



**AusDBF Australian Dragon Boat  
Competition Regulations and Rules of Racing**

**Version 2**

**Adopted: 3 December 2009**  
**Effective: 4 December 2009 onwards**

*AusDBF would like to acknowledge IDBF for the use of their Race Rules and Regulations and AusDBF Board Directors, Melanie Cantwell & Christopher Alexandrou for adapting the IDBF Race Rules and Regulations to AusDBF.*

## **Glossary of Terms**

Category	Open, Women or Mixed
Division	Junior, Youth, Premier, Masters, Grand Masters, Great Grand Dragons
Sweep	To be also known or referred to as steerer or helm
Club	The registered member within that State Organisation and must be a registered member of their State Organisation and can include more than (1) one team per category or division.
Team	Refers to the individual team in a club (eg Premier Open)
Crew list	Refers to the 26 names that will appear on a particular crew list for that Category, Division and race distance.

## **Update of Rules and Regulations**

18<sup>th</sup> Dec 2010 - Rule 2.1.3 on page 5 – mixed rule composition

18<sup>th</sup> Dec 2010 – Rule 3.1.2 pages 6 to 8 – exemption requests

18<sup>th</sup> Dec 2010 – Rule 7.11 (a) page 12 minimum number of crews to qualify for a champion category

18<sup>th</sup> Dec 2010 – Rule 7.11 (d) page 13 (last point) allocation of points for Club Championship trophy

18<sup>th</sup> Dec 2010 – Rule 7.12 (k) and (l) page 14 qualifications for Club Crew World Championships

25<sup>th</sup> Apr 2011 - Rule 7.11 € page 13 States who have 2 teams in the same category, only the team with the highest position will be eligible for points.

25<sup>th</sup> Apr 2011 – Rule 3.12 € page 7 – Exemption – DBNT grandfather exclusion cause

25<sup>th</sup> Apr 2011 – Rule 2.27 page 5 - Regional Representation- open age to be considered for mixed, open, women rather than Premier, Master and Grand Master

# PART 1. AusDBF Competition Regulations

## 1<sup>st</sup> Edition

### 1. General Regulations

- 1.1 Range.** AusDBF recognizes that Dragon Boat Racing Competitions can be held over any distance from 200m upwards and on a variety of different types of courses such as lakes, rivers, harbour areas and the sea. The Regulation that follows are for the races that take place on placid water, on a sheltered Regatta Course laid out the specifications contained herein, in temperate summer racing conditions. These Regulations have been designed to ensure that Racing takes place in an environment that will provide fair and safe competition.
- 1.2 Use.** These Competition Regulations shall be for AusDBF Championship events and other AusDBF sanctioned events within Australia. They can be applied to other events within Australia at the discretion of the Race organiser and subject to acknowledgment as laid down in the section on scope and duties, paragraph 2.
- 1.3 AusDBF Australian Dragon Boat Racing Championships** will be arranged annually at a place and time decided by the AusDBF Board and in accordance with the AusDBF Hosting Guidelines. AusDBF Australian Dragon Boat Racing Championships shall be held over a minimum of 3 - 4 consecutive days. (first being State v State, subsequent days being Club Championships over 200, 500m + a distance (either 1000m or 2000m)).
- 1.4 Championship Crews.** AusDBF Championships may be held for Representative Team Crews or Club Crews. A Representative Team Crew is a Dragon Boat Crew selected to represent their State. A Club Crew is a **bona fide Dragon Boat Club** that is a member of their State Association.

#### Racing Colours:

- (a) Representative Crews must compete wearing their "official state colour".
- (b) Club Crews must compete wearing their "official local club colours"

**1.4.1 State v State Competition** at the AusDBF Australian Dragon Boat Racing Championships. Crews are restricted to the AusDBF State Member Representative Teams. By exception and at the discretion of the AusDBF Board, representative crews from other Regions or area may be allowed to compete. There must be a minimum of 3 crews confirmed to compete before that particular Competition Class will run.

**1.4.2 Club Championships** at the AusDBF Australian Dragon Boat Racing Championships. Crews are restricted to the AusDBF State Member Club Teams. By exception and at the discretion of the AusDBF Board, club crews from outside of Australia may be allowed to compete (however they would race as DNQ and would not qualify for a Grand Final). There must be a minimum of 3 crews confirmed to compete before that particular Competition Class will run.

- (a) The club crews must be approved by the State Association Member in which the club crew is registered. Approval means that the club crew is a bona fide crew as described in these regulations is financially sound and has a good disciplinary record.

**1.5 Water Safety.** AusDBF is committed to minimising the risks that anyone who is involved Dragon Boat Racing is exposed to through participation in the sport. As the standards and complexity of Safety Legislation varies from State to State, these regulations cannot cover all Nationally based legislation but such legislation should be implemented at the AusDBF Australian Dragon Boat Racing Championships or other sanctioned events.

**1.5.1** As a minimum, AusDBF considers that it is the duty of everyone in the sport to follow the advice and guidance on safety contained within these Competition Regulations and with the general principal that **"prevention reduces risk and injuries and saves lives"**

## 2. RACING and COMPETITION CLASSES and CHAMPIONSHIP DIVISIONS

**2.1. Racing Classes.** For the AusDBF Dragon Boat Racing Championships or sanctioned competitions, races may be organised for the following Racing Classes, based on age and gender.

**2.1.1. Open Class** – the primary class of racing. There are no restrictions on crew composition, or age except that competitors (including drummers) must be 12 years of age or older.

**2.1.2. Women's Class** – for all female crews, of any age except that competitors (including drummers) must be 12 years of age or older. A drummer and steerer, sweep, or helm must be female.

**2.1.3. Mixed Class** – That a Mixed crew must consist of:

- a) 20's standard crew – a minimum 5 male paddlers to a maximum of 10 male paddlers (excludes drummer and sweep)
- b) 10's small boat crew – a minimum 3 male paddlers to a maximum of 5 male paddlers (excludes drummer and sweep) .

All competitors (including drummers) must be 12 years of age or older. A drummer and steerer, sweep, or helm can be either.

**2.2 Racing Divisions** for AusDBF Championships or sanctioned competitions, races may be Organised for the following Racing Divisions.

**2.2.1 Junior Division** – Races may be held for single or mixed gender crew. All paddlers including drummer with the exception of the steerer (sweep or helm) must be a **minimum of 12 years of age to 18 years** of age as at the **1<sup>st</sup> January in the year of the competition.**

*Note: This means that a competitor whose 18<sup>th</sup> birthday falls on or after the 1<sup>st</sup> January, in a given year, can compete in that year only.*

**2.2.2 Youth Division** - Races may be held for single or mixed gender crew. All paddlers including drummer with the exception of the steerer (sweep or helm) must be over 17 and under the age of 23 years as at the 1<sup>st</sup> January in the year of the competition.

**2.2.3 Premier Division** – Must be a minimum of 12 years and up to any age group

**2.2.4 Masters Division** - Races may be held for single or mixed gender crew. All paddlers including the Steerer (sweep or helm) must be aged **40 years at the year of the competition.** With the exception of the Drummer who does not need to be over 40 year but must be a minimum of 12 years of age. As of 2011 Australian Dragon Boat Racing Championships, you must be aged 40 years as at the 1<sup>st</sup> day of racing.

**2.2.5 Grand Masters Division** - Races may be held for single or mixed gender crew. All paddlers including the Steerer (sweep or helm) must be aged **50 years at the year of competition.** With the exception of the Drummer who does not need to be over 50 year but must be a minimum of 12 years of age. As of 2011 Australian Dragon Boat Racing Championships, you must be aged 50 years as at the 1<sup>st</sup> day of racing.

**2.2.6 Great Grand Dragons Division** - Races may be held for single or mixed gender crew. All paddlers including the Steerer (sweep or helm) must be aged **60 years and over at the year of the competition.** With the exception of the Drummer who does not need to be over 60 year but must be a minimum of 12 years of age. As of 2011 Australian Dragon Boat Racing Championships, you must be aged 60 years as at the 1<sup>st</sup> day of racing.

