



WATERSKI AND WAKEBOARD AUSTRALIA.

LEARN TO WATER SKI COACHING MANUAL

Revised 1st September 2019

FOREWORD

This manual has been made possible with the assistance of British Water Ski who allowed the WAWA to copy and reproduce contents of their Coaching Manual which was developed over many years by the individual input of many enthusiastic water skiers, instructors and coaches.

The manual will be issued to all WAWA Coaches who hold have completed a Level 1 Coaching Course conducted by the WAWA under the National Coaching Accreditation Scheme.

I wish you many years of successful coaching and to your pupils, welcome to the enjoyable and family orientated world of water skiing. Once having started, you will never leave it.

Leeza Wray

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1. Introduction

INSTRUCTOR GUIDELINES

This manual is the product of research into the latest methods of water ski instruction and draws heavily on investigation conducted in the main by the British Water Ski Federation, but also supported by work done in the USA and Canada. The manual sets out the main directional points which should be observed by potential instructors and used regularly by qualified WAWA Instructors and Coaches to refresh and reinforce coaching techniques.

Whereas it is felt that this is the most up to date manual of instruction currently available in Australia, it is in no way definitive. As water skiing is by nature a progressive sport, the content of this training manual will need periodic revision to incorporate changes and developments within the sport generally, and in particular to reflect new coaching techniques.

The coaching structure and techniques laid down within the manual have been developed in conjunction with the Australian Sports Commission and the National Divisional Coaches through the High Performance Committee.

This will enable all WAWA Instructors and Coaches to obtain fully accredited coaching status. An overview of the National Coaching Accreditation Scheme (NCAS) Coaching Structure is attached. All instructors and coaches working at sanctioned coaching clinics and training schools at club, state and national level are encouraged to obtain NCAS accreditation, not only for professional development but to ensure that you are fully covered under the WAWA Public Liability Insurance Policy.

QUALITIES OF AN INSTRUCTOR

Note: - For convenience the masculine gender has been used - please read as he/she wherever necessary.

An Instructor will be the first person a skier or potential skier will receive a formal lesson from. It is important, therefore, that the instructor is of the highest calibre. **The ability to teach is a skill and an art.** The skill can be learned, but the art can only be perfected by time on the water, correct training, and regular attendance at coaching seminars to upgrade and reinforce coaching skills.

A good instructor should also have excellent inter-personal skills, enabling him to be able to demonstrate styles and techniques. It is also important for him to gain the respect of the pupil. He must be approachable and be able to develop a good rapport with his pupil. For this reason the exchange of names is essential. By the regular use of the pupil's name, making all communication on a positive note, and by showing a sense of humour, progress is assured. **Importantly, provide your pupil with a relevant debrief after each lesson.**

It is always important that pupils are given new goals and reach new levels of achievement that are within their capabilities - but don't push your pupil too hard too quickly. If your pupil is not learning a technique or a skill, always question your own teaching technique as it may be the way that you are trying to put a point across or the way that you are explaining it which is at fault. **Be prepared to revert to easier "exercises" in order to allow the pupil to SUCCEED, leaving him on a high note wanted to return for more.**

Because your pupil will either be in the water (getting cold) or on the water when you are giving him instructions, it is essential that you make those instructions both clear and concise, without wasting time on long explanation. You must keep the personal touch, and always ask yourself the question “**what is the absolute minimum they are required to know in order to complete the next stage?**”

INSTRUCTOR’S SAFETY NOTES

It is the aim of all instructors to teach their pupils safely. It is therefore essential that every instructor should have established from the pupil, or communicated to the pupil, the following points:

1. The pupil. Can the pupil swim, and does he suffer from any illness, i.e. Asthma, epilepsy, diabetes, or a heart complaint? If he does, or has suffered from one of these illnesses, would the instructor be able to cope with an attack, or would there be someone in the boat able to deal with such a situation. Also any jewellery, contact lenses and false teeth should be removed prior to skiing.
2. The pupil should be made aware of the danger of wrapping the rope around any part of the body. He should be told that when the line is being brought around him in the water, that it should be passed above the head, and then passed through the hand as the boat is taking up the slack line. **THIS IS MOST IMPORTANT.**
3. The instructor should make the pupil aware of exactly where the propeller is positioned on the boat, and the dangers it involves. If the pupil feels at any time they he is going anywhere near the propeller, he should be given the instruction to tell the driver to cut the engine.
4. Before the pupil goes out onto the water, he should be made aware of the water skiing hand signals for safe skiing and, when to give them, as laid down further along this manual. The pupil should also be instructed to use the words “**hit it**” when ready **AND NOTHING ELSE.**
5. Instructors should also make sure that, before the student goes out onto the water, he is wearing an approved ski vest buoyancy aid, and if the weather conditions require it, a wet or dry suit.
6. The student should be made aware of any hazardous areas of water (shallows, submerged objects, jump ramp etc.) and be instructed to stay away from them and to follow the boat path within the wake at all times.

DRIVER’S SAFETY NOTES.

To ensure a safe and pleasurable tow for the skier, the driver and instructor each form part of a team, and in order to act as a team, excellent communications between the two are essential, especially in inclement weather conditions.

Where the abilities of a driver are not known to the Instructor, the Instructor should by questioning **prior to towing a pupil**, ensure that the driver with whom he is to work is capable of providing the standard of driving required for the pupil he is to teach. Specifically the driver must demonstrate of ability to safely drive for a skier on a training boom where a boom is fitted and broad guidance o this is given within this manual.

It is imperative that the driver at all times observes all safety details and especially the boat path to be taken when returning to a fallen skier. The boat path for recovering a fallen skier is reproduced within this manual at Section 3.

Additionally, the driver should have a good general knowledge of all the Australian Waterways Codes of Practice but specifically those for safe driving, for driving offshore in crowded waters, for skiing, for towing inflatable apparatus, and for the Environment. The major codes are reproduced in full towards the rear of this manual at Section 7.

DUTIES OF THE INSTRUCTOR AND DRIVER

Although as stated, a boat driver and Instructor work as a team, there is within water skiing, an adage that “**the driver drives**” and “**the instructor instructs.**” Who therefore is responsible for equipment safety checks?

The boat driver is responsible for all safety checks of the boat and boat equipment (including the trailer) and the safety rules within this manual.

Additionally the driver should, before commencing any lesson with an Instructor familiarise himself both with the water site he is using for obstacles or danger etc., and the boat he is driving for its safe handling characteristics. Prior to use, he must also ensure that the boat he is using is insured for the purpose for which it is to be used.

The Instructor is responsible for checking all items of ski equipment, i.e. ski lines, handles, skis, bindings, wet suits, buoyancy aids; and if fitted, traces, releases, training bars and other ski devices are safe and serviceable, prior to a pupil using them.

Where there is no ‘**Risk Assessment**’ for tuition activity in place at a site, the instructor should conduct and record one prior to the commencement of the session. Full guidance on risk assessments and a specimen assessment is provided at Section 6 of this manual.

2. Learning to Water Ski

METHODS OF LEARNING.

There are two main methods of learning to water ski. The first of these is the conventional method using a line and handle. The second is utilising a training bar attached to the boat, and projecting to the side some 6 feet (2 metres).

Small children can be intimidated by the use of a boat on their first pull. Its size, the powerful engine, being out of their 'safety zone' through depth of water, can all serve to create a fear of the unknown at what should be a pleasurable experience. Where there is timidity in a child, an Instructor should prior to towing them behind a boat, provide a tow by hand through shallow water or a swimming pool, using a short rope with handle, to boost their confidence.

Dry land training should be given to the pupil as though using the line, but as the fundamentals are the same, such training would equally suit the use of the bar. However, when the pupil is ready for the first pull, he should be instructed to swim to the end of the bar and hold that instead of the handle. The pull will be upward rather than forward, but it will give the skier stability and confidence.

DRY LAND INSTRUCTION.

Because time on the water is very valuable, it is most important that the pupil receives thorough dry land instruction and water familiarisation before taking that first pull behind the boat. Instruction should first be given in a relaxed and, if necessary, humorous way in normal clothing on dry land, then repeated more formally with the skier fitted out with all the requisite ski-wear and skis thus giving the pupil an idea of how restrictive these items of equipment can be.

The skier should be asked to sit in the 'crouched start position' (Fig.1) shown below, emphasis being placed on keeping his knees up to the chest, elbows outside the knees, eyes front, arms straight and bottom as close to the heels as possible.



Figure 1

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The instructor should then apply tension to the rope and, very slowly, pull the skier forward onto the balls of his feet. **(Fig.2)**



Figure 2

At this point the skier should be able to balance without reliance on the rope. The skier's balance can be tested by the instructor relaxing the pull on the rope. Should the skier roll back, the exercise should be repeated until the skier's ability to balance is achieved. **(Fig.3)**



Figure 3

The skier should be informed at this stage that this balanced crouch position may have to be held for a short while on the water before attempting to stand. Then, with slack being maintained on the rope, the skier should be asked to come upwards, **VERY SLOWLY**, toward the standing position using only the power of the legs. When the optimum standing position is attained, ask the skier to stay in that position with knees and ankles flexed and forward, hips forward, back straight, arms straight, handle low and eyes front. **(Fig.4)**



Figure 4

This whole exercise should be repeated until the instructor is satisfied that the pupil is ready.

Two final instructions need to be given before the skier takes to the water. The first of these is to instil upon the student to stay within the wakes when the boat is turning. The second is to demonstrate how to end the session.

The safest method of stopping is to release the handle when travelling parallel to the shore, and to sit on the back of the skis. This technique is also recommended for the skier if at any time he feels unsafe, and stopping methods should be reinforced to the pupil.

WATER ACCLIMATISATION

Once dry land instruction has been completed and the pupil has achieved a good stable body position, he should be acclimatised to the water wearing his skiing equipment.

This means demonstrating and fitting the skis, placing the skier in the water, demonstrating how to achieve stability, how to regain balance by lying on his back and how to obtain the 'crouched start' position in the water by bringing his knees up to his chin.
The more modern shorter but wider skis aid successful first time skiing.

Care should be taken however that the pupil does not spend too much time acclimatising in the water, whereby his strength is sapped prior to skiing, or his body temperature is lost, which ultimately will lead to hypothermia, and a failed lesson.

Once the skier's confidence is gained in the water wearing the ski equipment, the time has arrived for that first 'pull out' of the water either by use of a training bar, or ski line and handle.

