

# Competition Rules

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## 1) Definitions

### 1.1) People, Roles and Responsibilities

1.1.1) “Competitor” covers all those taking part in a race held as part of an event.

1.1.2) “Organiser” the hosting club, entity, agency or person facilitating the event.

1.1.3) “Race Director” the specific person representing the Organiser in charge of the races.

1.1.4) “Competition Committee” the body of people organised by GBSUP provided to help, advise and assist on racing matters to the Race Director.

1.1.5) “Event Director” the specific person representing the Organiser in charge of the event.

1.1.6) “Social Committee” the body of people organised by GBSUP provided to help, advise and assist the Event Director.

1.1.7) “Starter” a specific person in charge of conducting and organising the start.

1.1.8) “Finisher” a specific person in charge of overseeing Competitors at the finish.

1.1.8) “Timekeeper” a specific person(s) in charge of recording finish times.

1.1.9) “Volunteer” other non-competitors assisting the Race Director in the running and organising of the racing.

1.1.10) The Starter and Finisher roles may be combined as is suitable to the size and nature of the race and event.

1.1.11) “Sponsor” any non-club entity that assists, supports, funds or finances one or more Competitors.

### 1.2) Board Classes

1.2.1) The following definitions will be used to group boards into classes at all events. The definition of a board class doesn't imply its representation or

acceptance at a particular or indeed any race, nor does it prohibit classes being merged or new ones defined.

1.2.2) "Twelve foot six" or "12'6" class is defined as any board equal to 12 feet and 6 inches in length or less when combined with a non-planing hull.

1.2.3) "Fourteen foot" or "14'0" hardboard class is defined as any board up to 14 feet in length.

1.2.4) "Fourteen foot" or "14'0" iSUP class is defined as any inflatable board up to 14 feet in length.

1.2.5) "Prone 10'6" - class is defined as any prone paddleboard equal to 10 feet and 6 inches in length or less when combined with a non-planing hull.

1.2.6) "Prone 12" - class is defined as any prone paddleboard equal to 12 feet in length or less when combined with a non-planing hull.

1.2.7) "Prone" - class is defined as any prone paddleboard of any length when combined with a non-planing hull.

1.2.8) Any board falling in between the measurements outlined above (nominally left to allow for manufacturing variance), shall be measured, rounded (up or down) and hence classed at the discretion of the Race Director.

### **1.3) Age Classes**

The following Age Classes apply to all events:

12 - 17 referred to as "Juniors"

18+ referred to as "Open"

30 - 39 referred to as "Seniors"

40 - 49 referred to as "Masters"

50 - 59 referred to as "Veterans"

60+ referred to as "Grand Kahuna"

1.3.1) Competitors will compete in the class that represents their age on the 1st of January in the year during which the race series starts.

1.3.2) Shorter races, specific to Juniors, are held during the event's competitions. Junior races can either be shorter courses and/or distances of the adult competitions or a separate course/race as required for the event format and conditions. Junior Competitors may elect to compete in only the Seniors category at the Race Directors' discretion.

1.3.3) It is the Competitor's obligation to notify the Race Director at check-in that they wish to race outside their nominal age class to ensure that they start in the correct start wave and to ensure that the points and prizes are attributed correctly afterwards.

1.3.4) Where appropriate, such as events used for a selection purpose, the Open Age Group will be used during registration and competition. Having the Open Age Group allows direct competition for selection places. It ensures that differences in event format, competition rules and formats can be accommodated without disrupting other competing fleets.

## **1.4) Equipment**

1.4.1) "Paddle" is defined as a single-bladed propulsion device with a handle on one end and blade on the other. Paddles may be adjustable.

1.4.2) "Fin" is a projecting surface or attachment for providing stability and preventing slippage only. It may deflect or retract when coming into contact with rocks or the ground but shall not otherwise be movable or pivot (manually or autonomously) such as to provide any means of steering (thus becoming a rudder) nor provide lift (thus becoming a hydrofoil).

1.4.3) "Rudder" is a projecting surface or attachment hinged vertically or horizontally that provides any means of steering or controlling movement.

1.4.4) "Hydrofoil" is a projecting surface or attachment designed to produce any lift.

