS YOU CAN WORK ON TECHNIQUE AND, ULTIMATELY, WILL LEARN MUCH MORE QUICKLY.

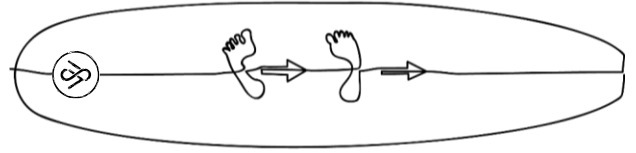
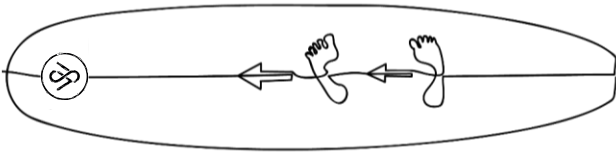


JUMP UPS

- KEEP IT SLOW AND CONTROLLED.
- LOOK WHERE YOU WANT TO GO
- YOUR BODY WEIGHT SHOULD BE KEPT LOW AND CENTRAL ON THE BOARD
- DON'T OVERTHINK IT! HESITATION MEANS YOU CAN LOSE THE WAVE
- GO FOR IT! ONCE YOU ARE UP AND RIDING YOU CAN WORK ON CORRECTING YOUR POSITION

RIDING THE WAVE

- KEEP LOW, RAISE YOURSELF SLOWLY INTO A QUARTER STAND
- ALWAYS LOOK UP AND KEEP YOUR KNEES BENT
- TO INCREASE BOARD SPEED MOVE YOUR UPPER BODY WEIGHT FORWARD ONTO YOUR FRONT FOOT
- TO SLOW DOWN OR STOP SHIFT YOUR BODY WEIGHT ONTO THE REAR FOOT
- IF YOU FEEL YOURSELF FALLING NEVER DIVE, JUST LOWER YOUR BODY AND ROLL OFF YOUR BOARD INTO THE WAVE
- MAINTAIN A 5-METER SAFETY SPACE BETWEEN YOURSELF AND OTHER SURFERS
- PROTECT YOUR HEAD AND FACE WHEN FALLING

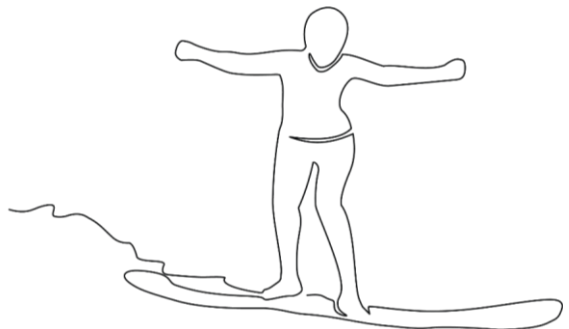


STEP FORWARD & STEP BACK

ONCE YOU ARE STANDING IT HELPS TO BE ABLE TO CONTROL YOUR SPEED. IF YOU ARE WANTING TO GO FASTER ALL YOU NEED TO DO IS STEP FORWARD. THIS CAN HELP IF YOU WANT TO ACCELERATE AWAY FROM A BAD SECTION OF THE WAVE OR PERHAPS EXECUTE A TIGHT TURN.

WHEN YOU ARE HAPPY WITH YOUR SPEED YOU CAN SLOW DOWN BY STEPPING BACK.

AS WITH EVERYTHING, THIS TAKES PRACTICE SO SPEND TIME STEPPING FORWARD AND BACK UNTIL YOU FEEL CONFIDENT. ALWAYS KEEP YOUR EYES UP AND MAKE SURE YOU TAKE SLIDING STEPS, KEEPING IT SLOW AND SMOOTH.



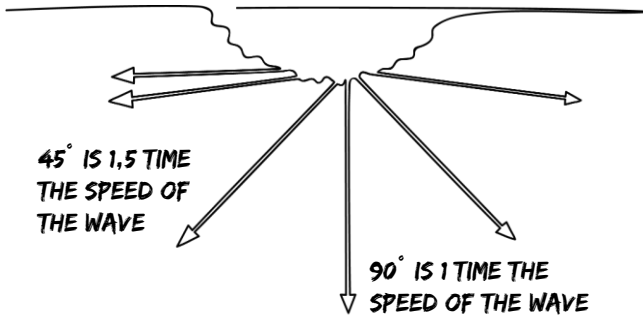
ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.



SALTY WATER

» JUMP UP & CONTROL (2/2)

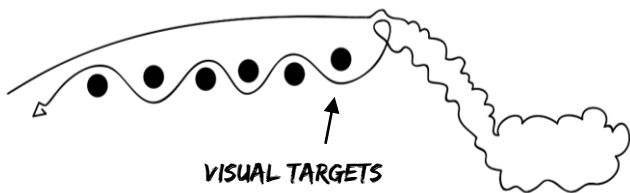
URNS ARE BY FAR THE EASIEST MANEUVER IN SURFING, BUT YOU WILL NEED TO BE ABLE TO BUILD SPEED TO CREATE THE MOMENTUM YOU NEED TO TURN THE BOARD.



FOREHAND TURNS

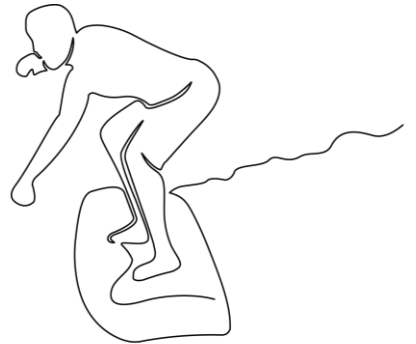
A FOREHAND TURN WILL LEAVE YOU FACING THE WAVE:

- THE MOVEMENT FROM THE FRONT TO BACK FOOT BEFORE AND AFTER THE TURN IS KEY
- YOUR UPPER BODY, ARMS AND EYES PLAY A KEY ROLE IN TURNING THE BOARD
- ONCE YOU ARE ON THE ANGLE YOU WILL NEED TO MOVE YOUR BODY WEIGHT OVER THE INSIDE RAIL TO KEEP THE ANGLE STEADY
- ALWAYS LOOK IN THE DIRECTION YOU WISH TO TRAVEL



HOLDING THE LINE

TURNING IS NOT ONLY GREAT FUN BUT ALSO HELP YOU TO GAIN AND LOSE SPEED AS AND WHEN NEEDED. TO START A TURN, YOU NEED TO HAVE PLENTY OF SPEED. THE MORE YOU HAVE THE EASIER THE MANEUVER WILL BE, IT IS THEREFORE IMPORTANT THAT YOU LEARN HOW YOU CAN INCREASE YOUR SPEED AS MUCH AS POSSIBLE. TO DO THIS YOU NEED PLENTY OF BALANCE AND CONTROL OF THE BOARD. IF YOU GET THE BOARD ONTO THE WAVE AT A TIGHT ANGLE THE FASTER, YOU WILL GO BUT IF YOU END UP PARALLEL WITH THE WAVE YOU WILL LOSE THE WAVE'S MOMENTUM AND STALL.



ARMSURFING

GENERATING MORE SPEED MEANS COMBINING ANGLING THE BOARD AND STEPPING FORWARD AND MOVING THE BOARD UP AND DOWN THE FACE OF THE WAVE. THIS IS DONE BY TURNING YOUR BOARD AND RAISING YOUR ARMS INTO THE AIR, THEN IMMEDIATELY LOWERING YOUR ARMS COMPRESSING YOUR BODY DOWN ONTO THE INSIDE RAIL. REPEAT THIS MOTION AND YOU WILL PUMP THE BOARD UP AND DOWN THE FACE OF THE WAVE. THE MOTION OF YOUR BODY WILL GENERATE MORE SPEED. THINK ABOUT PLAYING ON A SWING AND HOW YOU MOVE YOUR LEGS TO CREATE MOMENTUM. THIS IS THE SAME PRINCIPLE AND YOU CAN GENERATE MORE SPEED BY EXAGGERATING THE MOTION.

ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.



SALTY WATER

» THE PEAK & THE BACKHAND

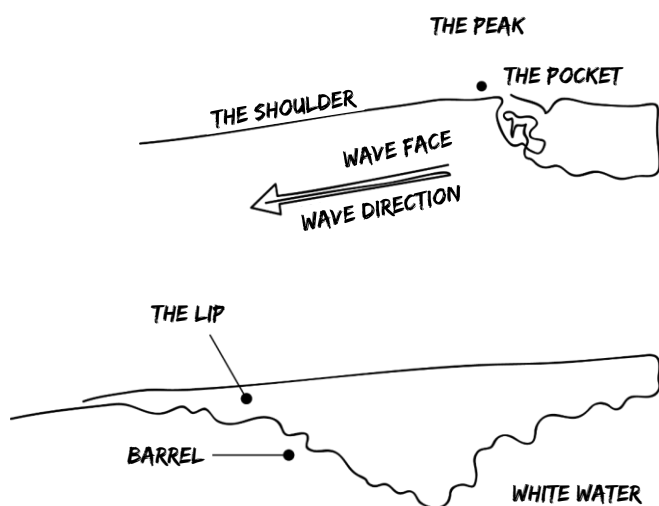
IT IS ESSENTIAL TO LEARN ABOUT THE DIFFERENT PARTS OF THE WAVE. THE WAVE IS YOUR SOURCE OF ENERGY AND THE MORE POWER YOU WANT THE CLOSER TO THE POCKET YOU NEED TO BE. HERE ARE SOME TIPS WHICH WILL HELP YOU RECOGNIZE THE DIFFERENT PARTS OF THE WAVE AND HOW TO USE IT TO YOUR ADVANTAGE.

TAKING OFF AT THE PEAK

POSITION YOURSELF SO THAT YOU ARE READY TO PADDLE HARD WHEN THE PEAK APPROACHES – THIS MEANS BEING CLOSE ENOUGH SO THAT THE WAVE DOESN'T PASS UNDER YOU BUT NOT SO CLOSE THAT IT WILL CRASH ON YOU.

MAKE SURE TO ATTACK THE WAVE AS SOON AS YOU SEE IT, PADDLE TO GET INTO POSITION AND AVOID HESITATION. YOU CAN GET THE TIMING RIGHT BY LOOKING AT HOW THE WAVES ARE COMING IN BEFORE YOU START TO MAKE YOUR MOVE.

PRACTICE BEFOREHAND, MOVING THE BOARD FROM SIDE TO SIDE ON A WAVE, TO FIND OUT WHAT GIVES YOU THE MOST POWER, SPEED AND RIDING TIME.



RIDING ON YOUR BACKHAND

ALTHOUGH YOU CAN SEE WHAT THE WAVE IS DOING WHEN SURFING ON YOUR FOREHAND, THIS IS NOT THE CASE WHEN RIDING ON YOUR BACKHAND; YOU WILL NEED TO LEARN TO VISUALIZE THE LINE YOU NEED AND FEEL THE WAVE.

