

DRAGON BOAT CANADA Rules of Racing

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Rules of Racing

The Rules of Racing have been developed for use in DBC/BDC sanctioned events (National, Qualifying, Sport Race and Festival). Where appropriate the DBC/BDC Rules of Racing mirror the Rules of Racing as formulated by the IDBF.

The purpose of each rule is to ensure that all competitors have an equal opportunity and a safe environment in which to achieve. In applying and interpreting the rules or when confronted by a novel situation not covered by the rules, every effort should be made to apply this principle.

All IDBF Rules apply to any sanctioned Race held in Canada unless specifically provided otherwise herein. In case of conflict, the present IDBF rules prevail.

1. Scope

- 1.1 These Rules are primarily for use at DBC/BDC Sanctioned National, Sport Racing, Qualifying and Festival Events.

2. Control of the Competition

- 2.1 Technical Officials National, Qualifying, Sport Race and Festival Events
DBC sanctioned races shall be held under the supervision of the following Technical Race Officials. These Officials will be accredited through the DBC Officials Certification Program:

Chief Official Starter	Chief Judge Head Marshall	Course Umpires
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- 2.2 If circumstances permit, one person may function in two of the above offices. The Officials Committee may appoint additional race personal as needed.

- 2.3 Supporting Officials
The following Race Officials are deemed to be Supporting Officials and as such are not required to be accredited by the DBC/BDC:

Safety Officer	Boat Marshals	Photo-finish Operators
Boat Holders/Aligners	Timing System Operators	Boat Drivers
Results Runners	Safety Assistants	Medical Staff
Announcer	Time-keeper(s)	

- 2.4 Competition Committee
The technical management of the event shall be the responsibility of a Competition Committee, which shall consist of the following officials:

Chief Official	Chief Judge	Chief Umpire
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One member of the Competition Committee must be in the area of the Finish Line at all times while races are underway.

- 2.5 For National and Qualifying Events when possible the Chief Official; the Chief Judge and the Chief Umpire must come from at least two different regions (Eastern, Central or Western).



2.6 The duties of the Competition Committee are to:

- 2.6.1 Conduct and supervise the races on behalf of the Organizing Committee.
- 2.6.2 In the event of inclement weather or unforeseen circumstances that make it impossible for the competition to take place; postpone the races and rearrange them for another time.
- 2.6.3 Hear any protests and settle any disputes between crews. Decide on all matters concerning the Competition Regulations and Racing Rules.
- 2.6.4 Consult with the Race Officials, as necessary, before making a decision regarding any infraction of the Racing Rules.

2.7 Race Jury

At all DBC/BDC sanctioned events the final authority relating to the Competition Regulations and the Racing Rules, shall rest with a Race Jury. This Jury shall consist of a minimum of three (3) up to a maximum of five (5) members as appointed by the Chief Official. The Race Jury will consist of Technical Race Officials. In the case of National and Qualifying events where possible each participating region will have a representative on the Jury.

2.8 All Race Officials and the Competition Committee shall be subordinate to the Jury.

3. DUTIES OF THE RACE OFFICIALS

3.1 Chief Official

The Chief Official shall act as the Chairman of the Competition Committee. The Chief Official shall observe and supervise the races and ensure that the Race Program is followed and runs to time. The Chief Official shall fully brief all Race Officials before the start of the competition, regarding their duties and shall:

- 3.1.1 At DBC/BDC Sanctioned Races decide on all matters arising from the actual event which are not dealt with in the DBC/BDC Regulations or Racing Rules.
- 3.1.2 The Chief Official may disqualify any crew or competitor who behaves improperly or shows contempt by bad conduct or speech towards the Race Officials or any other persons, including spectators

3.2 Chief Judge

The Chief Judge is responsible for organizing the Finish Line and Judges and shall record the order of the boats crossing the Finish Line independently of any Finish Line Judges. The Chief Judge shall:

- 3.2.1 In the event of a difference of opinion between Judges over the finishing order of crews adjudicate and have a casting vote.
- 3.2.2 When photo-finish equipment is used act on the advice provided by the photo-finish operator.
- 3.2.3 Notify the Finish Line Judges in good time before a race starts and after confirm with the Chief Official the finishing order of the race. The Chief Judge may also be the Chief Time-Keeper.



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3.3 Finish Line Judges

The Finish Line Judges, when appointed, decide the order in which the boats have passed the Finish Line. Where at all possible there should be one Judge for each boat in a race. The Judges shall be situated at the Finish Post with a clear line of site, over the Finish Line, to the other post directly opposite, on the far side of the Competition Course. The Finish Line Judges may also act as Timekeepers.

3.4 Time Keeper(s)

Times should be recorded by means of stopwatches or electronic timing systems. The Timekeepers shall, before each race, ensure that stopwatches are in working order or electronic timing systems set. Where possible there should be one Timekeeper for each boat in the race. The Timekeepers may also act as Judges.

3.4.1. The timing will start on a signal from the Starter. At least two stopwatches or electronic devices shall time each race.

3.4.2. At the end of each race the Timekeepers shall compare the times recorded by the Timekeepers.

3.4.3. The Chief Official shall then be notified of the agreed times. In the event of a time not being recorded then this will be shown in the results as No Time (NT). The time recorded for a crew is secondary information and shall have no effect on the finish order of a race.

3.5 Starter

The Chief Official appoints the Race Starter. The Chief Starter is directly responsible to the Chief Official for the efficiency of the starting facilities and procedures in conjunction with the Chief Umpire. The Race Starter shall decide all questions concerning the start of a race and shall inform the crews of their Racing Lanes in accordance with the Race Program. If the Starter is positioned behind the crews, then the presence of a Boatholder is required, who shall be responsible for deciding any False Starts. If the Starter is positioned to one side of the crews on the Start Line, then the Starter may also act as the Boatholder, including the responsibility for False Starts. The Starter shall:

3.5.1. Before starting a race communicate with the Chief Official to confirm that all is ready at the Finish. When this confirmation is received the Starter shall call the boats to their places on the Start Line.

