



**DRAGON BOAT CANADA  
BATEAU-DRAGON CANADA**

# Rules of Racing

Revised January 2016



**DRAGON BOAT CANADA  
Rules of Racing**

**TABLE OF CONTENTS**

Introduction..... 1

Scope ..... 1

Control of The Competition..... 1

Duties of Race Officials..... 2

Safety..... 5

The Course..... 6

The Crew ..... 6

Conduct of Crews ..... 8

Marshalling/Embarking ..... 9

Starts and Starting Procedures..... 9

Race Conduct..... 12

Finishes ..... 13

Disputes, Protests, Disqualifications, and Appeals ..... 14

Racing Rules for Dragon Boat Races of 2000m and More ..... 15

Additional and Miscellaneous Equipment..... 18

Awards..... 19

Club and Crew Points..... 20

Competition Regulations.....20

# Rules of Racing

## Introduction

The Rules of Racing have been developed for use in Dragon Boat Canada/Bateau-Dragon Canada (DBC) sanctioned events and sport races (National Championships, Race Offs, Sport Races, and Festivals). Where appropriate the DBC Rules of Racing mirror the Rules of Racing as formulated by the International Dragon Boat Federation (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, Race Off, Sport Racing, Qualifying and Festival Events.

## 2. CONTROL OF THE COMPETITION

2.1. Technical Officials DBC sanctioned races shall be held under the supervision of the following Technical Race Officials:

Chief Official  
Starter

Chief Judge  
Chief Marshall

Chief Umpire  
Course Umpires

These Officials will be accredited through the DBC Officials Certification Program.

2.2. If circumstances permit, one person may function in two of the above offices. The Officials Committee may appoint additional race personnel 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 DBC

Safety Officer  
Boat Holders/Aligners  
Results Runners  
Announcer

Boat Marshalls  
Timing System Operators  
Safety Assistants

Photo-finish Operators  
Boat Drivers  
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

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

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



Rules of Racing  
Revised  
January 2016 v.1

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 sanctioned events the final authority relating to the Competition Regulations and the Racing Rules, shall rest with the Race Jury. This Jury shall consist of a minimum of three (3) and 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 Race Off 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 Sanctioned Races decide on all matters arising from the actual event the DBC 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. The Chief Official shall make contact

### 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.

### 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. When possible a fixed marker on the far side of the course will be present. The Judges shall be situated at the Finish Post with a clear line of sight, over the Finish Line, to the other fixed marker directly opposite, on the far side of the Competition Course. The Finish Line Judges may also act as Timekeepers.

### 3.4 Time Keepers(s)

Times should be recorded by means of electronic timing systems or in their absence stopwatches. The Time Keepers shall, before each race, ensure that the timing devices are set and in working order. Where possible there should be one Time Keeper. The Time Keepers 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 Time Keepers shall compare the times recorded by each timing device.

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. In events where advancement is determined by time, a crew without a recorded time must re-run the race to record a time for advancement.

### 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 Boat Aligner 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 Boat Aligner, 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, if not already done already by the aligner.

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.

### 3.2 Aligner

When the boats are in the Starting Area, the Aligner shall be responsible for checking each crew's attire, the number of competitors in each boat and each Dragon Boat's number. The Aligner 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 Aligner. The Aligner shall:

3.2.1 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.

3.2.2 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.

### 3.3 Umpires

There will be a Chief Umpire. If warranted the Chief Official may appoint a number of Umpires. The Chief Umpire reports directly to the Chief Official and shall work with the Chief 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 see that the Racing Rules are complied with.

The Course Umpire Shall:

- 3.3.1 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.
- 3.3.2 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.
- 3.3.3 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. Ideally any infractions of the Rules occurring at the Turning Points shall be reported to the Chief Official immediately following the last boat completing the race.