**2.27 Regional Representation-** open age to be considered for mixed, open, women rather than Premier, Master and Grand Master

**2.3 Racing Distances** For AusDBF Championships or sanctioned competitions, races may be organised over the following race distances:

- 200m
- 500m
- 1,000m straight race
- 2,000m turn race

At an AusDBF Australian Dragon Boat Racing Championships, each combination of Racing Class and Category shall be known as a Division and Category:

Division – Junior, Youth, Premiers, Masters, Grand Masters, Great Grand Dragons  
Category – Open, Women and Mixed

**2.4 Additional Classes** Other Racing and Competition Category's may be introduced at the discretion of the AusDBF Board, who may implement category's, or not, as they see fit, from time to time.

### 3. CREW and TEAM COMPOSITION

**3.1 Crew Numbers** – Dragon Boat Crews competing in AusDBF Championships will normally consist of: -

- (a) **For the Standard Racing Boat (DB22)** a minimum of eighteen (18) and a maximum of twenty (20) paddlers; one (1) Steerer, (sweep or helm) and one (1) Drummer and four (4) reserves; giving a minimum total of twenty (20) and a maximum total of twenty-two (22) Racers in a boat, and total twenty six (26) on a crew list
- (b) **For the Small Racing Boat (DB12)** the crew shall consist of ten (10) paddlers one (1) Steerer, (sweep or helm) and one (1) Drummer and four (4) reserves; giving a maximum total of twelve (12) Racers in a boat and total sixteen (16) on a crew list.

Variations to these numbers can only be made with the approval of the AusDBF Board.

**3.1.1 State v State Team Compositions** – State Members are eligible to:

- (a) Enter up to 2 crews per Category and Division

Enter 2 crews per Category and Division in the Regional Championships. Teams in the Regional Championships must consist solely of paddlers who are individual members of clubs that are located further than 100 km from the GPO of the capital city of the relevant State.

- (c) In addition to the Squad numbers as per 3.1 Crews State members may appoint Team Managers and Coaches as part of their team.

#### 3.1.2 Club Championships

##### Rationale of Club Championships Rules

As a general rule it is expected that paddlers will actively train and compete with a single club during a particular season. It is recognized that:

State Members may apply different rules with respect to Club Membership in their State competitions.

These rule does not impact on competitions held within States, or on IDBF Club Crew Competitions. Competitors in these competitions should ensure that they comply with the relevant rules pertaining to these Competitions.

In order to compete at the AusDBF Australian Championships a Club must:

- (a) Be a registered member/affiliate/associate of the relevant AusDBF Member (where possible);
- (b) Ensure all Competitors competing for this club are a member of their AusDBF Member, and be able to demonstrate membership if required with a current and valid membership card;
- (c) Ensure that their Competitors are bona members of, and compete for, only the club in question for the duration of the AusDBF Australian Championships club racing competition.
- (d) Ensure that their Competitors are bona members of only one club from 1 January of the year of the relevant AusDBF Australian Championships.
- (e) Ensure that Competitors have been a bona fide member of the club and registered with their State Member through the club (if applicable) prior to 1 January of the year of the relevant AusDBF Australian Championships ("the qualifying period"). Competitors who do not satisfy the qualifying period requirement, but who are bona fide members of the club they are seeking to represent, may be permitted to represent this club at the discretion of the AusDBF Board based on the following broad guidelines:
  - i. Competitors will not be permitted to represent a club where they have been a previous member of another club and have not been a member of their current club for the qualifying period.
  - ii. Competitors who have not previously paddled competitively shall generally be permitted to represent their current club.
  - iii. Other factors may be taken into account, particularly the extent to which a Competitor has trained and raced with their current club.
  - iv. Competitors who have not paddled competitively in any paddling discipline, who have taken up dragon boating relatively recently (within the qualifying period) but who have nevertheless trained with their club and represented their club at State Titles shall, all other things being equal, be permitted to represent their club at the AusDBF Australian Championships.
  - v. Competitors who have paddled extensively in dragon boating or any other paddling discipline, have not dragon boated extensively with their current club and who have not, or rarely, dragon boated with their current club will not be permitted to race with their club at the AusDBF Australian Championships.
  - vi. Other situations between these two extremes will be dealt with on a case by case basis.

**Note:** DBNT has been granted an a 'Grandfather clause' for exemptions which is to be reviewed annually.

- (f) Ensure that Competitors who are representing their club in the Club Championships can provide proof of actual residency of that State and have been an active paddling member of the relevant club during the current season.
- (g) Competitors who live in "border towns" as defined in the AusDBF Border Town Policy are entitled to compete with their club, notwithstanding that they may reside in a different State to which their club is domiciled, without the requirement for an exemption being granted.
- (h) Competitors who are seeking to represent a club that is not domiciled in the State in which the paddler resides and who do not live in a relevant "border town" may be permitted to represent this club at the discretion of the AusDBF Board using the following broad guidelines:

- i. The paddler must be able to satisfy all other club representation requirements above except residency.
- ii. The paddler must be able to show that they have competed with their club on a minimum of 2 (two) occasions during the racing season in question. One of these must have been at the relevant State's State Championship (if applicable).
- iii. The paddler must be able to show that they have trained with their club on a minimum of 10 occasions prior to the AusDBF Australian Championships.
- iv. The paddler must not, during the racing season in question, have been a member of another club.
- v. The paddler must have an additional connection with the State in which their club is domiciled and must not be travelling to this State solely for the purpose of training or racing. For example, if a paddler resides in one State but works extensively in another State all other things being equal they will be allowed to represent a club domiciled in the second State.

The above single club requirements do not apply to registered financial members of Dragons Abreast Australia Limited to the extent that such paddlers may be validly members of a Dragons Abreast Club and a non-Dragons Abreast Club at the same time, but must compete solely with one Club for the duration of the AusDBF National Championships. The intention of this exemption is to allow Breast Cancer survivors the option of competing with a non-Dragons Abreast Club whilst still maintaining membership with Dragons Abreast Australia Ltd.

**3.2 Crews at an International Regatta.** In Club Crew *International Regatta's*, sanctioned by the AusDBF, crews shall consist of the numbers of paddlers (crew members) as laid by the Controlling Association or Organising Committee concerned. Other crew members may be present in a crew, depending on the design of the Dragon Boat being used. In some types of Dragon Boat a **Gong Beater** (which is self explanatory) is used in addition to a Drummer. In Others a **Flag Catcher**, is positioned in the front of the boat, who has the task of retrieving a flag (one for each boat) which is placed on a buoy on the Finish Line. (The retrieving of the flag from the buoy signifies the finish of the race for that particular boat).

**3.3 Crew Reserves** Reserve Competitors up to a maximum of four (4) may be nominated for each crew, at all AusDBF Championships. Such Reserves may compete without further reference to the Event Organisers or Competition Committee provided that their names are shown on the Competition Entry Form (or **Crew List**).

**3.4 Restrictions** Only those competitors entered on the Entry Form (Crew List) will be permitted to race in an AusDBF Championship or sanctioned regatta.



## 4 REPRESENTATION and RESIDENCY

**4.1 State Representation** – To represent your State in the **State v State Competition** at the AusDBF Australian Championships, the crew member must be:

- A registered member of that State Association.
- A resident of that State from 1 January in the year of the AusDBF Australian Championships.
- Exceptions to the residency requirement in rule 4.1(b) above may be granted at the discretion of the AusDBF Board in accordance with the AusDBF Border Town Policy.

**4.2 Club Representation** To represent your Club in the **Club Championships** at the AusDBF Australian Championships, a club and paddler must comply with the provisions of the AusDBF Club Policy.

### 4.2.1 Qualification for IDBF Club Crews

1. AusDBF is permitted to send up to 5 crews in each racing category to the IDBF Club Crew World Championship (CCWC). The aim is to select crews who are best able to achieve success at the CCWC, and give them the best possible chance to do so.
2. The qualifying methodology employed by AusDBF to select crews is:
  - (a) In the year prior to the CCWC in question the top 3 crews in each racing category across all distances are given first right of refusal for the CCWC qualifying spots. The top 3 crews are ascertained via the addition of points for each position obtained in each racing distance
  - (b) In order to confirm their CCWC spot clubs must indicate to AusDBF that they intend to race at the CCWC, and pay a \$500 non-refundable deposit to AusDBF per club. In addition, crews are required to compete at the following year's Australian National Dragon Boat Racing Championships (ie The Australian National Dragon Boat Racing Championships in the same year as the CCWC).
  - (c) In the year of the CCWC, qualifications will be based on the top club crews across all racing distances, for a particular racing category. The number of positions available will be 5, less the number accepted by clubs at the prior year's Australian National Dragon Boat Racing Championships and correctly maintained by the clubs who have earned them.
  - (d) Clubs have a continuing obligation to inform AusDBF if they are not willing or unable to compete at the CCWC in a particular racing class as soon as this becomes apparent. In this instance the CCWC spot shall be offered to the next highest ranked club in that racing category.