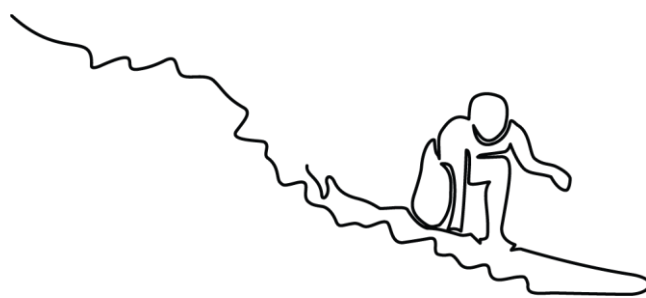
YOU NEED TO KEEP CENTERED ON THE BOARD WHICH YOU CAN ACHIEVE BY ADJUSTING YOUR WEIGHT, SQUARE YOUR SHOULDERS TO THE WAVE, SO YOU CAN BE OPEN TO THE DIRECTION OF TRAVEL.

GRAB RAIL TAKE OFF

THIS IS A TECHNIQUE THAT CAN SEEM HARD BECAUSE YOU ARE TAKING OFF ON A WAVE ON YOUR BACKHAND. THE "PIGDOG" TECHNIQUE IS USED BY EXPERIENCED SURFERS TO MAKE SURE

THEY CAN HOLD THE LINE WHILE THEY RIDE THE WAVE ON THE BACKHAND. USE YOUR OUTSIDE HAND TO GRAB THE OUTSIDE RAIL, KEEP YOUR BACK LEG BENT OR PLACE THE KNEE ON YOUR BOARD, DRAGGING YOUR LEADING HAND ALONG THE TOP OF THE WAVE.

AFTER SOME PRACTICE, YOU WILL FIND THIS AS EASY AS TAKING OFF ON THE FRONT SIDE.



ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.

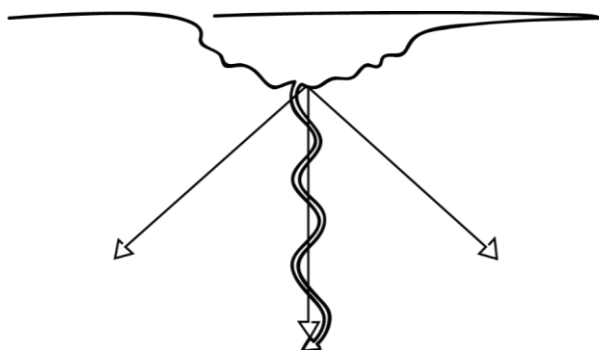


» ADVANCED TURNS

YOUR BODY AND THE WAVE. BY NOW YOU KNOW THAT STAYING LOW AND STEPPING FORWARD WILL INCREASE YOUR SPEED AND STANDING HIGH AND LEANING BACK HELPS TURN YOUR BOARD. ONCE YOU HAVE ENOUGH SPEED YOU CAN USE YOUR UPPER BODY, SHOULDERS, TORSO AND YOUR EYES TO TURN YOUR BOARD AND ROTATE ON THE FINS.

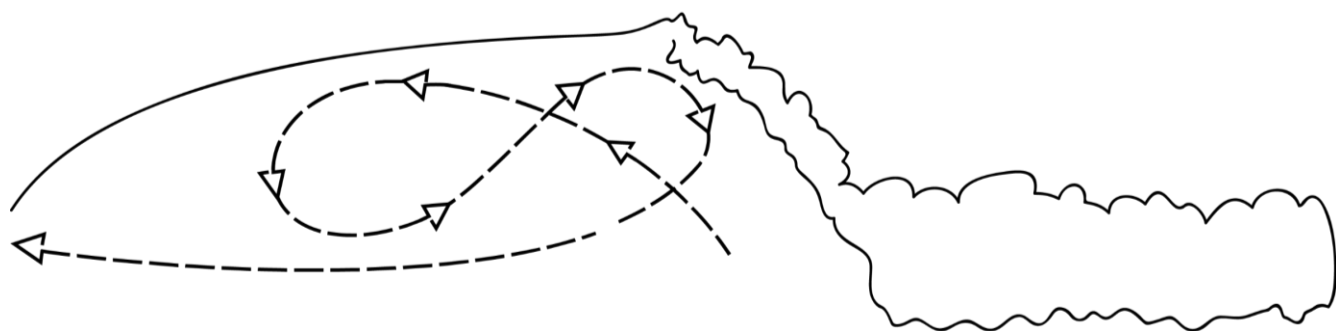
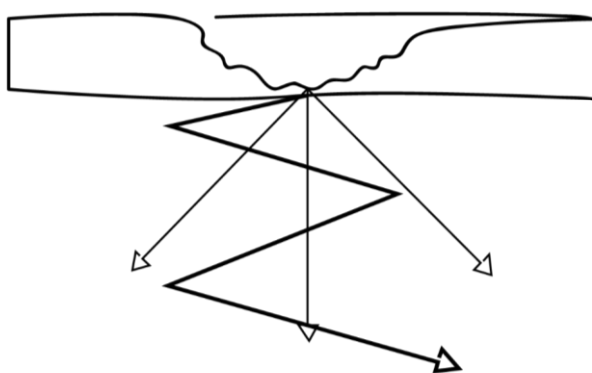
RAIL TO RAIL TRANSITION

- USING YOUR EYES AND UPPER BODY TO TURN THE BOARD FROM SIDE TO SIDE, FROM 45-DEGREE LEFT TO 45-DEGREE RIGHT.
- AS YOU TURN THE BOARD LIFT YOUR HEAD HIGHER.
- MAKE SURE YOU ARE NOT TOO FAR FORWARD ON THE BOARD OR YOUR WEIGHT WILL MAKE THE NOSE SINK AND YOU WILL BE UNABLE TO TURN THE BOARD.
- ONCE YOU HAVE MADE THE TURN COMPRESS YOUR WEIGHT TO INCREASE THE SPEED.
- REPEAT TO TRANSITION TO THE OPPOSITE SIDE.



FOREHAND TO BACKHAND

- PRACTICE BY BRINGING THE BOARD TO THE TOE SIDE AND HOLD A GOOD LINE.
- LOWERING YOUR BODY WILL MAKE YOU GO FASTER.
- IN ONE FLUID MOTION EXTEND YOUR UPPER BODY, PLACE WEIGHT ON YOUR BACK FOOT AND ROTATE YOUR ARMS TO YOUR HEEL-SIDE, LOOKING AT THE WHITEWATER.
- ONCE YOU PASS THE 90-DEGREE ANGLE, LOWER YOUR UPPER BODY OVER THE CENTER OF THE BOARD. HOLD THE HEEL-SIDE TURN TO GENERATE SPEED BEFORE REPEATING THE EXERCISE.



CUTBACK

- FIRST, MAKE SURE YOU ARE MOVING IN THE WAVE DIRECTION ALONG THE BANK.
- NOW USE THE SAME TECHNIQUE AS PER FOREHAND TO BACKHAND TURNING BACK TO FACE THE BROKEN WAVE.
- AS YOU REACH THE WHITEWATER LIFT THE UPPER BODY ROTATING BACK TO THE BANK OF THE WAVE.
- LOOK AT THE BANK, AS YOU TURN LOOK AT THE WHITEWATER, THEN AT THE BANK, AND TURN TO THE WAVE DIRECTION.
- MORE WEIGHT ON YOUR BACK FOOT WHEN YOU TURN AND THEN ON YOUR FRONT FOOT FOR SPEED.

ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.



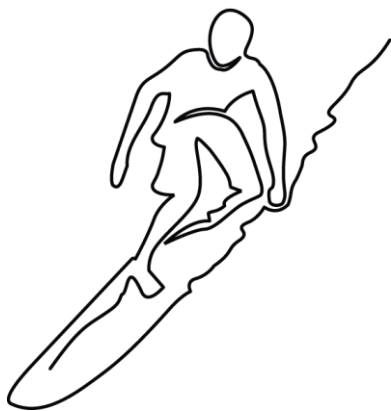
» TAKING OFF BEHIND THE PEAK

THE MOST SPEED ON A WAVE WILL COME WITH YOUR TAKEOFF. TAKING OFF AT THE PEAK WILL SO GIVE YOU THE MOST ENERGY POSSIBLE AND WILL HELP YOU TO MANEUVER MORE EASILY DOWN THE LINE. JUST LIKE RIDING A BICYCLE, IT IS A LOT EASIER TO SURF THE FASTER YOU GO. IF YOU HAVE EVER TRIED TURNING A BICYCLE WHILE STATIONARY YOU WILL UNDERSTAND THE BENEFITS OF HAVING SOME FORWARD MOTION.

TAKING OFF AT THE PEAK

TAKING OFF BEHIND THE PEAK MEANS FIRST FINDING A GOOD PLACE IN THE LINE-UP. TAKE YOUR TIME READING WAVES FROM THE CHANNEL AND THEN PADDLE IN. SIT CLOSE TO WHERE THE HIGHER PARTS OF THE WAVE ARE BREAKING. THIS IS THE PEAK. THEN WAIT FOR THE NEXT SET OF WAVES:

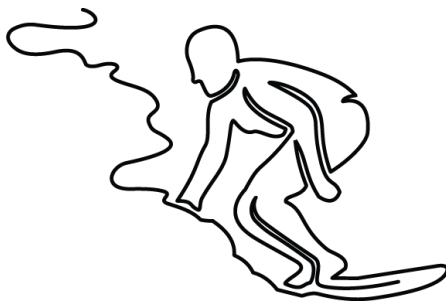
- AS THE SET COMES INTO GET INTO POSITION AND PREPARE TO START YOUR THREE-STAGE PADDLE.
- STAY CLOSE TO THE PEAK, DON'T SHY AWAY FROM IT.
- ANGLE YOUR BOARD SLIGHTLY IN THE DIRECTION THE WAVE IS BREAKING, THIS WILL PREVENT YOUR BOARD FROM NOSE-DIVING.
- DON'T STOP PADDLING UNTIL YOU FEEL THAT YOU ARE BEING CARRIED BY THE WAVE.



GOING DOWN THE LINE

ONCE YOU CAN FEEL THAT THE WAVE IS CARRYING YOU, STOP PADDLING AND LOOK DOWN THE LINE OF WAVE:

- SLIGHTLY ANGLE THE BOARD IN THE DIRECTION YOU WANT TO SURF BY PUTTING SLIGHTLY MORE WEIGHT ON THE INSIDE RAIL.
- TAKE YOUR TIME WHEN JUMPING UP – YOU ARE ALREADY ON THE WAVE AND TRAVELING IN THE RIGHT DIRECTION SO YOU CAN TAKE THE TIME YOU NEED TO BE SURE YOU ARE FULLY IN CONTROL.
- SLOWLY PUSH UP AND THEN ANGLE THE BOARD TOWARDS THE WAVE TO GAIN SPEED.
- IF YOU ARE ON YOUR FOREHAND, YOU CAN PUT YOUR BACKHAND IN THE FACE OF THE WAVE TO CONTROL BALANCE AND SPEED A LITTLE BETTER.
- IF YOU ARE GOING ON YOUR BACKHAND, GRAB YOUR RAIL AND STAY LOW UNTIL YOU FEEL YOU HAVE FOUND YOUR BALANCE.