#### 3.4 Boat Marshall(s)

The Chief Marshall 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 Marshall(s) shall:

- 3.4.1 Confirm that the crews have been correctly called forward to the Crew Assembly Area; carry out any 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 or all individuals (including steersperson) being female in a Women's Crew. No male Steersperson in a Women's Crew.
- 3.4.2 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.
- 3.4.3 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.
- 3.4.4 Check that all crews are 'Fit to Race' and if any competitor or crew is not fit, notify the Chief Marshall and ensure that they do not race.
- 3.4.5 Check that all boats and equipment are in good racing order before and after each race. Each boat may have no more than two spare paddles in the boat at any time.
- 3.4.6 Inform crews of their boat and lane assignments in accordance with the Race Program. Ensure that the right crews are embarked in the correct boats before the crews leave the docks. Check that competitors do not strap or fix themselves into the boat in any way, unless the Chief Official has given prior authority.
- 3.4.7 Ensure that each crew is embarked safely and that PFD's are available or worn as required.

#### 3.5 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:

- 3.5.1 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.
- 3.5.2 That a suitable number of trained rescue personnel and properly equipped rescue craft are available. That PFD's are available.
- 3.5.3 That the arrangements for embarking and disembarking crews are suitable and adequate for the number of competitors involved.



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

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

3.6 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 kit
- Life rings/buoy and line
- Thermal blankets/exposure bags
- Throw ropes
- Personal Floatation Devices (PFD's)

### 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 capsize 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. stepladder 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 crew member may be. The boat, unless seriously damaged, can be considered a life raft. If the water is cold crew members should be instructed to get as much of their body out of the water as possible by draping themselves over the upturned hull. Crew members 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 registration.



## 5 THE COURSE

### 5.1 Water Depth

The depth of water on a regatta site for a 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 five (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, 1000 and 2000metres. Other distances may be added with the approval of DBC.

### 5.3 Course markers

The start and finish lines shall be marked by buoys of alternating colours if lane # markers are not available for use on the buoys. The racing lanes shall continue the colour of the start buoys through the use of clearly visible buoys in a straight line to the corresponding finish line buoy of the same colour in intervals of no more than 50 metres down the length of the race course.

## 6 THE CREW

### 6.1 Eligibility

All Racers in Division I and II must be current DBC National Affiliates (or hold current affiliation with another organization recognized by the IDBF) to participate in Sport Races/Sport Divisions.

6.1.1 Racers may be a member of and race with only one club.

*Exceptions: Club-cross over (racing for two different clubs) may be allowed for eligible University, BCS, BPS and Transplant racers from clubs without BCS /BPS/Transplant crews to a BCS/BPS/Transplant Club Crew for BCS/BPS/Transplant Sport Division Racing only and the Steersperson or Drummer (but not both) may be a member of a Club different from that of a University Club Crew for University Division Racing only.*

6.1.2 Paddlers, Drummers and Steerspeople may race in only Division I and Division II (as per limitations noted in 6.3) or Division III.

6.1.3 A Division I Racer is defined as:

- A Racer appearing on a Club Crew List for the current Canadian Championships
- A Racer at the previous Club Crew World Championships or World Dragon Boat Racing Championships in any division or class
- Canadian Division I Crews may be eligible to earn CCWC points if they meet the criteria as laid out in the CCWC Protocol
- Canadian Division I Crews will be awarded Club Crew points

6.1.4 A Division II paddler/drummer is defined as:

- A paddler/drummer appearing on a Club Crew List for the current Canadian Championships
- Division II Crews are not eligible to earn CCWC points
- Division II Crews will be awarded Club Crew points

6.1.5 A Division III paddler/drummer is defined as:

- A paddler/drummer appearing on a Crew List at a Festival or the current Canadian Championships
- Division III Crews are not eligible for CCWC or Club Crew points.