Clubs must ensure that their Competitors fully satisfy all IDBF Competition Regulations and Rules of Racing.

**4.3 Border Town** A border town is a town characterised by a close proximity to the boundary between two States.

4.3.1 A paddler residing in a “border town” will be permitted to represent a State other than the State where they reside, and/or a club notwithstanding that the club is domiciled in a State other than the State where they reside, in the following manner

<b>Border Town</b>	<b>Permitted State Representation/Club Location</b>
Tweed Heads	Queensland/New South Wales
Queanbeyan	Australian Capital Territory/New South Wales
Murwillimbah	Queensland/New South Wales
Albury	New South Wales/Victoria
Kununurra	Western Australia/Northern Territory

4.3.2. Other towns may be considered “border towns” on a case by case basis at the discretion of the AusDBF Board based on the following broad guidelines:

- (a) A “border town” must have a close proximity to 2 State borders; and
- (b) The town must have a community of interest with respect to the 2 States; and
- (c) The State Body where the border town is situated must not have an active presence in this border town.

## **5. DRAGON BOATS and EQUIPMENT**

**5.1 Only a matched fleet of 12 or more IDBF approved spec dragon boats** will be approved for use at the AusDBF Australian Dragon Boat Racing Championships and sanctioned regattas.

**5.2 Only IDBF spec 202a paddles** will be accepted at AusDBF Australian Dragon Boat Racing Championships and sanctioned regattas. All paddles must carry the IDBF logo and registration number. If not it will be at the discretion of the marshals to reject any paddles not carrying proper identification.

**5.3 Sponsors Advertising** At AusDBF Australian Dragon Boat Racing Championships sponsorship or advertising on dragon boats and equipment, by an event sponsor, is permitted subject to the conditions as specified by AusDBF at the time.

**5.4 Means of propulsion** Dragon Boats shall be propelled solely by means of single bladed paddles. These paddles shall not be fixed to the boat in any way, with the exception of the paddle used by the steerer (sweep or helm), which as it is used in the manner of a rudder, may be supported within the framework of the boat.

**5.5 Boat/Lane Numbers** In all AusDBF Australian Dragon Boat Racing Championships and sanctioned regattas, each dragon boat shall carry a vertical number board, which shall act as boats identification number for the duration of the race. This number shall also indicate the Lane Number of the Racing Lane in which the boat will race in.

**5.6 Boat Number Boards** The Boat number Board shall be fixed to the bow of the Dragon Boat in such a manner that it can be clearly seen by the Finish Line officials. The minimum size of the Number for AusDBF Australian Dragon Boat Racing Championships shall be 33cm x 23cm wide on a Number Board measuring 60 cm high and 46cm wide. The colour of the plate and the Number on it is not specified but the colour scheme should be such that the number can be clearly identified by the Finish Line officials over a distance of ninety (90) metres.

**5.7 Boat Weights** Irrespective of any minimum weight for a dragon boat laid down in these Regulations, (the standard weight being 250kg) the difference in weight between boats being used at AusDBF Australian Dragon Boat Racing Championships and sanctioned regattas should not exceed ten (10) Kilograms. At AusDBF Australian Dragon Boat Racing Championships the Organising Committee are to ensure that all boats are within this weight differential and are to produce documentary proof of this fact to the Chief Official, before competition commences.

**Note:** Boats can be weighed on the first day of training, with weights attached to the relevant boats to bring them all up the weight differential. (Suggest that sandbags are not used, but other types of weight spread evenly throughout the boat.

- 5.8 Boat Weighing** When crews are permitted to bring their own boats to an AusDBF Australian Dragon Boat Racing Championships, the Organisers shall provide adequate boat weighing equipment for use before and during the competition. At other AusDBF sanctioned regattas boat weighing is not compulsory but may take place if requested by the Chief Official, prior to the regatta and provided that accurate weighting equipment is available

## **6. RACING DISTANCES and the RACING COURSE**

- 6.1 Distances** Racing at AusDBF Australian Dragon Boat Racing Championships will take place over:

- 200m
- 500m
- 1000m or 2000m

- 6.2 Racing Course** For AusDBF Australian Dragon Boat Racing Championships the course shall be capable of providing a straight stretch of water as flat and as still as can be obtained over a distance that will permit at least 1000 metre race in one direction. For all other AusDBF sanctioned Regattas, water that will permit at least 500m metre race are required.

- 6.3 Racing Lanes** The course at the start and finish shall permit a clear width of at least nine (9) metres for each dragon boat to race in. This width per boat shall be known as a Racing Lane. The width of a championship course should ideally allow at least six (6) boats to race, in lanes from 13.5m to 15m wide lanes (maximum) with alternately a maximum of nine (9) boats 10m lanes. A return lane of at least 9 metres, on either side of the Racing Lanes, should also be provided. In a non-championships competition the Racing Course shall be wide enough to allow, as a minimum, three (3) boats to race in 9m lanes. **In all competitions Lane 1 shall be the lane nearest to the location of the Finish Line Judges.**

- 6.3.1 Start and Finish** the Start and Finish shall be at right angles to the Racing Lanes an at least 90 metres in length. They shall be marked off of the water on both sides of the course and similar static markings shall be constructed every 200 or 250 metres, as *appropriate*, between the Start and Finish.

- 6.4 Course Markings** Both the start and Finish Lines shall be marked, on the water, by red flags, buoys at the point where these lines intersect the outer limits of the Course, that is the extremes of the Racing Lanes. A line of Buoys shall also be placed no more than 2 metres behind the Finish Line. These buoys shall be marked with lane numbers that are clearly visible from the Finish Tower and to the approaching crews. The numbered buoys shall be on the right hand side of each racing lane, as seen by the approaching crews. The Racing Lanes shall be marked by means of clearly visible buoys placed in a straight line, at intervals of not more than fifty (50) metres apart, down the length of the Racing Course. Each lane will be numbered at the Start and Finish, with Finish Line Buoys.

- 6.5 Starting Bays & Pontoons** For AusDBF Australian Dragon Boat Racing Championships a starting assembly area consisting of Starting Bays placed behind the Start Line, in such a way that the front of each Dragon Boat is on the Start Line, must be provided for each Racing Lane. For other sanctioned AusDBF regattas Start Pontoons should be provided when possible or starts may be made from fixed points on the end of the Racing Course.

- 6.6 Measurements** The length of the Racing Course and all the intermediate distances shall be measured exactly, preferably by a qualified surveyor and an accurate plan shall be held by the Organising Committee.

- 6.7 Turn Buoys** In any AusDBF Australian Dragon Boat Racing Championships, where there is a presence of Turn Buoys on the course, such buoys shall be permitted. For races that take place in lanes where there are such buoys positioned in the centre of each Racing Lane, 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.

- 6.8 Turning Points** In Long Distance races that take place on enclosed water, such as 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 (See Racing Rules for races over 2000metres).
- 6.9 Water Depth** The depth of water on a Grade A regatta course for AusDBF Australian Dragon Boat Racing Championships should be a **minimum of 3.5 metres** on a site where the bed of the Racing Course is proven to be uniform throughout – that is, a maximum 0.5 metre variance across the racing lanes. For all other sanctioned regattas (Grade B Course) and a minimum water depth of three (3) is acceptable.