TO TAKE OFF BEFORE THE WAVE BREAKS YOU NEED EXECUTE YOUR THREE-STAGE PADDLE, SO YOU HAVE ENOUGH SPEED:

1. PADDLE INTO POSITION, MONITOR THE WAVE AND LINE UP YOUR BOARD PERPENDICULAR TO THE WAVE'S DIRECTION OF TRAVEL
2. BUILD UP SPEED BY DOING STRONGER & FASTER STROKES, RAISE YOUR CHIN AND CHEST AND LOOK TOWARDS THE BEACH.
3. EXPLODE, PUSH WITH YOUR CHEST FOR EXTRA WEIGHT FORWARD AND LOOK IN THE DIRECTION YOU WANT TO TAKE OFF.

ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.



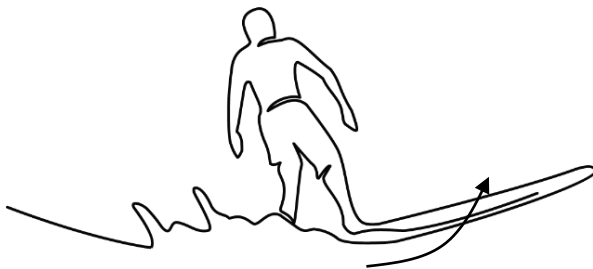
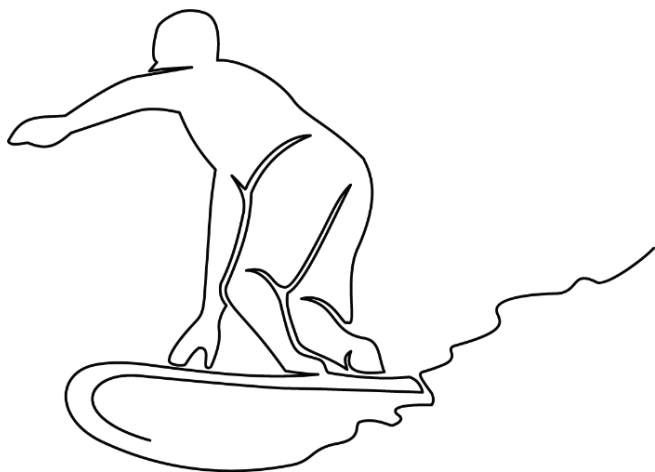
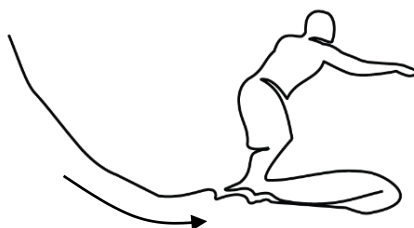
» BOTTOM TURN

THE BOTTOM TURN IS POSSIBLY ONE OF THE MOST IMPORTANT SURFING MANEUVERS TO MASTER. IF WE WANT TO TAKE ADVANTAGE OF ALL THE SPEED AT TAKEOFF, WE WILL NEED TO WAIT WITH GOING DOWN THE LINE AND KEEP OUR BOARD POINTING ALMOST STRAIGHT DOWN THE FACE AS WE TAKE OFF. THE STEEPER ANGLE DOWNWARDS WILL MAKE US GO DOWN FASTER AND IN ORDER TO STAY AHEAD OF THE WHITEWATER WE START TURNING OUR BOARD UPWARDS AGAIN.

THE BOTTOM TURN

THE BOTTOM TURN IS A DRAWN-OUT ARC AT THE BOTTOM OF THE WAVE AND IF EXECUTED CORRECTLY WILL SEND THE SURFER TRAVELING UPWARDS THE FACE OF THE WAVE WITH ALL THE ENERGY CREATED DURING THE TAKE-OFF.

- AS YOU TAKE OFF STAY LOW AND GO DOWN THE FACE, ALMOST AS IF YOU WERE GOING STRAIGHT TOWARDS THE BEACH.
- COMPRESS YOUR BODY AND STICK YOUR HAND INTO THE FACE OF THE WAVE TO MAKE THE TURN EASIER.
- LOOK UP TOWARDS THE SHOULDER AND EXTEND YOUR BODY AS YOU TRAVEL UP THE FACE OF THE WAVE
- IMAGINE THE ARC BEING DRAWN FROM YOUR TAKEOFF, DOWN THE BOTTOM AND UP AGAIN.
- PULL OUT BY GOING OVER THE SHOULDER OF THE WAVE PADDLE OUT AND REPEAT.



TOP TIPS:

- IF YOU ARE TAKING OFF ON YOUR BACK SIDE STAY LOW AS YOU GO DOWN THE FACE OF THE WAVE AND LOOK OVER YOUR FRONT SHOULDER, PUSHING WITH YOUR HEELS TO COMMENCE YOUR BOTTOM TURN AT THE TROUGH OF THE WAVE.
- HELP YOUR TURN BY GRABBING YOUR OUTSIDE RAIL WITH YOUR OUTSIDE HAND, STILL COMPRESSED, AIM TO KEEP THE SHOULDER AS STRAIGHT UP AS POSSIBLE.
- DON'T GET GREEDY, PULL OUT AND PRACTICE ANOTHER TAKE OFF AND GET YOUR TECHNIQUE RIGHT, THIS WILL HELP YOU TO MAKE TURNS FASTER.

ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.



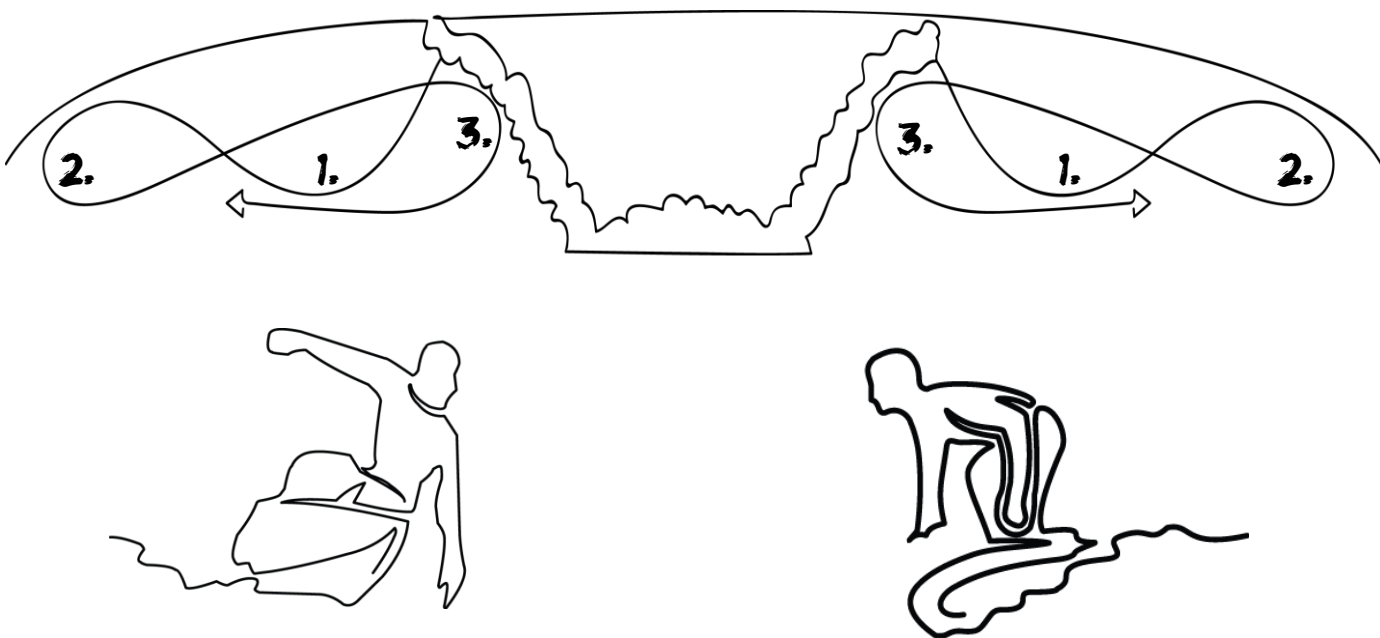
SALTY WATER

» SPEED AND TURNS

- WHEN TRAVELING UP THE FACE OF THE WAVE AFTER YOUR BOTTOM TURN THE SPEED OF YOUR BOARD WILL DECREASE.
- APPROACH THE CREST OF THE WAVE EXTENDED BUT COMPRESS YOUR BODY AS YOU REACH THE SHOULDER AND LEAN TO THE HEEL SIDE OF YOUR BOARD WHILE PUTTING A LITTLE BIT OF PRESSURE ON YOUR BACK FOOT. YOUR BOARD WILL TURN, AND YOUR SPEED WILL INCREASE AS YOU START GOING BACK DOWN.
- YOUR UPPER BODY DOES ALL THE WORK HERE AND THE MORE YOU USE YOUR ARMS THE FASTER YOU WILL GO.
- WHEN YOU GET FAR OUT ON THE OPEN FACE, USE THE SPEED TO EXECUTE A CUTBACK TURN TO TRAVEL BACK TOWARDS THE POCKET AND CENTER OF ENERGY AGAIN.

THE ROUNDHOUSE CUTBACK

- THE ROUNDHOUSE CUTBACK IS THE SHAPE OF FIGURE EIGHT DRAWN ON THE FACE OF THE WAVE BY EXECUTING BOTH A 180-DEGREE FOREHAND TURN AND A 180-DEGREE BACKHAND TURN.



FRONTSIDE

- EXECUTE YOUR BOTTOM TURN, LEANING INTO YOUR TOE-SIDE.
- CENTER YOUR BOARD WHILE GOING UP THE FACE, GETTING READY TO TRANSITION YOUR WEIGHT TO THE HEEL-SIDE.
- GET YOUR ARMS IN POSITION TO DRAW A SEMI-CIRCLE FROM THE BACK OF YOUR BOARD.
- LEAN ON TO YOUR BACK FOOT AND STRAIGHTEN YOUR BACK LEG.
- AT THE CREST OF THE WAVE, HELPING WITH YOUR ARMS, ROTATE YOUR BODY ALL THE WAY AROUND SO YOU LOOK AND TRAVEL TOWARDS THE WHITEWATER. STAY LOW.
- YOU ARE NOW SURFING ON YOUR BACKHAND.
- PIVOT AROUND YOUR BACK FOOT AND HELP THE ROTATION BY STICKING YOUR BACKHAND IN THE WAVE.
- LOOK WHERE YOU WANT TO GO.

BACKSIDE

- EXECUTE YOUR BOTTOM TURN, LEANING INTO YOUR HEEL-SIDE.
- CENTER YOUR BOARD WHILE GOING UP THE FACE, GETTING YOUR ARMS READY TO TURN ON YOUR TOE-SIDE.
- STAY COMPRESSED AND MAKE AN ARC BACK TOWARDS THE WHITEWATER, HELP BY STICKING YOUR BACKHAND IN THE WATER.
- SET YOURSELF UP FOR MAKING AN ARC ON YOUR HEEL-SIDE BY FOLLOWING THE STEPS OF THE FOREHAND CUTBACK. USE YOUR ARMS TO GUIDE YOU.
- PIVOT AROUND YOUR BACK FOOT WHILE LOOKING OVER YOUR FRONT SHOULDER FOR DIRECTION.
- GRAB YOUR TOE-SIDE RAIL WITH YOUR BACKHAND FOR MORE STABILITY.

