



BULLETIN



**USDBF CLUB CREW
NATIONAL CHAMPIONSHIPS**
Nathan Benderson Park • Sarasota, Florida
JULY 21-23, 2023

USDBF Club Crew National Championships

**Nathan Benderson Park, Sarasota, FL
July 21st- 23rd, 2023**

Informational Bulletin #3

Technical Regulations

Technical Regulations and Championship Regulations 14th USDBF CLUB CREW NATIONAL CHAMPIONSHIPS Sarasota, Florida

The information and regulations in this Bulletin are extracted from, and where necessary supplement and enhance the IDBF Competition Regulations and Rules of Racing, with which all competing crews are to acquaint themselves – see www.dragonboat.sport. In the event of a situation arising which is not covered by the IDBF Competition Regulations or the Championship Regulations contained herein, then the Chief Official will be responsible for investigating the circumstances and recommending appropriate action to the USDBF Jury appointed for the Championships.

PROVISIONAL PROGRAM

Tuesday, July 18, 2023	Arrival of Teams starts	
Wednesday, July 19, 2023	Arrival of Teams Practice 11 am – 6:00 pm Registration/Info 8:00 am – 5:00 pm Race Officials Meeting – 9:00 am	NBP Boat Marshalling NBP tower Ground Floor NBP tower
Thursday, July 20, 2023	Arrival of Teams Practice 8:00 am – 6:00 pm Registration/Info 8:00 am – 5:00 pm USDBF Merchandise tent opens Team Manager meeting 2:00 pm includes 2000 M Helms Meeting Opening Ceremony - 5:00 pm Parade of Teams – 6:00 pm Awakening to follow	NBP Boat Marshalling NBP tower Ground Floor Vendor Tent area Nathan Benderson Park Nathan Benderson Park
Friday, July 21, 2023	Race Administration 7:00 am – 5:00 pm 200 M all Classes 7:30 am - Both Standard and small Boat	NBP tower Ground Floor Nathan Benderson Park
Saturday, July 22, 2023	Race Administration 7:00 am – 5:00 pm 500 M Classes 7:30 am - Both Standard and small Boat Flower Ceremony	NBP tower Ground Floor Nathan Benderson Park Nathan Benderson Park
Sunday, July 23, 2023	Race Administration 7:00 am – 5:00 pm 2000 M all Classes 7:30 am – Both Standard and small Boat Awards and Berth announced following racing Farewell Celebration with DJ	NBP tower Ground Floor Nathan Benderson Park Nathan Benderson Grandstands Beer Garden / Small Bites
Monday, July 24, 2023	Teams Departure	



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TEAM MANAGERS FIRST TECHNICAL MEETING

Thursday, July 20, 2023; 2 p.m.; Nathan Benderson Park

This meeting will include discussion for the Helms regarding the 2000 Meter event on Sunday.

Crew Managers meetings will be held each day following the last race of day onsite at the location to be posted at Race Administration.

CCNC WAIVER

Every participant in CCNC must sign the waiver before their crew checks in at Nathan Benderson Park. Please have all waivers completed by July 16th, 2023. Your crew will not be able to check in until the waiver is completed by all participants.

The USDBF has created an e-waiver for CCNC. Below is the link for the waiver.

<https://form.jotform.com/JLAagency/2023-club-crew-championships-waiver>



Waiver QR Code

A REMINDER OF THE AGE REGULATIONS

- Junior U16 – 12th to 16th birthday falls in the year of the competition (drummer and paddlers)
- Junior U18 – 12th to 18th birthday falls in the year of the competition (drummer and paddlers)
- U24 – the 12th to 24th birthday falls in the year of the competition. (drummers and steerers are classified as competitors)
- University crews: 18th or later birthday falls in the year of the competition and is a full-time student of a University or a College (proven by the institute) in the year of the competition
- Premier Class – No Age Limit
- Senior A – 40th or later birthday falls in the year of the competition (helm and paddlers)
- Senior B – 50th or later birthday falls in the year of the competition (helm and paddlers)
- Senior C – 60th or later birthday falls in the year of the competition (helm and paddlers)

Note: All age groups, ages shown above are as of 31st December 2024 / Year of competition at the next CCWC is 2024.

You are reminded that IDBF and USDBF Regulations for the Women's class require the use of all female crews, including Helm and drummer.

1. MIXED CREW REQUIREMENTS

STANDARD BOAT CREWS – the crew must consist of a **minimum of 8** and a **maximum of 10** PADDLERS of either gender. (Drummer and Helm can be either Male or Female)

SMALL BOAT CREWS - the crew must consist of a **minimum of 4** and a **maximum of 5** PADDLERS of either gender. (Drummer and Helm can be either Male or Female)

2. COMPETITION CLASSES – STANDARD v SMALL BOATS

Competitors cannot race in both a Standard and Small Boat, in the same Competition Class, for example 200m, except for Mixed Races where Small Boat Open and Women's crews are required to combine to make a Mixed Standard Boat crew.

3. **SEEDINGS FOR 2000m.** To provide the fairest possible competition for the 2000m turn race, USDBF will seed the races based on the results from the 200m racing classes at these Championships. The seedings or order of racing will be posted on the Results Board or outside Race Administration and can be down loaded from the Race Management System and Championships website from day 2.

4. IDBF RULES OF RACING

For the 2023 CCNC Championships **Edition 8.1** (January 24, 2020) **IDBF Rules of Racing** will be applicable and **Edition 8** (January 1, 2020) of the **Competition Regulations** will be applicable. Crew Managers are advised to have a personal copy with them at the event and to ensure that their crews are conversant with these rules. In conjunction with the information provided in the Bulletins. Copies can be downloaded from <https://www.dragonboat.sport>.

5. PROOF OF CLUB CREW MEMBERSHIP

Team Managers are to lodge with the USDBF Race Administration at the race venue in Sarasota a printed list of the athletes from their Club showing the Full Name and Home Address of each athlete, the Athlete's Club Membership Number and the Date they joined the Club (crew) The print out is to be signed by either the Chair-holder or the Treasurer of the Club (crew) concerned but preferably by the Treasurer, who is to add their Name, Status and Date to their signature at the bottom of the print-out, with the words "I certify that the information detailed above is correct".