EQUIPMENT TO AID THE INSTRUCTOR AND PUPIL



Figure 5 Wide Bodied Skis



Figure 6 Wide V Handle



Figure 7 Training Bar



Figure 8 Extended Ski Pylon

USING A TRAINING BAR

Should you have the use of boat fitted with a training bar, then the first couple of starts using a bar can do much to increase a pupil's confidence, and its use invariably results in a successful first ski, which is so important to the enjoyment by the pupil.

A pupil first tow is benefited by use of a training bar as opposed to a ski line, in that:

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- There is no ski line in which he can become entangled.
- The skier receives an upward solid pull, which is reassuring. There is little drag through the water.
- Correcting faults does not usually end in a fall.
- More time is spent on, not in the water. **(Fig 9)**

The Instructor benefits from use of a training bar in that there is:

- Close proximity to the pupil which aids oral communication
- Immediacy in correcting faults.
- Less chance of the pupil falling.
- Optimum use of ski lesson time.
- Usually instant success for the pupil **(Fig 10)**



Figure 9



Figure 10

The art of driving and instructing with a training bar should be learned as part of the course.

The driver must be able to compensate for the asymmetric pull on the boat (caused by the skier's weight on the bar countering the forward drive of the boat) by applying a degree of opposite rudder at the point of the initial pull out, and should he fall, again immediately he releases hold of the bar.

In working as a team, the Instructor and Driver must keep the boat balanced and the training bar raised or lowered to an optimum height to enable the skier to maintain a correct body position. (Fig. 11) This can be best achieved by the Instructor moving himself or his passengers (i.e. their body weight) around the boat, to obtain the best bar height, which is so important on turns and for small children. On turns, the driver can be helpful by widening the turn to keep the training bar at its optimum height for the pupil.

Driving with a training bar obviously includes manoeuvring with the boat on the opposite side to the driver to recover a fallen skier. In doing so, the driver and instructor should always be aware of the pitch and roll of the boat in rough conditions, and should hold off until boat stability is achieved, to avoid the training bar striking the upper body of the pupil.

Following several starts with the aid of a training bar during which time a good body position has been consolidated, the pupil should be transferred to a ski line with handle, to prevent dependence on the bar. A short line and handle attached to the bar will still

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provide a slight upwards lift, and is an interim alternative to using a line directly attached behind from the boat.

The use of the more recent innovation of the extended ski pylon, normally used for wakeboard skiing, together with a shortened rope of around 12 metres, will also act as an aid to provide the novice skier with an upward lift as the boat starts off.

The ski pylon should also be considered as an interim alternative to using a line directly attached behind from the boat. (Fig 12)



Figure 11



Figure 12

THE FIRST TOW – TWO SKI DEEP WATER START

Remember - The Instructor should always keep instructions simple, relevant, and to the minimum.

Once he is in the water, the pupil is instructed to adopt the five principles of the 'crouched start' position, he has practised on land. Viz:

- **Knees up to the chest**
- **Arms straight and outside knees**
- **Line placed between the skis**
- **Ski tips above the water and flat to the water surface**
- **Heels tight to bottom.**

A new pupil at this stage does not usually know whether he is ready or not and therefore the Instructor reinforcing the principles of the correct start position to the skier, should assume the command '**hit it**' to the driver at the moment the pupil is stable. The driver should start the tow by firm and progressive throttle application appropriate to the size and weight of the skier. For ease of communication, the use of a short line is normally used for the first pull. (14 metre line)

Experience will ensure the driver maintains the optimum speed whereby the skier is comfortable, the skis are on the plane without excessive drag, and the tow is not too fast. (Fig.13)

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Determined by size and weight, that optimum speed is normally between 12 and 20 mph (18 to 30 kph).



Figure 13



Figure 14

Once the optimum speed has been achieved, the skier should be given a clear signal from the instructor to slowly rise from a crouched position by pushing down on his skis. (**Fig 14**) Although at this point the skier may display a grotesque body position, he is skiing for the first time and should be applauded from the boat. Now as soon as possible and when he is stable, he can be gradually tidied up by the instructor standing sideways on to the skier and demonstrating the 5 simple points. Viz:

:

1. Arms straight & handle down
2. Knees & ankles flexed
3. Back straight & head and eyes on the boat
4. Skis parallel & shoulder width apart
5. Look directly at instructor & follow the boat around turns in the centre of the wake

The last of these points is important and the skier can be helped to negotiate turns by the considerate good driving of the driver.

Should the skier appear to drag towards the inside of the turn, then a little more speed by the driver will correct this, and bring the skier to the centre of the wake. Equally should the skier tend to drift and speed toward the outside wake, then slowing the boat down and opening the curve will put this right.

The driver should always supply the pupil with as much flat water as possible, and in order to do so, should steer a dumbbell course.

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After executing the turn, the skier will meet rough water as the boat's wake is encountered. If the skier is unstable or in poor body position, he should be instructed by signals and demonstration to resume the semi-crouch position and keep his arms straight.

Where oral communication is not possible with the skier, the instructor should recognise the value of communicating with his skier by means of exaggerated mime and body movement to illustrate the point he wishes to make. This is achieved by turning sideways on to the skier and assuming the skiing position he wishes the skier to take.

When negotiating boat wash or rough water, the boat driver should gradually reduce speed on the approach to the wash, to allow the skier to successfully negotiate the bumps, and as the skier regains smoother water, increase the boat speed to the optimum skier planing speed.

The rest of the first lesson should be spent consolidating the pupils body position until he appears to be comfortable and relaxed.

If, as the Instructor you can get a smile from the pupil, you and the driver have achieved success as a team. **However, be aware!**

Throughout the first lesson the skier may tire very easily at this new sport, and his enthusiasm may over reach his abilities and strength, which could lead to a fall. Similarly much time spent in the water could lead to the onset of hypothermia.

Before the skier is over tired, finish the first tow on a high for him, and bring him back to the 'finish' dock or area, demonstrating the correct release procedure from the boat, and always, parallel to the bank to safely end his tow. (Fig 15)



Figure 15

It is at this point once again that the Instructor and Driver working as a team will, through their mutual communication, ensure that the boat path positions the skier away from dock or jetty, and at a slowing speed that ensures the skiers safe landing in the water.

On ending the lesson the Instructor must return to the skier once on dry land and with praise for his achievements, fully debrief him with goals for the next session.

IDENTIFYING FAULTS AND CORRECTIVE PRACTICES.

It has been said of novice skiers that there are three types of pupil.

The first is the **natural athlete** who will successfully ski and progress, even if he has not implemented every aspect of tuition provided by the Instructor.

The second is the pupil who will provide the Instructor with the usual frequent challenges of correcting his body position or other aspect. He will however learn to ski and is **the norm** for a pupil.

The third, but luckily the minority, is the pupil who would challenge the patience and skills of a water ski champion Saint, let alone the Instructor. **This pupil can seem almost impossible to teach** and usually lacks co-ordination of mind with body. He can however when successful provide the Instructor with the greatest sense of achievement.

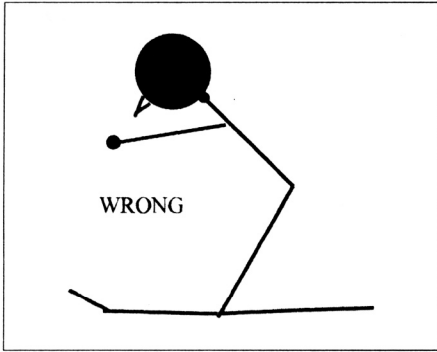
It is important that the Instructor in order to identify a fault in a pupil's skiing, possesses the ability and knowledge to identify the root cause of the problem, and not the result of the problem. There is no easy way to learn this skill; it can only be achieved by practical experience on the water instructing.

Once the fault has been identified, it is important to encourage the skier to carry out the corrective practice and not to draw attention to the fact that they are doing something wrong. It is possible that the skier has developed a mental block on a simple instruction. Therefore one should look for at least two or three corrective practices for any one particular root fault.

Remember at this stage to keep instructions simple, relevant and to the minimum.

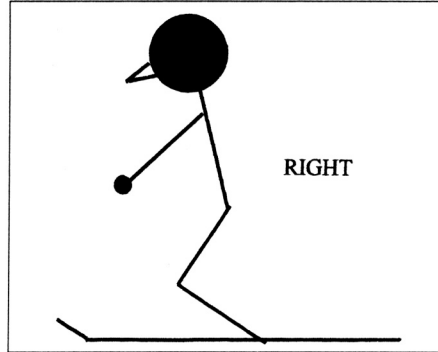
The below diagrams illustrate the probable position a novice skier will initially assume, and the correct skiing position you will have him achieve by identifying faults and implementing corrective practices.

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THIS IS THE POSITION YOU WILL GET.

THIS IS THE POSITION WHICH YOUR SKIER SHOULD ATTAIN BY USE OF CORRECTIVE PRACTICES.



Using the second group - the norm - let us examine the common faults which you will undoubtedly encounter, and the corrective practices to overcome those faults.

FAULTS:

CORRECTIVE PRACTICES:

Pulling the arms in.

~

Premature
straightening of
legs, or skis being
forced apart.

~

Sitting back on skis

~

Excessive body or
head movement.

~

1. When the pupil receives the pull of the boat ask him to
 2. exert pressure on the handle as to break it in half.
 3. Pupil to imagine he has splints on his arms preventing them from bending.
 4. Pupil to push handle towards boat, thereby extending their arms
 5. Pupil to round their shoulders towards the boat, thereby exaggerating the extension of their arms.
-
1. Pupil to keep ski tips together and stay in the crouched position until signalled to rise by the instructor.
 2. Pupil not to resist the pull of the boat with his legs
 3. Many Instructors carry a piece of rope with loops of rubber at each end to fasten the ski tips together.
-
1. Pupil to roll shoulders towards boat before attempting to stand.
 2. .Pupil to tuck feet under body before standing.
 3. Pupil to raise chin towards boat before trying to stand
 4. Pupil to lift bottom off the back of the skis
-
1. Ask the pupil to fix his eyes on the back of the boat.
 2. Ask the pupil to freeze his position.
 3. Demonstrate the desired position to the skier (& smile)
 4. Encourage the skier to relax and not try too hard.
-
1. By demonstration, encourage pupil to push his hips forward.
 2. Pupil to push his shoulders back and straighten his back.
 3. Pupil to keep his head up and eyes looking forward.

