

# UNITED STATES DRAGON BOAT FEDERATION



## ***COMPETITION REGULATIONS AND RACING RULES***

Revised  
September 1, 2020

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1. **MISSION**

The mission of the **United States Dragon Boat Federation (USDBF)** is to promote the growth and development of dragon boating in the U.S. for fitness, recreation, and team building at all levels of competition. The organization offers certification programs for dragon boating officials and coaches. Other clinics and trainings are offered.

2. **INTRODUCTION**

The following USDBF Competition Regulations and Racing Rules are provided for use by teams participating in all USDBF sanctioned events in the United States.

2.1 The purpose of these Regulations and Rules are to:

2.1.1 Provide a consistent framework for the organization, regulation, and control of Dragon Boat Regattas and other Dragon Boat Competitions in the United States;

2.1.2 Provide a basis on which fair and equal racing can take place in safety;

2.1.3 Ensure that the USDBF Event Safety Plan (ESP) for competition is complied with and given precedence to at all times.

2.2 These Competition Regulations and Racing Rules are from the IDBF's "Competition Regulations" and "Rules of Racing" and have been supplemented/changed as necessary by the USDBF Rules Committee in order to take into consideration the unique dragon racing environment found in the United States.

2.3 The IDBF's "Competition Regulations" and "Rules of Racing" will take priority in the event of any question or matter which is not provided in these Regulations and Rules.

2.4 **THE DECISION OF THE ORGANISER ON ANY MATTER NOT PROVIDED FOR IN THESE REGULATIONS AND RULES, OR IN THE INTERPRETATION THEREOF, SHALL BE FINAL.**

2.5 It is incumbent for all USDBF officials, Team Managers, and paddlers to become familiar with these Competition Regulations and Racing Rules. Any team that fails to comply with them does so at their own risk of disciplinary action, time penalties, or disqualification from the event.

2.6 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.

**PART 1**

**USDBF COMPETITION REGULATIONS**

**USDBF COMPETITION REGULATIONS**

**1. COMPETITION CLASSES**

**1.1 Racing Classes**

All USDBF sanctioned competitions may be organized for the following Racing Classes, based on age and gender:

**1.1.1 Open Class**

There are no restrictions on crew composition, or age, except that competitors under 12 years old must be accompanied in the boat by a parent or nominated responsible adult and must wear a personal flotation aid.

**1.1.2 Women’s Class**

Must be all female crews (including helmsman and drummer), of any age, except for those under 12 years old as discussed in paragraph 1.1.1. In the Breast Cancer Paddler (BCP) Division, crews may race with male BCP crew members

**1.1.3 Mixed Class**

For a mixed gender crew ratio see below. Restriction on competitors less than 12 years as discussed in paragraph 1.1.1 applies.

The following table shows the possible combinations of crews:

**Standard boat:**

10 male paddlers / 10 female paddlers +	drummer and helm of either gender
10 male paddlers / 9 female paddlers +	drummer and helm of either gender
9 male paddlers / 10 female paddlers +	drummer and helm of either gender
10 male paddlers / 8 female paddlers +	drummer and helm of either gender
8 male paddlers / 10 female paddlers +	drummer and helm of either gender
9 male paddlers / 9 female paddlers +	drummer and helm of either gender

**Small boat:**

5 male paddlers / 5 female paddlers +	drummer and helm of either gender
5 male paddlers / 4 female paddlers +	drummer and helm of either gender
4 male paddlers / 5 female paddlers +	drummer and helm of either gender
4 male paddlers / 4 female paddlers +	drummer and helm of either gender

**1.1.4 Junior Class**

Races can be held for Mixed, Single gender crews, or in Open Competition, age 12 to 18, with the exception of the Steerer (Helm) in the following age categories, as of the 31<sup>st</sup> December in a given year. The following age categories will apply to the Junior Class:

**18 and under:** Competitors aged 12 to 18 inclusive.

**16 and under:** Competitors aged 12 to 16 inclusive.

**14 and under:** Competitors aged 12 to 14 inclusive.



**1.1.5 Senior Class**

Races can be held for Mixed, Single gender crews, or in Open Competition, as shown above, with the exception of the Drummer, all competitors must be aged 40 or over. The Senior Racing Classes are:

**Senior A.** Competitors 40<sup>th</sup> or later birthday falls in the year of the competition

**Senior B.** Competitors 50<sup>th</sup> or later birthday falls in the year of the competition

**Senior C.** Competitors 60<sup>th</sup> or later birthday falls in the year of the competition

**1.1.6 24 and under**

Races can be held for Mixed, Single gender crews, or in Open Competition for competitors aged 12 to 24 inclusive as of the 31<sup>st</sup> of December in a given year.

Note: By definition, Drummers and Steerers are classified as competitors.

**1.1.6a University Class**

Races can be held for Mixed, Single gender crews, or in Open Competition as shown above for bona fide students at a University

**1.1.7 Para Dragons Class**

PD 1: every paddler has a recognized impairment

PD 2: 50% of paddlers have a recognized impairment

**1.1.8 Cancer Paddlers Class**

Breast Cancer Paddlers (BCP): all competitors including paddlers, helm and drummer must be BCP

All Cancer Paddlers (ACP): all competitors including paddlers, helm and drummer must be Cancer Paddlers

**2. CREW AND TEAM COMPOSITION**

**2.1 Crew Numbers**

Dragon Boat Crews competing in USDBF competition will normally consist of:

**a) for the Standard 22 Crew Racing Boat (DB22)** the crew shall consist of twenty (20) paddlers plus one (1) drummer plus one (1) steersman for a maximum of 22 Racers in a Crew. The minimum number of paddlers allowed to race in the DB22 is sixteen (16) paddlers.