3.5.2. Check that the starting gun or other starting device, is in good working order before carrying out the starting procedures in accordance with the Rules of Racing.

3.6 Boat Holder

When the boats are in the Starting Area, the Boat Holder shall be responsible for checking each crew's attire, the number of competitors in each boat and each Dragon Boat's number. The Boatholder will ensure that the composition of the crews is correct, for example, the number of females in a Mixed Crew. The Umpire may be the Boat Holder. The Boatholder shall:

3.6.1. Bring the boats to the Start Line, when they are called forward by the Starter and align them on the Start Line. When all the boats are level and correctly aligned, the Boat Holder shall notify the Starter.

3.6.2. When all the crews have indicated that they are ready raise a white flag, which shall remain raised until the race has started. In the event of a False Start, a Red flag shall be raised immediately and the white flag lowered.



3.7 Umpires

There will be a Chief Umpire. If warranted the Chief Official may appoint a number of Umpires. The Chief Umpire is directly responsible to the Chief Official and shall work with the Starter, the Umpires and the Safety Boat crews. The Chief Umpire shall co-ordinate the work of the Course Umpires and ensures the efficiency of all waterborne supporting staff. The Chief Umpire shall be responsible for the supervision of any crews moving on the course, before and after each race. (The Chief Umpire may also act as a Course Umpire). Umpire(s) shall, where possible, follow each race in an Umpire's boat. During the race, the Umpire shall see that the Racing Rules are complied with.

The Course Umpire shall:

- 3.7.1 Show a White flag, at the end of the race if there is no infraction of the Rules. If there is an infraction of the Rules, a Red flag must be shown and the circumstances reported to the Chief Official.
- 3.7.2 When an Umpire's boat is not used one or more Umpires shall be placed alongside the Course to ensure that the Racing Rules are being fully complied with.
- 3.7.3 When a race is run on a course with one or more Turning Points, at least one Umpire should be stationed at each Turning Point. Any infractions of the Rules occurring at the Turning Points shall be reported to the Chief Official when the last boat has completed the turn for the last time in the race.

3.8 Boat Marshal(s)

The Chief Boat Marshal shall be responsible for the efficiency of the Crew Assembly and Boat Marshalling areas and shall direct the work of the Race Officials working in these areas. The Boat Marshal(s) shall:

- 3.8.1 Confirm that the crews have been correctly called forward to the Crew Assembly Area; carry out any random checks, authorized by the Chief Official to confirm the identity of competitors, record the number of competitors in each boat against the appropriate Crew List and ensure that the composition of each crew is correct, for example the number of females in a Mixed Crew. No male Drummer in a women's crew.
- 3.8.2 Call the crews forward from the Crew Assembly Area to the Boat Marshalling Area in sufficient time to ensure that all the crews in a race embark and reach the Starting Area in good time for their race.
- 3.8.3 Ensure that all competitors who are using their own paddles have their paddles checked, by the Boat Marshals, to ensure that they are to the specification, if any, laid down for the competition.
- 3.8.4 Check that all crews are 'Fit to Race' and if any competitor or crew is not fit, notify the Chief Official and ensure that they do not race.
- 3.8.5 Check that all boats and equipment are in good racing order before and after each race and that each boat has two spare paddles on boat, at all times.
- 3.8.6 Allocate crews to boats according to the Race Program and ensure that the right crews are embarked in the right boats before the crews leave the marshalling area. Check that competitors do not strap or fix themselves into the boat in any way, unless the Chief Official has given prior authority.

3.8.7 Ensure that each crew is embarked safely and that PFD's are available, worn as required.

3.9 Safety Officer

The Safety Officer is responsible for all matters concerning the safety of the competing crews whilst they are on the water. The Safety Officer shall ensure that the following has been planned and provided for:

3.9.1 That an Event Safety Plan is made to cover emergency procedures and major incidents and that the details are communicated to all Crew Managers and Race Officials.

3.9.2 That a suitable number of trained rescue personnel and properly equipped rescue craft are available. That PFD's are available.

3.9.3 That the arrangements for embarking and disembarking crews are suitable and adequate, for the number of competitors involved.

3.9.4 That a Crew information sheet is completed prior to a crew racing which records the details of known weak swimmers and any medical history, such as asthma, epilepsy, which may adversely affect a crew member whilst on the water. Such information may be annotated on a crew's Crew List, held by the Boat Marshall.

3.9.5 An effective communication system with the Safety Boats, Officials, and Referees/Umpires and to ensure that the correct rescue procedures are adopted in the event of a crew capsizing.

3.9.6 The Safety Officer shall be personally responsible for ensuring that a head count of crewmembers from a capsized boat takes place when the crew returns to land and before any of the rescue craft are stood down.

3.10 The Safety Officer shall attend all Managers and Race Officials meetings to brief those present on the safety systems and procedures in operation. If immediately before, or during the competition, a change in the weather; or if water conditions, or any other factor constitutes, in the opinion of the Safety Officer, a hazard to the health and safety of the competing crews, then he (or she) shall advise the Chief Official to postpone, delay or cancel, one or more races, or the competition in its entirety, until it is safe to race. Any member of the Officials Committee may be identified as the Safety Officer.

4. SAFETY

4.1 At every DBC/BDC sanctioned event the Organizing Committee shall display at the race venue concerned Safety Notices appropriate to the Dragon Boat event being conducted and publish in their Race Program.