These are by no means all of the basic skiing faults, nor are all corrective practices outlined. If you the Instructor have ideas of your own **and they work**, then use them to progress your skier. This advice applies not only to teaching novice skiers, but also to more intermediate or advanced skiers who are making mistakes. If you know the core fault and corrective practice, add them to the list, and use them.

VIRAGING AND WAKE CROSSING.

Once the skier has achieved a good body position, - and not until – it is then time to teach him to virage. (i.e. free movement to the left or right from the centre of the boat wake. He should again be given dry land training, being taught first to virage within the wakes by turning his skis and body in the direction in which he wishes to travel, with the slightest lean to the same direction.

The pupil should also be instructed to make his virages and subsequent wake crossings in a positive attacking manner to avoid the skis becoming straddled across the wake edge, which could lead to a fall.

It is essential that the dry land practice demonstrates the necessity of keeping the basic body position throughout any other manoeuvre, with particular emphasis being placed on the five main points.

- Weight on the balls of the feet.
- Handle low.
- Back straight and knees bent.
- Eyes forward looking at the instructor (never down at the wake).
- Make a positive turn and attack the wake.

The dry land instruction must then be applied to the water. On the water, the pupil should be encouraged to gain confidence by viraging from side to side within the boat wakes until you the instructor are satisfied that the correct body position is being held.

In negotiating the rough water of wake crossings, the skier should attack and cross the wake to the side he feels comfortable in crossing. Success will be achieved if the body position is correct and the wake is crossed positively. There is no need to encourage the skier to ski out wide of the boat for the time being, just sufficiently wide to complete the turn of edge before meeting the wake, and in returning across the wake the same principles should be applied. The use of shorter but wider skis may be helpful here. Fig 16



Figure 16

Short simple virages are quite sufficient, with the skier being encouraged to ski through both wakes, and to start their turn immediately after crossing the second wake. By connecting the wake crossings without break, the skier will learn to both accelerate and decelerate, and to turn with confidence.

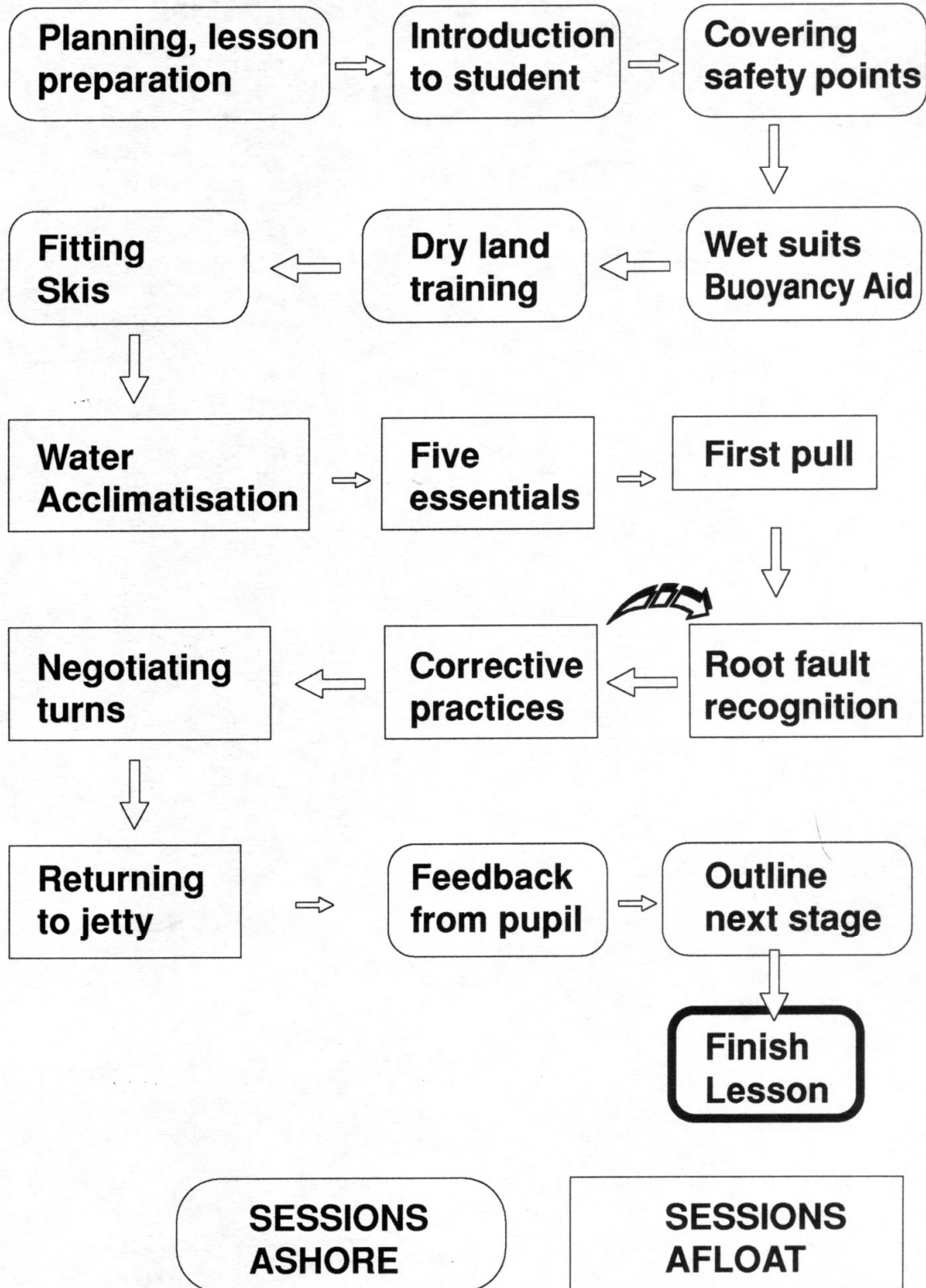
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When the skier is confident enough, and even at this early stage with a view to the skier attempting a run on a slalom course in the future, the Instructor may consider encouraging the pupil to connect his wake virages into groups of six (three to each side). This is to build up consistency of turns and width from the boat.

This manual having explained in some detail both the dry land and water instruction, techniques, and practices required for the important first lesson, the conscientious Trainee Instructor and qualified Instructor should adopt a simple methodology to ensure that all relevant aspects of tuition are covered both on land and water.

To assist the Instructor in that methodology, a '**Flow Diagram For First Lesson**' teaching method' is produced on the next page.

**FLOW DIAGRAM FOR
FIRST LESSON TEACHING METHOD.**



PREPARATION FOR SINGLE SKIING

When your skier is confidently viraging the boat's wake in a good skiing position, he can progress to Single skiing.

The first step towards achieving this is to establish which foot forward the skier is going to use, i.e. which foot will be the **dominant** and leading foot?

Various methods can be used to establish this, but the most common method is to ask the pupil whilst keeping a good body position with handle low to the hips and skis close together, to first to shift his weight from one foot to another. Then to raise one ski at a time until he is confident with the choice of which foot to stand on. The ski should always be lifted by raising the tip first.

Once the dominant foot is established, the skier should practice skiing with that foot leading, whilst the other ski is raised from the knee progressively higher until it clear of the water. It should not be forgotten lift the ski from the tip first, allowing the tail of the ski if necessary, to drag in the water. This can be achieved initially in the centre of the wake

However, should the skis being used be of the modern concave design, rather than the traditional flat skis, it is possible that the student will find difficulty in keeping the ski controlled in a straight line. In such an instance, it is recommended that the lifting of the ski can take place on an edge, thus allowing the ski to ride in a controlled manner. The skier should proceed to the side of the boat, and keeping on a lean away from the boat, lift the outer ski. In this method again, a strong correct body position is essential.

Irrespective of which method is used, it is up to the instructor at this time to decide when the skier is ready to drop a ski, and ski Single for the first time.

At this point the skier should be returned to the jetty for further dry land practice.

The skier should stand on two skis on the jetty in the correct ski position with:

- Hips forward and handle in the baseball grip
- Elbows tight to sides and handle tight to hips
- Head up and eyes forward with straight back AND
- Weight concentrated on the bent skiing leg.

The key to success now is a combination of correct body position & balance

The instructor should move to the rear of the skier and slowly pull the drop ski backwards, whilst instructing the student to lift the heel from the heel cup of the drop ski. The skier must then slowly lift the free leg, and as he does so, the drop ski will smoothly leave the foot and disappear behind. **AT THIS POINT FREEZE!**

(When applied on the water, and only if necessary, the free leg can be trailed in the water to provide stability if the pupil becomes unstable.)

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Once the ski has gone, very slowly.....everything should be done very slowly.... the pupil must place his free foot behind the knee of the leading leg. Then, in the skier's own time, but still very slowly, the foot can be slid down the calf and onto the ski behind the other foot.

At this point the weight can be equalised on the two feet, and a balance obtained. Then, in the pupil's own time, the foot must be moved slowly rearwards until it can be slid into the rear foot stirrup, and the weight once more equalised on the two feet.

This procedure should be practised time and time again until the pupil has fully acquainted himself with, not only the details, but also the absolute necessity of doing everything calmly, smoothly and slowly.

Now, back onto the water again.

When back onto the water the skier should be encouraged to obtain a strong and correct skiing position, as practised on dry land. Then, whether on an edge outside of the wakes, or on a flat ski within the wakes, the skier must once more practice lifting the drop ski.

When the Instructor sees that balance is being consistently obtained, then, and only then, he should signal the skier to drop the ski.

At this point falls are quite frequent for two reasons. Firstly because the skier has lost his strong body position, and secondly because of exaggerated corrective movements which has led to a loss of balance.

As the skier gains confidence, the body position should be brought up to standard and the stance consolidated with special attention to the knees and weight.

Within water skiing, there has been debate for years as to whether a person commencing Single skiing should ski with either left hand or right upwards when applying the baseball grip on the ski handle. There are pros and cons to either hand being 'on top' dependent upon whether the skier is left foot or right foot forward which come into play when running a slalom course. Suffice it to say, that it is generally accepted that the decision should be that of the skier, dependant upon which position feels most natural and comfortable to him, and permits him to progress.

SINGLE SKIING

Single skiing is pleasurable in its own right and provides a great sense of achievement to the skier when he has accomplished his first Single tow. It is however, usually the precursor to slalom skiing and running a slalom course.

We do accept here that ski racing is a discipline in its own right, and has its own great skills for the racing skier to achieve.