6. **DRAGON BOAT CLUBS** (*IDBF Bye Law 12.3*) A Dragon Boat Club is defined as being a single Crew or group of Crews which have a formal Sports Club Constitution which, in general terms, shows that the Club's individual members are responsible for the Club's affairs; that they elect representatives to their *governing* Dragon Boat organization; that they elect Club Officers and Officials to manage the affairs of their Club; that the Club keeps properly maintained and controlled accounts; that the Aims and Objectives of the Club and its Constitution or Statutes, are consistent with those of their own *governing* Dragon Boat Association, where one exists and where appropriate the IDBF.

7. **CLUB CREW MEMBERSHIP.** Competitors must be bona-fide members of the Clubs that they represent, for at least six (6) months before the date of submission of their Crew Final Entry Form & Names List to the USDBF and be able to prove such membership if requested to do so by the Chief Official. **Explanatory Note:** IDBF Competition Regulations state that a bona fide Club Member is one that has regularly trained and/or competed for the Club that they represent during the minimum period of **six months** before a CCNC. **A bona fide Club Member will normally be resident in the Country in which the Club Crew is located.** A Club Member who trains and competes with a Club Crew from a different Country or Territory or a geographical



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Region within a Country to the one in which the Club Member himself (or herself) is normally domiciled, will only be considered as a bona fide Club Member if they can prove that they have physically attended their Club to train or compete for a period of at least twelve (12) weeks, over a minimum period of two (2) racing seasons.

The USDBF Competition & Technical Committee will follow the IDBF guidelines regarding club membership.

IMPORTANT NOTE: The USDBF Competition and Technical Committee will have final authority to determine bona fide club membership. Crews participating in the USDBF CCNC must be ready to present documentation that verifies team membership.

All clubs registering crews for CCNC 2023 must be members of their regional organization. If a crew is awarded a berth for CCWC 2024, they must be prepared to show evidence that all competitors on their roster are true members of their club.

For members residing within a 100-mile radius of the Club's declared practice location, this verification can include:

- Athletes' names appearing on a 2023 paid membership listing.
- Practice logs during the 2022 & 2023 season.
- Records (for example, race rosters) from previous competitions for this crew.
- Other proof deemed acceptable by the Competition and Technical Committee.

Club members who reside beyond a 100-mile radius of their Club's declared practice location must be prepared to prove that they have been bona fide club members for at least two racing seasons. For these out-of-town club members, proof of bona fide club membership can include:

- Proof of prior residence within the 100-mile radius.
- Rosters from past races with the club.
- Documents showing travel to the club's location for practices and/or races.
- Other proof deemed acceptable by the Competition and Technical Committee.

Valid practices are dragon boat practices only. Organized team activities such as group OC-1 paddling sessions are not considered dragon boat practices.

Please note: National Team training camps, practices, or tryouts are not recognized as club trainings.

A Competitor may only be registered on a Crew Named Entry Form under the name of one specific Club. An exception can be made for paddlers whose primary club is single-gender. Those paddlers may compete in mixed races only, with one other club. An exception is also made for athletes who compete with a Paradrakon crew, whose athletes may compete with another crew.



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Only those Competitors shown on the Club Names List will be permitted to race in the CCNC. Club Crews are not permitted to recruit Competitors locally.

A participant may race with more than one crew within a club, but in no case will racing be held up to allow the transfer of a participant from one crew to another. Shared helms and drummers between crews in the same club will be allowed based on the race program.

Explanatory Note: The above regulation does not exclude a paddler from belonging to more than one Dragon Boat Club but any competitor participating in a CCNC must have been a member of the Club (crew) they represent for at least 6 months before the CCNC in question. It is immaterial if a competitor belongs to more than one Club.

The regulation's intent is that a paddler can only paddle in a CCNC with one Club at any one CCNC. That is, once a paddler chooses the club that he or she wants to paddle with they cannot then paddle in the same CCNC with another club.

The IDBF Regulations main intent is to preclude a club stacking its crews with outside paddlers just for the purpose of a competing at a CCNC. Recruiting paddlers who have never trained with the crew concerned before a CCNC is deemed to be "stacking".

An exception to this Regulation may be made for an individual Racer, for example a Helm, who has not been a Club Member for the required 6 months, if in the opinion of the Chairholder of the USDBF Competition & Technical Commission (CTC) exceptional circumstances exist to justify an individual to compete.

8. ID CHECKS

Random ID checks will be carried out during the Championships by USDBF Race Officials, to ensure that only those Competitors shown on a Clubs (crews) Names List are competing in the Championships and are also those shown on their respective competition class Crew Lists.

9. **THE CREW.** The word 'Crew' is used to describe the competitors from a specific Crew which may be a Club that is a single Crew entity - where the Crew and Club Name are one and the same, in each Competition Class or a Club with a number of Crews – with separate Crew Names, representing the same Club, in different Competition (Championship) Classes

All Crews must race in their own Club Crew racing colors (*per rule CR1.4*)

All members of the crews entering the USDBF Club Crew National Championships must be current Members of the USDBF. Club Crew participants will be issued CCNC Credentials at the event during initial registration. Supporters helping with Paradrage crews will be given special wrist band credentials that will allow them to enter the Marshaling area. Clubs entering the USDBF Club Crew National Championships must also be members in good standing of their

respective regions.

10. Crew Numbers.

The maximum number in a Standard Boat crew under the Competition Regulations, is 26 (including 4 reserves). A full boat crew would be 22 including Drummer and Helm. The minimum number of paddlers in a Standard Boat is 18.

The maximum number in a Small Boat crew is 14 (including 2 reserves) A full boat crew would be 12 including Drummer and Helm. The minimum number of paddlers in a Small Boat is 08.