4.1.1 An Event Safety Plan should be produced, for each event.

4.2 Appropriate Safety and First Aid equipment shall be readily available at race venues.

The minimum requirement is:

- ✓ First aid chest
- ✓ Thermal blankets/exposure bags
- ✓ Life rings/buoy and line
- ✓ Throw Ropes
- ✓ Personal Floatation Devices (PFD's)



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- 4.3 Safety/Officials Boats Safety/Official's boats should be equipped with safety equipment in accordance with Coast Guard rules as well as such items as a medical kit, thermal blanket and hand pump.
- 4.3.1 At all times during the event a minimum of two (2) Safety/Official's motorboats must be on the water with four (4) individuals able and prepared to act in the case of an emergency.
- 4.3.2 In the event of a capsized Event Organizers must be able to pick up twenty-two (22) people.
- 4.3.3 Coach/safety boats should provide for easy entry from the water (e.g. step, ladder or handhold). Where motors are equipped with a kill switch, the switch must be attached to the operator.
- 4.3.4 Motorboat drivers must be competent to control the boat so that it does not become a danger to the crews or others, and must comply with the Transport Canada Operator Competency certificate requirements.
- 4.4 In case of accident, participants should be instructed to stay with the boat rather than attempt to swim to safety, however strong a swimmer a crewmember may be. The boat, unless seriously damaged, can be considered a life raft. If the water is cold crewmembers should be instructed to get as much of their body out of the water as possible by draping themselves over the upturned hull. Crewmembers should also be instructed to "buddy-up", two holding on to each other until rescued to provide mutual support and to help ensure that all are accounted for.
- 4.5 A "Fit to Race" guarantee occurs for each Racer upon submission of event waiver.

5. THE COURSE

- 5.1 Water Depth
The depth of water on a regatta site for an DBC/BDC sanctioned event should be a minimum of three (3) metres across all the Racing Lanes, on a site where the bed of the Racing Course is proven to be uniform throughout, that is, not more than 0.5 metre variance across the racing lanes. Where the course bed is uneven then the ideal depth of the racing lanes should ideally be 5 metres up to a maximum of 6.5 metres.
- 5.2 Race Distance
Race distances at DBC/BDC sanctioned events can be 200 (250), 500 or 2000 metres. Other distances may be added with the approval of DBC.

6. THE CREW

- 6.1 Eligibility
All Racers must be current DBC members to participate in Sport Races/Sport Divisions.
- 6.1.1 Racers may be a member of and race with only one club.
Exception: Club-cross over (racing for two different clubs) may be allowed for eligible BCS racers from clubs without BCS crews to a BCS club crew for BCS Sport Division racing only



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6.2 Composition

Premier Open	No restrictions
Premier Women	Must be an all female crew
Premier Mixed	Must be at least 8 paddlers of each gender
Junior Open	All paddlers and the drummer must be 17 or younger on January 1 st in a given year
Junior Women	Must be an all female crew. All paddlers and the drummer must be 17 or younger on January 1 st in a given year
Junior Mixed	Must be at least 8 paddlers of each gender. All paddlers and the drummer must be 17 or younger on January 1 st in a given year
<i>Note: This means that a competitor whose 18th birthday falls on or after January 1 in a given year can compete in that year only as a 17 year old.</i>	
18-23 Open	All racers must be 17 or older and 22 or younger on January 1st in a given year
18-23 Women	Must be an all female crew. All racers must be 17 or older and 22 or younger on January 1 st in a given year
18-23 Mixed	Must be at least 8 paddlers of each gender. All racers must be 17 or older and 22 or younger on January 1 st in a given year
Senior Open	Steersperson and all paddlers must be 39 or older on June 1 st in a given year
Senior Women	Must be an all female crew. Steersperson and all paddlers must be 39 or older on June 1 st in a given year
Senior Mixed	Must be at least 8 paddlers of each gender. Steersperson and all paddlers must be 39 or older on June 1 st in a given year
Grand Dragon Open	Steersperson and all paddlers must be 49 or older on June 1 st in a given year
Grand Dragon Women	Must be an all female crew. Steersperson and all paddlers must be 49 or older on June 1 st in a given year
Grand Dragon Mixed	Must be at least 8 paddlers of each gender. Steersperson and all paddlers must be 49 or older on June 1 st in a given year
Breast Cancer Survivor (BCS)	All paddlers (male or female) must be breast cancer survivors. All crew members must be 18 or older on January 1 st in a given year.
Additional classes	As identified by the IDBF
<i>Note: Racers may participate only in one of the following two divisions – Junior or 18-23</i>	

7. CONDUCT OF CREWS

- 7.1 Crews must follow the directions of the Race Officials at all times during the competition. Failure to do so may result in the disqualification of the competitor or crew concerned.
- 7.2 Any Crew or competitor who attempts to win a race by other than honourable means, or who deliberately breaks the Racing Rules, or who disregards the honourable nature of the rules shall face disqualification from the competition.
- 7.3 It is forbidden, during a race, for crews to receive outside help, or coaching, or be accompanied by other boats along the course, even outside the Racing Lanes. Such acts will result in disciplinary action being taken against the crew(s) concerned.



7.4 The Drummer

The Drummer shall sit on the drummer's seat provided and once the boat has cleared the Starting Area, which is deemed to be 50 metres from the Start Line, must actively beat the Drum throughout the race. The Drum must be clearly seen to be struck with a Drum Stick on the drum skin (top or side) at short, regular intervals. *Failure to actively beat the Drum may result in disciplinary action being taken against the crew concerned.*

7.5 Position in Boat

Once a crew has loaded the boat, all paddlers and the drummer will be seated on the seats provided. All racing will be done with paddlers and drummer seated in the boat. Paddlers and drummer will remain seated until they return to the dock to disembark.