## **7. GENERAL ADMINISTRATION and SAFETY MATTERS**

- 7.1 Delegation** All AusDBF Australian Dragon Boat Racing Championships and sanctioned regattas are conducted under the overriding of the AusDBF Board. The AusDBF Board may delegate to an Organising Committee the responsibility for the organisation of the competition (see also Competition Regulation)
- 7.2 Sponsorship/Publicity/Advertising** The AusDBF Board are empowered to lay down conditions regarding sponsorship, publicity and advertising at AusDBF sanctioned Regattas. For the AusDBF Australian Dragon Boat Racing Championships, the Organising Committee must submit for approval to the AusDBF Board details of any sponsorship before any formal agreement is reached with a sponsor.
- 7.2.1 Advertising on Crew Uniforms, Boats & Equipment.** At AusDBF Australian Dragon Boat Racing Championships the advertising of a Representative Team's sponsor on a crews "off water" uniform and training apparel; Team Boats and Equipment, not supplied by the Organising Committee will be permitted subject to any conditions established by the AusDBF Board from time to time and published in a Championship Information Bulletin, provided that such uniform (or training clothes) are not worn during an actual race. At other AusDBF sanctioned regattas advertising as above shall be at the discretion of the organisers. **(Failure to act in accordance with this Regulation may result in disciplinary action against the crew concerned.)**
- 7.2.2. Advertising on a Crews Racing Clothing and Equipment.** With the exception of boats and equipment provided by a Championship Sponsor under Regulation 5.5, the advertising of a Representative Team's Sponsor on a crews 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 does not cause offense to the public or cause the racing vest to become unrecognizable a Crew's Representative Colours). One such advertisement will be permitted on the Racing Vest placed in such a position that it does not unduly disrupt, hide, or negate the Crew's Colour design there on.
- 7.2.3 The maximum size of sponsors name and logo** advertising that will be permitted on a Racing vest shall be that which can be contained in a box measuring 20cm long by 5cm wide. For competitor's personal Racing paddles, that are those that comply with the IDBF Paddle spec 202a, the sponsor's 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).
- 7.3. At AusDBF Australian Dragon Boat Racing Championships** the following rights shall remain with AusDBF:
- 7.3.1** Television and Radio coverage – an agreed percentage of any fees received from television coverage shall remain with the Organising Committee and the balance will be retained by AusDBF.
- 7.3.2** Commercial advertising on and near the Racing Course.
- 7.3.3** The use of AusDBF emblems, logos, insignia and trademarks.
- 7.4 Contracts** The AusDBF Board may negotiate with a Championship Organising Committee a contract concerning these rights and any profits that may accrue from them.

**7.5 General safety Matters** The safety of Competitors and Race Officials taking part in any Dragon Boat Competition is a prime concern of the AusDBF Board. Those aspects of safety relative to summer competitive conditions are covered in Regulations 7 (which follow). For AusDBF competitors the AusDBF Board is empowered to draw up regulations and special by-laws to ensure the safety of all competitors and officials.

**7.6 Safety Officer** For all AusDBF Australian Dragon Boat Racing Championships and sanctioned events it is recommended that a Safety Officer be appointed. ( the duties of the Safety Officer are shown in R3.14).

**7.7 Medical & Rescue Services** At all AusDBF Australian Dragon Boat Racing Championships and sanctioned events , the Organisers must provide a medical and rescue service to ready to act on and off the water, throughout the event, which includes all official training sessions before the first Race Day.

- (a) First Aid cover must be provided by qualified personnel and Medical Doctor must be in attendance throughout the competition. Competitions should not take place unless at least one (1) safety boat is provided to act as a rescue vessel in the event of a boat capsize or the loss of a competitor overboard during a race or crew training

**7.8 Rescue Boats** It is recommended that one rescue boat be provided for every three dragon boats racing or Training, to a minimum of two (2) or three (3) boats per event. Each boat should be capable of holding up to eight people and should be of a design that will enable people to gain access to the boat from the water, un aided. One rescue boat should follow each race down the course (this boat may also act as an Umpires boat) .

**7.9 Buoyancy Aids** Personal Flotation Aids (buoyancy aids) should be made available for all Junior Crews in the event of inclement weather and for any competitor irrespective of age, who is a weak swimmer.

**7.10 Crew Safety** Although it is incumbent on the Organising Committee to provide a rescue service, the Crew Manager and Boat Captain are primarily held responsible for the safety of their crews. When on the water the Boat Captain, who will normally be the helm (steerer or sweep) must take responsibility for the crew's safety. Both the Crew Manager and the Boat Captain will ensure that all their competitors are:

**7.10.1** Suitably dressed for the weather, water and race conditions and that they are not wearing anything (such as personal accessories or jewellery) which may impede their ability to escape from a capsized boat or swim unaided once in the water (eg wrist weights).

**7.10.2** Must be water competent and, ideally able to swim to at least 50 metres in wet competition clothes, unaided or wear a PFD.

**7.10.3** 'Fit to Race' both medically and physically at all times during the competition

**7.10.4** Fully briefed on all safety matters contained within the Competition Regulations and Rules of Racing for the competition.

**7.10.5 Distress Flags** Each Dragon Boat shall carry two red flags (one in the front and one in the rear of the boat) which shall be waved by the Drummer and or helm (steerer or sweep) in the event that a crew member is lost overboard during a race or other circumstances arise that necessitate a 'Distress Signal'.

**7.11 Titles and Prizes** For the AusDBF Australian Dragon Boat Racing Championships

- (a) **State v State** - There must be a minimum of 3 States competing to form a "championship category". If there are 3 crews competing and 2 are from one State, or if less than 3 crews are competing, the entries will be included in a manner decided by the AusDBF Board (which may include amalgamation with another appropriate division) **Club Championships** – There must be a minimum of 3 club crews to compete to form a category. If there are 3 or less crews competing, the entries will be included in a manner decided by the AusDBF Board (which may include amalgamation with another appropriate division)

- (b) Each category and division will be awarded trophies and medals for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> for each race distance. Points will be awarded across all 3 days for the 200m, 500m, 1000 or 2000m distances across all categories and division.
- (c) Point Scoring for State V State – how the State Champion is worked out.
- Points are accumulated across all categories and divisions for an overall tally.
  - eg If there are 6 Premier Mixed teams, then first place would be awarded 6 points and 6<sup>th</sup> place 1 point. Every team which enters a particular category and division is eligible for points.
  - For teams to be eligible for points they must be at minimum have raced in a heat. Teams who scratch after racing the heat will still be eligible for “tail end points”.
  - Teams who enter a particular category and division then scratch prior to racing the heat will not be eligible for points and will change the total number of points for that particular category and division.
  - States who have 2 teams in the same category, only the team with the highest position will be eligible for points.
  - Regional Teams are NOT included in the State v State points tally.
  - The winner of the Perpetual trophy, will be the State who has accumulated the highest number of points.
- (d) Point Scoring for Club Championships – how the Club Championship is worked out.
- Points are accumulated across all categories and divisions and race distances for an overall tally.
  - eg If there are 36 Premier Mixed teams in the 500m, then first place would be awarded 36 points and last place would be 1 point. Every team which enters a particular category and division is eligible for points.
  - For Clubs to be eligible for points they must be at minimum have raced in a heat. Teams who scratch after racing the heat will still be eligible for “tail end points”.
  - Clubs who enter a particular category and division and distance then scratch prior to racing the heat will not be eligible for points and will change the total number of points for that particular category and division.
  - Clubs who have 2 teams in the same category, both teams are eligible for points depending upon where they finished.
  - The winner of the Club Perpetual trophy, will be the Club who has accumulated the highest number of points over the 3 days of competition.
  - 10's racing will be counted towards “club points” however the allocation of points will be 20's crew get double the points and the 10's crews are allocated single points.  
e.g. 12 teams in a category in the 20's premier mixed – first place would receive 24 points and last place would receive 1 point. In the 10's premier mixed there are 12 teams entered, first place would receive 12 points and last place would receive 1 point.

**7.12 Qualifications** For the AusDBF Australian Dragon Boat Racing Championships, clubs will be awarded points for each of the 3 distances. These points will be added together -and used to work out which clubs are the first three (3) qualifiers for the World Club Crew Championships.