11. Crew List will be required for each Crew in every Competition Class entered. Reserves shown on a Crew List may be used during any rounds of a competition, without further reference to the Race Officials. —see **ANNEX A for an example of a Crew list.** These example Crew Lists can be printed and used during the event. Blank copies will also be available at Race Administration (Registration).

Please remember that there is a new design for the crew list. There are now spaces for 26 or 14 athletes. You no longer need to designate who the drummer, helm and reserves. As long as all names are included on the crew list it does not matter their role. One of the named 26 or 14 names must be noted as the Boat Captain.

12. Crew Lists can be printed from the IDBF Registration System by Crew Managers and must be submitted to the Race Administration. Crew Lists must be submitted at the Team Managers Meeting or to Race Administration at the end of each day for the next day's racing. (This will ensure crew lists are processed and forwarded to Marshalling in sufficient time prior to first race.) Only those Competitors shown on the Crew List will be permitted to race in that particular Competition Class.

Checking of Crews by Race Officials will be done using the crew lists and USDBF CCNC Credentials.

A reminder once crew lists are handed in to Race Administration, they cannot be changed. This is the reason for including reserves.

13. PARADragONS. As part of the process for accrediting Paradrasons, a Certificate of Diagnosis for each paddler will be required (See **Annex D**). A completed certificate for each impaired paddler needs to be submitted to Race Administration at the race site during the registration process as the crew arrives at NBP. Note that Certificates of Diagnosis are not required for any unimpaired paddler who is part of a PD2 team.

14. FIT TO RACE. You are advised that when signing the Crew List, the person signing is confirming with the Chief Official, that all the competitors shown on the list are **Fit to Race**. This statement covers not just the physical ability of the competitors to undertake the race concerned but it also means that the signatory is confirming that there are no known medical reasons why



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those listed should not compete during the whole period of the Championships. And that they compete entirely at their own risk.

To ensure that Crew Managers can sign the Crew Lists with confidence, you are advised that all competitors should have a medical certificate signed by a qualified doctor stating that there is no known medical reason why they should not compete in the Championships and are physically fit. **This is particularly relevant to all Senior and Junior competitors.**

15. USDBF Code of Conduct and IDBF Disciplinary Code. The Code of Conduct can be found in the Rules of Racing. The Disciplinary Code lays down a Code of Conduct for both Competitors and Officials covering behavior before, during and after a dragon boat competition and therefore applies from the time that a Club Crew arrives in the geographical territory where the Championships' are being held.

The Chief Official is authorized to take any necessary disciplinary action as laid down in the code. **Crew Managers are to ensure that all their Crew Members and supporters are aware of this Code and its contents.**

16. CLUB (CREW) RACING COLORS. While under the control of the Race Officials, all Competitors must race in the racing colors of the Club Crew they represent. The Club colors must be distinctive and not in any way similar to any Representative or National Team colors worn by Teams from their IDBF Member Associations.

If, in the opinion of the USDBF Chief Official, Crew colors could be mistaken for the colors of a National Representative Team Crew or another Registered Club in the CCNC the Organizing Committee reserves the right to insist that a Club Crew, as designated by the Chief Official, races in plain white or another neutral color.

17. IDENTIFICATION OF COMPETITORS. USDBF CCNC Credentials will be issued to the crew manager upon arrival at the event. These Credentials will be the identity document for each competitor during this competition. The identity document (Credentials) must be carried by all competitors during the competition.

18. ADVERTISING ON CLOTHING AND EQUIPMENT. The advertising of a Team's sponsor on competitors' racing apparel or personally owned Racing Paddles will be permitted subject to the following provisos: - That any such advertising is unobtrusive and tasteful (that is, of a design that does not cause offence to the public or cause the racing vest to become unrecognizable as the Crew's Colors).

19. USE OF USDBF EMBLEM OR CCNC LOGO. The use of the USDBF emblem and/or the CCNC logo on crew uniforms or equipment is not allowed. Use of the official event logo, elements of the logo, or other markings bearing resemblance to the official event logo may be deemed a violation of USDBF and IDBF Rules of Competition regarding uniforms.



20. **For competitors personal Racing Paddles**, that is those that comply with the IDBF Racing Paddle Specification 202a – see next paragraph below, the sponsors' advertisement may be of a different shape to that on the Racing Vest but shall not exceed the overall area of the 20cm x 5cm box (100 sq cm).

PADDLES. Your attention is drawn to the IDBF Racing Paddle Scheme (RPS). The scheme is designed to help ensure that when a competitor purchases a Racing Paddle he or she buys one which is made to the IDBF Racing Paddle Specification – 202a. Paddles supplied by manufacturers in the RPS will have a 202a logo and a License Number Paddle Mark or sticker shown on the face of the paddle.

The scheme also enables race officials at events to quickly and easily identify those paddles that are to specification and thus licensed for USDBF, IDBF; ADBF and EDBF Championship Racing.

Competitors should bring their own Racing Paddles provided they are an approved Paddle. The maximum length for all paddles is 51 inches. Adjustable paddles must be taped and signed in the marshaling area by the Chief Boat Marshal. Officials will check paddles in marshaling to ensure they carry the 202a IDBF Registration sticker. Any paddle which does not display the IDBF registration logo and license number will be refused.

21. **DRAGON BOATS.** The Championships will use Dragon Boats supplied by Pan Am Dragon Boat, located in nearby Tampa, FL. Pan Am will provide 13 standard (20-paddler) boats – BuK Model 1222. Additionally, Nathan Benderson Park will supply 13 small (10-paddler) boats – Champion Model 912HP. All boats will be conditioned and weighed prior to race day which will contribute to fair racing conditions.

22. **ADDITIONAL AND MISCELLANEOUS EQUIPMENT**

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 USDBF events. The exceptions to this are on board communications systems that operate purely between crew members and seat cushions for individual paddlers, provided 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 *below*. The Chief Official shall decide on additional and miscellaneous equipment not specifically covered by these Competition Regulations.