**b) for the Small 12 Crew Racing Boat (DB12)** the crew shall consist of ten (10) paddlers plus one (1) Drummer plus one (1) Steersman, for a maximum of 12 Racers in a Crew. The minimum number of paddlers allowed to race in the DB12 is eight (8) paddlers.

**c) for the Mixed Crew**  
Standard Boat: Crews must contain a minimum of eight (8) and a maximum of ten (10) of each gender paddlers.

Small Boat: Crews must contain a minimum of four (4) and a maximum of five (5) of each gender paddlers.

When there are sufficient numbers of men and women competitors entered in either or both small or standard boat open and women classes, then the mixed entry must be made in the standard boat.

**2.2 Crew Reserves**

Reserve Crews may be up to a maximum of four (4) for DB22 and two (2) for DB12. Such Reserves may compete without further reference to the Event Organizers or Competition Committee provided that their names are shown on the official Crew List and Crew Accreditation Tag (if provided).

**2.3 Double Rostering**

A competitor, including drummers and helms, should only enter one (1) competition class. NO allowance will be made in the program or races delayed allowing a competitor to participate in more than one (1) competition class.

**2.4 Racing Colors and Dress**

Competitors shall compete in their own crew or club colors.

**2.5 Restrictions**

**2.5.1** Only those competitors entered on the Crew List will be permitted to race

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

**2.6 Conduct of Crews**

**2.6.1** Each team is entirely responsible for its own conduct and for complying with the Rules governing the Race.

**2.6.2** Crews must follow the directions of the Race Officials at all times during the competition. Failure to do so will result in disciplinary action taken against the competitor or crew concerned as described in Annex 1, USDBF Disciplinary Code.

**2.6.3** A paddler, drummer, steersman/helm shall only be Registered Under One Team and shall not compete as a member of another team. A paddler for a team whose name and identity number do not appear in the List of Crew shall not be allowed to compete for that Race. Teams that utilized the services of paddlers or drummer that were not registered under the said Team shall be disqualified.

**2.6.4** Rule 2.6.3 (above) will be strictly enforced and all team members, (including Team Managers, Paddlers, Drummers and Steerspersons) must put on their Team Accreditation Tags to gain admission inside the Holding Area prior to boarding the dragon boats. The Team Managers are allowed to collectively hold onto all the team members' tags after Race Officials have successfully checked and are fully satisfied with their team members' eligibilities.

**2.6.5** In the event of any contravention of Rules 2.6.1, 2.6.2, or 2.6.3 the organizer shall disqualify (DQ) or refuse to allow The Team or Competitor to compete in the Race.

**2.6.6** In the event of any contravention by a team of Rule 2.6.1, 2.6.2, or 2.6.3 discovered after the Race, The Organizers shall:

- i) Disqualify such teams

- ii) Require the immediate return of the trophy and medals to the Organizer in the event that the team has been awarded earlier.

### 3. TEAM MANAGER AND BOAT CAPTAIN

#### 3.1 Team Representative

In all USDBF competitions each Dragon Boat Crew must be represented by a **Team Manager** - who shall be responsible for crew discipline and overall team administration, and a **Boat Captain** - who shall be responsible for the conduct and safety of the crew when they are on the water. The Team Manager and Boat Captain may be one and the same person. Additionally, the Team Manager shall represent the Team in matters of protocol.

#### 3.2 Communication with Race Officials

During race competition the Race Officials and Competition Committee and the Jury will only communicate with the Team Manager concerning such matters as:

3.2.1 Communications between organizers and crews.

3.2.2 Making protests or appeals.

3.2.3 Receiving results.

#### 3.3 Duties of Team Manager

3.3.1 The Team Manager, or his representative, shall:

- a) Be present at the Control Point Area throughout the time that the team is under the control of the Competitors' Marshalls.
- b) Follow the advice/instructions given by the Race Controller over the public address system.
- c) Represent the team at the prize presentation ceremony

### 4. EQUIPMENT

#### 4.1 Dragon Boats

All dragon boats, rudders, drums, dragon heads, dragon tails, drummer seats and drum stick used by competitors shall be provided by The Organizer. No modifications or addition to the dragon boat or to the equipment in the dragon boat may be made. In all USDBF Championships, teams will not be allowed to use their own dragon boats and must use the dragon boats provided by the Organizer.

4.1.1 **The Organizer will not be responsible for any failure of the equipment during the race and each team is advised to carefully check the dragon boat and rudder allocated before leaving the Boat Marshaling Area.**

4.1.2 IDBF-standard DB22 and DB12 racing dragon boat will be equipped with 1 rudder, 1 drum, 1 drummer seat, 1 dragon head, 1 dragon tail and 2 bailers.

4.1.3 Sponsorship or advertising on dragon boats and equipment by an event sponsor is permitted.

4.1.4 At USDBF National Championships, boat weighing is not compulsory but may take place if requested by Chief Official, prior to and during the event and provided that accurate weighing equipment is available.