To progress the Single skier along the route to becoming a slalom skier, the Instructor must place emphasis on the pupil obtaining and maintaining the correct body position. The position is explained in more detail below:

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- Both knees and ankles should be flexed, and the rear knee should be tucked behind the back of the front knee.
- Weight should be equal on both feet, and the rear toes should be touching the back of the front binding.
- Should this not be possible, then the stirrup should be moved or loosened to enable the position and weight distribution to be achieved.

Remember, at this point you really have a novice skier again, but on one ski.

Therefore, the Instructor should apply teaching methods that relate to:

- Wake crossings
- Viraging
- Connected Virages & Turns

Any training which entails following the boat on a slalom ski should be kept to a minimum, and the skier should be progressed to using the ski from edge to edge as soon as possible. If the skier has been taught outside the wakes on an edge, then this can make life much easier as he has already learned to lean and ride on an edge.

Maintaining the correct body position taught, all that the skier will require to do is to lean towards the boat just as he has leaned away from it. This creates his first turn, and will allow him to virage outside the wake, leaning first away from the boat and then towards it. This will progress until wake crossing is achieved, and then we have the beginnings of a slalom skier. Once more, linking 6 consistent virages (3 to each side) through both wakes with the ski on edge will progress the skier to that eventual run of a slalom course.

The skier who has learned behind the boat will probably take somewhat longer to appreciate the use of the ski on an edge, and will start viraging merely by leaning from side to side within the wakes. He too will progress more rapidly if taught to lean and edge outside the wakes, and then progress to wake crossing and linked virages. Figures 17 & 18



Figure 17



Figure 18

Slow, smooth turns should be encouraged from the start, with angles increased in a progressive manner until controlled wake crossings are achieved with confidence.

DEEP WATER STARTS ON ONE SKI.

This is probably one of the most difficult skills that a skier is going to have to learn in his skiing career, so it is important that the instructor has patience and understanding while teaching this technique. There are two basic methods for a pupil to achieve a deep water start on one ski viz:-

One foot in
Both feet in.

The use of the training boom in either method can provide assistance and confidence to the pupil before trying the long line. Similarly the use of a modern 'wide bodied' tunnel ski will greatly assist the heavier skier and those with less strength, because of its wider and greater surface area, and the 'lift' it provides.

One Foot In

This method is normally adopted by the heavier skier, and when using boats with limited power. The skier should keep the skiing leg bent to the chest keeping the ski in front of him. The other leg should be extended with the toe pointed to the rear, acting as both a lift and rudder. The shoulders and head should be forward and no attempt should be made to try and keep the face dry. The handle should be held firmly close to the front ankle, with the ski line positioned on the inside of the ski.

The pupil should be instructed to keep the tip of the ski out of the water and flattening towards the surface, and to stay down until the ski is actually riding on the water before any attempt should be made to stand. As with a novice skier, the pupil should not try to pull himself onto the water, but allow himself to be pulled by the boat. Most importantly he should stay behind the ski which can prove difficult. Communication between the Instructor and driver is critical on deep water starts, as both must work together to ensure the pupil's position is correct before the driver applies the power smoothly and firmly.

If the pupil fails to surface and ski consistently, then a remedial action can be achieved by using a deep vee handle which sits either side of the ski in the water, thus helping to keep the ski in front on the pull out. **Note** -The deep vee handle should have a cross piece of rope fitted six to eight inches from the handle to prevent damage to fingers should the ski flick backwards. Fig. 19



Figure 19

Two Feet In

This method is normally an easier method, especially for the younger and lighter skiers, although it can be used for heavier skiers if the boat is sufficiently powerful.

Once again, the technique involves the skier keeping his knees bent to the chest, handle by the front foot with the line on the inside of the ski, and the ski in front of him at all times. This can be achieved by bringing the back foot underneath the backside, with emphasis being made on keeping the ski tip out of the water and flattened towards the surface throughout the initial pull. Although the skier should resist the pull, it should not result in the straightening of the legs, and the skier should be told to stay in the crouched position until he is planing on the water. At that point the skier should extend the body up push the hips forward, and the shoulders back.

GENERAL COMMENT

Often when coming out of the water on a deep water start, the skier will find that the ski is on a slight edge aiming in the direction of the leading foot. This is quite normal and should not be resisted.



Figure 20



Figure 21

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The “two foot in “method is by far the easiest to learn for most skiers, and it is quite common for a young skier just to pop out of the water like a cork out of a bottle, at the first attempt and ski away. However, it is not always the case.

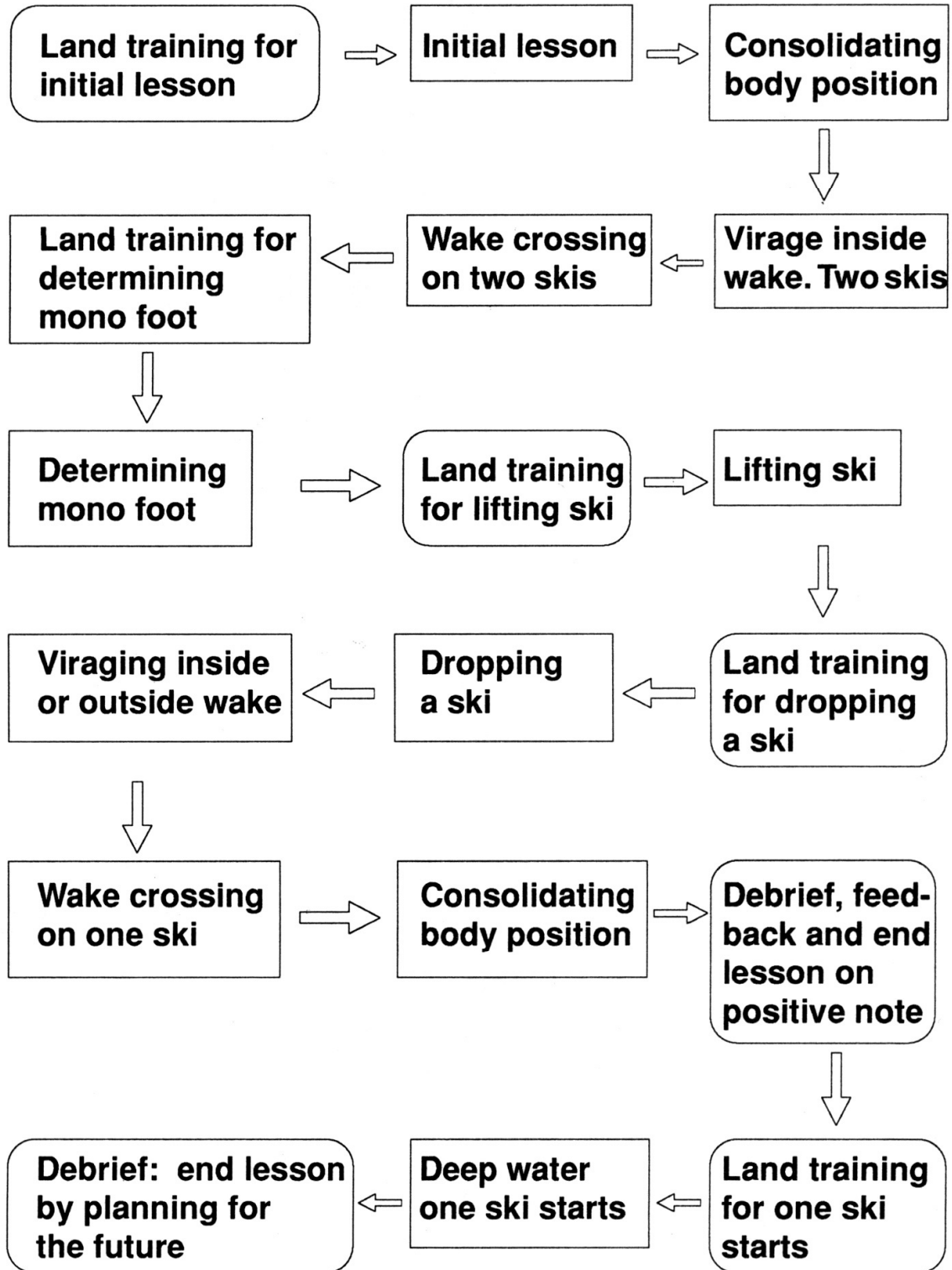
Deep water starts can prove to be a very exhausting exercise, and, especially if the water is cold, three or four failures should be the most the Instructor should allow before either bringing the skier from the water, or reverting to a ‘drop ski’ for the completion of the session.

The quality of boat driving is crucial in teaching anyone to do a deep water start. It is incumbent upon the boat driver to know from the Instructor precisely the moment to apply the throttle. This should be done firmly and smoothly, keeping the boat in a straight line, and easing off the power smoothly when the skier has emerged from the water, so attaining a smooth planing speed.

The two foot in method in particular calls for quite a lot of power, and a careless driver can cause considerable problems for the skier if he does not handle the throttle sympathetically.

In developing the skiing abilities of your pupil, the Trainee Instructor or qualified Instructor should strive to adopt a methodology to the application of his lessons. To aid the implementation of that methodology, the next page contains a **‘Flow Chart for Fundamental Skier Development’** both on dry land, and on the water which the Instructor should know and utilise.