- (a) Under the IDBF Club Crew World Championships, each member country is entitled to send up to 5 club teams per Category and per Division. The Club Crew Championships are generally held in the even numbered years.
- (b) As part of the AusDBF Australian Dragon Boat Racing Championships (in the odd numbered years) the first 3 clubs per category per division will be able to qualify for the Club Crew Championships.
- (c) As part of the AusDBF Australian Dragon Boat Racing Championships in the even numbered years, the remaining 2 positions, plus what was not accepted from the year before will be available for qualification.
- (d) **Odd numbered years** AusDBF will notify those clubs who have qualified in writing within 30 days of the completion of the AusDBF Australian Dragon Boat Racing Championships.
- (e) The clubs who have qualified in the **odd numbered years** will then have 30 days after receiving notice from AusDBF to pay the **\$500 per Club security** deposit and confirm acceptance of their positions. Any

confirmations and security deposits not received within this time, those positions will then automatically be released and go back into the pool.

- (f) **Even numbered years** AusDBF will notify those clubs who have qualified in writing within 7 days of the completion of the AusDBF Australian Dragon Boat Racing Championships.
- (g) The clubs who have qualified in the **even numbered years** will then have 14 days after receiving notice from AusDBF to pay the **\$500 per Club security** deposit and confirm acceptance of their positions. Any confirmations and security deposits not received within this time, those positions will then automatically be released and offered to the next qualifier.
- (h) The \$500 per Club bond security, AusDBF will forward onto the Organisers as deposits for team entry's (when they are known) .
- (i) If a club has to withdraw from competing at the World Club Crew Championships, they will forfeit the \$500 security bond. At the AusDBF Board's discretion, if that position is able to be filled by another team, the security bond may be able to be refunded.
- (j) Clubs (crews) which have qualified in a particular category or division in the odd numbered years **must** also attend the AusDBF Australian Dragon Boat Racing Championships in the even numbered years of the AusDBF Australian Dragon Boat Racing Championships to keep their spot for the IDBF World Club Crew Championships.
- (k) With the inclusion of 10's crew racing, qualifiers for Club Crew World Championships will be based on the 20's crew results. 20's crews will have first option to field a team in 20's and 10's teams at the World Club Crew Championships.
- (l) Clubs who are only competing in 10's small boat will need to submit an EOI to AusDBF for consideration and endorsement to participate at the Club Crew World Championships.

**Note:** 20's standard crews are considered "competition class" and 10's small boat crews are considered to be "development class".

**7.13 Design of medals** For all AusDBF Australian Dragon Boat Racing Championships , medals will be provided using the AusDBF logo and dye. (Medals and trophies need to be approved by the AusDBF Board – as per the Hosting Guidelines.

**7.14 Other competitions** For all other AusDBF sanctioned regattas, trophies, medals and prizes may be awarded as at the discretion of the Organising Committee. However if the AusDBF logo is to be used, approval in writing needs to be granted from the AusDBF Board.

**7.15 Membership cards** At all AusDBF Australian Dragon Boat Racing Championships, all competitors will be required to show their State Membership cards (which will include photo ID and registration number). All competitors will be required to wear their membership cards throughout the competition and have them ready for checking when they enter marshalling.

- (a) At the discretion of the AusDBF Board only lost or forgotten membership cards may be replaced. The State and Individual will need to provide proof of their membership status and registration number.

**7.16 State Representative Flags** It is at the discretion of each State if they would like to display their State emblems or flags during the AusDBF Australian Dragon Boat Racing Championships. It will be the responsibility of the State to collect them at the end of the AusDBF Australian Dragon Boat Racing Championships.

## 8. TECHNICAL ADMINISTRATION

**8.1** Invitations to AusDBF Australian Dragon Boat Racing Championships or sanctioned regattas should include the following information:

- Date and place of the competition
- Situation and plan of the courses
- Distances to be raced and the Category and Divisions
- The water conditions – eg sea, canal, river, reservoir etc
- Entry conditions and entry fees
- Address for entries and closing date for entries

**8.2 Entry forms** For all AusDBF Australian Dragon Boat Racing Championships and sanctioned regattas, the entry forms will be distributed by the AusDBF Board to all their members, via email and website. It is then up to each member to forward the information onto their member clubs.

- (a) Entries for State vs State must be signed off by the AusDBF State member and forwarded to AusDBF with payment.
- (b) Entries for the Club Championships must be signed off by an authorized club member within their State and forwarded to AusDBF with payment.
- (c) Entry forms for all AusDBF Australian Dragon Boat Racing Championships and sanctioned regattas must be signed off by the AusDBF Board a minimum of 5 months prior to the regatta

**8.3 Information Bulletins** For all AusDBF Australian Dragon Boat Racing Championships and sanctioned regattas, Information Bulletins will be distributed by the AusDBF Board to all their members, via email and website. It is then up to each member to forward the information onto their member clubs.

- (a) There will be a minimum of (3) three Information Bulletins which will be distributed in addition to the Invitation to attend the AusDBF Australian Dragon Boat Racing Championships or sanctioned regatta.
- (b) The Invitation to attend the Championships should be distributed and available on the AusDBF website between 12 – 10 months prior to the Championships.
- (c) The Information Bulletins should be distributed and available on the AusDBF website
  - Bulletin 1 – December
  - Bulletin 2 – February
  - Bulletin 3 – April (final information)

**8.4 Team or Crew lists** For all AusDBF Australian Dragon Boat Racing Championships and sanctioned regattas must include:

- Name of club
- Category and Division
- Race distance
- All 26 names of paddlers including sweeps and drummers who will be competing for that particular crew in that distance on that day
- Include all registration numbers from the paddlers ID card

Crew lists must be handed into registration 60 minutes prior to the first at the beginning of each days racing.

Crew lists will be copied by Registration and given to marshalling so marshalling are able to use them for random checks and finals.



**8.4.1. 'Fit to Race'** When signing the Crew List, the person signing is confirming with the Chief Official, that all competitors shown on the list are **Fit to Race**.

- (a) 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 those listed should not compete during the whole period of the Championships.
- (b) To ensure that Team Officials can sign Crew Lists with confidence, all competitors the AusDBF Australian Dragon Boat Racing Championships are required to sign a personal declaration stating that there is no medical reason why they should not compete in the Championships concerned and that they are physically fit to race.

**8.4.2. Competitor Declaration** These will be required to be signed by all competitors, who are competing at the AusDBF Australian Dragon Boat Racing Championships. It may be at the discretion of the Chief Official to request a medical check on a competitor if there are concerns about their fitness.

**8.4.3. Banned Substances** Competitors who have been prescribed banned substances and do not possess Therapeutic Use Exemption (TUE) must complete a Banned Substances Declaration, which must be handed to the appointed AusDBF Medical representative before the athlete concerned competes.

**8.5 Competitors Eligibility & Identification** Only those competitors named on a Crew List, including reserves, sweeps and drummers may take part in a competition. **A false declaration** regarding the name, classification, membership or residency of any competitor may result in the disqualification of the Team or Crew concerned from the Championships or the Competition Category entered.

**8.6 Submission of entries** Entries may be posted or emailed provided they are received by the Organising Committee by the due date stated on the entry form.

**8.7 Late entries** An entry to any AusDBF Australian Dragon Boat Racing Championships or sanctioned event received after the closing date for entries will be deemed to be late. Late entries will not be accepted for any AusDBF Australian Dragon Boat Racing Championships or sanctioned event, unless at the discretion of the AusDBF Board or Organising Committee and confirmed at the Crew Managers meeting.

**8.8 Competing Crews** A minimum of 14 – 10 days prior to the AusDBF Australian Dragon Boat Racing Championships the draft race draw will be sent out. Crews will be given a maximum of 72 hours to respond with any changes to requests. (after this time no changes/requests will be accepted) A minimum of 7 days prior the FINAL race draw will be sent out to all clubs and states competing.

**8.9 Objections to Crews** When competing at any AusDBF Australian Dragon Boat Racing Championships, if any crews competing have an objection about another crew competing, they must provide appropriate evidence to the AusDBF Board within two (2 days) of the draft race draw being emailed out.

**8.10 Submission of Objections** Any objections must be made to the AusDBF Board with a copy of the Organising Committee. The AusDBF Board shall discuss the issue concerned (and Championships Jury if required) and shall decide if the objection is well founded, or not and take action as necessary, informing those concerned of the decision.

**8.11 Results and Reports** For all AusDBF Australian Dragon Boat Racing Championships, results will be posted on the results board after each race. A full set of race results will be posted on the AusDBF website and emailed out to all members within 7 days after the event has finished. In addition a full set of race result, together with crew lists, and any reports concerning protests or appeals concerning the competition, and any other relevant documents must be sent to the AusDBF Board (Technical Director) within 10 days after the event.