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YOU ARE SURFING.



SALTY WATER

» MANEUVERS

BEING ABLE TO COMBINE A SERIES OF MANEUVERS AS YOU RIDE A WAVE IS ONE OF THE MOST EXCITING PARTS OF SURFING. THIS IS THE SAME WHETHER YOU ARE COMPETING OR JUST HANGING OUT SURFING WITH SOME BUDDIES. ONCE YOU START TO LEARN HOW TO READ THE WAVES, WATCHING THE BREAKS FROM THE BEACH BEFORE YOU ENTER THE WATER, YOU WILL FIND THIS A LOT EASIER. YOU CAN ALSO HELP IMPROVE YOUR WAVE-READING ABILITY BY SITTING IN THE WATER AND OBSERVING OTHER SURFERS IN THE LINE-UP.

HERE ARE A FEW KEY POINTS TO REMEMBER WHEN PLANNING MANEUVERS:

- READ THE WAVE AND VISUALIZE HOW YOU WANT TO SURF IT
- SEE YOURSELF MAKING A BOTTOM TURN, TOP TURN, BOTTOM TURN AND A CUTBACK
- VISUALIZE YOUR POSITION ON THE BOARD FOR EACH MOVE BEFORE YOU PADDLE OUT
- SET A GOAL FOR YOURSELF AND WORK ON GETTING THERE, IF IT FEELS RIGHT YOU KNOW YOU HAVE MADE IT
- TRY MAKING THE SAME LINE OVER AND OVER AGAIN
- FOCUS ON EVERY MOMENT, DOING EACH ONE WITH CONTROL
- BE PATIENT AND TAKE IT SLOW, ASK YOUR INSTRUCTORS FOR POINTERS AND DIRECTIONS
- DON'T THINK TOO MUCH, RIDE WITH THE FLOW OF THE WAVE
- LOOK AT THE PHOTOGRAPHS OF YOURSELF ON THE WAVES AND LEARN FROM THESE TO IMPROVE YOUR PERFORMANCE
- SMILE

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3.



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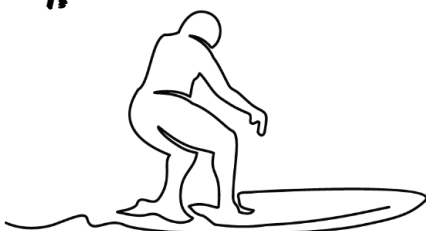
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SALTY WATER

» READING WAVES

ONE OF THE MOST IMPORTANT PARTS OF THE FIRST SESSION IS MIND SURFING; THINK OF IT AS THE WARM-UP FOR THE MIND. JUST AS WARMING UP THE BODY IS IMPORTANT; WE ALSO NEED TO MAKE SURE WE ARE MOTIVATED AND CONFIDENT BEFORE WE ENTER THE WATER. BEFORE PADDLING OUT MAKE SURE YOU STUDY THE WAVES YOU WANT TO SURF. LOOK AT THE BREAKS: ARE THEY BREAKING LEFT, OR RIGHT? ARE THEY BREAKING IN SECTIONS? CAN YOU GET AROUND THEM? ARE THE WAVES STEEP WITH A SHORT FACE IN FRONT OF THE CURL OR DO THEY BREAK FOR A LONG TIME WITH BIG OPEN FACES? DIFFERENT TYPES OF WAVES MEAN DIFFERENT STYLES OF SURFING SO YOU WILL NEED TO THINK ABOUT WHAT YOU HAVE LEARNED AND ADAPT THIS TO THE CONDITIONS YOU FIND ON THE OCEAN. IF YOU CAN PICTURE YOURSELF SURFING THE WAVES YOU WILL GET THE FEEL FOR HOW TO APPROACH THEM.

GOING ON YOUR FRONTSIDE

THE MAIN ADVANTAGE OF TAKING OFF ON YOUR FOREHAND IS THAT YOU CAN PLAN YOUR MOVEMENTS MORE EASILY BECAUSE YOU CAN SEE WHAT THE WAVE IS DOING. EXAGGERATE YOUR MOVEMENT DURING TURNS TO CREATE THE NECESSARY MOMENTUM OTHERWISE YOU COULD STALL OR WIPE-OUT. A DRAWN-OUT BOTTOM TURN WILL HELP TO CREATE THAT MOMENTUM; STICK YOUR BACKHAND IN THE WAVE TO TURN SHARPER UPWARDS AND KEEP YOUR EYES ON THE SHOULDER/LIP OF THE WAVE AND THAT'S WHERE YOU WILL GO.



GOING ON YOUR BACKSIDE

WHEN RIDING ON YOUR BACKHAND YOU CAN'T SEE WHERE THE WAVE IS GOING SO YOU NEED TO RELY ON FEELING THE WAVE TO UNDERSTAND WHAT IT WILL DO. YOU CAN TRY LOOKING OVER YOUR FRONT SHOULDER AT THE WAVE WHILE STAYING LOW TO GAIN ENOUGH MOMENTUM TO TAKE A TOP TURN. YOUR TORSO WILL ALREADY BE ROTATED SO JUST TURNING YOUR HEAD AND TORSO DOWN TO THE TROUGH WILL MOVE THE BOARD SO IT WILL TURN OFF THE TOP. USE YOUR BACKHAND AS SUPPORT BY STICKING IT IN THE WATER AND PIVOT AROUND IT. REMEMBER THE GRAB RAIL.



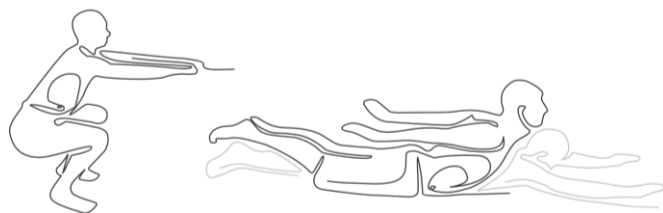
TAKE SOME TIME OUT TO LOOK AT SOME SURFERS ON FILM OR FROM PHOTOGRAPHS. LOOK AT HOW THEY POSITION THEMSELVES ON THE BOARD — FOCUS ON THEIR KNEES, ARMS, FEET. GET INSPIRED BY THEIR PERFORMANCE AND THEN VISUALIZE YOURSELF MAKING THE SAME MOVES. THIS WILL HELP MOTIVATE YOU AND OVER TIME AND WITH PRACTICE, YOU WILL SOON BE ABLE TO PERFORM SIMILAR MOVES.

ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.



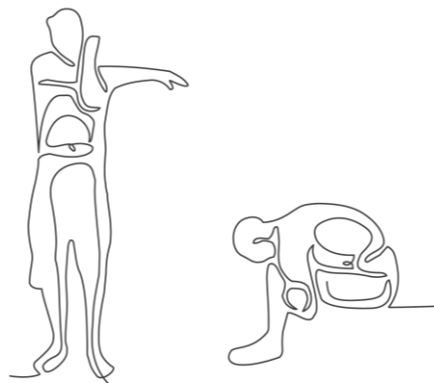
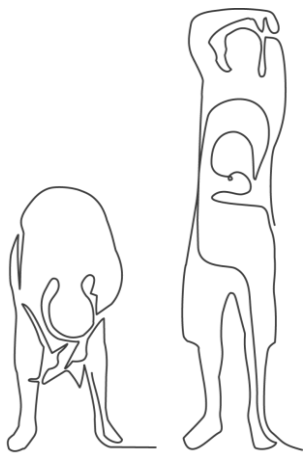
» STAYING FIT (1/2)

PHYSICAL FITNESS IS IMPORTANT IN SURFING WHICH IS A DEMANDING SPORT CALLING ON YOUR BALANCE, STAMINA, PATIENCE AND STRENGTH. FOR NEWCOMERS TO SURFING OR THOSE WHO HAVE BEEN OUT OF THE WATER FOR A WHILE, IT IS ALWAYS A GOOD IDEA TO WORK ON MUSCLE MEMORY BEFORE YOU HIT THE SURF. ALWAYS WARM-UP BEFORE SURFING, THIS HELPS PREVENT INJURY AND MAKES YOU MORE FLEXIBLE AND AGILE IN THE WATER SO YOU CAN MAKE THE MOST OF YOUR TIME ON THE WAVES. IT IS VITAL TO STRETCH AFTER THE SURF AND KEEP DOING EXERCISES BETWEEN SESSIONS TO INCREASE YOUR LEVEL OF FITNESS. THIS HELPS KEEP YOU PREPARED FOR ANY CONDITIONS YOU MIGHT FACE WHEN IN THE OCEAN.



IT IS NORMAL TO FIND THAT YOUR SHOULDER AND ARM MUSCLES ARE PAINFUL AFTER THE FIRST COUPLE OF SURFING SESSIONS. YOU MAY ALSO FIND THAT THERE ARE SORE SPOTS ON YOUR RIB CAGE WHERE YOU HAVE BEEN LAYING ON THE BOARD TO PADDLE. AS SOON AS YOUR BODY GETS USED TO THE ACTIVITY AND POSITIONS YOU WILL FIND THAT THIS DISCOMFORT WILL SOON PASS. JUST KEEP GOING, AFTER A FEW DAYS EVERYTHING WILL EASE UP AND YOU WILL FIND YOURSELF ABLE TO PERFORM MORE EASILY.

STRETCHING: THE SORENESS IS LIKELY TO START IN YOUR PADDLE MUSCLES AND YOU CAN HELP THIS BY MAKING SURE YOU STRETCH THEM WELL AFTER EVERY SESSION. BE GENTLE WITH YOUR STRETCHES, THERE IS NO NEED TO GO TOO DEEP, AND STOP IF YOU HAVE ANY PAIN. YOU SHOULD ALWAYS STRETCH WHEN THE BODY IS WARM TO PREVENT STRESS OR INJURY TO MUSCLES AND LIGAMENTS.



STAYING FIT: A STRONG CORE MEANS SURFING IS EASIER AND MORE FUN. FOCUS ON A REGULAR REGIME OF SOME SIMPLE EXERCISES AIMED TO IMPROVE BALANCE AND KEEP YOU FIT. ONCE YOU ARE OUT ON THE WATER THERE CAN BE A LOT OF THINGS HAPPENED ALL AT ONCE AND YOU WILL FEEL CALMER IF YOU ARE FIT ENOUGH TO KEEP CONTROL OF THE SITUATION.

ONCE YOU START TO FEEL MORE CONFIDENT IN YOUR BODY AND IN YOUR KNOWLEDGE ABOUT THE CONDITIONS OF THE WAVES YOU WILL FIND THAT YOU ARE CALMER AND MORE COMFORTABLE DURING YOUR SESSIONS. MAKE SURE YOU CAN COMFORTABLY HOLD YOUR BREATH FOR 20 SECONDS AND PRACTICE THIS. ALWAYS REMEMBER THAT DURING WIPE OUT YOU ARE UNLIKELY TO BE UNDER THE WATER FOR MORE THAN 5 SECONDS AND YOU CAN COMFORTABLY HANDLE THAT. GO OUT FOR A SWIM AND GO UNDER THE SURFACE, OPEN YOUR EYES, EXPLORE IT, ENJOY IT AND FEEL COMFORTABLE. IT IS VERY IMPORTANT TO FEEL CALM IN THE ENVIRONMENT.

ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.



SALTY WATER

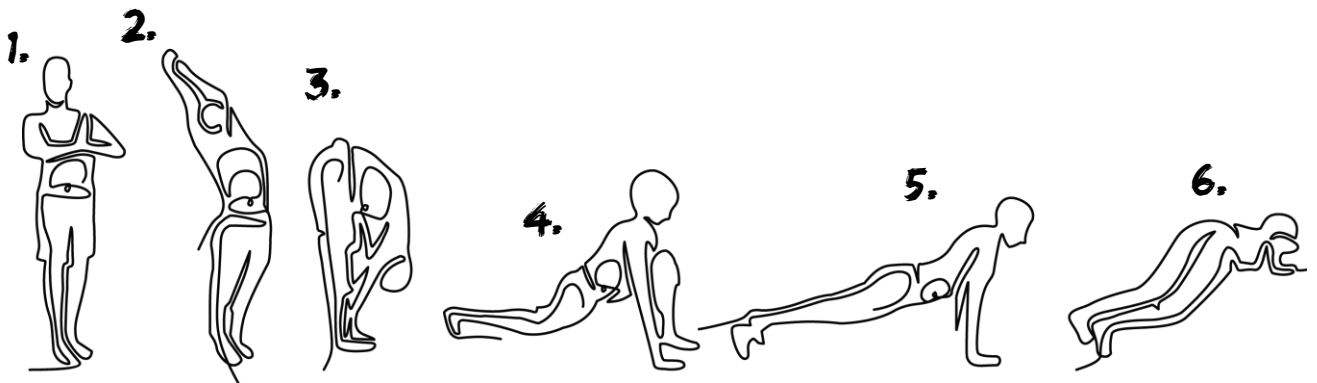
» STAYING FIT (2/2)

BOTH PHYSICAL AND MENTAL FITNESS IS IMPORTANT FOR SUCCESSFUL SURFING. HAVING A GOOD STRONG CORE IS A KEY PART OF THIS BUT SO IS HAVING GOOD BREATHING CONTROL TO HELP STAY FOCUSED AND CALM. PHYSICAL ACTIVITIES LIKE SWIMMING, RUNNING, FITNESS CLASSES OR WEIGHT TRAINING ARE GREAT WAYS OF MAINTAINING FITNESS FOR SURFING BUT ONE OF THE BEST FORMS OF ALL-ROUND EXERCISE FOR SURFERS IS YOGA. YOGA COMPLEMENTS YOUR SURFING HOLISTICALLY, IT MAKES YOU STRONGER, MORE AGILE, AND IMPROVES BALANCE. PLUS, IMPORTANTLY, YOGA HELPS WITH STAMINA AND ENCOURAGES MINDFULNESS. THERE ARE MANY DIFFERENT TYPES OF YOGA AROUND SO YOU SHOULD BE ABLE TO FIND ONE THAT WORKS WELL FOR YOU BUT WHAT ALL FORMS OF YOGA HAVE IN COMMON IS THAT THEY FOCUS ON CORRECT BREATHING TECHNIQUES. PRACTICING BREATHING IS ONE OF THE MOST BENEFICIAL EXERCISES TO HELP YOU STAY CALM IN ANY SITUATION.

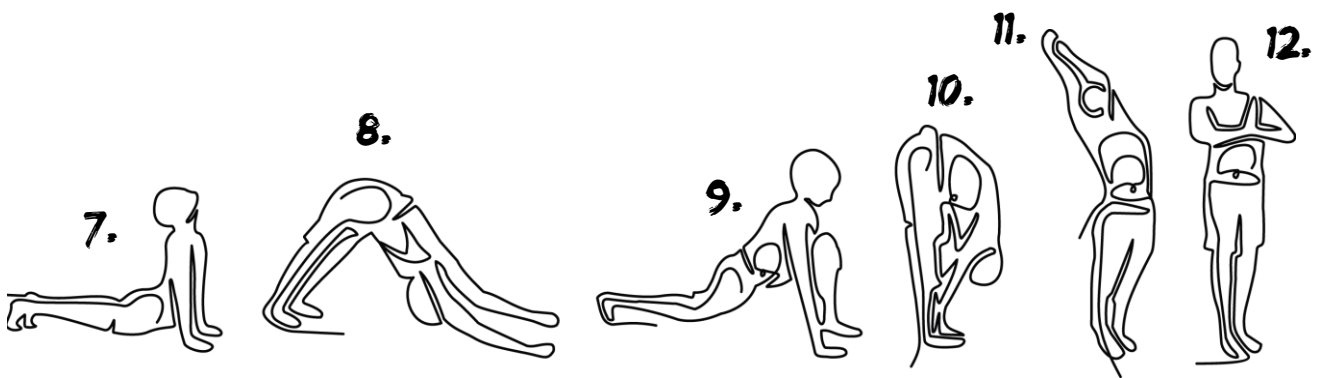
HOW TO PRACTICE YOGA BREATHING

- CLOSE THE MOUTH AND INHALE DEEPLY THROUGH THE NOSE.
- FOCUS ON THE AIR FILLING YOUR LUNGS FROM DEEP IN YOUR STOMACH RIGHT UP THROUGH THE TOP OF YOUR CHEST.
- EXHALE SLOWLY THROUGH THE MOUTH.
- FOCUS ON EACH BREATH AND FEEL HOW DIFFERENT YOUR BODY FEELS.

YOGA DOES NOT INVOLVE MANTRAS, CHANTING OR INCENSE! IT IS A GREAT WAY TO KEEP YOUR MIND AND BODY FIT FOR SURFING SO GO ALONG TO A LOCAL GYM OR YOGA CENTER AND ENROLL IN A CLASS. ONCE YOU KNOW THE TECHNIQUES YOU CAN DO IT YOURSELF AT HOME. THE MORE YOU KNOW ABOUT YOUR OWN BODY AND YOUR LIMITATIONS THE BETTER YOU WILL BE EQUIPPED TO COPE WITH SITUATIONS ON THE WATER. GAINING KNOWLEDGE THAT HELPS YOU READ THE CONDITIONS IN THE OCEAN AND HOW YOUR BODY USES ITS OXYGEN SUPPLY ARE OF EQUAL IMPORTANCE IF YOU ARE GOING TO BE ABLE TO STAY CALM. THE BEST WAY TO FEEL CONFIDENT UNDERWATER IS TO HOLD YOUR BREATH AND GO UNDERWATER. THIS SHOULD BE DONE SAFELY, IN A CONTROLLED ENVIRONMENT WITH A QUALIFIED INSTRUCTOR. FOR EXAMPLE, A COURSE IN FREE DIVING WOULD TEACH YOU ALL YOU NEED TO KNOW ABOUT STAYING CALM, SLOWING DOWN YOUR HEART RATE AND BEING ABLE TO STAY UNDERWATER EASILY FOR SEVERAL MINUTES.



TAKE A LOOK AT THE SALUTATION TO THE SUN (SURYA NAMASKAR) – THIS YOGA POSITION IS A GREAT WAY TO WARM UP EACH MORNING AND CAN HELP YOU TO LEARN TO MOVE POSITION KEEPING YOUR BREATHING STEADY.



ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.



SALTY WATER

» THE SURFBOARD (1/2)

IF YOU GO TO LOOK FOR A SURFBOARD YOU WILL IMMEDIATELY NOTICE THAT THERE ARE MANY DIFFERENT STYLES TO CHOOSE FROM. ALL OF THESE BOARDS BEHAVE DIFFERENTLY IN THE WATER BUT THERE ARE KEY FACTORS TO CONSIDER: LENGTH; THICKNESS; WIDTH; FIN; MATERIAL; RAIL PROFILES; TAIL SHAPES; BOTTOM CONTOUR; ROCKER OR BEND. IT CAN EASILY GET CONFUSING, SO TO HELP YOU NAVIGATE YOUR WAY TO THE BOARD YOU NEED WE HAVE COVERED SOME OF THE MAIN DIFFERENCES HERE.

LENGTH

THERE ARE MANY ADVANTAGES OF HAVING A LONGER BOARD, ESPECIALLY FOR A BEGINNER. THESE BOARDS TEND TO BE MORE STABLE FOR STANDING AND BECAUSE THEY GO FASTER WITH LESS EFFORT, THEY ARE GREAT TO USE TO DEVELOP A GOOD PADDLING TECHNIQUE. ON THE OTHER HAND, THESE BOARDS ARE HEAVIER AND HARDER TO HANDLE AND TEND TO TURN MORE SLOWLY. BOARD LENGTH IS ALWAYS MEASURED IN FEET.

WIDTH

THE NORMAL WIDTH IS AROUND 18-24 INCHES AND IT IS THE WIDTH WHICH GIVES THE BOARD STABILITY AND INCREASES THE VOLUME TO AID FLOTATION. THIN BOARDS GO FAST ON STEEP WAVES BUT FOR FLATTER WAVES, A WIDER BOARD MEANS YOU NEED A LOT LESS POWER TO GET YOURSELF THROUGH SECTIONS. NARROW NOSES AND TAILS WILL INCREASE MANEUVERABILITY IN LARGER WAVES. WIDTH IS MEASURED AT THE WIDEST POINT ON THE BOARD.

FINS

MODERN BOARDS TEND TO HAVE DETACHABLE FINS WHICH MEANS YOU CAN CHOOSE WHAT YOU WANT FOR EACH SURFING SESSION. THIS TAKES AWAY A LOT OF THE PROBLEMS ASSOCIATED WITH THE OLD-SCHOOL GLASSED-IN FINS INCLUDING THE PROBLEMS FACED WHEN TRAVELING WITH THESE BOARDS. FINS WON'T AFFECT CATCHING WAVES BUT DO IMPACT THE BOARD WHEN RIDING.

SINGLE FINS: TRADITIONALLY A LONGBOARD HAS ONE CENTER FIN WHICH HELPS THE BOARD HOLD THE WAVE. THE BOARD WILL TURN MORE SMOOTHLY BUT TURNS TEND TO BE SLOWER.

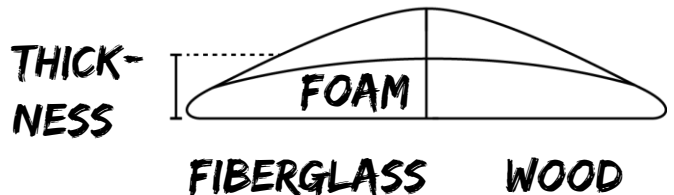
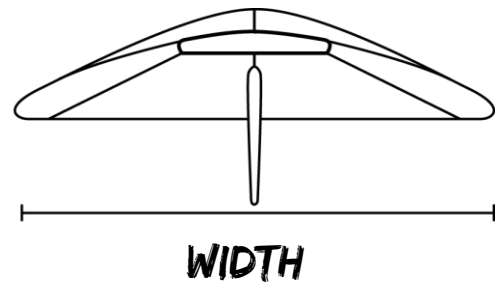
TWIN FINS: THESE ARE GREAT FOR FAST TURNS AND WILL ALSO GET MUCH BETTER SPEEDS. HOWEVER, IN LARGE SURF, THEY CAN FEEL SLIPPERY AND HARD TO CONTROL. TWIN FINS ARE USUALLY FOUND ON RETRO BOARDS WITH WIDE SPLIT TAILS.