8. MARSHALLING / EMBARKING

8.1 Crew Responsibility

It is a crew's responsibility to ensure that the dragon boat and its equipment is fully functional and water-worthy. Boats and equipment must be carefully checked before embarking. The Race Organizer cannot be held responsible for any boat or equipment failure once a crew has embarked and left the Boat Marshalling area.

8.2 Paddle Breakage/Equipment Failure

Crews are advised to carry two (2) spare paddles, of the approved design for the event, in each Dragon Boat they use during the competition). These may only be used in the event that a paddle breakage occurs during a race. If any other equipment failure happens within fifty (50) metres of the Start Line, the Starter or Umpire will call a re-start.

8.3 Marshalling

Crews must report to the Crew Assembly Area and be ready to embark at the time stated in the Race Program. This will normally be 20-30 minutes before the race time. Race Officials in the Crew Assembly Area may carry out crew identity checks and competitors must, if so checked, be able to produce their current DBC membership card on request. Failure to do so may result in the disqualification of the competitor concerned from that competition class, at the Chief Officials discretion.

8.4 Boats

Crews are not permitted to supply their own boat. The event organizers will provide all boats.

8.5 Embarking

When called forward to Boat Marshalling or the Embarking Docks crews must embark in accordance with the instructions of the Boat Marshals, who will ensure that each crew is embarked in the boat allocated to them in the Racing Lane draw.

8.6 Movement up the Course

After a crew has embarked, it must leave the boarding area immediately and proceed directly to the start area. En-route crews must keep clear of the Racing Lanes and must not interfere with a race that is in progress. This includes moving down the course during a race until the crews racing have passed by.

8.7 Changes to Crew Members

Once a crew has loaded in a boat and left the boarding area, changes of crew members or additions to the number of racers in the boat, will not be permitted unless expressly agreed to by the Chief Official,



before the boat leaves the boarding area. Such changes shall be by exception and do not include the change over or addition of racers due to lateness or unexplained absence.

9. STARTS and STARING PROCEDURES

9.1 Start Area

It is the Boat Captain's responsibility to make sure that each crewmember is familiar with the starting procedures. All crews shall assemble behind the Start Line, or in a designated start area, at least three (3) minutes before their Start Time. No later than two (2) minutes before the actual Start Time the crews will be called forward and placed into Racing Lanes, by the Starter or Boatholder, in accordance with the published Lane Draw.

9.2 Late Arrivals

The Starter may warn a crew arriving late in the start area and if such a warning is given it shall have the same effect as one given for a False Start, for that race. The Starter may choose to award a Time Penalty of up to five (5) seconds to any crew arriving late in the Start Area, or for failing to come up to the Start Line when called. The Starter may start a race without reference to absentees.

9.3 Racing Lane

A crew must race in the lane allocated to its boat. In the event that only one boat remains at the start of a scheduled race, that crew will be required to paddle the course to register a qualifying time for participation in subsequent rounds.

9.4 Starting Position

The position of the Dragon Boats on the Start Line shall be that the foremost part of the competing boats (which may include the Dragons Heads) shall be aligned. When races start from a dock, Boatholders shall hold the sterns of the boats. Alternatively each Steersman shall hold a rope attached to the starting position. (In a DBC/BDC sanctioned festival, when a 'held' start is not possible, then a 'free' start may be permitted).

9.5 Boat Holding

When available, Boat Holders will alter the position of the Dragon Boats in accordance with the Starters or Umpires instructions by physically moving the boats or by adjusting the length of rope available to the Steersman.

A Crew may assist in this Aligning by moving the boat using their paddles to position the boat on the Start Line. However, once the Starter has alerted the crews then all movement of paddles in the water must stop. If the Starter or any Official observes movement of a crew's paddles in or on the water, the Chief Official shall give a Time Penalty, as for "Jumping the Start".

9.6 Starters Commands

When the Starter is satisfied that all the boats are correctly aligned, the Starter shall alert the crews by saying 'Are you ready'. If the crew is NOT READY then the Drummer must immediately raise a hand above head height to indicate the situation to the Starter (The Drummer is forbidden to take such action prior to this instruction, especially in crews under Starters orders, when moving to the Start Line).

9.7 Starting Signals

When the Starter is satisfied that all crews are ready, the starting signals of the word 'ATTENTION' followed by the word 'GO' the Boatholder (if used) will release the sterns of the boats or the Steersmen the ropes, as appropriate.



9.8 Alternatives

The word 'GO' may be replaced by a gun shot, electronic starting signal or other distinct sound, as specified in the Race Program. The interval between the words 'ATTENTION' and 'GO' (or sound signal) shall not exceed five (5) seconds.

9.9 False Starts

If a crew starts after the word 'Attention' and before the word 'Go' it has made a False Start. The Boatholder/Aligner shall indicate a False Start by raising a red flag.

The Starter shall immediately recall the crews by shouting 'STOP', 'STOP', 'STOP', or by a second gun-shot.

9.10 Course Officials

When the Course Officials are in a safety or official's boat, it shall be placed 50 metres down the Racing Course from the Start Line. On seeing the Red Flag or on hearing the re-call signal, the Course Officials boat will cross the course in front of the competing boats and a Course Official will wave a Red Flag. This will continue until all the boats have come to a stop.

- 9.10.1 If a boat for the Course Officials is not available, then an Umpire shall stand on the side of the Racing Course, adjacent to Lane.1 and on seeing the Red Flag, at the Start, or on hearing the re-call, a Course Official shall also wave a Red Flag to attract the attention of the competing crews and with the aid of a megaphone, the Umpire will shout 'STOP'.

9.11 Drummers Task

It is the Drummer's responsibility to watch the Boatholder/Aligner/Officials and to instruct the crew to STOP when a False Start has been called.