## 6.2 Composition

Division 1, All Racers are Individual Associates with DBC through a (single) Member Club	
Premier Open	No Restrictions
Premier Women	Must be an all female crew, including the steersperson
Premier Mixed	For a standard boat, must be a minimum of 8 and a maximum of 10 paddlers of each gender. For a small boat, must be a minimum of 4 and a maximum of 6 of each gender.
Junior B Open	All paddlers and the drummer must be 15 or younger on June 1 <sup>st</sup> in a given year.
Junior B Women	Must be an all female crew. All paddlers and the drummer must be 15 or younger on June 1 <sup>st</sup> in a given year
Junior B Mixed	For a standard board, must be a minimum of 8 and a maximum of 10 paddlers of each gender. For a small boat, must be a minimum of 4 and a maximum of 6 of each gender. All paddlers and the drummer must be 15 or younger on June 1 <sup>st</sup> in a given year
Junior A Open	All paddlers and the drummer must be 17 or younger on June 1 <sup>st</sup> in a given year. Up to two (2) paddlers may be aged over 17 but under 19 on June 1 <sup>st</sup> in a given year.
Junior A Women	Must be an all female crew. All paddlers and the drummer must be 17 or younger on June 1 <sup>st</sup> in a given year. Up to two (2) paddlers may be aged over 17 but under 19 on June 1 <sup>st</sup> in a given year.
Junior A Mixed	For a standard board, must be a minimum of 8 and a maximum of 10 paddlers of each gender. For a small boat, must be a minimum of 4 and a maximum of 6 of each gender. All paddlers and the drummer must be 17 or younger on June 1 <sup>st</sup> in a given year. Up to two (2) paddlers may be aged over 17 but under 19 on June 1 <sup>st</sup> in a given year.
<i>Note: This means that a competitor whose 18<sup>th</sup> birthday falls on or after June 1 in a given year can compete in that year only as a 17 year old.</i>	
Under 24 Open	All Racers must be aged 12 to 23 on June 1 <sup>st</sup> in a given year. Up to 2 Racers in a standard boat competition and 1 in a small boat competition may be aged over 23 but under 26 as of June 1 <sup>st</sup> in a given year.
Under 24 Women	Must be an all female crew. All Racers must be aged 12 to 23 on June 1 <sup>st</sup> in a given year. Up to 2 Racers in a standard boat competition and 1 in a small boat competition may be aged over 23 but under 26 as of June 1 <sup>st</sup> in a given year.
Under 24 Mixed	For a standard board, must be a minimum of 8 and a maximum of 10 paddlers of each gender. For a small boat, must be a minimum of 4 and a maximum of 6 of each gender. All Racers must be aged 12 to 23 on June 1 <sup>st</sup> in a given year. Up to 2 Racers in a standard boat competition and 1 in a small boat competition may be aged over 23 but under 26 as of June 1 <sup>st</sup> in a given year.
University Open	All paddlers and at least one of either the steersperson or drummer must be registered undergraduate and graduate students (for fall and/or winter terms of the academic year) at the academic institution that the crew is representing. One (but not both) of either the steersperson or drummer must be a registered DBC National Affiliate from any DBC registered club but may not be a registered student at the academic institution that the crew is representing.
University Women	Must be an all female crew. All paddlers and at least one of either the steersperson or drummer must be registered undergraduate and graduate students (for fall and/or winter terms of the academic year – i.e. summer of 2011 individual must be registered for fall and/or winter terms of the 2010-2011 academic year) of the academic institution that the crew is representing. One (but not both) of either the steersperson or drummer must be a registered DBC National Affiliate from any DBC registered club.
University Mixed	For a standard board, must be a minimum of 8 and a maximum of 10 paddlers of each gender. For a small boat, must be a minimum of 4 and a maximum of 6 of each gender. All paddlers and at least one of either the steersperson or drummer must be registered undergraduate and graduate students (for fall and/or winter terms of the academic year – i.e. summer of 2011 individual must be registered for fall and/or winter terms of the 2010-2011 academic year) of the academic institution that the crew is representing. One (but not both) of either the steersperson or drummer must be a registered DBC National Affiliate from any DBC registered club.
<p><b>Note:</b>  <i>University Crews will:</i></p> <ul style="list-style-type: none"> <li>• Be a member crew of a DBC registered club</li> <li>• Be an affiliate organization (i.e. student group or club) at a Canadian university, college or CEGEP as at April 1<sup>st</sup> of any given year</li> <li>• Provide printed proof of enrollment for each athlete (Proof Package)</li> <li>• Individual Crews are responsible for the presentation of their complete Proof Package at the beginning of each event</li> </ul>	