- 4.1.5** Distress flags. Each Dragon Boat shall carry two GREEN flags which is the international first aid color (one in the front and one in the rear of the boat) which shall be used by the Drummer and/or Helm in the event that a crew member is lost overboard during a race or other circumstances arise that necessitate a medical emergency as a “Distress Signal.”

**4.2 Paddles**

- 4.2.1** Competitors in USDBF racing events shall be permitted to use their own paddles provided that they conform to the IDBF Racing Paddle 202a specification. Adjustable paddles must be taped at the adjusting screw prior to the paddle entering Boat Marshaling.

- 4.2.2** Competitors found to be using paddles that do not conform to the published ‘paddle’ regulations for a particular USDBF competition will be warned accordingly and if the warning is ignored they will face disqualification from the competition concerned.

**4.2.3 Paddle Breakage/Equipment Failure**

Crews are advised to carry two (2) spare paddles, of the approved design for the event, in each dragon boat they use during the competition. These may only be used in the event that a paddle breakage occurs during a race but it does not qualify for a restart. If any other equipment failure happens within fifty (50) meters of the Start Line, the Starter or Umpires will call a re-start.

**4.3 Additional 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 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 4.4. The Chief Official shall decide on additional and miscellaneous equipment not specifically covered by these Competition Regulations.

**4.4 Seat Pads, Water Pump, Boat & Seat Straps and Strapping, Wrist Straps to Paddles, and Boat Fasteners**

- 4.4.1** Dragon Boat Seat Pads (cushions) as described in Regulation 4.3 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 in the IDBF Standard International Racing Boat (20 cm) and the length should ideally not exceed 40cm. Simple fastenings such as Velcro to attach to the seat are permissible.

- 4.4.2** The carrying of any type of water pump in the boat during a race is prohibited.

- 4.4.3** No additional fixtures such as straps to fasten a paddler into a boat or onto a seat is permitted with the exception for physically disabled paddlers.

- 4.4.4** Wrist or paddle straps or any other fastening system that connects a competitor to a paddle or boat are not allowed. 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 safety of the adaptive paddler.

**4.5 A team shall not:**

- a)** Use their own rudder.

- b) Alter or replace any of the fixtures of the dragon boats assigned to them.
- c) Change the dragon boats or equipment assigned to them after being dispatched from the Boat Marshaling Area.
- d) Tape, tie or stick any materials onto dragon boats and rudders.
- e) Retain dragon boats and its accessories after each Race.

## 5. SAFETY RULES

- 5.1 An Event Safety Plan (ESP) will be made available to all participants and the general public via the Organizing Committee one (1) week before the event date. All teams are required to familiarize themselves with the ESP.
- 5.2 **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 Team Manager'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.
- 5.3 Competitors must be able to swim at least 50 meters wearing light clothing with or without a personal floatation aids (PFD). It is the responsibility of the Boat Captain/Team Manager to ensure that all members of the team comply with this rule.
- 5.4 The Drummer shall sit on the drummer's seat provided during the racing heat. Failure to comply will result in disciplinary action being taken against the crew concerned.
- 5.5 Teams are required to implement the Boat Captain Appointment and Buddy System as specified in the ESP in the best interest of safety in general and during the race.
- 5.6 Teams are required to know the Capsize Drill as specified in the ESP in the best interest of safety during the race.
- 5.7 Each athlete is solely responsible for his or her own safety and fitness during practice sessions and during races. It is therefore the Team Manager/Boat Captain's) responsibility to look into the safety of each crew. No responsibility will be accepted by the Organizer or any other individual or organization connected directly or indirectly with the races and they will not be held responsible for any death, injury, damage or loss incurred by the members of a team.
- 5.8 **All safety rules of the competition must be complied with.** Infringement of any safety rule will render a team to be ineligible for the duration of the competition. **The Chief Official may disqualify a team from the race or totally eject a team from the Regatta for violating any safety rules.**

## 6. RACING DISTANCES and the RACING COURSE

### 6.1 Distances and Race Course

- 6.1.1 **Racing distances** may take place, event dependent, over 200m, 500m, 1000m, 2000m. Additional distances may take place at the discretion of the USDBF.
- 6.1.2 **The race course** (other than then 2000m) is a straight stretch of water, marked by clearly visible buoys placed in a straight line at intervals down the length of the race course.
- 6.1.3 **Lane One (1)** shall be the lane nearest to the location of the Finish Line Judges.

- 6.1.4 The Start and Finish Lines** shall be at right angles to the Racing Lanes. They shall be marked off of the water on both sides of the course and similar static markings shall be constructed as appropriate, between the Start and Finish. Both the Start and Finish Lines shall be marked, on the water, by red flags or buoys at the point where these lines intersect the outer limits of Course, that is the extremes of the Racing Lanes.
- 6.1.5 Racing Lanes.** The course at the start and finish shall permit a clear width of at least nine (9) meters for each dragon boat to race in. The racing lanes markers shall continue the color of the start buoys through the use of clearly visible buoys in a straight line to the corresponding finish line buoy of the same color in intervals of no more than 50 meters down the length of the race course
- 6.1.6 Turning Points.** In Long Distance races that take place on enclosed water, such as a water sports center 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 meters.
- 6.1.7 The depth of water** on regatta course for a sanctioned event should be a minimum of 3.0 meters, on a site where the bed of the Racing Course is proven to be uniform throughout – that is, a maximum 0.5 meter variance across the racing lanes.
- a) Where the course bed is uneven then the ideal depth of the racing lanes should be ideally 5 meters up to a maximum of 6.5 meters
  - b) Water depth for world championships and CCWC should be a minimum of 3.5 meters