THRUSTERS: THIS IS THE COMMON NAME FOR A BOARD WITH THREE FINS AND IS THE CONTEMPORARY STANDARD, PROVIDING THE BEST COMBINATION OF DRIVE AND MANEUVERABILITY. THESE FINS TEND TO BE A LITTLE SMALLER MAKING THE BOARDS MORE STABLE AND ABLE TO TURN QUICKLY AND TIGHTLY.

QUADS: A CENTER FIN CREATES DRAG SO HAVING FOUR FINS REMOVES THIS AND MEANS YOU CAN GO FASTER WITH LESS EFFORT. THESE TYPES OF BOARD ARE LOOSE AND CAN BE LESS STABLE THAN A THRUSTER IN SOME OCEAN CONDITIONS. THEY TAKE SOME PRACTICE BUT ARE OFTEN WORTH THE EFFORT BECAUSE ONCE MASTERED THEY ARE GREAT FUN.

THICKNESS

THIN BOARDS ARE LIGHTER BUT UNLESS YOU ARE A GOOD ENOUGH PADDLER TO KEEP A STEADY MOMENTUM THEY WILL SINK WHEN YOU LAY ON THEM. THE THICKER THE BOARD THE BETTER IT WILL FLOAT, AND IT NEEDS LESS EFFORT WHEN PADDLING. HOWEVER, THEY ARE HARD TO PUSH UNDERWATER AND WHEN MAKING DUCK-DRIVES. THICKNESS IS MEASURED AT THE WIDEST PART OF THE BOARD.



ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.



» THE SURFBOARD (2/2)

LONGBOARDS...

THE TRADITIONAL AND OLDEST BOARD, THIS IS AROUND 8-12FT (2.4-3.6M IN LENGTH, 2.5 INCHES (6CM) THICK AND 20 INCHES (50CM) WIDE. THESE ARE EASY TO LEARN WITH BECAUSE THEY ARE SMOOTH AND STABLE ON THE WATER.

MINI MAL'S...

SIMILAR TO A LONGBOARD THESE COME WITH 3 FINS AND MEASURE UNDER 8FT IN LENGTH. ONCE YOU CAN CONTROL A LONGBOARD THE MINI MAL IS THE NEXT BOARD IN LINE FOR THOSE WANTING TO REDUCE THE SIZE WITHOUT LOSING PADDLE POWER OR STABILITY. THESE ARE SOMETIMES KNOWN AS FUNBOARD.

GUN...

THESE BOARDS ARE DESIGNED FOR SURFING LARGE WAVES. THE TAIL AND NOSE ARE ELONGATED MAKING THEM SIMILAR IN LOOKS TO SHORTBOARDS AND ARE QUITE POINTY AT EITHER END. THICKNESS-WISE THEY ARE SIMILAR TO THE LONGBOARD GIVING THEM PLENTY OF PADDLING POWER. GUNS RANGE IN LENGTH FROM THE MINI-GUN AT 7FT (2.1M) TO THE RHINO CHASER AT 10 FT (3M).

SHORTBOARDS...

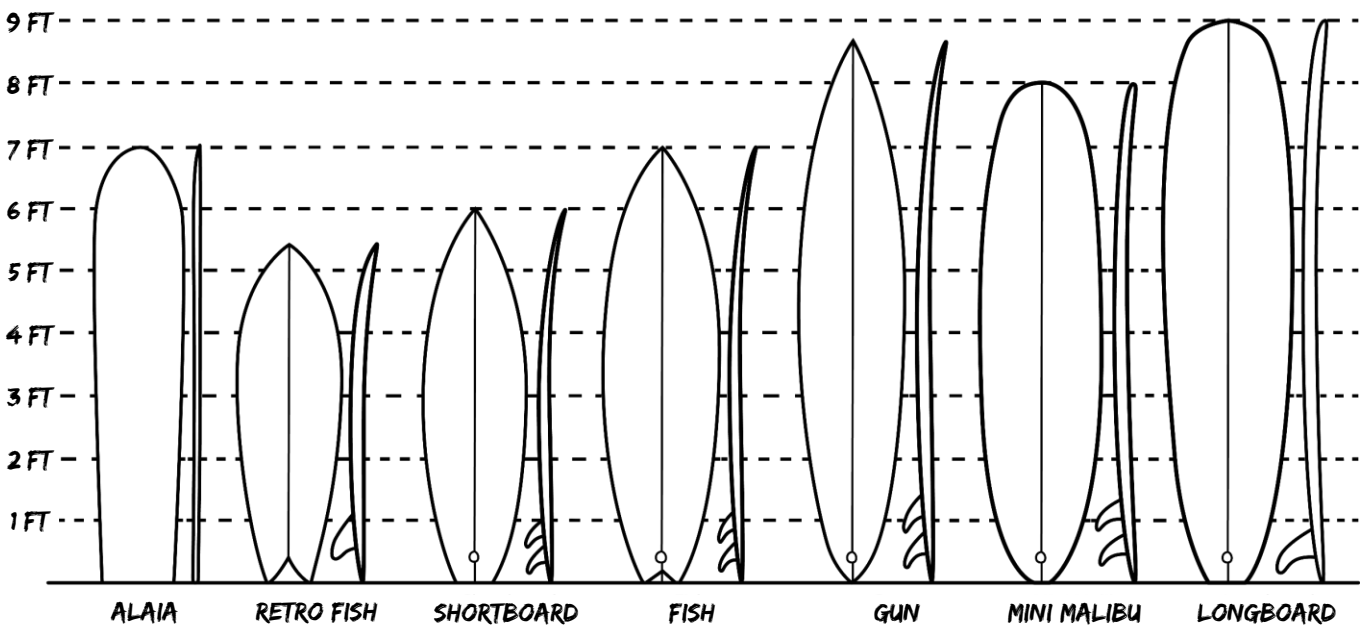
THE SHORTBOARD WAS INTRODUCED IN THE 1970S AND IS NOW THE MOST POPULAR TYPE OF SURFBOARD. WITH A LENGTH OF UNDER 7FT AND WITH A SHARPER NOSE IT IS GREAT FOR AGGRESSIVE SURFING IN CRITICAL SECTIONS ON OR ABOVE THE WAVE.

FISH...

THIS SHORTER BOARD HAS A LOT OF VOLUME THROUGH THE NOSE AND ITS CHARACTERISTIC DEEP SPLIT TAIL MAKES IT A FAST AND LOOSE BOARD. MOST FISH CAN BE FOUND IN LOTS OF DIFFERENT SHAPES AND SIZES AND AFTER THE MINI MAL, THEY ARE THE MOST POPULAR BOARD FOR PROGRESSING LEARNERS. THEY ARE SMALLER AND TURN FAST BUT ARE STILL STABLE AND CAN CATCH THE WAVES EASILY. LOOKS-WISE THE FISH RESEMBLES A WIDE-NOSED SHORTBOARD.

ALAIA...

THIS BOARD WAS USED BY THE POLYNESIANS AND IS A FINLESS BOARD WHICH IS CAREFULLY CRAFTED OUT OF KOA WOOD. THE BOARD IS AROUND 7FT LONG AND SINCE THE 2010S IT HAS INCREASED IN POPULARITY AS MORE SURFERS START TO FOCUS ON THE ROOTS AND HISTORY OF THE SPORT.



ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.



SALTY WATER

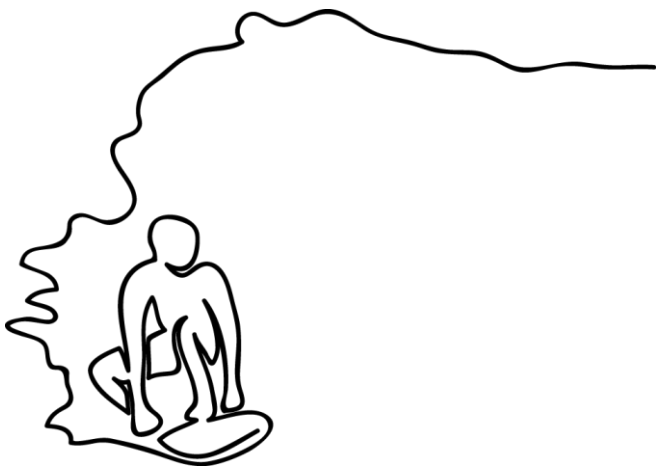
» TESTING NEW BOARDS

IF YOU ARE LOOKING FOR A NEW BOARD, YOU NEED TO TEST IT PROPERLY BEFORE MAKING THE FINAL DECISION. THE SHAPE AND SIZE OF THE BOARD YOU CHOOSE GIVES YOU DIFFERENT QUALITIES WHICH WILL DIRECTLY AFFECT HOW YOU SURF. FOR EXAMPLE, SMALLER BOARDS ARE LESS STABLE AND MAKE YOU SLOWER WHEN YOU PADDLE OUT, BUT THEY ARE MUCH FASTER ON THE WAVE. YOU SHOULD TRY OUT AS MANY DIFFERENT BOARDS AS POSSIBLE TO GET A FEEL FOR HOW THE DIFFERENCE IN LENGTH, WIDTH, WEIGHT AND FIN SET UP AFFECTS YOUR SURFING, THEN YOU WILL KNOW EXACTLY WHICH BOARD IS BEST SUITED FOR YOU.

JUMP UP & CONTROL

IF YOU ARE ON A NEW BOARD IT IS MORE THAN LIKELY TO FEEL LESS STABLE THAN YOUR OLD ONE SO MAKE SURE YOU SLOW THINGS DOWN AND TAKE YOUR TIME WHEN GETTING USED TO THE BOARD. DON'T RUSH TO STAND UP, JUST TAKE IT SLOW AND GET A FEEL FOR THE BOARD:

- PLACE YOUR HANDS IN A CHICKEN WING POSITION
- SLIDE TO YOUR FEET PLACING YOUR FRONT FOOT IN BETWEEN YOUR HANDS
- STAY LOW AND CORRECT YOUR STANDS BUT KEEP YOUR EYES UP, ALWAYS LOOKING WHERE YOU WANT TO GO
- DON'T THINK TOO MUCH, GO WITH THE FEELING IN YOUR BACKBONE, YOU KNOW THIS NOW.



FOREHAND TURN

TO USE A SMALLER BOARD YOU WILL NEED MORE SPEED COMPARED TO A LARGER ONE SO YOU WILL HAVE TO TURN IT INTO THE DIRECTION THE WAVE IS BREAKING TO GIVE IT MORE MOMENTUM. ONCE YOU GET THE SPEED THE SMALLER BOARD BECOMES EASIER TO HANDLE.