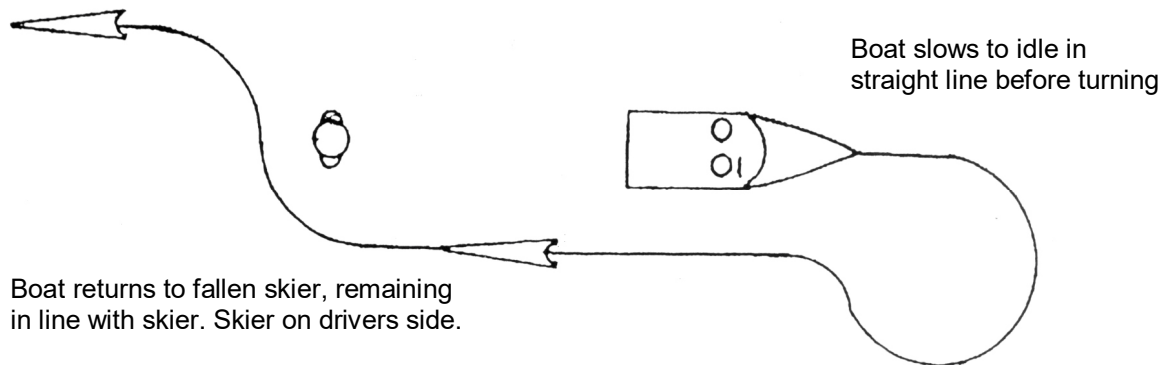
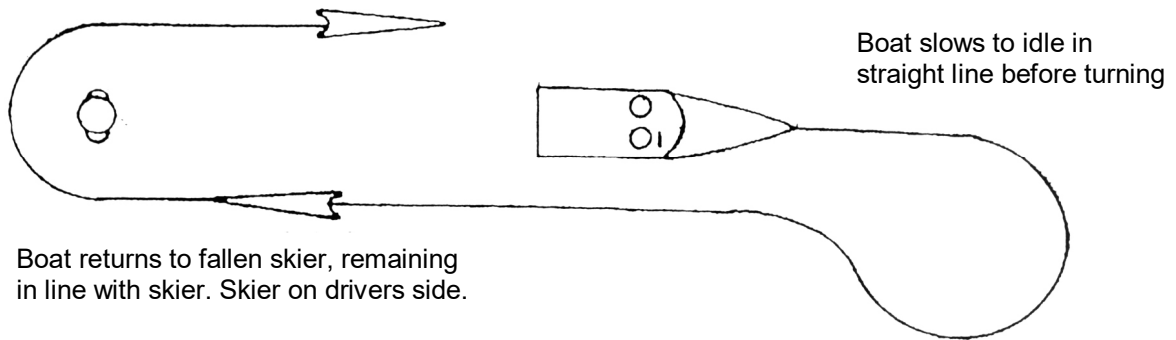
FLOW CHART: FUNDAMENTAL SKI DEVELOPMENT



RECOVERY OF A FALLEN SKIER

To return to a fallen skier, the boat should come to idle in a straight line, then turn at idle so as not to put wash down the river or lake. Return to the skier along the original path, so that the boat stays in line with the skier. This will protect the skier from other boat traffic; while another approaching boat may not see a skier in the water, they will see the boat returning and will change course.

Following a fall or letting go of the rope, it is best practise for the skier to signal that they are OK. The boat driver then knows that they have time to come to idle before turning. If the skier does not signal OK or is suspected to be injured, the boat should turn as fast as possible (can stay on plane) to get back to the skier safely and quickly, while still remaining in line with skier.



3. Learning to Barefoot Water Ski

Learning to barefoot water ski is a significant achievement for a water skier, and many are daunted by the prospect of barefoot water skiing. However, with proper instruction, learning should not be overly difficult, and using appropriate techniques, the skier can avoid many hard falls.

For all barefoot water skiing it is essential that the water is smooth and not affected by wind or the wash from other boats. A skier will find it very difficult to execute the correct techniques in rough water and may in fact end up developing poor habits. It is also much more likely the skier will fall and be injured in rough water.

3.1 Equipment

It is essential that the skier uses a proper barefoot wetsuit, constructed with 5mm neoprene, and with built in buoyancy for flotation. In addition, it is recommended that the skier wear wetsuit shorts under the wetsuit for additional protection, and to help with the learning process.

It is also recommended that the boat is fitted with a boom bar (or training bar), which is a solid bar attached to the boat and protruding around 2 metres from the side of the boat. By using the boom bar in the initial leaning stages, the skier can avoid any hard falls while learning the correct start techniques and correct stance while skiing. The boom bar should be fitted to the right hand side (starboard side) of the boat so the driver can watch the skier.

Once the skier progresses to barefooting behind the boat it is essential that a non stretch rope is used. They should also use a handle with a 38cm wide handle, and possibly a foot harness for rope on toe tricks.

3.2 Forward Barefoot Skiing

Learning to barefoot forwards with a controlled start and in a stable position is the first barefoot skill to be learnt. Typically the skier will have reasonable balance, most likely gained from experience on 2 skis and 1 ski.

The process of learning to barefoot forward can be broken down into three stages:

- Planing with feet off the water
- Planting the feet on the water
- Barefoot Skiing Position

Initially each of these will be undertaken directly on the boom bar. In the following sections, each step is explained in more detail, in the context of holding the boom directly (except where noted).

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In the event that the skier falls, they should continue to hold the boom, which will allow them to avoid hitting the water. The boat can then be brought to a stop, and the skier can have another attempt.

Once each of these stages are completed directly on the boom, the skier then moves to a handle with a 1.5m rope attached to the boom, and the same stages are again mastered.

When the skier is confident on the 1.5m rope off the boom, they are ready to barefoot behind the boat.

While it is helpful to break the process down into these stages for explanation, the skier will go from one stage to the next in a continuous movement.

Note: *Instructions in this section are given in the context of the movements and actions of the skier. It is up to the coach to explain and demonstrate this information appropriately.*

Planing with feet off the water

The first step is to learn to plane on the water with the skier's feet off the water, being able to slide on the water supported by his bum, and the skier needs to be comfortable to continue in this position at will. The importance of this step is that the skier can then focus on putting his feet and legs in the correct position, ready for the plant on the water.

To be able to learn this skill, the skier should be instructed as follows:

1. Lie on back with arms relaxed. Hold the boom with palms down and thumbs wrapped underneath. Tops of feet crossed over the outside boom cable.
2. Arch back to push hips up toward boom, attempting to lift body off water. May need to bend arms to achieve this. Body is in a banana shape with back arched.

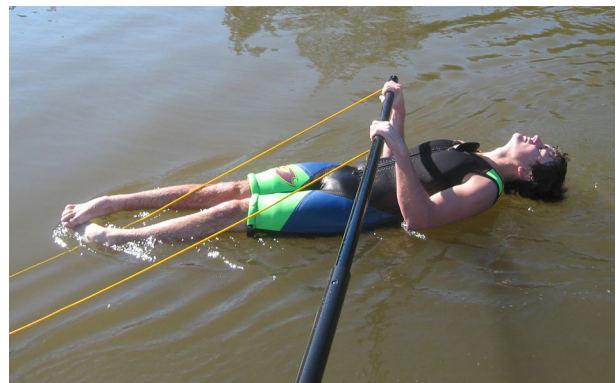


Figure 22 Preparing to start

On a rope: Push head back to achieve this position (head goes underwater). Keep body stiff and hold handle at groin.

3. Driver accelerates slowly to approximately 30 km per hour for adults or 15 km per hour for kids.
4. Lower bum onto water and straighten arms.

On a rope: keep handle at groin and sit up.

5. Driver holds speed where the skier weight (with their bum in contact with the water) is just supported - 20 – 35 km per hour.
6. Flex abdominal muscles and pull knees to chest.
7. Lift right foot off the boom cable and hold off water (ideal height is half way between cable and water).
8. Lift left foot off the cable and hold off water (at same height as right foot).

Note: For the skier to hold this position, they need to flex their abdominal muscles, so that the feet do not come down on the water. This should be tiring on the abdominal muscles.

9. At this point the skier should be in line with the direction of travel, gliding along with only their bum in contact with the water. The skier will be in a somewhat sitting up position – with back at approximately 45 degrees to the water.

This assumes the boom is on the right hand side of the boat (recommended). As the boom cable comes back to the boat at an angle, the skier will initially be somewhat sideways to the flow of water – it may be helpful to lift the leading hip slightly to assist in getting on top of the water.

Planting the feet

It is important to plant the feet so as to facilitate coming to the correct skiing position, and to minimise the impact of any falls.

Use the following steps

1. Hold feet off water.
2. Make a triangle by bringing the knees together and feet apart (peak of triangle is the knees and wide base is between the feet).
3. Bend knees further, so that shins are as close to vertical as possible (close the gap between the ankles and bum).
4. Driver gradually increases speed by approximately 20 km per hour. Plant at around 80% of barefoot speed.
5. Gently place the feet on the water, keeping feet wider than shoulders. Keep weight over whole foot and not just heel. This is the “three point stance” position (bum and two feet).



Figure 23 Preparing to plant

On a rope: let handle out slowly (allow arms to straighten).

Note: *At this point in the progression, it is important to watch for the skier pushing their feet out in front (straightening at the knees). If this starts to happen, it should be corrected as soon as possible. Planting the feet with straight legs, or straightening the legs when standing can result in hard falls.*

Many people will initially find it difficult to continue in the three point stance and will want to come up to the skiing position reasonably promptly.

Barefoot Skiing Position

Once the skier has completed the plant, they should come to the barefoot skiing position in a controlled manner.

1. Keep shins vertical. Transfer more weight onto feet and off bum.
2. At all times, keep shoulders behind hips, by keeping back strong.
3. Driver brings boat to full barefoot speed as the skier rises to the barefoot position.
4. The skier rises assume a good barefoot skiing stance, which is as follows:

- Feet under knees
- Hips and bum are slightly higher than knees (almost a seated position)
- Back is arched and strong (chest pushed out)
- Shoulders are behind hips slightly
- Arms relaxed, head up not looking down

When the skier is in a good stance, they should feel their feet gliding over the water, rather than ploughing through the water.

Also the skier should not have a massive load on the rope; the force the skier exerts on the rope should be equivalent to slightly leaning back from the pull. Excessive spray and the need to increase speed tends to indicate that the stance is not optimal.

As the skier feels more comfortable let them stand up more, still with feet under knees but squeezing the muscles in the bum and pushing their hips up. This is less stressful on the body but is hard to achieve in the first instance.

The correct speed will vary depending on the size of the skier, and also the shape and size of their foot. Typical speed for adults will be 60-70 km per hour, and for children will be 45-60km per hour. In general, the slower the speed, while still allowing the skier to feel properly supported by the water, the better.



Figure 24 Forward Barefoot Stance

Trouble shooting

Some of the common problems and solutions are as follows:

- Unable to hold feet off water - sliding the hips further forward (i.e. under the boom) and emphasise flexing abdominal muscles.
- Unable to hold feet off water - try one foot at a time, sitting it onto the water then back on the cable, then the other foot, sometimes (when on boom) it is even best to plant one foot and stand up then put the second foot down.
- Excessive bouncing when on bum – try sitting up further or slowing boat speed and acceleration
- Excessive bouncing when on bum – excessive weight on the rope from the feet. Ensure the skier is using stomach muscles to support the feet and not relying on the rope – feet should be “light” on the rope so it is only used as a directional guide. It may also help for the skier to take a foot off the rope and hold it half way between the rope and the water, then continue as normal.
- When on 1.5m rope and handle off boom, swaying side to side – keep handle at bottom of zipper and keep elbows in.
- Getting “catapulted” forward when planting – planting / standing with legs too straight.
- Falling forward when rising up – ensure shoulders remain behind hips and arch back.
- Sore feet / excessive spray – ensure ankles are not in front of knees (perfect on solid boom)
- Sore arches. – subtle repositioning of feet and knees to find a comfortable position. Try bringing feet together / flatten feet to apply pressure to whole foot, bring knees together or apart slightly.