1.4.5) "Leash" is the safety device connecting the Competitors to their Board. This is mandatory during all races. Failure to use it will result in immediate disqualification. The leash must be mounted to a dedicated mounting point(s), not ancillary points such as handles and belt loops. The requirement of wearing a leash and what type is required for a given race is at the Race Directors' discretion and will be communicated to all competitors prior to the event taking place.

1.4.6) The Race Director may specify other mandatory equipment during registration that the Competitor must bring before being allowed to race.

1.4.7) All and any equipment may be subjected to inspection and scrutineering during check-in or separately before the race starts.

## **2) Restrictions**

### **2.1) Board Restrictions**

2.1.1) All boards, at rest and/or whilst being propelled, must have only one effective hull, no catamarans, outrigger floats (such as an ama), spars or other such devices. All points of a concave hull must normally be in or on the water.

2.1.2) The length of a board will be measured as a straight line between any two points on the furthest extents (in the event of, for example, a horizontally asymmetric design) of the board which produces the longest measurement, not the rocker, water or hull line. The two points do not have to share a plane with any (horizontal, vertical or other) feature or point on or off the board.

2.1.3) It is the Competitor's obligation to notify the Race Director at check-in or registration that they wish to race outside of their nominal class to ensure that they start in the correct start wave and to ensure that the points and prizes are attributed correctly afterwards.

## **2.2) Equipment Restrictions**

2.2.1) Stand up paddle boards shall be propelled by Competitors using a single paddle, the inertia of their own body and by harnessing the naturally occurring power of the wind and waves.

2.2.2) Prone paddleboards shall be propelled by Competitors using their own bodies without assistance from additional equipment and by harnessing the naturally occurring power of the wind and waves.

2.2.3) Competitors may not employ any form of sail or clothing as a form of sail. Competitors may be instructed to restrain or remove particularly baggy clothing.

2.2.4) Paddles may have only one blade located at one end of the shaft, which may be cranked or otherwise shaped in any manner.

2.2.5) The use of electronic devices is acceptable for the following purposes;

- To provide immediate and retrospective performance feedback.
- To provide navigational instruction, location details and/or directions.
- For audio and visual recording purposes.
- To transmit the above information.
- To receive weather prediction and measurement information from non-competitors.
- To provide communication to and from non-competitors.

The use of electronic devices are not allowed for the following purposes;

- Automatically adjusting the board, attachments or other equipment (e.g. auto-pilot steering, hydrofoil pitch, hull shape or balance etc).
- Providing information about other Competitors unless in distress or emergency situations. Competitors may confer verbally or visually about other Competitors but not by radio.
- Listening to music via earbuds or headphones, including bone conducting and speakers, on the grounds of safety

## **2.3) Competitor Restrictions**

2.3.1) Competitors can only enter one class at any Event.

# **3) National Race Series**

## **3.1) Race & Event Scoring**

3.1.1) Individual Race results will be published as numbered position finishes from 1st place downwards to the number of finishers within the Competitors Respective Category; “DNF” will be used to indicate those who Did Not Finish, “DNS” for those who Did Not Start and “DSQ” for those who were Disqualified.

3.1.2) Single Race Event scoring will use a first over-the-line positioning as per the Individual Race results. Age Group scoring will be taken from the ‘Overall’ position with the respective Race Fleets.

3.1.2) Multiple-race event scoring shall be the combined finishing positions from all races in the event. Competitors' positions will be calculated using a formula to determine all results relative to the shortest race distance denominator, therefore ensuring parity against the given times of each race in the event.

3.1.3) In the event of a tie, results by race order will be used to determine the final order of Competitors with the highest placed finish will take precedence. If Competitors cannot be placed according to the highest-placed finish, points will be shared relative to the finishing position of the competitors.

3.1.4) Once final event positions are determined by the process outlined, points will be awarded out of 606. First place will receive 606 points, second 600, third place 595, fourth place 591, and each position down from fourth will have 3 points subtracted to facilitate a maximum of 200 positions per Race Fleet. The increase in points between 3rd to 1st is to avoid overall points ties.

3.1.5) “Did Not Finish” (DNF) results will be awarded no position or points

3.1.6) “Did Not Start” results will be awarded no position or points and may be omitted entirely from publication.