Senior A Open	Steersperson and all paddlers must be 39 or older on June 1 <sup>st</sup> in a given year.
Senior A Women	Must be an all female crew. Steersperson and all paddlers must be 39 or older on June 1 <sup>st</sup> in a given year.
Senior A Mixed	For a standard board, must be a minimum of 8 and a maximum of 10 paddlers of each gender. For a small boat, must be a minimum of 4 and a maximum of 6 of each gender. Steersperson and all paddlers must be 39 or older on June 1 <sup>st</sup> in a given year.
Senior B Open (Grand Dragon)	Steersperson and all paddlers must be 49 or older on June 1 <sup>st</sup> in a given year.
Senior B Women (Grand Dragon)	Must be an all female crew. Steersperson and all paddlers must be 49 or older on June 1 <sup>st</sup> in a given year.
Senior B Mixed (Grand Dragon)	For a standard board, must be a minimum of 8 and a maximum of 10 paddlers of each gender. For a small boat, must be a minimum of 4 and a maximum of 6 of each gender. Steersperson and all paddlers must be 49 or older on June 1 <sup>st</sup> in a given year.
Senior C Open (Great Grand Dragon)	Steersperson and all paddlers must be 59 or older on June 1 <sup>st</sup> in a given year.
Senior C Women (Great Grand Dragon)	Must be an all female crew. Steersperson and all paddlers must be 59 or older on June 1 <sup>st</sup> in a given year.
Senior C Mixed (Great Grand Dragon)	For a standard board, must be a minimum of 8 and a maximum of 10 paddlers of each gender. For a small boat, must be a minimum of 4 and a maximum of 6 of each gender. Steersperson and all paddlers must be 59 or older on June 1 <sup>st</sup> in a given year.
Breast Cancer Survivor (BCS)	All individuals on the crew list must be breast cancer survivors. All crew members must be 18 years of age or older on January 1 <sup>st</sup> in a given year.
Blind and Partially Sighted (BPS)	All crew members must be at least 12 years of age or older on January 1 in a given year. No gender restrictions. Drummer and Steersperson will be sighted. The number of sighted paddlers may equal but not exceed the number of BPS paddlers.
<b>Division II</b>	
Mixed	No age restrictions. For standard board, must be a minimum of 8 and a maximum of 10 paddlers of each gender. For small boat, must be a minimum of 4 and a maximum of 6 of each gender. A Division 2 crew may have a maximum of four (4) Division 1 paddlers
Women	No age restrictions. Must be an all-female crew. A Division II crew may have a maximum of four (4) Division I paddlers
Additional Classes	As identified by the IDBF/Dragon Boat Canada
<b>Division III</b>	
Mixed	No age restrictions. Must have at least ten (10) female paddlers.
Women	No age restrictions. All paddlers and drummer must be female.

## 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 honorable means, or who deliberately breaks the Racing Rules, or who disregards the honorable 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 and the report of the drum must be audible to the officials. *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 are 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. Paddles may not be strapped to any racer. These may be used only 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 and crews will race in the boat assigned to the crew for that race.

#### 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 Marshall, 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 STARTING PROCEDURES

### 9.1 Start Area

It is the Boat Captain's responsibility to make sure that each crew member 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 Boat Holder, 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) second 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, Boat Holders shall hold the sterns of the boats. Alternatively each Steersperson shall hold a rope attached to the starting position. In a DBC sanctioned event, 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 Steersperson.

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 Drummer Signals

Once the boat has approached the start line a Drummer may raise a hand over his head to alert the starter that his crew has lost positioning. The starter may allow re-positioning to occur at the starter's discretion. *Note: this is a deviation from the IDBF Rules. Crews racing internationally should make themselves aware of the IDBF process. See the IDBF document Rules & Regulations R6.6*

### 9.7 Starter's Commands

When the Starter is satisfied that all the boats are correctly aligned, the starter shall alert the crews by saying "Are you ready?". .

### 9.8 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 Boat Holder (if used) will release the sterns of the boats or the Steersperson the ropes as appropriate.

The word "GO" may be replaced by a gunshot, 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 Boat Umpire, Starter or 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 gunshot.

### 9.9.1 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 recall 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.

9.9.1.1 If a boat for the Course Officials is not available, than 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 recall, 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".

### 9.9.2 Drummers Task

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

### 9.9.3 Penalties

Once all the crews have returned to the start, the Starter will identify the crew or crews responsible for the False Start. The Starter, at their discretion, will give the crew a warning, exclude them from the race, or alternatively award a 'Time Penalty'.

## 9.10 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.

## 9.11 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.

## 9.12 Equipment Failure off the Start

In the event of a crew experiencing equipment failure for example a broken Drummer's 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 recall signal.