9.12 Penalties

Once all the crews have returned to the start, the Starter will identify the crew or crews responsible for the False Start and warn them of the offence. If the same crew causes two (2) False Starts, the Starter may exclude them from the race, or alternatively award a 'Time Penalty' of five (5) seconds to the offending crew.

Any crew that fails to return to the Start Line immediately after a False Start may also be excluded from the race or alternatively awarded a five (5) seconds 'Time Penalty' at the Starters discretion.

9.13 Jumping the Start

When a crew 'jumps the start', which for the purpose of the Rules of Racing, means that a crew has anticipated the Starters word of Command GO to the extent that a 'False Start' cannot be called but in the opinion of the Starter a material advantage has been gained by the crew or crews, concerned over the others, the Starter may award 'Time Penalties' of from two (2) up to a maximum of five (5) seconds against the crew or crews in question.

9.14 Damage to boats at the Start

If a crew, whilst in the start area indicates to race officials, before being called forward to the Start Line, that it has suffered damage to its boat or equipment the Starter may delay the race for a maximum of five (5) minutes to allow for necessary repairs.

9.15 Equipment Failure off the Start

In the event of a crew experiencing equipment failure for example a broken Drummers Seat or Steering arm/oar (but not a paddle), off the start and up to fifty (50) metres after it, the race will be restarted, providing the crew concerned stops paddling immediately and both the paddlers and the



Drummer raise their arms fully in the air. In this case the Starter will carry out the same procedures as for a False Start and when possible the Course Officials/Safety boat will proceed quickly down the course and stop any crews who may not have heard the re-call signal.

9.16 Recall by Course Officials

The Course Umpire may interrupt a correctly started race, if unforeseen circumstances occur, for example, adverse conditions in one or more Racing Lanes resulting in boats being inadvertently swamped, or a collision between two boats, caused by the water conditions, or the breakage of a steering arm/oar, that materially affects the whole race. This shall be done in the same manner as for a False Start (even if the competing boats are more than 50 metres from the Start Line). In such circumstances the Chief Official may order a re-run of the race, even to the extent of timed runs down one lane, if time permits, or if it does not a count-back of the previous times recorded during the competition by the crew or crews concerned.

10. RACE CONDUCT

10.1 Correct Course and Clear Water

The correct course for each boat is a straight 'line' down the course or down the middle of its marked Racing Lane, from the Start Line to the Finish Line. Crews are responsible for their steering and leave their Racing Lane, or deviate from their 'line' at their own risk. Even when crews are in their Racing Lanes or following a racing 'line', at least two (2) metres of clear water must be maintained around each boat. For the purpose of this Rule, the boat includes the crew's paddles and therefore the 'clear water' is between paddle blade and adjacent paddle blade. Crews must 'give clear water' when told to by the Course Officials. In races over 1000 metres, crews may deviate from their Racing Lanes or Lines without penalty, providing they do not impede other crews and clear water is observed around each boat.

10.2 Penalties

A Time Penalty of five (5) seconds may be awarded by a Course Officials against a crew that leaves its Racing Lane/Line or impedes another crew, whether or not the action of the crew concerned has materially affected the result of the race. (A crew that has gone 'off line' due to an involuntary steering error and in correcting the error leaves its Racing Lane, shall not normally be penalized under this Rule unless another crew is impeded and the race result materially affected).

10.3 Warnings

The Course Officials shall follow each race to observe the course taken by each Dragon Boat. A Course Official will warn any boat that fails to keep within its Racing Lane/Line. If such warnings are ignored the crew(s) concerned risk disqualification from the race if, in the opinion of the Course Umpire, the crew has impeded another crew or has gained an advantage thereby, which has materially affected the result of the race. Alternatively, a Time Penalties of five (5) seconds may be awarded.

10.4 Racing Lane Officials

Racing Lane Officials may also be stationed at the ends or down the sides, or both, of the racecourse in such a position as to have a clear 'line of sight' down and across the racing course, in order that they can determine the actual 'Racing Line' that a crew is taking. If an infraction of the Racing Rules occurs the course officials shall report the matter to the Chief Official.

10.5 Wake Riding (Wash Hanging)

In races of 1000 metres or less, it is forbidden for a crew to 'wake ride' that is, to gain an advantage from the wake or wash of another boat by paddling across the angle of its bow wave and gaining an increase in speed by 'riding' the forward face of the wave. The Officials following the boat shall decide if wake riding (wash hanging) has occurred. At a National or Qualifying event the penalty for wake



riding is disqualification from the whole competition. At a Festival or Sport Race the penalty for wake riding will be a time penalty to a maximum of 5 seconds, as assessed by the Chief Official. To avoid wash riding crews must stay in the middle of their lane.

10.6 Collisions

In the event of a collision between two (2) or more boats the Officials must report the circumstances to the Chief Official, who may disqualify the offending boat(s) or, if the result of the race has been materially affected, order one or more boats to re-race, before the next round of the competition. When in the opinion of the Chief Official one or more of the crews involved could have avoided the collision by taking corrective action, for example, to stop paddling, but did not do so, then the crew or crews concerned will be disqualified from the competition class concerned and may face disqualification from the whole competition.

10.6.1. Distress Signal

If a crew is in distress, for example, a crewmember lost overboard, then the Drummer or Steersman shall alert the Safety Boat(s) and Officials by waving vigorously, above head height, the red flags carried in the boat for this purpose. If no flags are in the boat then the International Distress Signal shall be used, that is, the arms shall be placed in the outstretched position (horizontal to the sides of the body) and then raised to the vertical position crossing above the head and returning to the horizontal position, repeated until the Rescue Boats respond. A Distress Signal given by a crew without just cause may result in the crew being disqualified from the whole competition.

10.7 Boat Swamping, Deliberate Capsizes

If, in the opinion of the Chief Official, a boat has been swamped or capsized deliberately by its own, or another crew, during the course of a race, the Competition Committee may disqualify the crew or crews concerned from the competition.