3.1.7) “Disqualified” results may have their position and/or time optionally published but will be awarded zero points.

### **3.2) Overall Series Scoring**

3.2.1) The overall series will be scored from a total of a competitor's highest scores from a maximum of four Event Results across the series, not from the individual races at an Event.

3.2.2) Competitors will receive an Overall placing in their Race Fleet and will also be placed in their respective Age Groups. Points within the Age Groups will follow the same scoring as the overall series scoring and will be in order of finishing position within the Age Group competitors.

3.2.3) Tie-breaking by time difference and then by race result beyond the mandated four results. Where Competitors have directly competed against each other, the times for those head-to-heads will be added together, and the fastest time will win.

### **3.4) Tie-breaking & points adjustment**

3.4.1) Final overall scorings will be calculated based on the decided finishing positions in accordance with the rules above. The Competition Committee reserve the right to manually adjust the final standings in accordance with the rules above in order to achieve clear finishing positions of the Competitors. Where positions cannot be split by a Tie-Breaker, Point will be equal for both Competitors to the respective finishing position.

## **4) Safety**

4.1) All Competitors and Volunteers at any event must wear a leash regardless of local marine laws at all times when paddling unless explicitly granted permission to do so by the Race Director. Failure to do so will result in immediate disqualification of any Competitor who is found to be in breach of the Race Director ruling.

4.2) During an event, a competitor or Volunteer who is distressed should wave their hands or paddle in a back-and-forth crossing motion above their heads.

4.3) Competitors who see a competitor, Volunteer or any other person in distress via the signal or any other indication must provide assistance and/or help to gain the attention of the closest safety personnel or emergency service.

4.4) If a competitor stops to assist those in distress, they should highlight this to the Race Director, who will readdress their final time on a presumed honesty basis. Notifications should be put forward as per the Appeals rulings laid out in section 8.

## 5) Event Procedure

5.1) The event is defined as the entire process around the Competition itself. The key elements will be:

### 5.2) Race Registration

5.2.1) Race registration is the typical online process by which the organiser outlines the competition format and details, mandatory requirements plus equipment and collects payment. Registration should open at least one month before the event and end a few days beforehand.

5.2.1.1) Competitors must register within the outlined time frame and may not appeal to enter if they miss the deadline.

5.2.1.2) The organiser may place a cap on the number of entrants, Competitors are encouraged to register as early as possible.

### 5.3) Check-in

5.3.1) Check-in (or “registration on the day”) will be held at the start of the event and allow Competitors to collect any numbers, wristbands, bibs etc... and to receive initial information and directions about the timings for the event. This also allows the Race Director to confirm those who are attending.

5.3.1) “Scrutineering” is the optional step (and may be combined with Check-in) for the Race Director to check that boards and equipment adhere to the rules and requirements.

### 5.4) Safety Briefing

5.4.1) The Race Director gives Safety Briefing(s) which is mandatory for all Competitors entering **each** race. Safety information and procedures will be covered along with the start process and sequence, the course layout, directions and specific hazard instructions, the finishing process and approximate timings for prize-giving.

5.4.2) The Safety Briefing may be held Virtually or in person in accordance with the Event configuration. Regardless of the type of briefing, it is mandatory for all

competitors to attend. Virtual briefings will be recorded and shared directly with all Competitors prior to the Event start.

## **5.5) Race Start**

5.5.1) Race Start(s) should take place no less than 15 minutes and no longer than one hour after the “Safety Briefing”. The process is outlined in detail in the Race Procedure section.

## **5.6) Race Finish**

5.6.1) Race Finish(es) are outlined in detail below.

## **5.7) Appeals**

5.7.1) Appeals, Competitors must lodge any appeals with the Race Director within 15 minutes of the last Competitor finishing, along with all evidence available at the time. A review shall take no more than 45 minutes for all appeals to then be resolved. Appeals will not be considered without supporting evidence in the form of a witness, video or photo. Any witness must be impartial. Full details of the Appeals Procedure are laid out in Section 8.

## **5.8) Prize Giving**

5.8.1) Prize giving should be done no less than 30 minutes after and ideally no longer than 2 hours after the last Competitor has finished.