**Part 2**

**RULES OF RACING  
FOR USDBF COMPETITION**

**1. CONTROL OF THE COMPETITION**

**1.1 Technical Officials.**

USDBF sanctioned races shall be held under the supervision of the following Technical Race Officials:

Chief Official	Chief Judge	Chief Umpire
Race Secretary	Course Umpires	Starter/s
Chief Boat Marshal	Time-keeper(s)	Technical Director
Boat Marshals	Safety Officer	Race Administration
Anti-Doping Officer		

Note:

- a) When possible, Technical Officials should be a licensed USDBF and/or IDBF International Race Official.
- b) If circumstances permit, one person may function in two of the above offices.

**1.2 Supporting Officials.**

The following Race Officials are deemed to be Supporting Officials and as such are not required to hold a USDBF and/or IDBF International Race Officials License.

Announcer	Boat Holders	Press Officer
Photo-finish Operator	Site Stewards	Timing System Operators
Aligners	Boat Drivers	Results Runners
Safety Assistants	Medical Staff	

**1.3 Competition Committee.**

For USDBF sanctioned races the top technical management of the competition shall be in the hands of a COMPETITION COMMITTEE, which shall consist of the following officials:

Chief Official	Chief Judge	Chief Umpire.
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One other Technical Race Official, nominated by the Chief Official, may be appointed to the Competition Committee. The duties of this Official must allow the person concerned to be in the area of the Finish Line at all times, for example the Race Secretary.

**1.3.1** The duties of the Competition Committee are to:

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

**1.4 Race Jury**

At USDBF Championships the final authority relating to the Competition Regulations and the Racing Rules, shall rest with a **CHAMPIONSHIP JURY**. This Jury shall consist of a minimum of three (3) up to a maximum of five (5) members selected from USDBF or IDBF



certified race Officials. Every effort should be made to exclude from the Jury Officials that are conducting the race.

**1.4.1 Jury Chair.** The USDBF Competition and Technical Officer, or their nominee, shall be appointed as Chair of the Jury at a Championship event.

**1.4.2** When a Jury is appointed at a USDBF Competition, all Race Officials and the Competition Committee shall be subordinate to the Jury.

## **1.5 Race Administration**

The Race Administration provides clerical support for the Race Director and as such is responsible for producing technical information about the races during the actual competition. For example, the order of starting; race results' heat draw, and intermediate draws. The recording and distribution of information to officials and to crews that require them, as well as other interested parties and the media, is the prime function of Race Administration.

**1.5.1** The number of people employed in the Race Administration will vary according to the size of the competition and the individual skills and experience of the officials in the Race Administration. The Race Administration may consist of both Technical and Supporting Officials, therefore the number of people employed in the Race Administration is left to the discretion of the Technical (Race) Director but included in their number will be the Press Officer (if assigned) and the Announcer.

## **2. DUTIES OF THE RACE OFFICIALS**

### **2.1 The Technical Director (Race Organizer)**

**2.1.1** The Technical Director or Race Organizer is responsible for managing the actual Dragon Boat Races, which includes producing the Competition Time-Table and Racing Program before the event.

**2.1.2** He or she shall ensure that the Race Officials duties are published and notified to all concerned and that the Race Officials needs are met during the competition.

**2.1.3** The Technical Director (Race Organizer) shall attend all meetings with the Crew Managers and ensure that any published information required by the crews is always available through the Race Secretariat.

**2.1.4** The Technical Director (Race Organizer) shall ensure that all such Regulations appertaining to the Racing Course and for Boats and Equipment are fully complied with.

**2.1.5** The Technical Director (Race Organizer) is a member of the Organizing Committee.

### **2.2 The Chief Official**

The Chief Official shall act as the Chair 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:

**2.2.1** Decide on all matters arising from the actual event which are not dealt with in these or IDBF Competition Regulations and Rules of Racing.

**2.2.2** Consult with the other members of the Competition Committee on matters where clarification of the Racing Rules is needed.

**2.2.3** The Chief Official shall be responsible for implementing the Disciplinary Code (Annex 1) and additionally 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.

**2.3 The Race Administration.**

The Race Administration shall supervise the work of the officials in the Race Administration and assist the Chief Official and Race Secretary to effect the Race Program by processing the race results and draws for the intermediate rounds and finals as published. In the event that changes have to be made to the order or format of the program, the Race Secretary will carry out this task in conjunction with the Chief Official, Race Administration and the Technical (Race) Director. The Race Secretary may be assisted by a number of Race Recorders.

**2.4 Spare Rule.**

**2.5 The 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 Race Officials. The Chief Judge shall be situated at the Finish Post with a clear line of sight over the Finish Line, to the other post directly opposite on the far side of the Regatta Course. The Chief Judge may also act as Timekeeper. The Chief Judge shall:

**2.5.1** In the event of a difference of opinion between timekeepers over the placing of the crews, adjudicate and have a casting vote.

**2.5.2** When photo-finish equipment is used to act on the advice provided by the photo-finish operator.

**2.5.3** Notify the timekeepers in good time before the race starts and after confirming with the Chief Official, and Race Secretary the finishing order of the race. The Chief Judge may also be the Chief Time-Keeper.