3.3 Fundamental Skills

Once the skier is competent at starting and barefooting in a good position behind the boat, they will want to move on to learning some basic tricks. It is important to develop some fundamental skills, which are building blocks to more advanced tricks.

Some of the initial tricks a skier can learn are

- One hand
- Sit down, take feet off water, place feet back on water, stand up
- One foot

In the case of the one hand and one foot tricks, the reverse should also be attempted (i.e. learn to lift both left foot and right foot).

3.4 Backward Barefoot Skiing

Learning to barefoot backwards requires a major step in the skier's skills, and may not be learnt as easily or as quickly as barefooting forwards. It is important to remember that each step in the process needs to be mastered, before the skier can expect to successfully complete the next step.

We can define the following stages in learning to barefoot backwards, each of which will then be broken down into further steps in the following sections:

- Starting and planing
- Planting the feet on the water
- Backward Barefoot Skiing Position

In general, it is not feasible to learn to barefoot backwards directly on the boom, so a handle with 1.5m rope attached to the boom is used.

Once the skier is planting and getting to a backwards position on the 1.5m rope, they can begin to attempt the start behind the boat. As there are sometimes additional challenges in taking the backward start to behind the boat, this could happen concurrently with perfecting the position on the 1.5m rope on the boom.

Guys attempting a backwards barefoot start would be advised to use a protective cup.

Starting and planing

The first stage is to learn how to plane on the water, in preparation for planting the feet. The following steps need to be mastered:

1. Lie on back with handle behind bum and arms straight. Decide which way to roll to become face down in the water.
2. The rope will be coming up to the boom from between your legs. Hook opposite foot under the rope, to the direction of rolling (if roll to right, hook left foot under the rope).



Figure 25 Preparing to start

3. When ready ask the driver to go into gear.
4. Roll over to face down position. Have one foot hooked on the rope which will help get on the plane and act as a guide. Ensure body is straight and stiff and shoulders are rolled forward (try to break the handle).



Figure 26 Rolling to start position



Figure 27 Start position

Note: Get the skier to practice steps 1, 2 & 4 without starting the boat. A lot of skiers are worried or confused by these steps and if they are able to practise without worrying about the boat moving, they will understand how to get into position and realise it is very easy.

5. When driver sees the skier roll, apply moderate acceleration initially to get the skier out of the deep, but then quickly and smoothly back off the acceleration so the skier remains in a slow plane.
6. Keep handle above bum. At this point there will be a hollow in the water in front of the face, allowing breathing. Driver adjusts speed of boat to around 3km per hour above the speed where skier can't breathe.

Note: Driving skill will play an important part in progressing to this stage. If the speed is too fast, the skier will tend to bounce when they take their feet off the rope; if too slow, the skier will not be able to breathe.

7. The skier must plane on the groin, torso and shoulders. Lift the feet off the rope by lifting at the hips (first bend knees slightly).
8. Continue to plane in this position.

It is not easy to plane in this position, and most skiers will quickly move onto plant the feet and begin to stand.

Planting the feet on the water

Planting the feet correctly is perhaps one of the harder parts of the backward start. The key is to have relaxed ankles to ensure the feet start gliding and do not catch the water:

1. Spread feet and relax ankles. Some people think about pulling their toes to their nose. Let the handle slide below the bum, but not off it.
2. Lower feet onto the water, feeling for the water with side of the big toe and inside of the arch (inside edge of the foot is first to contact the water). Plant feet wider than shoulders.
3. The driver increases the speed marginally.
4. Slightly lift hips, so that feet, torso and shoulders are in contact with the water.



Figure 28 Preparing to plant

This is effectively a three point stance in the backward position, and the skier should be able to continue in this position at will. It will not be possible to stand until the speed is increased.

Backward Barefoot Skiing Position

The last step is to come to the backward skiing position.

1. Be sensitive to the “feel” of the water to gauge the boat speed and know how fast to stand.
2. The driver now provides moderate acceleration up to backward barefoot speed.
3. “Fold” at the waist, so that the break at the waist increases and the shoulders and chin are kept on the water as the bum is pushed up in the air.
4. Bring feet together very slowly with knees bent, as fold continues. Turn feet inwards as they come together (so they are parallel with direction of boat when in backwards barefoot position).



Figure 29 “Fold” to stand

Note: It is critical to have this “fold” take place in order to reach the standing position. Without the fold, you are trying to lever up full body weight, and the boat will tend to catapult you when your feet grab. Sometimes it is easiest for people to think about relaxing their hips and stomach and letting the pull of the boat bring them into this folded position.

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5. When fully folded, feet will be taking full body weight. Lift your head and shoulders up into the backwards barefoot position.
6. Assume a good backwards barefoot skiing stance, which is as follows:

- Knees bent
- Ankles relaxed and in front of hips
- Back arched / chest proud
- Head up / eyes looking at horizon
- Handle held on bum



Figure 30 Backward Barefoot Stance

Troubleshooting

- Bouncing - body not rigid at start, pulling arms in, shoulders not rolled
- Foot buries on plant - pointing toes and foot instead of relaxing ankle
- “flip” backwards during stand - legs too wide (catch heel) / not breaking at waist (actually relaxing waist) or standing too early

4. Learning to Wakeboard

Getting Started

By Scotty Kell

When teaching a beginner go through the basic fundamentals of wakeboarding prior to them getting in the water. Let them know the importance of their handle position and body position and demonstrate it to them.

Once in the water get your student with their knees bent and the board parallel to the water's surface, floating naturally. The bottom of the board should be facing the boat. The rope goes over the top of the board and the handle should be held with both palms facing down and their arms should be around their knees. You need also to make sure their knees are bent up to their chest.

Tell your student when the boat starts to pull to concentrate on maintaining their body position; bent knees, arms around their knees and to stay crouched until they are on top of the water. As they start getting pulled out of the water, make sure they don't try to "muscle" their way up with their arms. Let them know that it is important not fight against the boat just go with it and let it do the work.

The board should begin to plane on top of the water. Once their board is above the water, get them to bring the rope to their lead hip as they are slowly standing up. Make sure they are directing their front hip to the boat, their leading shoulder is also facing the boat and their feet are facing the shore. Make sure they keep the handle at their lead hip, their shoulders back, chest up, back straight and that they are putting even weight onto both feet.

Troubleshooting

- The most common mistake is standing up too soon which causes the board to sink and the rider to be pulled over the front. Tell your student not to stand up until their board is on top of the water.
- Pulling against the boat or burrowing down behind your board is another common mistake which is very hard on your back and often results in the handle being ripped from the riders hands. If this is happening get your student to try pushing down their back foot when starting this gets the board starting to turn in the right direction and stop this from happening.
- Often when people get up they will be heading straight out one side this is due to their handle and body position. They will need to bring their lead hip towards the handle and point their leading shoulder at the boat.

Healside Back Roll

By Scotty Kell

This is one of the first inverted tricks I would teach my students. Before you even think about this trick you must understand and be able to execute a progressive edge. A progressive edge is a cut that starts slow and builds speed as you approach the wake. It is good for you to practice your progressive cut on heelside wake jumps. This will also help you with your pop. Once mastered you will then be ready to attempt this trick.

Start by cutting out on your toes (ready to cut in on your heels) about 5 to 6 meters (15 to 20ft). Start your cut slowly and gradually build your edge all the way to the top of the wake (progressive edge). It will also help you to keep your elbows in while cutting.

Once you get to the top of the wake stand tall and look up bringing your trailing ear to your back shoulder. Whilst doing this you must lock your elbows in and keep your handle close to your front hip. It is important that your handle stays in this position throughout the trick. About three quarters of the way through the rotation look over your leading shoulder and spot your landing. Keep your head up and bend your knees when you land. If you have held your handle on your front hip through to this point you will then ride away.

Troubleshooting

- If you are having trouble with getting your rotation started you can try looking under your front armpit. This may help you to get it started however this can sometimes lead to a Mexican Back Roll which is more like a front roll rotation rather than a standard Back Roll.
- If you are dropping the nose of the board into the top of the second wake and crashing hard onto your side. There is a couple of things you could be doing wrong. Firstly you could be cutting too hard from the start and then flattening off at the wake. Secondly you may not be standing tall at the top of the wake (ie braking at the hips). The third thing may be that you are letting your handle out too far from your leading hip throughout your rotation and therefore slowing the rotation.

Back Diamond Tip

When learning this trick always keep two hands on the handle this will help to stop the handle from pulling away from you. The other thing is that you should be aiming to land on the transition of the second wake rather than in the flats.

To style this trick up by extending it into a Nose Grab Back Roll suck your front knee into your chest and grab the board early making sure you lock your back arm across your body throughout the rotation so that your handle will remain on your front hip at all times.

Tantrum by Scotty Kell

What is a tantrum – Basically a Healside Backflip

Before attempting a tantrum you will need to make sure you are competent at getting good pop on your healside wake jumps. It would also help you to first learn to do a backflip either on a trampoline or off the back of a boat into the water. This will make you more confident and give you more aerial awareness when you are attempting this trick.

So now you're ready to go. Start by cutting out on your toes (ready to cut on your healside) about 8 meters out. Do a slow and controlled turn towards the wake and get on your edge. The cut required for this trick is a controlled "Wide Hard Cut".

Edge all the way to the top of the wake, stand tall and release your back hand then square your shoulders off to the wake. Your front shoulder at this stage should be pointed straight towards the boat and your chest should be opened up to the shoreline on the same side you have just cut from.

Use your legs to pop off the top of the wake at the same time throw your head directly back as you would for a standard backflip.

Your arms will raise at this point however don't raise your front hand too far as you will then struggle to get your handle in the right position for landing.

Half way through your rotation make sure you spot your landing this also means keeping your eyes open throughout the trick. As you land be sure to bend your knees to cushion the landing, keep your head up and lock your front elbow into your front hip to stop you from getting pulled out the side.