## 9.13 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 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 the 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 1000metres, 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.

#### 10.1.1 Penalties

A Time Penalty of five (5) seconds may be awarded by a Course Official 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 the Rule unless another crew is impeded and the race result materially affected.

#### 10.1.2 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 Penalty of five (5) seconds may be awarded.

#### 10.1.3 Racing Lane Officials

Racing Lane Officials may also be stationed at the ends or down the sides, or both of the race course 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.

### 10.2 Wake Riding (Wash Hanging/Wash Riding)

In races of 1000 metres or less, it is forbidden for a crew to "Wash Ride", that is to gain an advantage from the wake or wash of another boat. The Officials following the boat shall decide if Wash Riding has occurred. At a National Event (i.e. National Championships, Race Off) the penalty for Wash Riding is disqualification from the race. At a Festival or Sport Race a minimum penalty of 5 sec shall be assessed by the Chief Official. To avoid Wash Riding, crews must maintain a course down the centre line of their lane. If an advantage is deemed to have been gained by wash-riding, the penalty may be assessed without warning from the umpire.

### 10.3 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.





#### 10.3.1 Cease Paddling

In the event of a collision between two (2) or more boats, and when boats are in close proximity or touching due to the collision, all paddlers in the affected boats must cease paddling immediately. Paddling by affected boats is prohibited until a minimum of 2 metres of clear water is attained around each of the boats involved.

#### 10.3.2 Distress Signal

If a crew is in distress, for example, a crew member is lost overboard, then the members of the crew 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 Boat(s) respond. A Distress Signal given by a crew without just cause may result in the crew being disqualified from the whole competition.

#### 10.4 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.

#### 10.5 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.

#### 10.6 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 10.1

#### 10.7 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.

### 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.

## **DISPUTES, PROTESTS, DISQUALIFICATIONS AND APPEALS**

### 11.4 Disputes

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

### 11.5 Racing Protests

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

### 11.6 Protest Fees

At DBC 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.

### 11.7 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.

### 11.8 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 endorsing it with the time of receipt in case of any further appeal to the Jury.

### 11.9 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 Manger concerned who must acknowledge receipt of the notice by signing the Chief Officials copy and endorsing it with the time of receipt.

### 11.10 Appeals

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

### 11.11 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 Manger(s) has been informed, in writing, by the Competition Committee of any disqualification or dispute involving their crews.

### 11.12 Appeal Fees

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



### 11.13 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 circumstance should this take longer than thirty (30) minutes for any one appeal.

### 11.14 Final Decisions and Appeals

The decision of the Jury is final.

## 12 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 through 10.10**

#### 12.1 The Race Course

The Racing Course shall be of a circulatory nature having two straight sections and two turns in one circuit of the Course. The Turns shall be marked with buoys 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. In total a minimum of six (6) buoys are recommended to a maximum of ten (10) 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 Line. 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.

#### 12.2 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.

12.2.1 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.

#### 12.3 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'.

12.3.1 It is incumbent on the Steersperson, when not overtaking another boat to maintain a distance of at least six (6) metres from the buoys on the boat's port (left) side, thus allowing crews who may be overtaking on the port side to have as much clear water as possible, in which to overtake.

12.3.2 Crews taking other Lines of Racing to overtake must observe the spirit of Racing Rule 10.1 but especially concerning 'clear water' between boats. If a crew ignores the intention of the 2 metre rule and in doing so 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 alters its course and makes difficulties for the overtaking boat, the same Time Penalties may be awarded by the Chief Official. If the crew being overtaken does not allow clear water to the inside of the course, an overtaking boat may steer inside the course to avoid a collision.



## 12.4 Overtaking

When a boat is overtaking another boat in a race, it is the responsibility of the overtaking boat to maintain clear water to the boat it is overtaking (Rule 13.4.4).

Similarly, the boat being overtaken must allow room (as per Rule 13.2) and not alter its course to make difficulties for the overtaking boat or boats.

Overtaking can be carried out on either side of the boat being overtaken except when the width of the Racing Lane does not allow crews to overtake in clear water on the left or right side of the boat being overtaken. Crews not complying with this rule or 10.1 concerning 'holding line' will receive an automatic Time Penalty of twenty (20) seconds.