5.8.2) Competitors are not required to attend prize giving and will not be penalised by way of published results, loss of series points or loss of top three trophies (only) for not being present on the podium. However, it falls to the recipient to arrange collection and delivery costs for trophies, medals or other prizes given by GBSUP, other Organisers or Sponsors.

5.8.3) Trophies or prizes not related to the top three finishing positions (1st, 2nd and 3rd) may be awarded to the next eligible participant still present, specifically but not limited to Best Male/Female Rookie etc...

5.8.4) GBSUP reserves the right to substitute absent podium finishers and prize winners with other persons or representations as required.

5.9) During a multi-race event (such as distance and sprints), there should be at least 30 minutes and no more than 3 hours from the last competitor finishing to the start of the next race for Competitors to recover, rehydrate, eat or wait. This is to



include the Prizing Giving for the previous event and the Safety Briefing for the next.

## **6) Race Procedure**

### **6.1) Standard start types**

6.1.1) “Beach Start”, where Competitors will assemble along the length of the start line positioned above or in the shallows of the shore, leashed to and holding boards and paddles the competitors will run into the water and mount their boards at the start signal.

6.1.2) “Water Start” is where Competitors will start out on the water along the length of the start line, standing on their boards.

6.1.3) “Straddled starts”, in the event of particularly challenging conditions, Competitors may be asked to sit on their boards out on the water with their legs on either side and in the water (no kneeling) with their bodies behind the start line. At the start signals, only then may Competitors start taking forward strokes and rise from sitting.

6.1.4) Start procedures may change subject to the event configuration, and all details will be outlined in the briefings and pre-event paddler packs

### **6.2) Start sequence**

6.2.1) The recommended start sequence is as follows:

- 14' Men
- 14' Ladies
- Challenge Tour
- Other

6.2.2) It is at the Race Directors' discretion as to the exact start order. The start order may change during an event, and any change will be communicated by way of an announcement and/or start briefing. It is the Competitor's responsibility to ensure they know when they are due to start.

6.2.3) Each class should be started together as a whole, preferably on its own, to allow drafting opportunities to develop. If a sequence or procedure is planned where a class would be split into smaller groups for any reason (i.e. time trial format), this would preclude any drafting between racers. This is currently not a

standard method, and the Race Director must agree to this in advance with the Competition Committee.

### **6.3) The Start Process**

The exact starting sequence and method will be covered in the Safety Briefing and all timings are to be taken as approximate.

6.3.1) At least a three (3) minute and no more than ten (10) minute verbal warning for competitors to gather just short of the start line for their class and prepare.

6.3.2) A verbal warning of "one (1) minute" for competitors to approach the start line and align themselves, fully prepared (including starting any tracking or monitoring devices).

6.3.2.1) Following the one-minute warning, the Starter will, as needed, issue instructions and warnings to those Competitors not correctly aligned, either (but not limited to) those with their body in front of the start line, those not within the bounds of the start line, those bunched at one end of the starting line etc... in a best effort attempt to ensure an orderly and fair start.

6.3.3) A verbal warning (with a recommended raising of a flag) of "ten (10) seconds" given by the starter, after which and at any point in the following ten (10) seconds when the Starter is happy that the Competitors are correctly aligned there will follow...

6.3.3.1) If the Starter is not satisfied with the start line as a whole or if there is outside interference or any other unforeseen circumstances, such as obstruction by other vessels after the "10 seconds" notice period, the Start may issue a "restart" verbal notice. Competitors will begin the starting sequence again from the one-minute warning stage.

6.3.4) A single audible sound (with the recommended dropping of a flag) signalling the start.

6.3.5) There shall be a recommended 3 minutes between each start to allow the next class to assemble for their start. This is subject to change upon the Race Directors' instruction.

### **6.4) False starts**

6.4.1) Any competitor who does not follow the instructions of the Starter or who is ahead of the start line once the starting sequence has begun shall be given a false start and a penalty.

6.4.2) Competitors will receive a false start if they are not present on the start line once the start sequence has begun for their race or heat and a penalty. Starters shall not wait for any Competitor.

6.4.3) A Competitor's first false start will receive a 2-minute time penalty. The start procedure will "restart" if practical, and the 2-minute time penalty will be added to the Competitor's final timing once the start has been successful. On a competitor's second false start infraction, the competitor will be disqualified.