10.8 Boat Damage

If in the opinion of the Chief Official, a boat has been damaged by its crew deliberately, or by another crew during the course of a race, the Competition Committee may disqualify the crew or crews concerned from the competition. On recommendation of the Competition Committee, the Jury may impose a fine on the crew or crews.

10.9 Turns

When a race is run on a course with Turning Points, the buoys shall be passed to port (left) in an anti-clockwise direction. When more than one crew is making a turn, at the same Turning Point, then a crew on the outside line must leave room for a crew on an inside line. That is, the Course Officials must see clear water between boats, as defined in Rule 9.1.

10.10 Turn Buoys

In making a turn the inside boat shall follow as closely as possible, the course marked by the buoy(s) at the Turning Point. A crew will not be disqualified for touching a Turn Buoy, or for having less than two (2) metres of clear water, unless in the opinion of the Course Officials, a material advantage has been gained.

11. FINISHES

11.1 Crossing the Finish Line

A boat has finished the race when the foremost part of the boat crosses the Finish Line with the same number of Racers in it as started the race. (The Dragons Head, when in position, forms part of the boat).



11.2 Dead Heats

The front portion of each boat's bow will be clearly marked to assist the Judges in determining the finish order. If two (2) or more boats reach the Finish Line at the same time they shall get the same classification. In the event of a dead heat for a place that determines advancement to the next round, the crews concerned may be required to race-off, but only if there are insufficient lanes on the racing course to allow the dead-heated crews to race again in the next round.

11.3 Disembarking

Once a crew has finished a race it must return immediately to the Boat Marshalling area and disembark. A crew is not released from the directions of the marshalling Officials until all members of the crew have left the Crew Assembly Area.

12. DISPUTES, PROTESTS, DISQUALIFICATIONS and APPEALS

12.1 Disputes

Disputes that arise during a competition between Crews, or between DBC/BDC Member Organizations shall be addressed to the Chief Official and dealt with by the Competition Committee, in the same way as a Protest.

12.2 Racing Protests

In the event of a crew wishing to make a protest following a race, concerning the conduct of another crew, the Crew Manager must lodge the protest with the Chief Official. Such a protest must be addressed to the Competition Committee and made within fifteen (15) minutes of the end of the race. A protest against a race result must be made no later than 15 minutes after the result is officially posted.

12.3 Protest Fees

At DBC/BDC Sanctioned events, all protests shall be made in writing and shall be accompanied by a fee of \$50.00. This fee will be refunded if the protest is successful.

12.4 Action and Timing

When a protest is made, the Chief Official must immediately notify any other party involved in it and call a meeting of the Competition Committee to discuss the protest. Only in exceptional circumstances should the Competition Committee take longer than thirty (30) minutes to consider any one protest.

12.5 Decisions

After reaching its decision the Competition Committee must inform all the parties involved in writing of its decision and of the reasons for the decision. The Chief Official shall hand the decision to the Crew Manager(s) involved, who must then acknowledge receipt of it by signing the Chief Officials copy and recording the time in case of any further appeal to the Jury.

12.6 Disqualification

In the event of a crew being disqualified from a race or the competition, the Competition Committee must record their decision and the reasons why in writing. The Chief Official must hand this notice to the Crew Manager concerned and who must acknowledge receipt of the notice by signing the Chief Officials copy and endorsing it with the time of receipt.

12.7 Appeals

This acknowledgement is the start of the period in which the Crew Manager(s) may appeal to the Jury, against the decision of the Competition Committee.



12.8 Time Limit

An appeal against a decision of the Competition Committee shall be addressed to the Chairman of the Jury and handed in no later than fifteen (15) minutes after the Crew Manager(s) has been informed, in writing, by the Competition Committee of any disqualification or dispute involving their crews.

12.9 Appeal Fees

A fee of \$50.00 shall accompany all appeals. The fee will be refunded if the appeal is successful.

12.10 Jury Meetings

The Chairman of the Jury shall allow a further fifteen (15) minutes to elapse, for any necessary investigations to take place, before calling a meeting of the Jury to debate the appeal. Only in exceptional circumstances should this take longer than thirty (30) minutes for any one appeal. The Chairman shall then inform the Competition Committee and the Crew Manager(s) concerned of the Jury's decision and reason why, in writing, within fifteen (15) minutes of a decision being reached.

12.11 Final Decisions and Appeals

The decision of the Jury is final.

13. Racing Rules For Dragon Boat Races 2000 Metres and More

The rules that follow are primarily designed for Dragon Boat Races that take place on a defined Racing Course as part of a standard Dragon Boat event with all the normal safety boats; race facilities; support services and qualified officials. For long distance races that take place outside of these conditions, for example on large inland waters or the sea, additional local rules and regulations should be considered.

Rule 13, should be read in conjunction with Rules 10.1,10.8, 10.10 and 10.11

13.1 The Racing Course

The Racing Course shall be of a circulatory nature having two straight sections and two turns in one circuit of the Course. The minimum length of the straight sections shall be 500 metres. The Turns shall be marked with a minimum of ten (10) buoys, one (1) at each end of each straight section; one (1) at the apex of each turn and two (2) at each turn, one either side of the apex buoy, to indicate the curve of the turn. If possible there should be additional buoys to mark the whole line of the Turn at each end of the Course. Each straight section must be marked down its length by a line of buoys, a maximum of 100 metres apart. This line of buoys shall constitute the left hand side of the Racing Lane. The Turn Buoys marking the start and finish of each Turn may be included in this total, as may the buoys marking the edge of the normal Racing Course. The Racing Lane shall be marked at the 250m point, on both sides (outside edges) of the course with Red Flags (4) mounted on larger buoys than the lane marker buoys of which the inside edge Red Flag buoys can be a part.