Troubleshooting

- The biggest problem some people find with this trick is turning their head towards the boat (towards their front shoulder) this pulls the handle across your body and turns the rotation into a backflip with a frontside 180 (very hard habit to break). This can often be caused by the fear of throwing your head directly back and can be overcome with more time on the trampoline.
- Often people will have been told to flatten off at the bottom of the wake and square their board off at this time. I find that attempting it this way often creates a person to take off from the bottom of the wake and in turn lose all their pop.
- This is quite an aggressive trick, if you are not aggressive enough when throwing this trick you will also get no pop and not have enough time to finish your rotation.

Black Diamond Tip

When first learning a tantrum it's advisable to steer clear of the laid out style which is quite straight legged and looks bad it also will make you struggle to ever grab this trick. When popping try to pull your knees up and get used to doing them with your knees bent. By doing this once mastered you will easily convert it into an indy tantrum.

5. Risk Management and Safety

5.1 GUIDANCE TO CONDUCTING RISK ASSESSMENTS

The following is a guide to some items that you may need to take into consideration when assessing risk at your club. The list is not exclusive and is not intended to be so. We believe that at some water ski site some hazards or risks may be exclusive to that site.

STEP 1

HAZARDS.

Access to the site :-

- Roadways Footpaths etc.
- Potholes
- Steep paths
- Steps
- Vehicles

Clubhouse.

- Fire
- Electricity

Fuel Storage and Transport

- Propane
- Petrol

Waters Edge

- Obstructions
- Jetty's
 - Slippery Surface
 - Handrails
 - Steep and slippery banks
- Boat Launching

On the Water

- Obstructions
- Shallow water areas.
- Drowning
- Hypothermia
- Other water ski boats
- Other activities
 - Swimmers
 - Sailing Boats
 - Personal Watercraft

STEP 2

WHO MIGHT BE HARMED

- Members
- Guests
- Other visitors
- Spectators
- Competitors
- Staff

STEP 3

ARE EXISTING PRECAUTIONS ADEQUATE OR IS MORE NEEDED?

Reduce risks if possible.

Work to :-

- WAWA Risk Management Policy
- WAWA Safety Recommendations
- Club Byelaws and Safety Rules

And on public water:-

- Harbour & Waterways Bylaws
- Local Authority & Council Bylaws

STEP 4

REPORTING

if you keep written records it will help if you get a visit from a risk assessor or an inspector. A simple way may be to make a report to your club or safety committee and record your actions in the minutes.

STEP 5

REVIEW AND REVISION

Set a date for a review of the assessment, Clubs should try to review the assessment each year, perhaps at the start of the season when the safety committee is appointed.

Assess any new activity (air-chair, wakeboarding etc.) or changes to your facilities or water area.

When you find something is wrong, revise your risk assessment.

5.2 Australian WATER SKI & Wakeboard Federation CODES OF PRACTICE

WAWA SAFETY RECOMMENDATIONS

WAWA has drawn up a code of safety rules for the guidance of those who participate in the sport, and the authorities in whose control the sport is vested. WAWA is confident that if these recommendations are accepted and scrupulously observed, water skiing may be enjoyed by all without danger to participants or to other water users.

Speed regulations are sometimes imposed because it is a popular fallacy that there exists a relationship between speed on the one hand and danger, noise and damaging wakes on the other. As all experienced boat people realise, a slow moving craft can often prove more hazardous than one moving more readily, and statistics prove that speed is hardly ever a contributory factor in boating accidents.

Contrary to what those unfamiliar with boats may believe, a fast moving motorboat with a planing hull creates less wake and wash than one proceeding more slowly; and with modern marine outboard engines the noise levels have been reduced to acceptable levels.

All masters (driver) must be aware of the International Regulations for the Prevention of Collisions at Sea which apply to all vessels upon the high seas and in all waters connected therewith navigable by sea going vessels.

WAWA's Summary of International Maritime Regulations for use in Crowded Waters

A good reference document is the NSW Maritime Safe Boating Handbook which is downloadable from www.waterways.nsw.gov.au

1. Two speed boats meeting head on shall alter course to "starboard".
2. Two speed boats crossing: the vessel which has the other on her starboard side shall give way.
3. Speed and sailing vessels: the speed boat shall give way.
4. Vessels to keep course and speed: the vessel with the right of way shall keep her course and speed.
5. Vessels overtaking shall keep well clear of an overtaken vessel.
6. Vessels in narrow channels: every speed boat shall, when it is safe and practicable, keep to that side of the fairway (e.g. entrance to harbour) which lies on her starboard side.
7. Speed boats when launched from slipways must proceed directly to sea at low speed - no warming up or exercising in harbours will be permitted.
8. Towing vehicles and carriages must be removed from slipways and approaches immediately after launching
9. Every vessel which is directed to keep out of the way of another vessel shall, so far possible, take early and substantial action to keep well clear.
10. Any action taken to avoid collision shall, if the circumstances permit, be positive, made in ample time, and with the observance of good seamanship. If necessary to avoid

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collision or allow more time to assess the situation, a vessel shall slacken her speed or take all way off by stopping or reversing her means of propulsion. (rules 9,10 and 11, these have been included in the full knowledge that they will seldom apply in waters used by water ski clubs. However, we can see that there could be special circumstances which might arise and made the observance of these particular rules essential).

11. Power driven vessels shall In general keep out of the way of vessels engaged in fishing. However a vessel engaged in fishing shall not impede the passage of any vessel navigating within a narrow channel or fairway. A vessel of less than 20 metres length shall not impede the passage of a vessel which can navigate safely only within a narrow channel or fairway.
12. Special circumstances; in construing and complying with these rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels Involved, which may make a departure from these rules necessary to avoid immediate danger.
13. Nothing in these rules shall interfere with the operation of special rules made by an appropriate authority for harbours, rivers, lakes or inland waterways connected with the high seas and navigable by sea going vessels.

SOUND SIGNALS

1 Short Blast	Altering Course to Starboard (Right)
2 Short Blasts	Altering Course to Port (Left)
3 Short Blasts	Going Astern

WAWA ENDORSED SAFETY REGULATIONS

1. All power boats towing water skiers shall be occupied by two competent persons, the first a licensed driver who is master of the vehicle whose role is to concentrate on navigation, the boating environment, potential dangers and the water ahead, whilst the second person is the observer (who must be a minimum age of 16 years or hold a junior licence) and is responsible for watching the skier and relaying his signals to the driver.
2. All power boats towing skiers shall be operated in a careful and prudent manner, and at a reasonable distance from persons and property so as not to endanger the life or limb or the property of any person. The accepted distance is to keep a minimum of 60m from a person in the water if you are towing a skier or aquaplaner.
3. No power boat shall tow a skier from the period after sunset to sunrise, provided that the rule shall not apply to powerboats used in duly authorised ski tournaments, competitions, expositions or trials.
4. No person shall manipulate any vessel or tow rope by which the course of water skis or water skiers may be influenced in such a way as to cause a collision or accident.
5. No person shall operate a boat or water ski in a reckless or negligent manner.
6. No person operating a powerboat towing a skier shall allow any person to ride or sit on the gunwales or decking of the vessel while underway.
7. When on any body of water, the skier shall wear a life jacket or buoyancy suit to at least PFD3, and the towing boat must carry life jackets or other approved life preserver for every occupant of the boat to PFD1 in open water and PFD3 in inland waters. It is also required that all boats carry fire extinguishers and it is recommended that the engine cover be lifted for a short period after refuelling.

8. When skiing takes place as a club event from a public beach or other area where swimmers and other water users are present, one experienced person shall be in charge of skiing operations and assume responsibility to ensure that all necessary safety precautions are rigidly observed. Take off and landing points shall be clearly marked and buoys, ropes or guard boats used to indicate these approach areas to other water users, and careful watch kept to ensure that swimmers in particular do not enter the danger area. Apart from take off and landing operations, all normal skiing shall be carried out away from the shore at a safe distance beyond areas used by swimmers, pedalos and similar craft.
9. No person shall operate a powerboat towing a skier within a water area which has been clearly marked by buoys or some other distinguishing device, as a bathing or otherwise restricted area provided that this rule shall not apply in case of emergency.

RULES FOR SAFE WATER SKIING

WATER SKIERS

- DO** be a good swimmer and always wear a life jacket and a wetsuit or drysuit.
- DO** check your equipment always, wing nuts, loose binding, splinters and sharp metal.
- DO** understand and use approved signals between skier and observer and driver.
- DO** keep clear of solid obstacles- jetties, boats, mooring buoys, rocks, banks etc.
- DO** watch the water ahead of you at all times.
- DO** avoid falling forward- sit down, or if falling sideways, curl yourself into a ball.
- DO** always throw away the handle on falling.
- DO** use an approved life jacket and helmet when jumping.
- DO** recover skis quickly, they will assist you to keep afloat.
- DO NOT** shout 'hit it' to the driver until the rope is taut and your ski tips are up.
- DO NOT** wrap rope around any part of your body (fingers, hand or foot)
- DO NOT** place any part of the body through the handle (neck, arm or leg)
- DO NOT** ski in shallow water.
- DO NOT** ski at night.
- DO NOT** ski directly ahead of, or to the side of another boat.
- DO NOT** attempt fast landing directly towards the shore - sit down if coming in too fast.
- DO NOT** ski in unknown waters.
- DO NOT** jump from a boat whilst it is moving.

SKI BOAT DRIVER

- DO** have a competent observer at all times in the boat whether towing a skier or not.
- DO** make sure observer understands water ski signals.
- DO** wait for the skier's signal and his ski tips above the water before starting.
- DO** give him a smooth and steady pull on take off.
- DO** steer clear of other boats and floating obstacles.
- DO** shut off your motor before taking aboard a skier.
- DO** return immediately to pick up the skier.
- DO** always carry an extra life jacket in the boat.
- DO NOT** turn sharply and put the skier in the water- gradual wide arc turns are the rule.
- DO NOT** take the skier aboard without shutting off the engine first.
- DO NOT** drive the boat through swimming or restricted areas.
- DO NOT** operate boat sitting on the side, sit in the seat.

CODE OF PRACTICE - WATER SKIING AND THE ENVIRONMENT

Water skiing is an exciting and exhilarating family recreational activity. It is also one of Australia's most successful sports. Water skiing is an activity which most people would like to try, and as such has great potential for growth.