6.4.4) Competitors must only react to the starting signal and must not try to anticipate the sound. Flying starts will be penalised.

6.4.5) Competitors must not make any forward racing strokes once called to the line and before the start.

## **6.5) Paddling on the Course**

6.5.1) Competitors will not be disqualified for touching a turn buoy unless, in the opinion of the Race Director, an advantage has been gained. This may include picking up and moving the mark with hands or a paddle.

6.5.2) Competitors will have a 2-minute penalty applied if they round a mark in the wrong direction (on land or water).

6.5.3) If Competitors miss a mark, they will be disqualified unless the Competitors correct themselves by rounding the mark and **all** subsequent marks correctly (including entire subsequent laps) without impeding other Competitors.

6.5.4) Competitors may deviate from a straight-line course, provided they make all of the marks in the correct sequence and do not impede others.

6.5.5) Competitors shall not pass through any bridges, docks, tunnels, piers or other landmarks or structures that they are not explicitly required to pass through by the Race Director on the basis of safety.

6.5.6) Competitors who take more than five consecutive paddle strokes whilst not standing may be disqualified. Competitors disqualified for taking strokes whilst not standing (kneeling or laying) should still receive a finish time but not points. The Race Director will include any specific requirements during the Race Briefing.

## **6.6) Drafting**

6.6.1) Drafting is not allowed out of the Board or Gender class as defined for the race.

6.6.2) Competitors will be deemed drafting when within 1 metre of the tail or sides of another competitor or any watercraft on the racecourse for more than 10 seconds.

6.6.3) If the boundaries of a racecourse do not allow competitors to avoid the drafting zone, then no drafting rules will apply at that time.

6.6.4) A competitor must make an effort to exit the drafting zone immediately when boundaries, other craft or conditions allow. Examples of natural boundaries include rocks, canals, submerged objects, bridges and vessels.

6.6.5) Competitors will be disqualified for drafting any watercraft on the racecourse that is not in the same Class.

6.6.6) Competitors will be disqualified from all races during an event for drafting boats or other watercraft at any time during the entire event for safety reasons.

## **6.7) Finishes**

6.7.1) The standard and recommended finish types are:

6.7.1.1) A “water finish” is where the finishing line is out on the water.

6.7.1.2) A “beach finish” is where the finishing line is on the beach or land, and Competitors have to remove their leashes (once past any breaking waves), dismount their board and carry their paddle to the finish line.

6.7.2) A competitor has finished a race when the first part of their body has crossed the finish line and they are carrying their paddle whilst standing on the deck of their board (for a water finish).

6.7.3) Competitors must be in control and on the deck of their boards for at least three seconds after crossing the line in order to receive a valid water finish.

6.7.4) Competitors must remain upright (standing or kneeling) for at least three seconds after crossing the line in order to be given a valid beach finish.

6.7.5) Competitors without their paddle, who fall from their board or who are not in control, must re-cross the finish line correctly to receive a valid finish. If buoys or

flags mark the finish line, the Competitor must treat (preferably) the nearest marker as a mark and pass clockwise or anti-clockwise around it as appropriate without impeding the finish of other Competitors.

6.7.6) Competitors must clear the finish line area as soon as they cross the line and not impede the finish of other Competitors. Failure to do so may be deemed as an invalid finish or penalised.

6.7.7) Exact finish procedures will be communicated during the Race Briefings. The Race Director reserves the right to amend the finishing procedure on the grounds of safety, and any changes will be communicated to Competitors during the Race Briefing.

## **7) Conduct**

### **7.1) Doping, substance and drug abuse**

7.1.1) Doping, substance and drug abuse in any form, manner or at any time will not be tolerated and will lead to disqualification and referral to the Competition Committee.

7.1.2) The WADA regulations current at the respective time of an event shall be applied.

7.1.3) Doping controls may be carried out at any event.

### **7.2) Unethical or dishonourable conduct**

Unethical or dishonourable conduct includes but is not limited to:

7.2.1) Excessive physical, emotional and/or psychological intimidation and/or harm using any part of the body, paddle, board or other equipment.

7.2.2) Using the board, paddle or body in order to block a competitor from forward progress, turning, drafting, starting or finishing.