Note: *It is not the intention of the Regulation to exclude equipment enhancements such as, strapping to a paddle to assist grip, Velcro fasteners for seat pads, sponges or boat bailers, foot pads for competitors' comfort or other items that are not performance enhancing or a risk to the safety of the members of the Crew or the crew itself.*

Seat Pads. Dragon Boat Seat Pads (cushions) as described in Regulation 13.1 shall be made of a soft material, such as neoprene, of an approximate thickness of 15mm that will compress easily

when squeezed between finger and thumb. The width of the seat pad may vary in size and shape but shall approximate to the width of a paddling seat in the IDBF Standard International Racing Boat (12.5 cm) and the length should ideally, not exceed 20cm in width and 40cm in length. **Seat Pads that excessively exceed these dimensions will not be permitted.**

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.

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

Protests and Appeals. The IDBF Racing Rules concerning Disputes, Protests and Appeals can be found under Rule 9 of the Racing Rules. **ANNEX B contains examples of the Protest and Appeals Forms** to be used by Crews. These forms will be available from the Race Administration.

23. **COX VOX (boat sound system)** Due to the larger number of boats required for these Championships, the boats will not have pre-installed Cox Vox's. If your crew wishes to use a Cox Vox, then your crew will need to supply its own and ensure it can be installed and removed quickly for each race.

24. **RULES FOR 2000M RACING.** The IDBF Rules for Distance Racing are complicated and Team managers are advised to read carefully to ensure that their teams are familiar with these rules. — There have been changes to these rules since 2019. The IDBF Rules for 2000M racing are reproduced at the end of this document. **See ANNEX D for more information.**

2000m Course. Details of the course and further information concerning safety will be provided by the Technical Director of the Championship at the Team Managers briefing. Briefings for steerers will take place at the Team Managers meeting on Thursday.

25. **STARTS.** Starts at Nathan Benderson Park may use the automated boat system.

26. **MEDALS & TROPHIES.** Medals will be awarded for each distance. Trophies will be awarded for overall winners in each Division.

Award ceremonies will be held throughout the day. Please see the program for more information. Berths will be tentatively awarded on the last day of racing, pending review of eligibility.

Crews must present to the Award ceremony dressed in their club uniform only. Only those on the roster will be allowed on the medal stand.



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27. DISCIPLINARY MATTERS. Refer to the USDBF Competition and Racing rules (www.usdbf.org/about/documents) and IDBF Rules of Racing – Edition No 8.1. (<https://www.dragonboat.sport>).

28. RACE PROGRAM. USDBF asks all Team Managers to download copies of the daily program from the Championship website. Hard copies will only be available from Race Administration upon request. An email will be sent to all Team Managers advising when Race Program has been uploaded to the website.

29. INCLEMENT WEATHER. In the event of inclement weather, the number of races in the racing program will be modified.



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ANNEX A

14th USDBF CLUB CREW NATIONAL CHAMPIONSHIPS 2023 USDBF CHAMPIONSHIPS - CREW LIST

A Crew List must be submitted for each Competition Class, to the RACE ADMINISTRATION at latest the night before the day the competition starts. **Only those competitors named on the Crew List will be permitted to compete.**

Crew Team Leader

Racing Division Racing Class: Race Distance:

<u>No</u>	<u>Racer Name</u>	<u>PIN</u>	<u>No</u>	<u>Racer Name</u>	<u>PIN</u>
01	22	.....	.....
02.	12.	.....	.....
03.	13.	.....	.....
04.	14.	.....	.....
05.	15.	.....	.....
06.	16.	.....	.....
07.	17.	.....	.....
08.	18.	.....	.....
09.	19.	.....	.....
10.	20.	.....	.....
11.	21.	.....	.....
23.	24.	.....	.....
25	26	.....	.....

Boat Captain (Name) (PIN)..... Vest Number:.....

Crew Officials' Declaration. In accordance with IDBF Competition Regulation 3, we certify that those competitors listed above are shown on our Team/Club entry form, that they are fit to race and are the only ones who will take part in the Competition Class shown. We understand that a false declaration may result in the disqualification from the Competition Class and from the Championships.

Signed Signed Phone #.....
(Club Manager) (Boat Captain)

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Crew Team Leader

Racing Division Racing Class: Race Distance:

<u>No</u>	<u>Racer Name</u>	<u>PIN</u>	<u>No</u>	<u>Racer Name</u>	<u>PIN</u>
01	12	.....	.....
02.	07.	.....	.....
03.	08.	.....	.....
04.	09.	.....	.....
05.	10.	.....	.....
06.	11.	.....	.....
13.	14.	.....	.....

Boat Captain (Name) (PIN)..... Vest Number:.....

Crew Officials' Declaration. In accordance with IDBF Competition Regulation 3, we certify that those competitors listed above are shown on our Team/Club entry form, that they are fit to race and are the only ones who will take part in the Competition Class shown. We understand that a false declaration may result in the disqualification from the Competition Class and from the Championships.

Signed **Signed** **Phone #**.....
 (Club Manager) (Boat Captain)



ANNEX B

USDBF Competition Protest Form

Disputes and Protests may be made during USDBF competitions and can only be related to and concerning the conduct of another crew. Course conditions, race control, officiating and equipment are not subjects for which a protest may be made. Crews wishing to file a protest may do so only up to 15 minutes after race results are posted. Written protests must be given to the Chief USDBF Race Official who will notify others involved and meet with the race or competition committee. A protest filing fee of \$50 dollars in cash must accompany the written form. **(Checks will not be accepted)** The competition committee will notify all parties once a decision is reached. The decision will be presented in writing. If the decision upholds the dispute or protest, the protest filing fee shall be refunded. Decisions of the competition committee are final.

Crew Name: _____

Division: Premier, Senior A, B or C U16 U18 U24 University BCP ACP Paradrakon

Class: Open Women Mixed

Crew Manager or Captain: _____

Race Number: _____ Lane Number: _____

Protest Details



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USDBF Competition Protest Form Page 2

Signature _____ Time _____

(Crew Manager or Captain)

Protest Decision

Signature _____ Time _____

\$50 Protest Fee Received _____



ANNEX B

USDBF Competition Appeal Form

Crew Name: _____ **Date:** _____

Division: Premier Senior A, B or C U16 U18 U24 University BCP ACP Paradrakon

Class: Open Women Mixed

Crew Manager or Captain: _____

Race Number: Lane Number:

Appeal Details:

Provide the reason that you consider the Competition Committee's decision should be reviewed by the Race Jury. Provide the Race Rule number that you consider the infringement concerns.