## 9. COMPETITION ORGANISATION

**AusDBF Australian Dragon Boat Racing Championships.** Full details of all aspects of organising an AusDBF Australian Dragon Boat Racing Championships or sanctioned regatta including guidelines for the Organising Committee can be found in the AusDBF Australian Dragon Boat Racing Championships Guidelines.

The Championships Guidelines should be used and read in conjunction with these Rules and Regulations.

**9.1 Organising Committee** For all AusDBF Australian Dragon Boat Racing Championships and sanctioned regatta's the organisation and management of the Competition shall be in the hands of an Organising Committee which shall consist of a Championship Director and Technical Director and for other sanctioned regattas a Event Organiser and Race Organiser and any other Organising Committee members as decided by the AusDBF Board. A list of Organising Committee members can be found in the AusDBF Australian Dragon Boat Racing Championships Event Guidelines.

The Organising Committee shall:

- (a) Fix the competition dates, the Category's and Divisions in consultation with the AusDBF Board.
- (b) Raise the finance necessary to ensure the success of the competition and account for all such finances.
- (c) AusDBF Board will be responsible for drawing up the race program for the Australian Dragon Boat Racing Championships.
- (d) Promote and publicise the competition throughout Australia.
- (e) In conjunction with AusDBF negotiate any media coverage for the event.
- (f) Take all other necessary steps to ensure the proper running of the races and the efficient administration of participating crews and officials.

**9.2 The Championships Director (Event Organiser)** The Championships Director or Event Organiser is the overall coordinator of the event, including any other activities organized in support of the Dragon Boat Competition. As the person concerned shall be responsible for promoting and publicising the event; issuing invitations to participating crews (through AusDBF) ; ensuring that the AusDBF By-Laws and Competition Regulations are complied with. The Director (*organizer*) shall be the person responsible for providing all the facilities required for the competition the Director (*Event organizer*) normally heads the Organising Committee.

**9.3 The Technical Director (AusDBF Board Director) (Race Organiser)** The Technical Director or Race organizer is responsible to the Championships Director for managing the actual Dragon Boat races, which includes producing the Competition Time-table and Racing Program before the event. They need to ensure that the Race Officials duties are publicized and notified to all concerned and the Race Officials needs are met during the competition. 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 Secretary. The Race Director shall advise the Championships Director on the Competition Regulations and Rules of Racing and shall ensure that all such Regulations appertaining to the Racing Course and for Boats and equipment are fully complied with. The Technical Director (*Race Organiser*) is a member of the Organising Committee. The Technical Director shall be responsible for publishing all the race results after the completion of the Championships.

**9.4** AusDBF Finance Director shall be responsible for receiving all the entries and collection of fees due from the participating Clubs (crews).

**9.5 Control of the Competition** Whilst the overall organisation and management of a competition rests with the Organising Committee, the Technical control and conduct of the actual races shall be undertaken by Race Officials operating under a Chief Official who heads a Competition Committee.

**9.6 Race Officials** It is the general duty of all Race Officials to ensure the AusDBF Competition Rules and Regulations are fully complied with. In AusDBF competitions, Race Officials are categorised into **Technical Officials** – those who are allocated to tasks for which a specific knowledge of the sport is required and **Supporting Officials** - those who are allocated tasks for which such a knowledge of the sport is not required. A general list of the Race Officials and the duties of the **Technical Officials** and the Competition Committee are included in the Rules of Racing and Australian Championship Guidelines.

**9.7 Officials Qualifications** Technical Race Officials officiating at AusDBF sanctioned regattas should have undergone formal training in all aspects of technical officiating and have completed as a minimum the AusDBF Officials Certificate or be a qualified IDBF race official. It is also recommended that at least two (2) members of the Competition Committee should at minimum IDBF Level 1 accreditation.

*Note: The grades for AusDBF and IDBF level Officials can be found in the AusDBF Officials Training Manual, and the AusDBF website.*

**9.8 Officials for AusDBF Australian Dragon Boat Racing Championships** Technical Race Officials officiating at AusDBF Australian Dragon Boat Racing Championships must hold a minimum of AusDBF level 3 or IDBF Level accreditation. Chief Official must be a minimum of IDBF Level 1 qualified.

**9.9 Appointment of Race Officials** For all AusDBF Australian Dragon Boat Racing Championships, all Officials will be appointed by the Technical Director and AusDBF Board. With the approval of the AusDBF Board the Championships Director and Technical Director shall be appointed. Any supporting Volunteers shall be recruited and appointed by the Organising Committee.

#### **9.10 Reserves**

**9.11 Racing Colours and Dress** For all AusDBF Australian Dragon Boat Racing Championships crews participating in the championships must:

- (a) State Representative Teams must wear their the officials State recognise colours, emblems or Coat of Arms
- (b) Club Teams must wear their official club colours
- (c) For all medal presentations, winning crews must be dressed appropriately in their club uniforms

**9.12 Crew Managers, Boat Captains, Team Manager and Heads of Delegation** For all AusDBF Australian Dragon Boat Racing Championships, each Dragon Boat Club must be represented by:

- (a) **Crew Manager** who shall be responsible for crew discipline and technical administration, and a
- (b) **Boat Captain** (or Sweeps, steerer or helm) who shall be responsible for the conduct and safety of the crew when they are on the water. The Crew Manager and Boat Captain may be one and the same person.
- (c) **Team Manager** who shall be responsible for the overall administration and conduct of the entire team.
- (d) **Head of Delegation** who shall be responsible in matters of protocol may be appointed.

**9.13 Communication with Crews** During Australian Dragon Boat Racing Championships the Race Officials; Competition Committee and the Jury will only communicate with the Crew Manager; Boat Captains (Sweeps); Team Manager; Head of Delegation or one other named Team or Crew Official; concerning such matters as:

- (a) Communications between organisers and crews
- (b) Making protests or appeals
- (c) Receiving results

**9.14 Training Sessions** When training sessions are arranged at AusDBF Australian Dragon Boat Racing Championships or sanctioned events they will come under the control of the Competition Committee and will be subject to the AusDBF Competition Rules and Regulations, where applicable.

**9.15 Photo Finish** At AusDBF Australian Dragon Boat Racing Championships a photo-finish facility must be provided by the Organising Committee and a photographic record taken of each boat crossing the Finish Line in every race of the competition. For other sanctioned events the provision of photo-finish equipment is recommended and the provision of video equipment is essential.

## 10. COMPETITION FORMAT

**10.1 Competitors Instructions** Written instructions regarding AusDBF Australian Dragon Boat Racing Championships shall be available to Crew Managers at least 24 hours before the first race if the event. Such instructions must contain the following information:

- (a) Details of the Racing Course and Course markings
- (b) Starting times of the Races
- (c) Start and finish line details
- (d) Allocation of Dragon Boats
- (e) Heats and Lane Draws

**10.2 Boat Allocation** Crews must embark in the boat allocated to them in the Lane Draw. The Racing Lane Number and Boat Number shall be one and the same.

**10.3 Division of Heats** Crews will be seeded into heats evenly, based on the results from the previous years (Australian Dragon Boat Racing Championships) results. Per Category, Division and Distance.

Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6
9 <sup>th</sup>	5 <sup>th</sup>	1 <sup>st</sup>	3 <sup>rd</sup>	7 <sup>th</sup>	11 <sup>th</sup>
10 <sup>th</sup>	6 <sup>th</sup>	2 <sup>nd</sup>	4 <sup>th</sup>	8 <sup>th</sup>	12 <sup>th</sup>

**10.4 Number of Crews per Round** The maximum number in a race shall be (6) six crews. The number of crews per heat should be evenly distributed. The first heats should have the larger number of crews.

**10.5 2000m Races** Crews will be seeded slowest to fastest based on the results from the 500m (club racing) which will have been run earlier in the AusDBF Australian Dragon Boat Racing Championships. Crews which do not race in the 500m (to gain a qualifying time) will start the race last. (i.e. after the fastest qualifier)

### 10.6 Race Plans and Finals

- (a) Clubs need to take responsibility for the number of crews they are entering at the Australian Dragon Boat Racing Championships. Crews may be scratched 24hours prior to the competition day. Crews which are scratched on the morning of the competition or after racing has commenced will incur **a fine of \$50** per scratching. (exceptions will be considered by the Chief official in circumstances injury or illness to paddlers only.
- (b) In general AusDBF shall follow the IDBF race plan for both State vs State and Club Racing. Where the numbers of competitors in a particular racing category are not sufficient to ensure full finals the AusDBF Board, in their discretion, may alter the IDBF race plan to increase the number of crews in the finals.