7.2.3) Yelling at the start in order to create a false start.

7.2.4) Purposely impeding the ability of a Competitor to paddle, turn, dismount, start, finish or run.

7.3.1) Any Competitor who attempts to win a race by any other than appropriate means or who does not respect racing regulations may be disqualified from the event.

7.3.2) Any Competitor who behaves excessively aggressively through their conduct or speech towards the competition officials, other Competitors, sponsors or spectators may be disqualified from an event.

7.3.3) A Competitor shall not receive external assistance during a race.

7.3.4) Competitors may have or confer to make formal or informal agreements about drafting and other legitimate tactics (pace etc...) within their class during or before a race.

7.3.5) A competitor drafting another, even for the entire race, only to pass at the last moment shall not ultimately be considered unethical but as a matter of tactics that should be countered.

7.3.6) A Competitor may stop on the course so long as it does not obstruct others and is not done abruptly with the intention of causing another Competitor to collide or fall.

7.3.7) Repeated contact with another Competitor's board (particularly from behind whilst drafting) may ultimately be considered as a lack of board control and hence be penalised.

7.3.8) Competitors are responsible for their own navigation; using electronic devices is acceptable, as is conferring. Competitors may follow each other at their own volition and may not appeal against another Competitor who they have followed along with an incorrect route.

7.3.9) The Race Director shall notify a disqualified Competitor at the earliest opportunity.

7.3.10) The Race Director or other officials shall notify a Competitor of a penalty at the earliest opportunity.

7.3.11) There shall be zero tolerance for bullying, unethical or dishonourable behaviour on or off the water before, during or after the race. If a competitor is found to bully or to act unethically or dishonourably toward a fellow Competitor's Sponsor, Volunteer or spectator, they will risk disqualification from the race, event or series.

7.1.12) GBSUP and the Race Committee also have the right to withdraw, disqualify or ban any competitor from their events in relation to online abuse.

## **8) Appeals**

8.1) An appeal may be submitted only by a Competitor at the race or event in question and in regard to matters in which they were directly involved.

8.2) Appeals may be submitted to the Race Director once the Competitor has finished racing. An appeal must be submitted no later than 15 minutes after the last Competitor has finished a race or received a notice of disqualification.

8.3) When an appeal is made against a Competitor or Race Official, all parties in question shall be informed along with the details and nature of the appeal.

8.4) Appeals will be decided upon by the Race Director, who may refer it to the Competition Committee if present through first-hand accounts as well as any photographic and/or video evidence.

8.5) Any Competitor who is subject to an Appeal, Penalty or Disqualification will be called to Race HQ via the announcement of their Race Number. Competitors will then have a 15-minute timeframe from which to make their way to Race HQ

## **9) Prize giving**

9.1) Subject to reaching pre-specified minimum criteria (such as, but not limited to, three persons to form a podium) each Age and Gender class should be rewarded equally, but this does not have to apply to board classes.

9.2) Sponsors and organisers are free to award prizes in addition to or in conjunction with GBSUP subject to their meeting the equality requirement detailed above.

9.3) There must be at least three Competitors in each Age and Gender Class to form a podium and award prizes at individual races.

9.4) It is at the Race Directors' discretion to merge Age, Board and/or Gender classes together as they see fit to form as many podiums as is desired.

9.5) Final series standings and prizes will be awarded across all fleets regardless of entry numbers across the individual events. Competitors must have completed three events or more to be awarded an overall series podium and respective series prizes.

## **10) Adaptive & inclusive competition**

10.1) As the Race Director's decision is final, it is at their discretion to remove, ignore, adapt or modify, append or replace any rules included in this document or other conventions as needed to encourage or facilitate those of all abilities to take part so long as safety is maintained.

10.2) Specifically and as examples, the use of double-ended paddles, outside assistance and requirements to take no more than five strokes whilst not standing should not stand as impediments.

10.3) Efforts should be made to provide both visual and audible signals when communicating with all Competitors.

## **11) Notes & Guidance**

11.1) Competitors must heed the Race Director's decisions as final during a race.

11.2) The Executive Board has final authority over all matters.

11.3) No repair equipment is allowed to be carried or used during a race, as it is the Competitor's responsibility to ensure the worthiness and suitability of their equipment beforehand.