13.2 The Racing Lane and Line of Racing

The Racing Lane over the straight sections of the Course shall be a minimum of ten (10) metres wide, with a water depth of at least three (3) metres over a minimum of two-thirds of its width. The Line of Racing for crews racing down a straight section of the Course is deemed to be a width of six (6) metres from the buoys marking the left of the Racing Lane.

- 13.2.1 Racing shall take place in an anti-clockwise direction. Crews are not permitted to race on the inside of the buoys marking the left hand edge of the Racing Lane, except when overtaking after completing a Turn (see 12.4.1)

13.3 A Crews position in a Line of Racing

Crews must steer a straight course down the Line of Racing, during the whole of the race, except when overtaking or when crews have started a race in 'Line Abreast (see Rule 11.8.1)



- 13.3.1 It is incumbent on the Steersman, when not overtaking another boat to maintain a distance of at least six (6) meters from the buoys on the boat's left (port) side, thus allowing crews who may be overtaking on the port side to have as much clear water as possible, in which to overtake.
- 13.3.2 Crews taking other Lines of Racing to overtake must observe the spirit of Racing Rule 9.1 but especially concerning 'clear water' between boats. If a crew ignores the intention of the 2-metre rule and in so doing causes any other boat(s) to steer an unreasonably wide course to maintain their Line of Racing or avoid a collision, then a Time Penalty of 5-10 seconds may be awarded by the Chief Official. When a crew that is being overtaken (see Rule 12.4) alters its course and makes difficulties for the overtaking boat, the same Time Penalties may be awarded by the Chief Official.

13.4 Overtaking

When a boat is overtaking another boat in a race, it is the duty of the overtaking boat to give clear water to the boat it is overtaking. Similarly, the boat being overtaken is not allowed to alter its course to make difficulties for the overtaking boat or boats

Overtaking will be carried out to the left of the boat being overtaken except when the width of the Racing Lane allows crews to overtake in clear water to the right of the boat. Overtaking on the right is restricted to the first 300 (see 12.8.1) or last 500 metres of a race (see 12.5.2) or immediately after coming out of a turn, when overtaking on the right is permitted up until the 250m Red Flag buoys are reached. Crews not complying with this rule or 12.4.2 concerning 'holding line' will receive an automatic Time Penalty of twenty (20) seconds.

- 13.4.1 When approaching a Turn, that is after the 250m Red Flag Buoys have been passed, overtaking is only permitted on the left (inside) of the boat being overtaken. The crew being overtaken must give way and allow 'clear water' to the overtaking crew.
- 13.4.2 A crew overtaking on the right (outside) of another boat must hold their line and keep 'clear water', with the boat they are overtaking until the approaching turn has been negotiated, after which time they can complete the overtaking maneuver as described in 12.4.
- 13.4.3 A boat about to be overtaken must not alter its Line of Racing once the Head of the overtaking boat is level with or has passed the Steersman (Helm) in the boat being overtaken. When the Steersman of the overtaking boat is level with or has passed the Drummer in the boat being overtaken, then the overtaken boat must give way and maintain its line.
- 13.4.4 When overtaking or being overtaken, Steersmen must maintain clear water between the paddles of their own boat and other boats in the race, 2 metres of clear water between boats should be maintained, as per Rule 8.1.
- 13.4.5 If, in the opinion of the Chief Official any racing maneuver by an overtaking crew or a lack of clear water between boats has endangered the safety of another crew, or materially affected the result of the race, the offending crew shall be disqualified from the race.
- 13.4.6 If a crew's race time has been adversely affected by the actions of another crew, the Chief Official may award when a Course Official has confirmed that time has been lost through an obstruction or impediment of the crew concerned, a Time Bonus of up to 20 seconds.

13.5 Turning

The Turning Point buoys shall be passed to port (left) in an anti-clockwise direction. In making a turn the inside boat shall follow as closely as possible, the course marked by the buoy(s) at the Turning Point.

- a. Steersmen are to ensure that Turning Point buoys are kept on the left side of the boat. The boat must pass to the right of all the buoys and not inside any Turn Buoy.
- b. A crew will not be disqualified for touching a Turn Buoy, or for having less than two (2) metres of clear water, unless in the opinion of the Chief Official, a material advantage has been gained or the safety of any crew undertaking the turn, at the same time, has been compromised.

13.5.1 Turns

When a race is run on a course with Turning Points, the buoys shall be passed to port (left) in an anti-clockwise direction. When more than one crew is making a turn, at the same Turning Point, then a crew on the outside line must leave room for a crew on an inside line. That is, the Course Officials must see clear water between boats, as defined in Rule 9.1.

13.5.2 Turn Buoys

In making a turn the inside boat shall follow as closely as possible, the course marked by the buoy(s) at the Turning Point. A crew will not be disqualified for touching a Turn Buoy, or for having less than two (2) metres of clear water, unless in the opinion of the Course Officials, a material advantage has been gained.

13.5.3 Turning Points

When more than one crew is making a turn at the same Turning Point, the crew on the outside line must leave room for a crew on the inside line. Clear water between the paddles in adjacent boats must be maintained around the turn. A crew on an inside line must not make difficulties for a crew holding an outside line by, for example, steering wide around the Turning Point. If in the opinion of the Chief Official a crew has not attempted to steer in a safe manner around a turn, then Time Penalties may be awarded against the offending crew(s).

13.5.4 Last 500m

When a crew has completed its final turn and is in the last 500m straight of the race, it may cross into the main Racing Course and take any Racing Line down the last 500m. Overtaking on either side of another boat is permitted during the last 500m provided that clear water is given to any other boat on the Racing Course. The crew has finished the race when the foremost part of the boat crosses the line, with the same number of crewmembers as started the race.