(c) In general, the following race plans will be adhered to:

➤ **Race Plan T.1.1 (2-3 teams)**

- Teams will race, if possible, in other category heats, chosen to allow the most competitive racing (for example, Grand Masters may race in a Masters heat);
- Teams will be allocated their own Grand Final

➤ **Race Plan T.1.2 (4 – 6 teams)**

- Teams will be allocated a heat. This will be compulsory to race,
- Teams who do not race the heat will not be allowed to race the Grand Final.
- Teams will race for times for lane allocation
- Teams will be allocated their own Grand Final

➤ **Race Plan T.1 (7 – 8 teams)**

- 2 heats – 1st in each heat to Grand Final
- Rest to Repercharge
- (7-8 teams) = 1<sup>st</sup> to 4<sup>th</sup> from Repercharge to Grand Final
- (7 teams) 7<sup>th</sup> miss out on Final
- (8 teams) then they get option of racing a Minor Final

➤ **Race Plan T.2 (9-12 teams)**

- 2 heats – 1st in each to Grand Final plus fastest loser from both heats
- Rest to Repercharges (2)
- 1<sup>st</sup> from each Repercharge plus fastest loser from loser from both Repercharges, to Grand Final
- Rest to Minor Final if required

➤ **Race Plan T.3 (13-18 teams)**

- 3 heats – 1st and 2<sup>nd</sup> from each heat through to Semi's
- Rest to Repercharges (2 of them)
- 13 crews – 1<sup>st</sup> and 2<sup>nd</sup> from each Rep to the Semi's  
14 crews - 1<sup>st</sup> and 2<sup>nd</sup> plus fastest loser from the 2 reps to the Semi's  
15-18 crews – 1<sup>st</sup> and 2<sup>nd</sup> plus fastest 2 losers from Repercharges to Semi's
- 1<sup>st</sup> and 2<sup>nd</sup> from each Semi plus fastest 2 losers from both Semi's through to Grand Final, rest to Minor Final (as required)

➤ **Race Plan T.4 (19-24 teams)**

- 4 heats – 1<sup>st</sup> and 2<sup>nd</sup> f and 3<sup>rd</sup> from each heat through to Semi's
- Rest to Repercharges (2 of them)
- 19 crews – 1<sup>st</sup> and 2<sup>nd</sup> from each Rep to the Semi's  
20-21 reps - 1<sup>st</sup> and 2<sup>nd</sup> plus fastest loser from the 2 reps to the Semi's  
22-24crews – 1<sup>st</sup> and 2<sup>nd</sup> and 3<sup>rd</sup> from Reps to the Semi's
- The winning crews from each semi plus 3 fastest losers overall to the Grand Final, then next 6 to the Minor Final etc

**10.7 Identical Times/Dead Heats** When (2) two or more crews with identical times in a round, qualify for the next round of the competition, or a Dead Heat is recorded in a race, they shall be permitted to proceed to the following round, providing there are sufficient Racing Lanes and boats. If this is not the case, then a race off between the crews concerned will be held.

**10.8 Double Rostering**

- State v State Championships – No double rostering is permitted. Each crew in the Division and Category must have sufficient paddlers, drummers and sweeps.
- Club Championships - It is recommended where possible for crews in each Division to have sufficient numbers, without sharing paddlers, drummers and / or sweeps. However if this is not possible, please be aware that, if the crews are not at the Start line 3 minutes before the start of a race they may be given a “DNS”. Crews may also need to be aware of this, if they are using women in their open crews.

**10.9 Race Format for program** This will depend upon the number of crews entered per Category and Division. Whilst this may work in the heats, once the Repercharges and semis and finals take place shuffling might need to occur to accommodate the Divisions.

<b>State v State</b>	<b>Club Championships</b>
Masters Mixed	Grand Masters Mixed
Premier Mixed	Premier Mixed
Junior Mixed	Masters Mixed
Grand Masters Mixed	Junior Mixed
Premier Women	Grand Masters Women
Grand MastersWomen	Premier Women
Junior Women	Masters Women
Masters Women	Junior Open and Women
Grand Masters Open	Grand Masters Open
Premier Open	Premier Open
Junior Open	Masters Open
Masters Open	

## 11. DISCIPLINARY MATTERS

**11.1 Drug Abuse** In any AusDBF Australian Dragon Boat Racing Championships the use by competitors of performance enhancing drugs, chemical compounds, other dope and any substances, or stimulants, prohibited by the Australian Sports and Drug Agency (ASADA) is strictly forbidden. (refer to AusDBF Anti-Doping Policy). Such drug abuse when detected during a competition will result in the disqualification of the competitor concerned from the competition and action will be taken under the AusDBF Anti-Doping Policy, which is published in accordance with the ASADA guidelines.

- (a) **Training** Drug Abuse detected during training or at non AusDBF sanctioned competition events will be dealt with under the terms of Australian Dragon Boat Federation – Anti Doping Policy. The Anti Doping Policy forms part of this Regulation and as such, should be read in conjunction with it.
- (b) **Drug Abuse by a single competitor**, as described in 11.1 may bring disqualification to the entire crew, as well as disciplinary action against the AusDBF Member to which the competitor or crews belongs.

**11.2 Reporting** Any instances of drug abuse during and AusDBF competition must be notified by the Chief Official to the AusDBF appointed Medical Doctor and the AusDBF President immediately. The President shall inform the AusDBF Board. The AusDBF Board may recommend, to the Executive Council for any further action to be taken.

- (a) Drug Abuse detected in training or at non AusDBF sanctioned events or outside of a competition will be referred direct to the AusDBF Board who shall take the appropriate action, against the competitor, crew or AusDBF member concerned as the case may be.

**11.3 Aiding and Abetting** Anyone who assists or incites, or otherwise encourages a competitor to indulge in drug abuse shall also be considered to have committed a drug offence and will be subject to the same disciplinary procedures, show in the AusDBF Anti Doping Policy, as for a competitor or crew. In the event of an AusDBF Member being involved in any of the offences shown in Regulation 11.1 the Member concerned may be suspended by the AusDBF Board during the period of the investigation into the alleged drug abuse.

**11.4 Doping Control** At AusDBF Australian Dragon Boat Racing Championships or other sanctioned events, the Organising Committee may, with reasonable financial limits, provide a Doping Control Service as advised by the AusDBF appointed Doctor and Board.

- (a) **Banned Substances** Random drug testing may be conducted during AusDBF Championships by ASADA (Australian Sports Anti Drug Agency). All tests, of which there should be a minimum of (3) three during the competition, are to be set against the ASADA banned substances list current at the time, including testing for alcohol. The AusDBF appointed Doctor will be on hand to monitor the testing process.

**11.5 Code of Conduct** At AusDBF Australian Dragon Boat Racing Championships and sanctioned events the Disciplinary Code, as published an Annex to the Rules of Racing shall be followed. The Disciplinary Code lays down a Code of Conduct for both Competitors and Officials covering the behavior before, during and after a dragon boat competition. The Chief Official is authorized to take any necessary disciplinary action as laid in the code.

## 12. SPECIAL REGULATIONS FOR AUSDBF CHAMPIONSHIPS

**12.1** When Special Regulations are adopted by the AusDBF Board concerning Championships or other sanctioned events, they will be published as Annexes to this Regulation. At the present time Special Regulations apply to the AusDBF Australian Dragon Boat Racing Championships. These are shown at Annex A and B respectively to this regulation.

## 13. ADDITIONAL AND MISCELLANEOUS EQUIPMENT

**13.1** Generally additional equipment designed to be added to the boat or personal or miscellaneous equipment designed to enhance the performance of the boat or a crew member shall NOT be permitted at AusDBF Australian Dragon Boat Racing Championships or sanctioned events. The exceptions to this are on board communications systems (Cox Vox) that operate purely between crew members and seat cushions (bum pads) 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 Regulation 13.4). The Chief Official shall decide on additional and miscellaneous equipment not specifically covered by these Competition Regulations.