[illegible]

Signature _____ Time _____

(Crew Manager or Captain)



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USDBF Competition Appeal Form Page 2

Race Jury Committee Decision

Appeal Accepted: _____

Appeal Denied: _____

Signature _____ Time _____
(Chair of Race Jury)

Signature _____ Time _____
(Team Manager)

\$100 Appeal Fee Refunded: _____

\$100 Appeal Fee Kept: _____

ANNEX C

PARADragon CERTIFICATE OF DIAGNOSIS

This certificate (below) must be signed by a registered medical practitioner, as well as by the individual.

This form must be completed in English. All items prefixed with a * must be completed.

PADDLER INFORMATION				
* Family name / surname:				
* Given / first name:				
* Gender:	Male <input type="checkbox"/>	Female <input type="checkbox"/>	* Date of birth:	
			Day	Month Year
* Nation or club being represented:				
When moving towards a boat before loading, do you use:	Wheelchair <input type="checkbox"/>		* Do you need assistance when loading or unloading the boat?	Yes <input type="checkbox"/> No <input type="checkbox"/>
	Crutches <input type="checkbox"/>			
	Walking stick <input type="checkbox"/>			
* Can you swim 50m in paddling clothing with no buoyancy aid? Notes: • This is to assist officials in planning racing; if you cannot swim 50m <u>you will still be allowed to race;</u> and • The use of buoyancy aids may be mandated by race officials or your team but, if not, can always be worn regardless				Yes <input type="checkbox"/> No <input type="checkbox"/>
Other information that may assist USDBF. For example:				
• Help you need at boat loading / unloading • Information about your condition that may assist officials				
			* Paddler's signature:	
			* Date of signature:	
			Day	Month Year

ANNEX C – Page 2

Paddler name					
MEDICAL CONDITION (to be completed by a registered medical practitioner):					
* Impairment (tick all that apply): Physical <input type="checkbox"/> Psychological <input type="checkbox"/> Neurological <input type="checkbox"/> Intellectual <input type="checkbox"/> Sensory <input type="checkbox"/> Developmental <input type="checkbox"/>					
* Diagnosis:					
Continue on a separate sheet if more space is needed		Continue on a separate sheet if more space is needed			
Approximately how long has the individual been experiencing the impairment(s)?					years
* Are there any reasons why the individual should not compete in the sport of dragon boating?		Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, please describe:			
		Continue on a separate sheet if more space is needed			
DECLARATION					
* Name:					
* Relevant qualifications:					
* I hereby certify that I have known the named individual for _____ years and that the individual has the impairment(s) I have described.					
* Address of medical practice:					
		Country: _____			
* Telephone number					
Email:					
* Signature of medical practitioner		* Date of signature			
				Day	Month
				Year	

ANNEX D

The following is an excerpt from the **IDBF Competition Regulations & Rules of Racing - Edition 8.1 - Part 2. RULES OF RACING**

R4. CONDUCT OF CREWS 赛队操守

R4.1 Direction from Race Officials

Crews must always follow the directions of the Race Officials during the competition. Failure to do so may result in action being taken under the IDBF Disciplinary Code or, if appropriate, the disqualification of the competitor or crew concerned. **The Disciplinary Code, as published in the Annexes forms part of Rule 4 and should be read in conjunction with it.**

R4.2 Any Dragon Boat 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 – see *also Racing Rule 7*.

R4.3 It is forbidden, during a race, for a crew 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.

R4.4 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. ***That is, the Drum must be clearly seen to be struck with a Drumstick on the drum skin (top or side) at short, regular intervals. Failure to actively beat the Drum will result in disciplinary action being taken against the crew concerned.***

R5. MARSHALLING / EMBARKING 集合登船

R5.1 Crew Responsibility 赛队责任

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 Organiser cannot be held responsible for any boat or equipment failure once a crew has embarked and left the Boat Marshalling area.

R5.2 Paddle Breakage/Equipment Failure 划桨断裂或设备失灵

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 if a paddle breakage occurs during a race. If any other equipment failure happens within fifty (50) metres of the Start Line, the Starter or Umpires will call a re-start.

R5.3 Reporting to Crew Assembly Area 登船

Crews must report to the Crew Assembly Area and be ready to embark at the time stated in the Race Programme. This will normally be **3 to 4 races prior** to the **scheduled start time** (Aug 19). Crew identity checks may be carried out by Race Officials in the Crew Assembly Area and competitors must, if so checked, be able to produce the required competition identity 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.

R5.4 Boats 龙舟

A Crew will not be allowed to bring its own boat to an IDBF Championship. Crews will not be permitted to choose or reserve a boat.

R5.5 Embarking. When called forward to Boat Marshalling or the Embarkation Pontoons (docks) crews must load in accordance with the instructions of the Boat Marshals, who will ensure that each crew is loaded into the boat allocated to them in the Racing Lane draw. *(Crews using their own boats are responsible for providing their own Boat Numbers and for ensuring that they race with the correct Boat Number for the racing lane that was allocated to them in the Lane Draw).*

R5.6 Movement up the Course. After a crew has loaded, it must leave the boarding pontoon immediately and proceed directly to the start area. Transiting 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.

R5.7 Changes to Crew Numbers. Once a crew has loaded in a boat and left the boarding pontoon, 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 Boat Marshal, before the boat leaves the pontoon. Such changes shall be by exception and do not include the changeover or addition of competitors due to lateness or unexplained absence. Any such decisions must be notified immediately to the Chief Official by the Chief Boat Marshal.

R6. STARTS and STARTING PROCEDURES 出发及出发步骤

R6.1 Start Area 出发区 迟到

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 specially 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 Aligner, in accordance with the published Lane Draw.