**2.6 Spare Rule.**

**2.7 The Time-Keepers.**

Time-Keepers, when appointed, shall record the times of the boats as they cross the Finish Line. Where possible there should be one Time Keeper for each boat in the race. The Time-Keepers may also act as Judges. Timekeepers provide back up to electronic timing equipment being used.

**2.8 The Starters.**

There will be a **Chief Starter** and at least one **Race Starter** appointed by the Chief Official. **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 or other designated Course Umpire detailed to witness each start. (The Chief Starter may also act as a Race Starter). **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 an 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 Aligner, including the responsibility for False Starts. The Starter shall:

- 2.8.1 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.
- 2.8.2 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.

## 2.9 The Umpires

There will be a **Chief Umpire** and a number of Umpire's appointed by the Chief Official. **The Chief Umpire** is directly responsible to the Chief Official and shall work with the Starter; the Umpires and the Safety Boat crews. The Chief Umpire shall coordinate the work of the Course Umpires and ensure 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). **The Course Umpire(s)** shall, where possible, follow each race in an Umpire's motor boat. During the race, the Umpire shall see that the Racing Rules are complied with. The Course Umpire shall:

- 2.9.1 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. When a breach of the Disciplinary Code has occurred, before or during the race, the Umpire will show a Black (or Dark Blue) flag and report the circumstances to the Chief Official. When a red flag is raised during a race, it provides an opportunity for the crew to correct the infringement
- 2.9.2 When an Umpire's boat is not used, then one or more Umpires shall be placed alongside the Regatta Course in such a way that they can fully ensure that the Racing Rules are being fully complied with.

## 2.10 Turning Points Umpires

When a race is run on a course with one or more Turning Points, at least one Umpire must be stationed at each Turning Point. Any infractions of the Rules occurring at the Turning Points shall be reported to the Chief Official when the last boat has completed the turn for the last time in the race.

## 2.11 The Chief Boat Marshal

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

- 2.11.1 Confirm that the crews have been correctly called forward to the Crew Assembly Area; carry out any random checks, authorized by the Chief Official to confirm the identity of competitors. Record the number of competitors in each boat against the appropriate Crew List and ensure that the composition of each crew is correct, for example the number of females in a Mixed Crew and no male steersperson in a women's boat.
- 2.11.2 Call the crews forward from the Crew Assembly Area to the Boat Marshaling 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.
- 2.11.3 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.

- 2.11.4** Check that all crews are 'Fit to Race' and if any competitor or crew is not fit, notify the Chief Official and ensure that they do not race.

## **2.12 The Boat Marshals**

The Boat Marshals shall supervise the crews in the Crew Assembly area and ensure that all boats and equipment conform to the IDBF Boat Regulations and are compatible with all others in use at the competition. The Boat Marshals shall:

- 2.12.1** Check that all boats and equipment are in good racing order before and after each race and that each boat has two spare paddles on boat, at all times. When race paddles are provided by the Organizing Committee the Marshals shall ensure that a full set remains with each boat.
- 2.12.2** Allocate crews to boats according to the Race Program and ensure that the right crews are embarked in the right boats before the crews leave the embarking platforms. Check that crews are in their correct racing colors and that competitors do not strap or fix themselves into the boat in anyway, unless prior authority has been given by the Chief Official.
- 2.12.3** Ensure that each crew is embarked safely and that buoyancy aids are available and when necessary worn by those that require them

## **2.13 Safety Officer**

The Safety Officer (SO) is responsible for all matters concerning the safety of the competing crews while they are on the water. The Safety Officer shall ensure that the following facets of safety have been planned and provided for:

- 2.13.1** 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.
- 2.13.2** That a suitable number of trained rescue personnel and properly equipped rescue craft are available. That Personal Floatation Devices are available.
- 2.13.3** That the arrangements for embarking and disembarking crews are suitable and adequate for the number of competitors involved.
- 2.13.4** That a water circulation plan and system has been established and included in the instructions issued to managers and officials.
- 2.13.5** That a Crew information sheet is completed prior to a crew racing which records the details of known weak swimmers and any medical history, such as asthma, epilepsy, which may adversely affect a crew member whilst on the water. Such information may be annotated on a crews Crew List, held by the Chief Boat Marshal.
- 2.13.6** To establish an effective communication system between the SO; the Safety Boats (rescue craft) and the Umpires' boats and to ensure that the correct rescue procedures are adopted in the event of a crew capsizing.
- 2.13.7** 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.
- 2.13.8** 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

### 3. CONDUCT OF CREWS

#### 3.1 Direction from Race Officials

Crews must follow the directions of the Race Officials at all times during the competition. Failure to do so may result in action being taken under the Disciplinary Code (Annex 1) or, if appropriate, the disqualification of the competitor or crew concerned.

3.2 Any Dragon Boat 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.

3.3 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/disqualification action being taken against the crew(s) concerned.

#### 3.4 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 meters 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 Drum Stick on the drum skin (top or side) at short, regular intervals. Failure to actively beat the Drum will result in disciplinary action of up to 3 seconds (race distance dependent) time penalty awarded against the crew concerned.

3.5 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.