- 12.4.1 When approaching a Turn, overtaking is only permitted on the port (inside) of the boat being overtaken. The crew being overtaken must give way and allow 'clear water' to the overtaking crew. A boat about to be overtaken must not alter its Line of Racing once the front of the overtaking boat is level with or has passed the stern of the boat being overtaken.
- 12.4.2 When approaching a Turn, the status of whether a boat is overtaking another shall be determined at the 50m mark to the turn. Only those boats overtaking on the port (left) side shall be given priority positioning in the turn. If priority positioning is given to the overtaking boat, the boat being overtaken must give way and allow 'clear water' to the overtaking boat
- 12.4.3 A crew overtaking on the right (outside) of another boat during a turn 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.
- 12.4.4 A boat about to be overtaken must not alter its Line of Racing once the tip of the bow of the overtaking boat is level with or has passed the stern of the boat being overtaken. When the stern of the overtaking boat is level with or has passed the tip of the bow of the boat being overtaken, then the overtaken boat must give way and maintain its line.
- 12.4.5 When overtaking or being overtaken, Steerspeople 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.
- 12.4.6 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.
- 12.4.7 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.

## 12.5 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. Steerspeople 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 the safety of any crew undertaking the turn at the same time, has been compromised.



### 12.5.1 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.

### 12.5.2 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 touch a Turn Buoy, or for having less than two (2) metres of clear water, unless in the opinion of the Course.

### 12.5.3 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. Once a crew provides a clear lane for passing at the beginning of a turn, they must maintain that clear water for passing crew(s) throughout the turn. 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). Should a time penalty be awarded, a minimum of a 10 second penalty shall be assessed for any turning point infraction in a 2000m race.

### 12.5.4 Last 500m

When a crew has completed its final turn and is in the last straight of the race, it may cross into the main Racing Course and take any Racing Line down the last straight. Overtaking on either side of another boat is permitted during the last straight 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 crew members as started the race.

### 12.6 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 13.4.6. When a collision between boats occurs, then Racing Rule 10.3 shall be implemented with the exception that re-racing will not take place.

### 12.7 Course Referees/Umpires

To assist the Chief Official in implementing these and other Rules of Racing, 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 an Umpire should be stationed inside each Turning Point to observe the crews negotiating the Turn Buoys.

### 12.8 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 crew 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.



### 12.8.1 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) metres 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.

#### c. 300 Metre Rule

This crossing to the Racing Lane must be completed within the first straight 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.

### 12.8.2 In Line Astern

Crews should be 'seeded' as in 13.8.1. If conditions allow all the 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.

#### 12.8.2.1 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.

### 12.8.3 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 straight 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.

### 12.9 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 Net Race Time.

12.10 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 Net 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.

## 13 **ADDITIONAL AND MISCELLANEOUS EQUIPMENT**

13.1 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 crew member shall not be permitted in DBC events.





The exceptions to this are onboard communications systems that operate purely between crew members, 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 (e.g. costumes) are permitted.

The Chief Official shall decide on additional and miscellaneous equipment not specifically covered by these Rules of Racing.

*Note: It is not the intention of the Rule to exclude equipment enhancements such as, 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.*

### 13.2 Paddles

All paddles must meet the most current IDBF standard.

### 13.3 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.

### 13.4 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. No strapping of any kind that attaches a paddle to a paddler in any way is permitted.

13.4.1 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 crew members can easily be released from the boat and rescued in the event of the boat capsizing.

13.4.2 Wrist Straps to Paddles and Boat fasteners. Wrist to Paddle Straps are NOT allowed or any other fastening system that connects a competitor to a paddle or the boat, as such fittings constitute a safety hazard. Exceptions may be made for Adaptive Paddlers provided that any fastening to the wrist is of a 'quick release' nature and does not compromise the personal safety of the Adaptive Paddler concerned.

### 13.5 Seat Pads

Dragon Boat Seat Pads (cushions) as described in Rule 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.

## 14 **AWARDS**

### 14.1 Medals

Medals for first, second and third will be awarded for each competition class. Placing is determined by the final combined placing in all distances.

### 14.2 Championship Pennants

Overall Club and Competition Class Crew Champions shall be awarded a Championship pennant. Only Canadian Clubs and Crews are eligible for Championship pennants.