R6.2 Late Arrivals. For crews who arrive late to the start line (without an approved reason), the Starter will:

- a. First Offence issue a warning
- b. Second Offence Issue a time penalty up to 5 seconds
- c. Third Offence be disqualification from the racing class (Aug 19)

R6.3 Racing Lane. A crew must race in the lane allocated to its boat. If 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.

R6.4 Starting Position 起步位置

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 pontoon or dock, Boat Holders shall hold the sterns of the boats. Alternatively, each Steerer shall hold a rope attached to the starting position. (In an IDBF sanctioned Race, when a 'held' start is not possible, then a 'free' start may be permitted).

R6.5 Aligning. The Boat Holders (Aug 19) will alter the position of the Dragon Boats in accordance with the Starters instructions, by physically moving the boats or by adjusting the length of rope available to the Steerers (*Helms*). 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 (see R6.6) then all movement of paddles in the water must stop.

If movement of a crews paddles in or on the water is then observed, by the Starter or a Course Umpire, the Chief Official shall give a Time Penalty, as for Jumping the Start (see R6.13).

R6.6 Starters Commands 发号员的号令

When the Aligner 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.

R6.7 Starting Signals 起步信号

When the Starter is satisfied that all crews are ready, the starting signals of the word **'ATTENTION'** followed by the word **'GO'** the Aligners Assistants will release the sterns of the boats or the Steerers the pontoon ropes, as appropriate.

R6.8 Alternatives. The word **'GO'** may be replaced by a gun shot, electronic starting signal or other distinct sound, as specified in the Race Programme. The interval between the words **'ATTENTION'** and **'GO'** (or sound signal) shall not exceed five (5) seconds.

R6.9 False Starts. If a crew starts after the word **'Attention'** and before the word **'Go'** it has made a False Start. **The Starter 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 or by repeating the alternative starting signal as published in the Programme. A Course Umpire may be asked to assist with this task.

R6.10 Course Umpires Tasks 赛道裁判的任务

When the Course Umpire is in a safety or umpires' 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 Umpire's boat will cross the course in front of the competing boats and the Umpire will wave a Red Flag. This will continue until all the boat have come to a stop.

R6.10.1. If a boat for the Course Umpire 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, the Umpire 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'**.

R6.11 The Drummers Task. It is also incumbent upon the Drummer to watch the Starter and Umpire and to instruct the crew to **STOP** when a False Start has been called.

R6.12 Penalties 处罚

Once all the crews have returned to the start, the Starter will identify the crew or crew 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.**

R6.13 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. **(Time Penalties given under this Rule are not part of the Disciplinary Code and for a False Start must not be recorded against a crew's disciplinary points total).**

R6.14 Damage to boats at the Start 在起步时发生船只损坏

If a crew, whilst in the start area indicates to the Starter 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 the crew some time to effect a repair.

R6.15 Equipment Failure off the Start. 设备在起点处失灵

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 in addition the Course Umpire's motorboat will proceed quickly down the course and stop any crews who may not have heard the re-call signal.

R6.16 Recall by the Course Umpire 设备在起点处失灵

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.

R7. RACE CONDUCT 比赛守则

Object: By Law 3.4 states that the object of Dragon Boat Racing is to race crews over a defined course in the shortest possible time. Crews who in the opinion of the Chief Official do not race their defined course in the shortest (fastest) possible time, will face disciplinary action and may be disqualified from the Competition Class in question or from any another Competition class.

R7.1 Correct Course and Clear Water 正确赛道及保持适当水面距

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 Umpire. 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.

R7.2 Penalties 处罚

A non-Disciplinary Code, Time Penalty of five (5) seconds may be awarded by a Course Umpire 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 'offline' due to an involuntary steering error and in correcting the error leaves its Racing Lane, shall not normally be penalised under this Rule unless another crew is impeded and the race result materially affected).

R7.3 Umpires Warnings. The Course Umpires shall follow each race, in motorboats to observe the course taken by each Dragon Boat. Any boat that fails to keep within its Racing Lane/Line will be warned by an Umpire. 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. **Time Penalties so awarded do not come under the Disciplinary Code and are not to be recorded as such.**

R7.4 Racing Lane 比赛线

Umpires may also be stationed at the ends or down the sides, or both, of the Regatta 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 Umpire shall report the matter to the Chief Official.

R7.5 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 Umpire following the boat shall decide if *wake riding (wash hanging)* has occurred and notify the Chief Official accordingly, who will decide what action to take.

R7.6 Overtaking 超船 撞船

When a boat is overtaking another boat in a race, it is the duty of the overtaking boat to give clear water (2 metres) 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.

R7.7 Collisions. In the event of a collision between two (2) or more boats the Umpires 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.**

R7.7.1. Distress Signal. *If a crew is in distress, for example, a crew member lost overboard, then the Drummer or Helm shall alert the Rescue Boats and Umpires 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, will result in action being taken against the crew under the Disciplinary Code*

R7.8 Boat Swamping, Deliberate Capsizes 船只损坏

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

R7.9 Boat Damage. If in the opinion of the Chief Official, a boat has been damaged by its crew deliberately, or by another crew during a race, the Competition Committee may disqualify the crew or crews concerned from the competition. In addition, on the recommendation of the Competition Committee, a fine may be imposed on the crew or crews by the Jury. If a Jury is not appointed, the Competition Committee may make such a recommendation to the IDBF Executive Committee, who may also recover the costs of boat repairs *from the crew(s) concerned*.

R7.10 Turns 转向

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, clear water (2 metres) between boats, as defined in (*Rule 7.1*), must be seen by the Turning Point Umpire. (*See also Rule 10, 2000m Racing Rules*).

R7.11 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 Umpire, a material advantage has been gained. (*See also Rule 10, 2000m Racing Rules*).

R8. FINISHES 终点

R8.1 Crossing the Finish Line 穿过终点线

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 has started the race. (The Dragons Head, when in position, forms part of the boat).