- PLACE YOUR WEIGHT ON YOUR BACK FOOT
- ROTATE YOUR TORSO BY PULLING YOUR BACK ARM BACKWARDS
- LEAN SLIGHTLY TO YOUR TOE SIDE AND LOOK WHERE YOU WANT TO GO
- LOWER YOUR BODY WEIGHT TO KEEP BALANCE AND SHIFT YOUR WEIGHT BACK TO YOUR FRONT FOOT TO GAIN SPEED AGAIN.

BACKHAND TURN

START MAKING TURNS GOING FROM YOUR FOREHAND TO YOUR BACKHAND USING THE TECHNIQUES YOU HAVE ALREADY LEARNED.

- PLACE YOUR WEIGHT ON YOUR BACK FOOT
- ROTATE YOUR TORSO BY MOVING YOUR FRONT ARM IN AN ARC ENDING WITH POINTING OVER YOUR SHOULDER
- LEAN SLIGHTLY TO YOUR HEEL-SIDE AND LOOK WHERE YOU WANT TO GO
- LOWER YOUR BODY WEIGHT TO KEEP YOUR BALANCE AND SHIFT YOUR WEIGHT BACK TO YOUR FRONT FOOT TO GAIN SPEED.

LOOK FOR A BOARD THAT GIVES YOU A LITTLE CHALLENGE WHILE REMAINING COMFORTABLE AND NOT UNDERMINING YOUR CONFIDENCE. YOU STILL WANT TO BE ABLE TO PRACTICE YOUR SKILLS AND STAY IN CONTROL.

NEXT TIME YOU GO TO PRACTICE SEE IF YOU CAN TRY OUT A SMALLER BOARD THAT SITS JUST OUTSIDE YOUR COMFORT ZONE. THEN GO BACK TO ONE THAT IS SLIGHTLY BIGGER, AND YOU WILL SEE HOW QUICKLY YOUR CONFIDENCE CAN BUILD.

ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.



SALTY WATER

» INSTRUCTOR SIGNS (1/2)

EYES UP

DON'T LOOK DOWN AT YOUR BOARD OR AT YOUR FEET, RAISE YOUR CHIN AND ALWAYS LOOK WHERE YOU WANT TO GO. FIND A VISUAL TARGET ON THE BEACH AND FEEL YOUR POSITION ON THE BOARD; WHEREVER YOU LOOK IS WHERE YOU WILL GO.



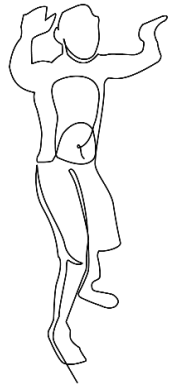
STRAIGHTEN YOUR BACK

IF YOU BEND YOUR BACK, YOU WILL STICK OUT YOUR BACKSIDE AND YOU WILL ALTER YOUR CENTER OF GRAVITY. YOU NEED YOUR CENTER OF GRAVITY TO STAY ALIGNED WITH THE CENTER LINE OF THE BOARD SO STAND UP PROUD WITH AN OPEN CHEST.



USE YOUR ARMS

USE YOUR ARMS AND TORSO AND EXAGGERATE YOUR MOVEMENT. YOUR ARMS HELP YOU KEEP BALANCED AND YOU WILL NOTICE THAT THERE ARE BIG CHANGES WHEN DOING TURNS OR TRYING TO INCREASE YOUR SPEED.



BEND YOUR KNEES

YOUR KNEES ARE LIKE THE SUSPENSION IN A CAR, SO KEEPING THEM BENT MEANS YOU CAN ABSORB ANY LIFTS OR BUMPS ON THE WAVES, GIVING YOU A LOT MORE CONTROL.



SLOW DOWN

NO NEED TO RUSH OR FEEL STRESSED OUT. REMEMBER THAT THE SLOWER YOU GO THE QUICKER YOU LEARN. YOU ALSO LOOK A LOT COOLER.



ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.

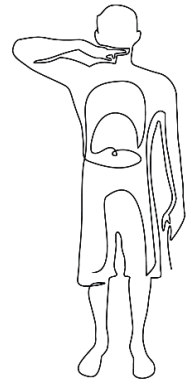


SALTY WATER

» INSTRUCTOR SIGNS (2/2)

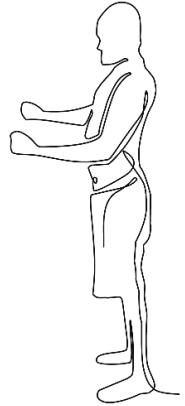
CHEST UP

DURING PADDLING, YOU CAN RAISE YOUR CHEST BY ARCHING YOUR BACK AND PROVIDE MORE POWER TO PADDLE. IF YOU DON'T ARCH YOUR BACK ENOUGH YOU ARE MORE LIKELY TO NOSEDIVE.



TOO FAR FORWARD

MOVE BACK ON THE BOARD TO LIFT THE NOSE OUT OF THE WATER WHEN PADDLING.



TOO FAR BACK

MOVE FORWARD ON THE BOARD SO THERE IS LESS DRAG ON THE BACK OF THE BOARD WHEN PADDLING FORWARD.



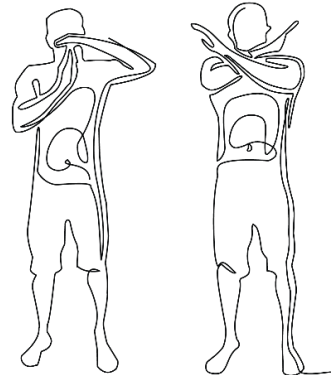
STOP

IF YOU SEE YOUR INSTRUCTOR HOLDING OUT HIS HAND WHEN YOU ARE PADDLING FOR A WAVE YOU SHOULD STOP AND NOT TRY TO CATCH THE WAVE. MAYBE SOMEONE ELSE IS ALREADY RIDING IT OR YOU ARE NOT IN A GOOD POSITION TO CATCH IT.



BREAK / CLASS OVER

TIME TO CATCH THAT LAST WAVE AND HEAD BACK TO THE BEACH TO CHILL OUT, DEBRIEF AND GET SOME USEFUL INSTRUCTION.



ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.



SALTY WATER

» SURF CONTESTS

"THE BEST SURFER IS THE ONE HAVING THE MOST FUN" — DUKE KAHANAMOKU.

SURFING IS ASSOCIATED WITH FREEDOM AND FUN SO IT COULD SEEM ODD TO COMBINE IT WITH COMPETITION WHICH SPEAKS OF RULES AND SCORES AND TAKING EVERYTHING SERIOUSLY. HOWEVER, IF YOU LOOK INTO THE WORLD OF COMPETITIVE SURFING YOU CAN SEE HOW IT HAS HELPED TO ADVANCE AND PUSH THE BOUNDARIES OF SKILL WITHIN THE SPORT. MOST OF THE NEW TYPES, STYLES AND DESIGNS OF BOARDS AND EQUIPMENT IS DUE TO DEVELOPMENTS THAT HAVE BEEN MOTIVATED BY THE GROWTH IN COMPETITIVE SURFING.

COMPETING WITH FRIENDS IS A GREAT WAY TO PUSH YOUR LIMITS AND IT CAN MEAN THAT YOU PROGRESS MUCH MORE QUICKLY. A USUAL CONTEST FOLLOWS THE SAME TYPE OF SET UP:

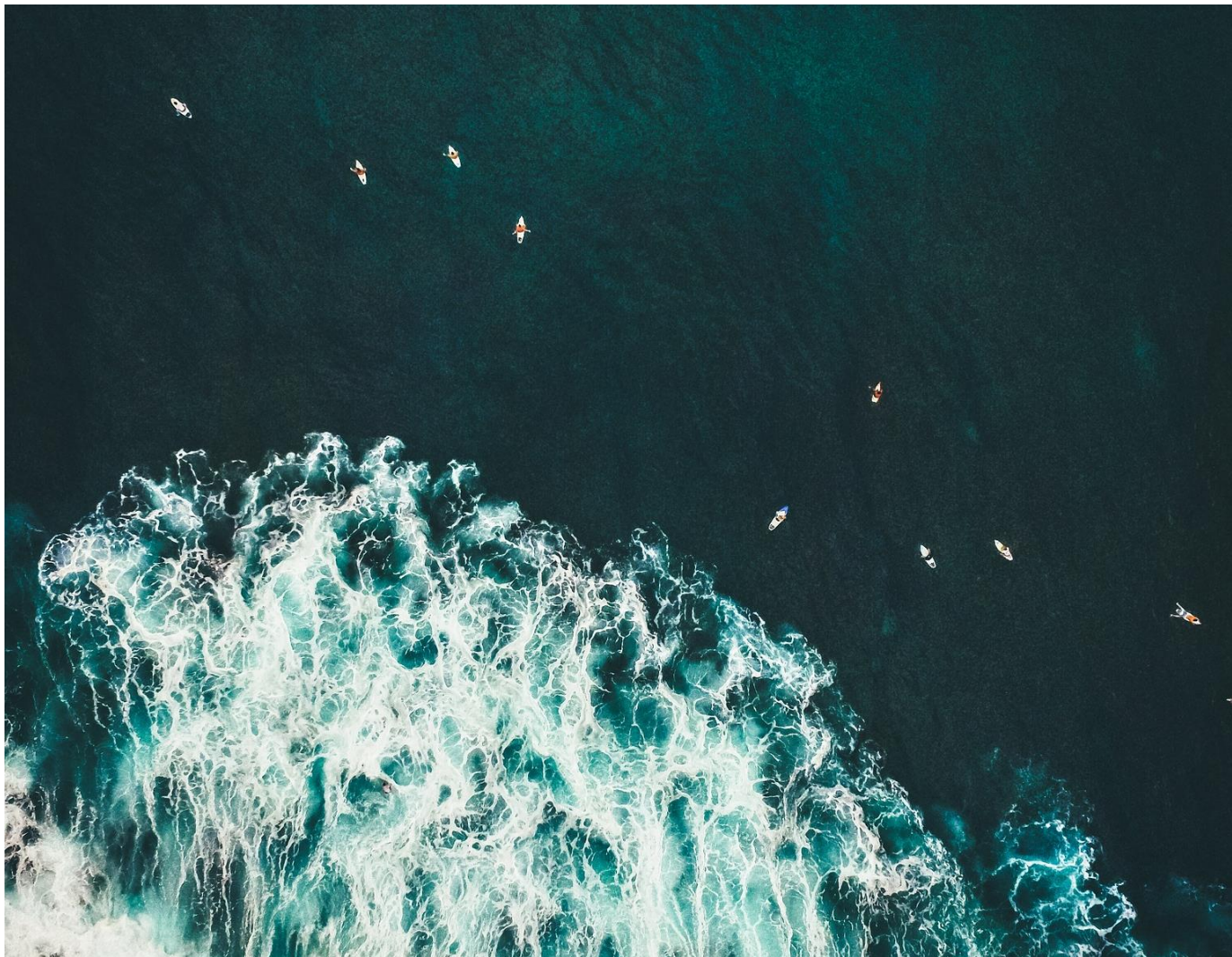
HEATS — THESE CAN BE FOUR-MAN HEATS WITHOUT PRIORITY OR TWO-MAN HEATS WHERE EACH SURFER GETS TO CHOOSE THE BEST WAVE. A HEAT LASTS AROUND 20-35 MINUTES BUT DURATION HINGES ON THE WAVES. A SURFER CAN CATCH A MAXIMUM OF 15 WAVES DURING THAT TIME.