### 14.3 International Entries

International Entries are eligible for Medals. In the case that an International Entry's final placing is first, second or third, parallel medals shall be awarded to the next placing Canadian Entry.

International Entries are ineligible for Canadian CCWC entries. In the case of all CCWC Race Offs with more entries than lanes, International Entries are ineligible for the A Final. In this instance International Entries with times placing them in the A Final shall have the opportunity to race in the B Final.

## 16 CLUB AND CREW CHAMPIONSHIP POINTS

### 16.1 Canadian Championships Point System

Club and Crew Points shall be awarded by the Chief Official. Only DBC Member Club Crews are eligible to accrue Canadian Championships Club or Crew Points. Points are awarded based on the scale below.

No of Crew	Pts	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
3	-	6	3	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	-	7	4	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	-	8	5	3	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	-	9	6	4	3	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	-	10	7	5	4	3	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	-	11	8	6	5	4	3	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	-	12	9	7	6	5	4	3	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	-	13	10	8	7	6	5	4	3	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	-	14	11	9	8	7	6	5	4	3	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	-	15	12	10	9	8	7	6	5	4	3	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13	-	16	13	11	10	9	8	7	6	5	4	3	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14	-	17	14	12	11	10	9	8	7	6	5	4	3	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-
15	-	18	15	13	12	11	10	9	8	7	6	5	4	3	2	1	-	-	-	-	-	-	-	-	-	-	-	-
16	-	19	16	14	13	12	11	10	9	8	7	6	5	4	3	2	1	-	-	-	-	-	-	-	-	-	-	-
17	-	20	17	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	-	-	-	-	-	-	-	-	-	-
18	-	21	18	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	-	-	-	-	-	-	-	-	-
19	-	22	19	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	-	-	-	-	-	-	-	-
20	-	23	20	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	-	-	-	-	-	-	-
21	-	24	21	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	-	-	-	-	-	-
22	-	25	22	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	-	-	-	-	-
23	-	26	23	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	-	-	-	-
24	-	27	24	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	-	-	-
25	-	28	25	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	-	-
26	-	29	26	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	-
27	-	30	27	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1

### 16.2 Ties

If two or more crews in the same competition class (e.g. Premier Open) are tied in points after completing races at all distances the results of the 500m final shall be used as a tie breaker.

## 17 COMPETITION REGULATIONS

17.1 Protest and appeal monies collected by DBC will be used for the purposes of DBC Officials development.

17.2 Individuals may change clubs a maximum of twice per affiliation year.

17.3 An individual who is a member of a Club crew outside of their own region are not eligible for a Regional Affiliation; they must have a Nationals Affiliation

17.4 Crews participating in a Sport Race will be considered an exhibition crew and will not be part of the Official Final results and may not be declared winners, champions etc. if they have crew members from different clubs on their roster at a Sport Race. Exhibition crews may still be awarded alternate prizes from the event organizer. For example should an exhibition crew place 3<sup>rd</sup>, then places 1-3 would be awarded first to the true (non-exhibition) crews and the event could choose to present a second set of 3<sup>rd</sup> place awards or alterative awards(s).

17.5 Alcohol and consumption of any prohibited substances (as defined by WADA) during an event by any crew member on the official crew list of the event for that day of racing is strictly forbidden prior to and during the course of racing. Any crew member caught consuming alcohol before having completed all of their races will be immediately banned from further racing at the event and risks the elimination of their team from the entire event.

17.6 All crew members on the official crew list of an event are required to have signed/agreed to the on-line or paper assumption of risk/waiver form for an event prior to being allowed to step in a boat. It is the Club Administrator's responsibility to ensure that all crew members on the official crew list have signed/agreed to the form. Any crew member caught racing before the close of acceptance of penalties and appeals, who has not signed/agreed to the form will have a 0.25 second penalty assessed to their crew's time for all races for which the crew member participated without a completed waiver and risks the disqualification of their crew from the race or the entire event should the form not be signed/agreed to upon discovery of the missing form.

17.7 At all DBC events, Member clubs and its crews are responsible and liable for all damage to boats and other equipment that is deemed to have been caused by the intentional or negligent acts or inaction of a member of such club or crew. DBC is entitled to full reimbursement from such club and crew for the costs of repairs or replacement, as determined by DBC.