R8.2 Dead Heats 赛队名次相同

If two (2) or more boats reach the Finish Line at the same time:

- a. In a Final they shall be awarded the same placing
- b. In Heats, Reps, Semis - If the program allows both crews would move forward to the next round
- c. If there are insufficient lanes to move both crews forward and if the race programs permit, both crews are offered the opportunity to race off
- d. Should both crews decline the opportunity to race or the race program doesn't allow then consider their previous race time (if applicable) may be used (Aug 19)

R8.3 Disembarking 下船

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.

R9. DISPUTES, PROTESTS, DISQUALIFICATIONS and APPEALS 争议

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抗议、取消资格及申诉

R9.1 Disputes 争议

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

R9.2 Racing Protests 比赛抗议

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 (via Race Administration). 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.

R9.3 Protest Fees. At IDBF Championship events, all protests shall be made in writing and shall be accompanied by a **fee of 50 USD** (Aug 19), or the equivalent amount in the currency of the country in which the competition is being held. The fee shall be refunded if the protest is upheld. At all other events Protests may be made verbally and, at the Chief Officials discretion, a protest fee need not be paid.

R9.4 Action and Timings 行动及时限

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. The Chief Official may utilize timing equipment and footage from live streaming and drone footage before deciding what penalties may be awarded. (Aug 19)

R9.5 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.

R9.6 Disqualification 取消资格

In the event of a crew being disqualified from a race or competition, the Competition Committee must record their decision and the reasons why in writing on a Disqualification Notice. 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.

R9.7 Appeals 申诉 时限

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. In non- championships where a protest has been dealt with verbally, the Chief Official may give the disqualification and the reason why, verbally to the Crew Manager(s) concerned.

R9.8 Time Limit. When a Jury has been appointed, an appeal against a decision of the Competition Committee shall be addressed to the Chair of the Jury and handed in no later than twenty (20) minutes after the Crew Manager(s) has been informed, in writing, by the Competition Committee of any disqualification or dispute involving their crews.

R9.9 Appeal Fees. For IDBF Championships, all appeals shall be accompanied by a **fee of 100 USD** (Aug 19) or equivalent amount in the currency of the country in which the competition is being held. The fee will be refunded if the appeal is successful.

R9.10 Jury Meetings 陪审团会议

The Chair of the Jury shall allow a further twenty (20) 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 Chair shall then inform the Competition Committee and the Crew Manager(s) concerned of the Jury's decision and reason why, in writing, within ten (10) minutes of a decision being reached.

R9.11 Final Decisions and Appeals 最终裁决及申诉

At IDBF Championships the decision of the Jury is final. At other IDBF Competitions a crew has the right of appeal to the IDBF Executive Committee against a decision of the Competition Committee or where one is appointed, the Race Jury.

R9.12 IDBF Executive Committee 国龙联合会执行委员会

All appeals to the IDBF Executive Committee must be made through a crews IDBF Member Organization, where one exists, within thirty (30) days of the date when the competition was held.

Each appeal must be addressed to the IDBF Secretary General and accompanied by a **fee of 50 USD** (Aug 19). The IDBF Executive Committee shall make the final decision.

R.10 Racing Rules for Dragon Boat Races over 2000 Metres 二千米以上龙舟比赛的比赛规则

(Racing Rule 10 was fully revised in September 2002 and further updated in September 2003, 2006, 2007 and 2015, and 2019)

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 Regatta with all the normal rescue craft; race facilities; support services and qualified officials. However local conditions, for example the overall width of the Regatta Course, may require the Chief Official to adjust the regulations covering the Racing Course shown below. Any such adjustments will be notified to the Crew Managers by the Chief Official.

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 10, should be read in conjunction with Rules 7.1, 7.6, 7.8, 7.10 and 7.11

R10.1 The Racing Course. shall be of a circulatory nature having two straight sections and two turns in one circuit of the Course.

- a. The length of the straight sections will depend on the venue and shall be approximately 450 metres.
- b. Each Turn shall be marked with a minimum of five (5) buoys.
- c. Two to these buoys will mark the end and beginning of the straight sections.
- d. A further 3 buoys will mark the curved section of the turn.
- b. 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.
- c. The Turn Buoys marking the start and finish of each Turn may be included in this total (*but see Comp Reg 6.9 below*) as may the buoys marking the edge of the normal Racing Course.
- d. The Racing Lane shall be marked at the **50m** points, approaching each turn, on both sides (outside edges) of the course with Red Flags (total 4) mounted on larger buoys than the lane marker buoys of which the inside edge Red Flag buoys can be a part (*see R10.4.1*) (Aug 19)



Competition Regulations 6.8 and 6.9 - extracts

CR 6.8 Turn Buoys.Where a race takes place outside the normal Racing Course, that is the area formed by the Racing Lanes, then **Turning Points**, as defined below, must be used and additional Racing Rules for such races will apply.

CR 6.9 Turning Points. In Long Distance races that take place on enclosed water, such as a water sports centre or lake, dragon boats may race out of their lanes from the start. In such races should Turning Points be necessary, then the radius of each turn should be at least 50 metres. Each Turning Point shall be marked by at least six flags or buoys, **which shall be readily distinguishable from other course markings.** *Note: For 2000m Races, these shall be larger buoys ideally of a different colour to the lane marker buoys or if not a different colour, clearly distinguishable in size or shape or by the addition of a flag.* (Sep 07)

R10.2 Turn Corridor. A second set of three (3) smaller buoys will be placed approximately 5 metres outside the turn buoys. These buoys together with the turn buoys indicate the corridor in which the turn should be completed. Any rights gained at the 50m buoy will be lost if the boat takes a wide course and is outside the turn corridor. If you go outside the turn corridor, you can only return to the racing line when it is safe and clear to do so. (Aug 19)

R10.3 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 the full course of its width. (Aug 19)

R10.3.1 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 R10.5.1)

R10.4 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 10.8.1)

R10.4.1 It is incumbent on the Steerer when being overtaken to give clear water (move to the right) and allow the boat on the left side (being the faster boat) space to come through and overtake. The slower boat will be penalized if they do not give clear water and hold up a faster boat

R10.4.2 Crews taking other Lines of Racing to overtake must observe the spirit of Racing Rule 7.1 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 non-Disciplinary Code, **Time Penalty of 5-10 seconds** may be awarded by the Chief Official. When a crew that is being overtaken (see R10.5) alters its course and makes difficulties for the overtaking boat, the same Time Penalties may be awarded by the Chief Official.