The popularity and success of water skiing are placing increasing pressures on water ski areas. At the same time the conservation value of water ski areas is becoming more important in relation to their surroundings. This has resulted in the need to work towards maximising the use of the areas for water skiing whilst enhancing or maintaining their conservation value. Many water ski clubs already manage their areas on this basis and co-exist harmoniously alongside or even within important conservation areas, such as Sites of Special Scientific Interest and Nature Reserves.

The provision of new water sites is largely dependent upon decisions made by local planning authorities. Water skiing must present a good case to the local authorities by demonstrating that water ski sites are always well managed and responsibly run, with minimal disturbance to local residents or wildlife.

The Codes of Practice for Clubs, and for Skiers and Boat Drivers, are a guide to the good management of water skiing areas, and to responsible behaviour, which in turn will lead to an overall better image for the sport of water skiing.

Clubs Should:

1. Identify the wildlife on their water skiing areas, particularly birds, other animals and plants.
2. Identify which parts of the area have the most wildlife value, and whether the area contains designated conservation sites e.g. nature reserves or Sites of Special Scientific Interest and International designations such as Special Protection Areas.
3. Work with local conservation groups to determine the best way of protecting important species or conservation sites, throughout the year.
4. Seek ways of helping wildlife on the area, through such actions as making new islands or setting aside refuge areas. Consider during long periods of cold weather whether a voluntary cessation of water skiing would be beneficial. Seek the advice of Environmental Services Officers and Rangers
5. Monitor changes in wildlife from year to year, particularly bird populations.
6. Appoint a 'Conservation and Access Officer' to liaise as necessary with the Environmental Services, local authorities, conservation interests, local residents, etc. Also run at least annual working parties to improve the area.
7. Produce or input into a management plan for the area.
8. Discourage boats and skiers from using lake margins or shallow silty areas.
9. Ensure only recognised and accepted landing places and launch sites are used, which cause minimal disruption to wildlife or other users.
10. Reduce wash by correct grading or lining of banks and encouraging weed growth along lake margins.
11. Ensure refuelling and bilge pumping are carried out away from the actual water as well as sensitive wildlife sites.
12. Encourage members to use propane gas or unleaded petrol, together with biodegradable oils.

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13. Ensure all club members' boats conform to the Noise Code of Practice for water ski boats.
14. Ensure all club members' boats are clearly and individually identifiable to other water users or observers e.g., by registration numbers.
15. Ensure all new members and visitors are fully informed about the site, including any conservation interest, management measures or zones currently in practice.
16. Include the Codes of Practice in all levels of instruction and training of skiers, observers, drivers and officials.
17. Ensure the Codes of Practice are observed by members and visitors.

Skiers and Boat Drivers Should:

1. Be aware of and respect other water users, local residents and the wildlife which depends on water ski areas.
2. Give other water users a wide berth and manoeuvre carefully, well away from them.
3. Reduce wash as much as possible.
4. Stay out of shallow water and well away from lake margins.
5. Take care not to disturb birds, particularly during nesting or moulting, and during very cold weather.
6. When using a water ski site for the first time always consult the appropriate Authority before launching.
7. Always respect bye-laws, zoning or other management systems affecting the area.
8. Always launch and land at authorised locations.
9. Only refuel or use the bilge pump well away from any sensitive wildlife sites.
10. Prevent any spillage of oil or fuel.
11. Use propane gas or unleaded petrol.
12. Do not make unnecessary noise.
13. Take litter home.

TOWING INFLATABLE EQUIPMENT

WAWA has no responsibility for anything to do with inflatable equipment. Nevertheless ski boats are usually used to tow such equipment and often the drivers involved are quite inexperienced so it is prudent in this manual for drivers to be made aware of the hazards involved.

Inflatable equipment includes a variety of designs including “Rings”, “tubes”, “Biscuits”, “Sausages”, “Bananas”, “Sledges”, and many other trade names. They are all designed to carry one or more riders while being towed along the water.

The riders have no control of the path of the equipment and it must be clearly understood that the boat driver determines what happens to the equipment. For example when the boat turns sharply the equipment will slide across the water in a manner described as “on the whip”. If the boat is driven too fast or over water that is too rough, the equipment may dive into the water or capsize. Many serious accidents have occurred because riders of inflatable equipment have been sent into collision with other boats, jetties, or shore banks when drivers do not allow sufficient turning room. Other accidents have occurred from riders being thrown out at excessive speed.

All riders of inflatable devices are advised to wear protective helmets. Serious injuries have occurred when unprotected heads have banged together during falls.

SAFETY RECOMMENDATIONS FOR INFLATABLE EQUIPMENT

THE BOAT DRIVER

- 1 Always follow the manufacturers recommendations.
- 2 Do not overload the equipment with riders.
3. Check that your boat insurance covers inflatable equipment.
- 4 Always have an observer.
5. Tow in straight lines with wide turns.
6. Do not put inflatables on the “whip”.
- 7 Do not increase speed on turns.
- 8 Do not try to throw the rider out.
- 9 The rider must wear a ski vest (buoyancy aid).
- 10 Do not tow an inflatable over a jump or through a slalom course.
- 11 Do not tow an inflatable within a tow ropes distance of any solid object.
- 12 Always use a tow line of the type recommended by the manufacturers
- 13 Check the water is clear of floating debris.
- 14 Check that local rules allow towed inflatables on the water.
- 15 Do not tow an inflatable over the wash of other boats.
- 16 Do not tow an inflatable with an unaccompanied small child.
17. Check the inflatable is in good repair, including the ropes and towing “eye”.
- 18 Make sure the rider knows WAWA standard aural and hand signals.
- 19 Do not continue a tow if a rider falls.
- 20 Use standard procedures for crowded waters.
- 21 Always approach a fallen rider on the drivers side.
- 22 Switch off the engine before boarding riders from the water.
- 23 Do not start a tow until the rider shouts “hit it”.
- 24 Keep away from other boats and other water users.
- 25 Do not tow an inflatable at night.
- 26 Do not tow an inflatable in shallow water.

INFLATABLE RIDERS

- 1 Wear a ski vest (buoyancy aid).
- 2 Do not stand up.
- 3 Do not try to throw other riders overboard.
4. Do not attempt to steer an inflatable.
- 5 Know WAWA standard hand and aural signals.
- 6 Do not attempt to abandon an inflatable during a tow.
- 7 Do not hold the towing rope.
- 8 Do not fasten any part of your body to an inflatable.
- 9 If a fall takes place, put your hands in the air to indicate “OK”.
- 10 Do not shout hit it until the rope is taught and all riders are prepared.
- 11 Do not ride an inflatable unless you can swim.
12. Wear head protection.

LAUNCHING CHECK LIST

Bilge empty, bung in
Sufficient fuel, tank secure
Tank breather open
Battery secure
Throttle, gear shift & steering
cables free movement, no
excessive wear.
Outboard engine tilted
Propeller and locknut secure
Skeg for damage
Speedometer pitot tube clear
Relevant spares

Compass
Anchor chain/rope
Flares
Paddles
Marine band VHF radio, or mobile
telephone

Fire extinguisher
Skis, vests, lines, wet suits,
Engine oil sufficient
Screen and mirror clean

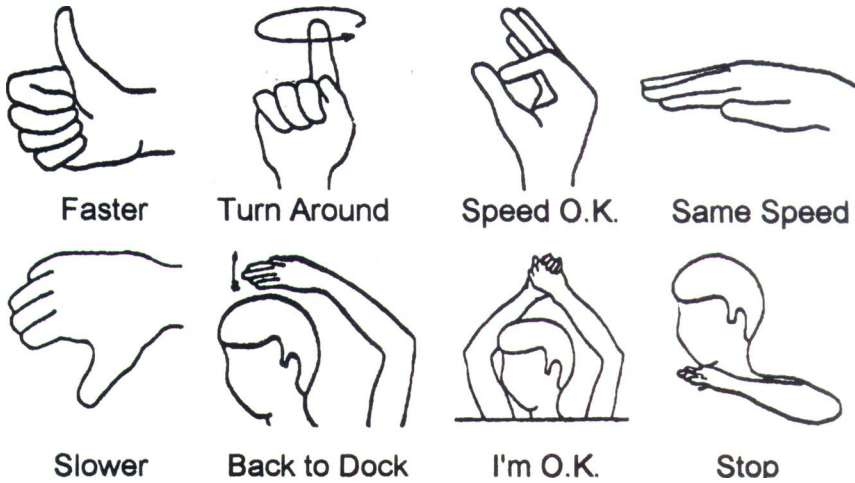
TRAILER TOWING CHECK LIST

Hitch and safety chain
Lighting board
Wheel nuts
Wheel bearings for slackness

Outboard tilted and secured
Tyre pressure & condition
Propeller protected
Boat tied down

STANDARD SKI HAND SIGNALS

Drivers, skiers and observers must all know and understand the visual signals given in this booklet together with the standard aural signals of "in gear" and "hit it".



6. Overview of the National Coaching Accreditation Scheme

Level	Purpose of accreditation experience	Target group	Course requirements	Time (hrs)	Duration of training
Orientation <i>(Non-Accredited course)</i>	Orientation Children's and youth sport AUSSIE SPORT programs	Beginner leaders and teachers, mainly in assistant status	Non-accreditation course	4-6	Not applicable

Developmental Level Coaching					
1	Introductory To equip the coach with coaching knowledge and skills at the beginning level	<ul style="list-style-type: none"> Beginner coaches Introductory programs (1-6 hours/week) 	<ul style="list-style-type: none"> Online Coaching principles Sport Specific Coaching practice 	4.05 7.0 16	The accreditation process will take at least 3 months including the 30 hours (or 1 season of coaching practice).
2	Intermediate To equip the Level 1 coach with knowledge and skills applicable to an intermediate coaching situation	Coaches either: <ul style="list-style-type: none"> seeking more knowledge in an introductory context; or seeking to coach at a higher skill level 	<ul style="list-style-type: none"> Coaching principles Sport Specific Coaching practice 	35.5 30 60	The accreditation process will take at least 6 months including 60 hours (or 2 seasons) of coaching practice in addition to Level 1
Elite Level Coaching					
3	Advanced To equip the coach with knowledge and skills to coach at the national/international level	Experienced practising coaches working at the appropriate level	<ul style="list-style-type: none"> Theory and practice of coaching Coaching practice 	100 100	The accreditation process will take at least 18 months including 100 hours (or 3 seasons) of coaching practice in addition to Level 2
	High Performance To augment existing (proven) high performance coaching abilities	Coaches of junior or senior national squads and international competitors	As described in High Performance Coach guidelines.		