### 4. MARSHALLING / EMBARKING

#### 4.1 Crew Responsibility

It is a crew's responsibility to ensure that the dragon boat and its equipment is fully functional and water-worthy. Boats and equipment must be carefully checked before embarking. ***The Race Organizer cannot be held responsible for any boat or equipment failure once a crew has embarked and left the Boat Marshaling area. (See Competition Regulation 4. Equipment)***

#### 4.2 Paddle Breakage/Equipment Failure

Crews are advised to carry two (2) spare paddles, of the approved design for the event, in each Dragon Boat they use during the competition. These may only be used in the event that a paddle breakage occurs during a race but it does not qualify for a restart. If any other equipment failure happens within fifty (50) meters of the Start Line, the Starter or Umpires will call a re-start.

#### 4.3 Marshaling/Crews Report

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 **3 to 4 races** prior to the scheduled race time. 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.

**4.4 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. Crews will not be allowed to choose or reserve a boat.

**4.5 Embarking**

When called forward to Boat Marshaling or the Embarking Pontoons (docks) crews must load 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..

**4.6 Movement up the Course**

After a crew has loaded, it must leave the boarding pontoon immediately and proceed directly to the start area. **Teams are required to stay at least 5m away from the edge of the race course and to stop immediately when a race is in progress until the crews racing have passed.** This is to ensure that no backwash interferes with the ongoing race.

**4.6.1** Teams that infringe Rule 4.6 will be issued a Final Warning with subsequent infringements carrying a time penalty of 1 second added to the time returned by that particular Team in their event.

**4.7 Changes to Crew Numbers and/or Equipment**

Once a crew has loaded in a boat and left the boarding pontoon, changes of crew members, additions to the number of racers in the boat, or equipment 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 racers due to lateness or unexplained absence. Any such decisions must be notified immediately to the Chief Official by the Chief Boat Marshal. A Team the contravenes this rule will risk a disqualification by the Chief Boat Marshal.

**5. STARTS AND STARING PROCEDURES**

**5.1 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 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.

**5.2 Late Arrivals**

For crews who arrive late to the start (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: Disqualification from the racing class

**5.3 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.

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

## 5.5 Aligning

When available, Boat Holders will alter the position of the Dragon Boats in accordance with the Starters' or Aligners' instructions, by physically moving the boats or by adjusting the length of rope available to the Helmsman. *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 5.7) then all movement of paddles in the water must stop. (see 5.6 & 5.11)*

## 5.6 Movement of a crews' paddles

If movement of a crew's paddle 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. (All Teams are instructed not to paddle or adjust strokes after the command "**ATTENTION**" is given. Teams that infringe this Rule will be penalized with a 5-second time penalty).

## 5.7 Starters Commands/Drummer Signals

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** the Drummer must immediately raise a hand above head height to indicate the situation to the Starter. **(The Drummer is forbidden to take such action prior to this instruction, especially in crews under Starters orders, when moving to the Start Line).**

## 5.8 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 Holders will release the sterns of the boats or the Steerers the pontoon ropes, as appropriate. The interval between the words '**ATTENTION'** and '**GO**' (or sound signal) shall not exceed five (5) seconds.

## 5.9 Alternatives

The word '**GO**' may be replaced by a gunshot, electronic starting signal or other distinct sound, as specified in the Race Program.

## 5.10 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 Program. An Umpire (**the Course Umpire**) will assist with this task.

**5.10.1 Course Umpires Tasks.** When the Course Umpire is in a safety or umpire boat, it shall be placed 50 meters 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 boats have come to a stop.

**5.10.1a** 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 recall, 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**'.

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

**5.10.3 Penalties.** 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.**

## **5.11 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' from two (2) up to five (5) seconds (race distance dependent) against the crew or crews in question.

## **5.12 Damage to boats at the Start**

If a crew, while 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.

## **5.13 Equipment Failure off the Start**

In the event of a crew experiencing equipment failure for example a broken Drummers Seat or Steering arm/oar (but not a paddle), off the start and up to fifty (50) meters 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 motor boat will proceed quickly down the course and stop any crews who may not have heard the re-call signal.

## **5.14 Recall by the Course Umpire**

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 meters from the Start Line). In such circumstances the Chief Official may order a rerun 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.

# **6. RACE CONDUCT**

## **6.1 Correct Course and Clear Water**

The correct course for each boat is a straight 'line' down the course or down the middle of its marked Racing Lane, from the Start Line to the Finish Line. Crews are responsible for their steering and leave their Racing Lane, or deviate from their 'line' at their own risk. Even when crews are in their Racing Lanes or following a racing 'line', at least two (2) meters of



clear water must be maintained around each boat. For the purpose of this **Clear Water 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 meters, 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.

**6.2 Penalties**

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 'off line' due to an involuntary steering error and in correcting the error leaves its Racing Lane, shall not normally be penalized under this Rule unless another crew is impeded and the race result materially affected).

**6.3 Umpires' Warnings**

The Course Umpires shall follow each race, in motor boats 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, Time Penalty 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.**

**6.4 Racing Lane**

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.

**6.5 Wake Riding (Wash Hanging)**

In races of 1000 meters *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.

**6.6 Overtaking**

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

**6.7 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.**

**6.7.1 Cease Paddling.** In the event of a collision between two (2) or more boats, and when the 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 meters of clear water is attained around each of the boats involved (DBC rule).

**6.7.2. Distress Signal.** *If a crew is in distress, for example, a crew member lost overboard, the Drummer or Helm shall alert the Rescue Boats and Umpires by waving vigorously, above head height, the green 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.*

**6.8 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.

**6.9 Boat Damage**

If in the opinion of the Chief Official, a boat has been damaged by its crew deliberately, or by another crew during the course of 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.