R10.5 Overtaking. 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. (see R10.4.2).

R10.5.1 Overtaking in Turns (see also R7.1 and R7.11)

- a. The Turning Buoys will be on the left in an anti-clockwise direction.
- b. A boat should always maintain the racing line throughout a turn.
- c. A crew will not be disqualified for going close to, or for touching, a Turn Buoy. However, a crew that turns inside a Turn Buoy with no acceptable reason shall be given a time penalty in accordance with the following schedule:
 - i. Missing 1 buoy – 5 secs
 - ii. Missing 2 buoys – additional 10 secs (in addition to the previous 5s penalty) total 15secs
 - iii. Missing 3 buoys – additional 15 secs (in addition to the previous 15s penalties) total 30secs
 - iv. Missing 4 or more buoys – Disqualification (Aug 19)

R10.5.2 Establishing Right of Way (ROW) (Aug 19) An overtaking boat gains right of the inside racing line when it has established an overlap with the boat being overtaken at the 50m marker buoy. The overlap is defined as the head of a dragon boat level with the steering arm of the boat being overtaken.

The boat being overtaken must give room for the overtaking boat to maintain its racing line throughout the turn and ensure that there is clear water between paddles. Clear water is defined in (R7.1) as a distance of 2 metres between paddle blades. Crews not complying with this rule **will receive an automatic Time Penalty of twenty (20) seconds.**

- a. A boat being overtaken must not Steer in a manner that is likely to cause a collision with another boat.
- b. A boat with no overlap must not attempt to overtake on the inside by aggressive steering but should follow the preceding boat through the turn.
- c. A boat that has not obtained an overlap may choose to overtake on the right of the preceding boat but must allow the proceeding boat (*boat being overtaken*) to maintain its racing line and maintain clear water (2 metres) between the two boats.

R10.5.4 Overtaking in turn corridor (Aug 19)

- a. Where a leading boat makes a wide entry or exit within the turn corridor, a boat following, that has not obtained an overlap, may attempt to pass on the left if there is sufficient space on the inside to maintain clear water (2 metres) between the boats.
- b. During this manoeuvre, and throughout the turn, the leading boat does not relinquish right of way to the following boat and the following boat will not assume right of way over the leading boat.
- c. The following boat must always respect and provide necessary right of way and clear water (2 metres) to the leading boat throughout the turn. In this case, any contact or interference with the leading boat shall result in a time penalty to the following boat of up to 20 seconds. (Aug15)

R10.5.5 If, in the opinion of the Chief Official any racing manoeuvre 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.

R10.5.6 A crews race time that has been adversely affected by the actions of another crew, that is, when a Course Umpire has confirmed that time has been lost through an obstruction or impediment of the crew concerned, a Time Deduction Bonus, of up to 20 seconds, may be awarded, by the Chief Official.

R10.6 Last 500m. When a crew has completed its final turn and is in the last 450m straight of the race, it may cross into the main Racing Course, that is, inside the left hand edge of the Racing Lane and take any Racing Line down the last 450m. Overtaking on either side of another boat is permitted during the last 450m provided that clear water (2 metres) 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 in it, as started the race. It is the responsibility of the boat which has lost control or steered incorrectly to avoid a collision at all costs and that may mean 'STOP PADDLING' do not keep going. Crews who do not stop paddling in the opinion of the Chief Official may be awarded a time penalty. (Aug 19)

R10.7 Impeding / Collisions. If during the course of the race a boat impedes or collides with another boat the Chief Official shall apportion blame (*see also R10.5.5*) disqualification when crew safety is compromised. 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 (*R10.4.3*). When a collision between boats occurs then (*Rule 7.7*) will apply, except that re-racing will not take place.

R10.7.1 It is the responsibility of the boat which has lost control or steered incorrectly to avoid a collision at all costs and that may mean 'STOP PADDLING' do not keep going. Crews who do not 'STOP PADDLING' in the opinion of the Chief Official may be awarded a time penalty. (Aug 19)

R10.8 Course Umpires. To assist the Chief Official in implementing these rules and other Rules of Racing in general, Course Umpires both on-water and land based should be positioned around the Racing Course to allow full observation and supervision of the crews in the race. A Boat with an Umpire should be stationed inside each Turning Point to observe the crews negotiating the Turn Buoys.

R10.9 Starting Procedures and Formats. Boats shall normally be started at intervals, that is, a 'staggered' start, line astern (see 10.92) using the normal start commands of 'Are You Ready', 'Attention', 'Go'. The time interval between each crew starting shall be determined by the standard of the crews racing and the prevailing water and weather conditions.

In any event, when the order of starting is the slowest crew starts first, the time interval between crews should be a minimum of ten (10) seconds and not more than thirty (30) seconds. In every kind of starting order, the Start Time of each crew shall be when the front most part of the boat actually crosses the Start Line and must be recorded by the Starter (or Starters Assistant) and Chief Judge. For a staggered start boats may be lined up ready to start in one of two different formats.

R10.9.1 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, that is 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. However, 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 R10.3.1)
- 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 always they maintain 'clear water' between themselves and all other boats.

R10.9.2 In Line Astern. Crews should be 'seeded' as in (R10.9.1). If conditions allow all boats will be lined up, one behind the other. They will move to the start when called in turn. *Normally the slowest seeded crew will start first opposite the main Racing Lane and behind the Finish Line of the main Racing Course.*
At the discretion of the Chief Official the fastest seeded crew may start first.

- 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 the Line of Racing (see R10.9.1a).

R10.10 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.

R10.11 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.

R10.12 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