13.6 Impeding / Collisions

If during the course of the race a boat impedes or collides with another boat the Chief Official shall apportion blame. If the Chief Official decides that a boat has impeded the forward motion of another boat, or that the crew in the impeded boat had, by necessity, to stop paddling; then a Time Penalty of up to thirty (30) seconds may be awarded to the impeding crew. A Time Bonus may also be awarded to the impeded boat as allowed for under 12.4.6. When a collision between boats occurs then Racing Rule 8.6 will apply, except that re-racing will not take place.

13.7 Course Referees/Umpires

To assist the Chief Official in implementing these rules and other Rules of Racing in general, Referees/Umpires both waterborne and land based should be positioned around the Racing Course to afford full observation and supervision of the crews in the race. Ideally a Boat with a Umpire should be stationed inside each Turning Point to observe the crews negotiating the Turn Buoys.



13.8 Starting Procedures

Boats shall normally be started at intervals. A 'staggered' start using the normal start commands of 'Are You Ready', 'Attention', 'Go' shall be used. The time interval between each crew starting shall be determined by the standard of the crews racing, prevailing water and weather conditions. The time interval between crews should not be less than ten (10) seconds or more than thirty (30) seconds. The Starter must record the Start Time of each crew. For a staggered start boats may be lined up ready to start in one of two different formats.

13.8.1 In Line Abreast

Crews should first be 'seeded' according to ability, the slowest crew starting first and the fastest last. Crews should be placed in a line next to each other along (or in a line behind) the actual Finish Line, facing up the normal Racing Course towards the normal Start Line.

a. Starting Position

The slowest crew should be positioned on the 'right of the line' looking up the course, facing the Racing Line. On the start command the first crew shall race straight ahead into the Line of Racing, six (6) meters to the right of the buoys marking the Racing Lane.

b. Crossing the Course

The second boat to start and subsequent boats may steer straight ahead on their start command, even if this means that they are racing to the left of the buoys marking the Racing Lane. Crews doing this must then move diagonally across the course in a Line of Racing until they have reached a point on the course that is to the right of the buoys marking the main Racing Lane – see 12.3.1.

c. 300 Metre Rule

This crossing to the Racing Lane must be completed within 300 metres from the start of the race. During this time, crews may pass on either side of a boat they are overtaking, provided that at all times they maintain 'clear water' between themselves and all other boats.

13.8.2 In Line Astern

Crews should be 'seeded' as in 12.8.1. If conditions allow all boats will be lined up, one behind the other, slowest crew first opposite the main Racing Lane, behind the Start Line. They will move to the start when called in turn.

a. Late at the Start

Failure to be at the Start Line on time will not prevent the Starter from starting the next crew in the line. Crews must steer a straight course from the start, down a Line of Racing six (6) metres to the right of the buoys marking the left edge of the Racing Lane.

13.9 Mass Start

When the race venue and the number of competing crews allow, a Mass Start may be used, providing that, in the opinion of the Chief Official, the crews are of a standard to ensure that undue congestion will not occur at the Turns or collisions between boats, particularly in the first 300 metres of the race, are unlikely to occur. In a Mass Start race crews will be randomly allocated Start Numbers. The lowest number will start opposite the main Racing Lane and the highest to the far left of the line. Crews will line up 'In Line Abreast' but all crews will start on the same starting instruction.

13.10 Crew Times, Placings and the Race Winner

When a staggered start is used, the record of Start Times will be compared against the Finish Times recorded for crews. The resulting Time Differential will be used to calculate a crew's actual Race Time. Any race Time Penalties incurred by a crew will then be added to give a crew its Gross Race Time.



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- 13.11 When a Mass Start is used the lapsed time between the Race Start Time and a crew's Finish Time will be a crew's Race Time, to which any Time Penalties will be added to give the Gross Raced Time. The Gross Race Time will determine a crew's final race position. The Race Winner shall be the crew with the fastest (lowest) Gross Race Time.

14. ADDITIONAL AND MISCELLANEOUS EQUIPMENT

- 14.1 Generally additional equipment designed to be added to the boat or personal or miscellaneous equipment designed to enhance the performance of the boat or a crewmember shall not be permitted in DBC/BDC events.

The exceptions to this are onboard communications systems that operate purely between crewmembers, and seat cushions for individual paddlers, provided that they are made of a soft material, such as sponge or foam, which does not effectively raise the height of a seat or seats in a boat (see IDBF regulations).

Team Uniforms, protective head gear, footwear and eyewear are permitted. No additional decorative items of clothing (i.e. costumes) are permitted.

The Chief Official shall decide on additional and miscellaneous equipment not specifically covered by these Competition Regulations.

Note: It is not the intention of this Regulation to exclude equipment enhancements such as, strapping to a paddle to give more grip, competitors wrist straps, fasteners for seat pads, sponges or boat bailers, foot blocks and pads for competitors comfort or other items that are not performance enhancing or a safety risk to members of the Crew.

- 14.2 Paddles
All paddles must be IDBF approved.

- 14.3 Water Pumps
The carrying of any type of pump in the boat, during a race, which is designed to clear a boat of water, is prohibited.

- 14.4 Straps and Strapping
In the interest of crew safety no additional fixtures or fittings, such as straps to fasten a paddler into the boat or onto a seat are permitted. The Chief Official may relax this rule for physically disabled competitors, if adequate safety systems are provided to ensure that such crewmembers can easily be released from the boat and rescued in the event of the boat capsizing.

- 14.5 Seat Pads
Dragon Boat Seat Pads (cushions) as described in Regulation 13.1 shall be made of a soft material, such as neoprene, of a maximum thickness of 15mm that will compress easily when squeezed between finger and thumb. The width of the seat pad shall approximate to the width of a paddling seat.