**7. FINISHES**

**7.1 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). A boat may finish in a lane other than its designated lane with a possible time penalty (time penalty dependent on the length of the race course). The boat will be disqualified if it finishes in the wrong lane if it created a safety issue in doing so or did so to gain a competitive advantage in the opinion of the Chief Umpire and/or Chief Official.

**7.2 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:

- 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 program permits, 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 this, then consider their previous race time (if applicable) and use that to determine who advances.

**7.3 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.

## **8. DISPUTES, PROTESTS, DISQUALIFICATIONS**

### **8.1 Disputes**

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

### **8.2 Racing Protests**

In the event of a crew wishing to make a protest following a race, concerning the conduct of another crew, the Team 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 fifteen (15) minutes after the result is officially posted.

### **8.3 Protest Fees**

At USDBF events, all protests shall be made in writing and shall be accompanied by a fee of US\$50. The fee shall be deposited with the Race Secretary prior to the beginning of the Regatta and will be refunded if the protest is upheld.

### **8.4 Action and Timings**

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,

### **8.5 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 Team 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.

### **8.6 Disqualification**

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.

### **8.7 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. 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.

### **8.8 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.

### **8.9 Appeal Fees**

For USDBF Championships, all appeals shall be accompanied by a fee of \$100. The fee will be refunded if the appeal is successful.

### **8.10 Jury Meetings**

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.

### **8.11 Final Decisions**

The decision of the Jury is final.

## **9. RACING RULES FOR DRAGON BOAT RACES OVER 2000 METERS**

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 make adjustments to 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.

### **9.1 The Racing Course**

The Racing Course shall be of a circulatory nature having two straight sections and two turns in one circuit of the Course. The length of the straight sections will depend on the venue and shall be approximately 450 meters. Each Turn shall be marked with a minimum of five (5) buoys. Two of these buoys will mark the end and the beginning of the straight sections. A further 3 buoys will mark the curved section of the turn.

### **9.2 Turn Corridor**

A second set of three (3) smaller buoys will be placed approximately 5 meters outside the turn buoys. These buoys together with the turns indicate the corridor in which the turn should be completed. Any rights gained at the 50 meter 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.

### **9.3 The Racing Lane and Line of Racing**

The Racing Lane over the straight sections of the Course shall be a minimum of ten (10) meters wide, with a water depth of at least three (3) meters over the full course of its width.

- 9.3.1** 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.

**9.4 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'.

- 9.4.1** It is incumbent on the Steersperson, 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.
- 9.4.2** Crews taking other Lines of Racing to overtake must observe the spirit of Racing Rule 6.1 but especially concerning 'clear water' between boats. If a crew ignores the intention of the 2 meter 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 taken over alters its course and makes difficulties for the overtaking boat, the same Time Penalties may be awarded by the Chief Official.

**9.5 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 Rule 9.4.2

**9.5.1 Overtaking in Turns (see also Rule 6.1)**

- a. The turning buoys will be on the left in anti-clockwise direction.
- b. A boat should always maintain the racing line throughout a turn
- c. A crew will not be disqualified for going too close or 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:
- d. missing 1 buoy: 5 secs
- e. missing 2 buoys: additional 10 secs (in addition to the previous 5) total 15 secs
- f. missing 3 buoys: additional 15 secs (in addition to the previous 15) total 30 secs
- g. missing 4 or more buoys: Disqualification

**9.5.2 Establishing Right of Way (ROW)**

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 6.1 as a distance of 2 meters 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. The boat overtaking must not Steer in a manner that is likely to cause a collision.***

- 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 being overtaken) to maintain its racing line and maintain clear water (2 meters) between the two boats.

### 9.5.3 Overtaking in turn corridor

- 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 meters).
- b) During this maneuver, 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 meters) to the leading boat through 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.

### 9.5.4 Spare Rule

**9.5.5** If, in the opinion of the Chief Official any racing maneuver by an overtaking crew or a lack of clear water between boats **has endangered the safety of another crew**, or materially affected the result of the race, the offending crew shall be disqualified.

**9.5.6** 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.

## 9.6 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 (2meters) 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.

## 9.7 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 Rule 9.5.5) - 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 Rule 9.5.6. When a collision between boats occurs then Racing Rule 6.7 will apply, except that re-racing will not take place.

**9.7.1** It is the responsibility of the boat which has lost control or steered incorrectly to avoid a collision at all costs and that means "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.

## 9.8 Course Umpires

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

## 9.9 Starting Procedures and Formats

Boats shall normally be started at intervals, that is, a staggered' start, line astern (see Rule 9.9.2) 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 that the slowest crew starts first*, the time interval between crews should not be less than ten (10) seconds or 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 passed to the Race Secretary. For a staggered start boats may be lined up ready to start in one of two different formats.

**9.9.1 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 9.3.1)
- c) **300 Meter Rule.** This crossing to the Racing Lane must be completed within 300 meters 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.

### 9.9.2 In Line Astern

Crews should be 'seeded' as in Rule 9.9.1. 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 Rule 9.9.1a)

## 9.10 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 meters 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.