SCORES — THERE ARE USUALLY 5 JUDGES WHO SCORE FROM THE BEACH ON A SCALE BETWEEN 0-10. THE FINAL SCORE IS THE AVERAGE EXCLUDING THE HIGHEST AND LOWEST SCORES. THE TWO BEST WAVES OF EACH SURFER ARE ADDED TOGETHER.

THE MAXIMUM HEAT TOTAL IS 20.0 BUT THIS RARELY HAPPENS. THE SURFERS ARE JUDGED BASED ON FOUR MAIN ELEMENTS:

- WAVE SELECTION, SIZE AND QUALITY
- COMMITMENT AND DEGREE OF DIFFICULTY
- COMBINATION OF MANEUVERS
- OVERALL IMPRESSION AND FLOW

THERE ARE MANY SURFING COMPETITIONS WORLDWIDE WITH THE 10 MOST PRESTIGIOUS FORMING PART OF THE WORLD CHAMPIONSHIP TOUR. IN THIS CONTEST, THE 34 TOP-RANKED SURFERS WORLDWIDE COMPETE AT LEGENDARY SURF SPOTS IN SOME VERY EXOTIC LOCATIONS. THESE ARE VERY POPULAR EVENTS, DRAWING THOUSANDS OF SPECTATORS AND ARE OFTEN LIVE STREAMED ONLINE.



ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.



SALTY WATER

» VOCABULARY (1/2)

ALOHA – HAWAIIAN WORD USED AS A GREETING, A SEND-OFF, A SIGN OF AFFECTION AND A WISH OF GOOD FORTUNE. IN SHORT, ALOHA MEANS LOVE – HAWAIIAN STYLE.

BARREL – A TUBE INSIDE A BREAKING WAVE UNDERNEATH THE LIP OR CREST OF A HOLLOW WAVE. A SURFER MAY BE COMPLETELY HIDDEN FROM VIEW DURING THE BARREL RIDE. THIS IS ONE OF THE BEST BUT MOST DIFFICULT MANEUVERS IN SURFING. IT IS DIFFICULT TO COMPLETE DUE TO CHANGING VARIATIONS IN EVERY WAVE.

CAUGHT INSIDE – WHEN A SURFER GETS CAUGHT ON THE SHORE SIDE OF A BREAKING WAVE MAKING IT DIFFICULT TO GET OUT, RESULTS IN GETTING TOSSED AROUND AND LOTS OF PADDLING.

CHOPPY – BUMPY OCEAN AND WAVE CONDITIONS THAT ARE ROUGH DUE TO STRONG WINDS AND/OR CURRENTS. WIND VELOCITIES ARE USUALLY OVER 12 KNOTS TO CREATE CHOPPY CONDITIONS.

CLEAN – GOOD CONDITIONS, GOOD WAVES WITH SMOOTH OR GLASSY OCEAN SURFACE AND VERY LITTLE ONSHORE WIND. OFFSHORE WINDS BLOWING INTO THE FACES OF THE WAVES CAN CREATE CLEAN, GROOMED CONDITIONS.

CLEAN UP SET – A MUCH LARGER WAVE, OR A SET OF WAVES, WHICH BREAK FURTHER OUTSIDE THAN NORMAL. A CLEANUP SET USUALLY "CLEANS UP" THE LINE-UP OF SURFERS CAUGHT FURTHER INSIDE.

CLOSEOUT – WHEN ALL PARTS OF THE WAVE – DOWN THE LINE OR CREST OF THE WAVE – ALL BREAK AT THE SAME TIME. NOT SUITABLE FOR SURFING.

CROWDED – WHEN A SPOT HAS A LOT OF PEOPLE ON IT.

DROP IN – A TERM USED WHEN A SURFER CATCHES A WAVE IN FRONT OF ANOTHER SURFER WHO IS ALREADY RIDING. THIS IS BAD SURFING ETIQUETTE. DON'T DO IT.

ESKIMO ROLL – ANOTHER METHOD FOR GETTING THROUGH BROKEN WAVES USED MAINLY BY LONGBOARDS. SOMETIMES CALLED A TURTLE OR TURTLE ROLL.

FLAT – WHEN THERE ARE NO WAVES TO SURF.

GLASSY – WHEN THE TEXTURE OF THE OCEAN SURFACE IS LIKE GLASS. THE SURFACE IS SMOOTH BECAUSE THERE IS NO WIND.

GOOFY FOOT – A SURFER WHO SURFS RIGHT FOOT FORWARD AND FACES THE WAVE ON LEFTS AND FACES AWAY FROM THE WAVE ON RIGHTS.

GROMMET – A YOUNG SURFER, USUALLY BUT NOT ALWAYS UNDER 16 YEARS AGE. THE GROMMET REPRESENTS THE FUTURE OF EVERY HOME BREAK. IN HIM, THE ELDER SEES HIMSELF MANY YEARS AGO AND THEREIN EXISTS UNSPOKEN RESPECT, THAT ALL PARTIES ARE PART OF A RICH HERITAGE, TIED TO THE AGES.

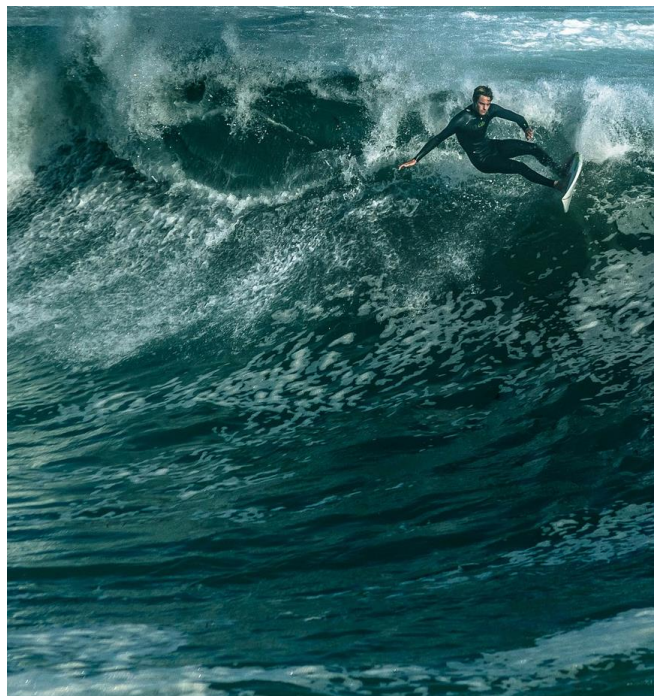
GROUND SWELL – A SWELL WITH A PERIOD OF OVER 11 SECONDS BETWEEN SUCCESSIVE WAVES. GROUND SWELLS ARE BORN BY STORMS FAR OUT AT SEA SENDING OUT WAVES WITH A LOT OF ENERGY MAKING THEM ABLE TO TRAVEL FAR AND WRAPPING INTO MANY DIFFERENT SURF SPOTS (AS OPPOSED TO WIND SWELL).

HANG TEN – A LONGBOARDING MANEUVER WHERE THE SURFER HANGS TEN TOES OF BOTH FEET OVER THE TIP OR FRONT OF THE SURFBOARD. A VERY CLASSY MOVE THAT SHOULD BE APPROACHED BY FIRST MASTERING THE HANG FIVE – FIVE TOES OVER.

IMPACT ZONE – WHERE THE WAVES BREAK. IT'S A GOOD IDEA TO AVOID THIS AREA WHEN PADDLING OUT, AS THE WAVES ARE MOST POWERFUL HERE AND DIFFICULT TO PADDLE THROUGH.

INSIDE – DEPENDING ON WHERE YOU ARE IT EITHER REFERS TO RIDING THE BARREL OR SITTING INSIDE (CLOSEST).

KOOK – BEGINNER SURFER. SOMETIMES ALSO REFERRED TO AS SOMEONE WHO CAN'T SURF AND IS OFTEN IN EVERYONE'S WAY BY GETTING OUT IN CONDITIONS PAST THEIR SKILL LEVEL.



ALWAYS RESPECT THE LOCALS AND THEIR COMMUNITY WHEREVER YOU ARE SURFING.



SALTY WATER

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LEASH – THE LEG-ROPE ATTACHING THE SURFER'S BACK LEG TO THE SURFBOARD KEEPING THEM FROM PARTING AFTER A WIPEOUT.

LINEUP – THE AREA WHERE SURFERS SIT WAITING FOR WAVES. GENERALLY, JUST OUTSIDE OF THE BREAK LINE OR IMPACT ZONE.

LULL – THE INCONSISTENT PERIOD OF WAVES BETWEEN SETS.

OVER THE FALLS – THE WORST KIND OF WIPEOUT WHEN A SURFER IS SUCKED BACK OVER THE TOP OF THE WAVE AS IT BREAKS SO THE SURFER FREE FALLS WITH THE LIP.

REGULAR FOOT – A SURFER WHO SURFS LEFT FOOT FORWARD AND FACES THE WAVE ON RIGHTS AND FACES AWAY FROM THE WAVE ON LEFTS.

SET – A SERIES OF WAVES APPROACHING THE LINEUP. WAVES ALMOST ALWAYS ARRIVE IN SETS AND THE TIME IN BETWEEN SETS ARE CALLED LULLS.

SHAKA – THE UNIVERSAL SURFER'S HAND SIGNAL WHERE YOU STICK OUT THE THUMB AND PINKY AND FOLD THE OTHER THREE FINGERS IN AND USUALLY ROCK THE HAND BACK AND FORTH. ORIGINATED IN HAWAII AND POPULARIZED BY SURFERS IN THE 1960'S.

SHOREBREAK / SHOERY – WAVES THAT BREAK VERY CLOSE TO THE BEACH USUALLY WITH A LOT OF POWER AS A RESULT OF THE STEEP ANGLE OF THE BEACH.

SIDESHORE – WINDS THAT APPROACH THE WAVES FROM THE SIDE RATHER THAN DIRECTLY FROM THE LAND OR OCEAN.

SPOT – A DESIGNATED PLACE, SANDBANK, REEF, BAY OR RIVER-MOUTH WHERE WAVES BREAK, ALSO REFERRED TO AS BREAK.

STOKE – SENSE OF BOUNDLESS EUPHORIA THAT CAN ONLY ARISE AFTER SURFING, LEAVING THE SURFER EXTREMELY HAPPY OR THRILLED.

WKND SWELL – A TYPE OF SWELL WITH A SWELL PERIOD OF FEWER THAN 11 SECONDS BETWEEN SUCCESSIVE WAVES. ALSO CALLED LOCALIZED SWELL AS THEY ARE BORN CLOSE TO SHORE CREATING SHORT PERIODS OF SURF.

WIPEOUT – THE CLASSIC TERM FOR FALLING OFF YOUR SURFBOARD WHILE RIDING. SOME ARE MORE SERIOUS THAN OTHERS, BUT THEY ALL SUCK WHEN THEY OCCUR – THOUGH MANY SPIN-OFFS INTO GREAT STORIES AT THE CAMPFIRE.

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