**9.11 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.



## ANNEX 1

**USDBF DISCIPLINARY CODE:****General Conditions.**

1. The Disciplinary Code that follows is intended for use at USDBF sanctioned events, will follow current guidelines in the 2020 USDBF Rules and Regulations and covers the following areas of misconduct:
  - 1.1. Failure by crews to comply with the instructions of race officials.
  - 1.2. Verbal abuse between competitors and between competitors and officials.
  - 1.3. Conduct by competitors, team officials and race officials likely to bring the sport into disrepute, such as improper behavior and abusive criticism.
  - 1.4. Threat of physical violence or actual physical violence by competitors, team officials or race officials.
2. The USDBF lays down the following disciplinary action, which is to be taken in the event of any of the above forms of misconduct occurring during the period of an IDBF sanctioned event. The period of an event includes misconduct at any time from the day of arrival of a crew at the event location to the day of departure, and to incidents that may occur on or off of the competition site, before during and after the actual races.

**Failure by crews to comply with the instructions of Officials.**

3. Time Penalties of between 1-5 seconds, added to a crew's actual time in a race, may be awarded by the Chief Official against crews, for example, as follows:-
  - 3.1. Failure to leave the embarking area when instructed to by the Boat Marshals.
  - 3.2. Failure to obey the instructions of an Umpire.
  - 3.3. Failure to come under Starter's Orders when required to do so.
  - 3.4. Failure to return to the embarking area when required to do so.

**Time Penalties.**

4. Before Time Penalties can be awarded a crew must be warned that an offence has occurred and be given the opportunity to respond. In the event that a crew does not respond to the 1<sup>st</sup> warning, then the Team Manager must be told by the Race Official concerned, that a 2<sup>nd</sup> warning has been given and that a report will be made to the Chief Official. The Chief Official is not compelled to award Time Penalties but as a minimum must inform the Team Manager of the crew concerned that any further instances of misconduct will result in disciplinary action being taken against them.

**Official Warnings.**

5. Warnings may be verbal or through the use of a Black Flag (or Dark Blue Flag if a Black Flag is not available). When a Flag is used then the procedure will be as follows:-
  - 5.1. **WARNING 1.** When an offence has occurred a Black Flag will be raised by the Official and the offence notified to the crew. The Black Flag will then be lowered. If the crew does not respond within a short time then the 2<sup>nd</sup> warning will be given.

- 5.2. **WARNING 2.** The Black Flag will be raised again and stay raised until the Crew Captain has acknowledged the offence. The Race Official will then report the offence to the Chief Official. (Boat Marshals will report to the Chief Marshal).
6. When a Time Penalty has been awarded by the Chief Official the initials TP will be annotated against the time shown for the crew concerned on the Results Sheet and on any scoreboard used at the regatta site. There is no appeal against Time Penalties.

**Teams that have been awarded “Final Warning” status for the respective event being called at anywhere within the boundaries of the racing environment by the Chief Official, Chief Race Umpire, Chief Race Marshall, Chief Boat Marshall or Starter risk getting disqualified (DQ) if they deliberately cause a second similar violation.**

**False Starts, Jumping the Start, Race Conduct.**

7. Time Penalties awarded by the Starter and Umpires under Racing Rules 5 and 6, do not form part of this Disciplinary Code and should not be awarded instead of taking action under this code.

**Verbal abuse between Competitors and between Competitors and Officials**

8. Verbal abuse by competitors against Race Officials will be dealt with as follows:
- 8.1. Verbal abuse occurring between crews while proceeding to the Start or after the Finish of a race will be dealt with by the Course Umpires in accordance with paragraph 5 above.
- 8.2. Verbal abuse occurring between crews while under Starter's Orders will be dealt with by the Starter, who may award Time Penalties without reference to the Chief Official.
- 8.3. Verbal abuse by competitors directed at a Race Official will be dealt with by the Race Official first warning the competitor(s) or Team Captain of the crew concerned that an offence under this Disciplinary Code is likely to occur. If the abuse continues, the Race Official will inform the person or persons concerned that an offence has occurred and report the matter to the Chief Official.

**Conduct likely to bring the sport into disrepute.**

9. Any conduct likely to bring the sport into disrepute, such as behavior considered to be unacceptable in public, aggressive behavior to members of the public or social bad manners, *or any action (or lack of action) that compromises the safety of a crew or individual while on the water*, will be reported to the Chief Official who will take action under this Disciplinary Code and report the matter to the Competition Committee. The Committee must record the details of the incident *and may sanction a non-competitor* or disqualify a competitor or crew from taking any further part in the competition, irrespective of any previous action that may already have been taken, during the competition, against the person or persons concerned.
10. If during an USDBF Championship event a competitor refuses to take a Doping Control Test, when requested to do so, or fails to provide a sample, as required by the IDBF Anti-Doping Policy, the competitor concerned shall be excluded by the Jury, from taking any further part in the Championships under this paragraph of the USDBF Disciplinary Code. The Chair of the Jury shall report the exclusion and the reasons why, to both the USDBF O and the USDBF Member Region to which the competitor belongs, for them to decide what further action, if any, is to be taken. The competitor concerned is also to be informed of the Jury's action.

**Threat of violence or actual physical violence**

11. Any threat of violence or actual violence occurring during the period of an event between any participants will be reported to the Chief Official. The Chief Official will disqualify the person or persons concerned and the crew from taking any further part in the competition. The Chief Official will also report the matter to the Competition Committee as above. The Committee will investigate

the circumstances surrounding the incident and make a written report to the USDBF Officers who may take further action against the Member concerned.