**Note:** It is NOT the intention of this Regulation to exclude equipment enhancements that are permitted from time to time eg, strapping to a paddle to assist grip; velcro fasteners for seat pads; sponges or boat bailers; foot pads; knee pads for competitors comfort or other items that are not performance enhancing or a safety risk to members of the Crew.

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

**13.3 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.

**13.4 Seat Pads** Dragon Boat Seat Pads (cushions) as described in regulation 13.1 shall be made of a soft material, such as neoprene, of a maximum thickness of 15mm that will compress easily when squeezed between finger and thumb. The width of the seat pad shall approximate to the width of paddling seat in the (IDBF standard International Racing Boat (12.5cm ) and the length should ideally not exceed 33cm).

*Test one: The seat pad must be less than 15mm in thickness (to start with)*

*Test two: Must be able to compress the pad easily between finger and thumb*

## 14. ADOPTION OF THE AUSDBF COMPETITION REGULATIONS

These Competition Regulations will be updated as required by the AusDBF Board.



**AUSTRALIAN DRAGON BOAT FEDERATION**

**COMPETITORS AND TEAM MANAGERS DECLARATION**

In respect of the Competitors Medical and Financial Status (membership)

In the undersigned \_\_\_\_\_

ON BEHALF of the \_\_\_\_\_ (State / Club Name)

Hereby notify AusDBF, that the Individuals whose signatures appears on the attached list are, through their signatures confirming that they are physically fit and trained for competitive Dragon Boat Racing and that they can swim at least 50m fully clothed (wearing paddling clothing).

By their signatures each individual also confirms that they have undergone a medical check and that there is no known medical or other reason why they should not take part in the race programme of the AusDBF Australian Dragon Boat Racing Championships for which they been entered.

The signatories hereby expressly agree to abide by all rules and conditions of AusDBF and the Event Organisers and hereby discharge the Organising Committee, and Australian Dragon Boat Federation concerned, as well as any other individual or organisations connected directly or indirectly with the Championships, from any responsibility in the event of injury, death or loss of property incurred during, as a direct consequence of or whilst travelling to or from the Championships event.

I further declare that all fees due as notified by the Australian Dragon Boat Federation and the Organising Committee in respect of my Team, will be paid in full prior to my arrival \_\_\_\_\_ and that in the event of any debts being incurred by any of the signatories during the Championships that the Organising Committee will be reimbursed in full before the departure of the Team or written guarantee within 30 days of the end of the said Championships.

Signed: ..... Date .....  
(Team Manager)

Name : \_\_\_\_\_ State / Club: \_\_\_\_\_

## **PART 2. AusDBF Rules of Racing**

### **1<sup>st</sup> Edition**

**Introductions:** The Rules of Racing (Racing Rules) that follow have been formulated for use in AusDBF Australian Dragon Boat Racing Championships and other sanctioned events.

They are not intended to replace those already in use by State Members and other Dragon Boat Groups, in their own States or regions NOT under AusDBF control, unless such organisations chose to use them.

It is accepted by AusDBF members that if Australian Dragon Boat Racing Championships are to take place, in a meaningful and acceptable way, then the Rules under which they are conducted should be standardized. These Rules of Racing have been formulated with this objective in mind.

Many of them are in use in traditional Dragon Boat Races, or in other water sports with similar requirements to that of Dragon Boat Racing. The remainder has been formulated from the practical experience gained in organising AusDBF Australian Dragon Boat Racing Championships.

The Duties of Race Officials which are equally valid for any level of competition, are also included in these Rules.

These Rules may be used by AusDBF Member Organisations, or others, as the basis of, or indeed supplementary to, their own Rules of Racing, providing that an acknowledgment for use of the AusDBF Rules of Racing, is contained in any non AusDBF publication.

## R1 GENERAL

**R1.1 Scope** These Rules of Racing are primarily for AusDBF Australian Dragon Boat Racing Championships and AusDBF organised or sanctioned events. Organisers of other events may use them if appropriate, provided the words 'this competition is being run under the Racing Rules of the Australian Dragon Boat Federation' are published in the Programme.

**R1.2 Disputes, Protests & Appeals** Objections concerning the right of a competitor or crew to compete in AusDBF Australian Dragon Boat Racing Championships are dealt with in Competition Regulation. Other disputes at Australian Dragon Boat Racing Championships or sanctioned events for example a complaint concerning a race result, shall be referred to the Competition Committee.

## R2 CONTROL OF THE COMPETITION

**R2.1 Technical Officials** AusDBF Australian Dragon Boat Racing Championships and, when the nature, extent and status demands, AusDBF sanctioned events shall be held under the supervision of the following Technical Race Officials, holding an IDBF or AusDBF Race Official accreditation.

- Chief Official
- Technical Director
- Chief Judge
- Chief Umpire
- Race Secretary
- Course Umpires(s)
- Starters(s)
- Chief Boat Marshall
- Time Keeper(s)

**R2.2** For AusDBF Australian Dragon Boat Racing Championships Events, if circumstances permit, one person may function in two of the above positions. Additional non AusDBF official positions, may be appointed by the Race Director (organiser) or AusDBF Technical Director to cover such areas as photo-finish as aligning.

**R2.3 Supporting Officials** The following Race Officials are deemed to be Supporting Officials as such as not required to hold either an IDBF or AusDBF Officials accreditation.

- Safety Officer
- Boat holders
- Boat Aligners
- Photo finish operator
- Timing System Operator (computer)
- Boat Drivers
- Results Runners
- Safety Assistants
- Medical Staff
- Press Officer
- Announcer
- Support staff – volunteer coordinator

**R2.4 Competition Committee** For the AusDBF Championship events and AusDBF sanctioned events 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 Course Umpire

One other Technical Race Official, nominated by the Chief Official, shall 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.

**R2.5** For AusDBF Championships the Chief Official; the Chief Judge and the Chief Umpire if possible should belong to different State Member Associations.

**R2.6** The duties of the Competition Committee are to:

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

**R2.7 Race Jury** At AusDBF 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 five (5) members from the AusDBF Board and as nominated by the AusDBF Technical Director. The AusDBF President OR their nominee shall be appointed as Chairman of the Jury at the National Championships.

**R2.8 AusDBF President** The AusDBF President, or their nominee, shall be appointed as Chairman of the Jury at the Australian Dragon Boat Racing Championships For AusDBF sanctioned events a RACE JURY may be appointed by the Event Organiser consisting of Technical Race Officials, who hold IDBF or AusDBF official accreditation and who are NOT officiating in the competition.

**R2.9** When a Jury is appointed at an AusDBF Competition, all Race Officials and the Competition Committee shall be subordinate to the Jury.

**R2.10 Race Secretariat** The Race Secretariat provides the 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 the Secretariat.

**R2.11** The number of people employed in the Race Secretariat will vary according to the size of the competition and the individual skills and experience of the officials in the Secretariat. The Secretariat may consist of both Technical and Supporting Officials, therefore the number of people employed in the Secretariat is left to the discretion of the Technical (Race) Director but include in their number will be the Press Officer and the Announcer.

**NOTE:** The Secretariat shall be headed by the Race Secretary.

## R3. DUTIES OF THE RACE OFFICIALS

**R3.1 The Chief Official** The Chief Official shall act as the Chairman of the Competition Committee. The Chief Official shall observe and supervise the races and ensure that the Race programme 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:

- (a) At AusDBF Australian Dragon Boat Racing Championships decide on all matters arising from the actual event which are not dealt with in the AusDBF Competition Regulations or Racing Rules.
- (b) At AusDBF Australian Dragon Boat Racing Championships consult with the Chairman of the Jury on matters where clarification of the Racing Rules is needed.
- (c) The Chief Official shall be responsible for implementing the Disciplinary Code 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.

**R3.2 The Race Secretary** The Race Secretary shall supervise the work of the officials in the Race Secretariat and assist the Chief Official to effect the Race Programme by processing the race results and draws for the next rounds and finals (repercharges and semis) as published. In the event that changes have to be made to the order or format of the programme, the Race Secretary will carry out this task in conjunction with the Chief Official and the Technical (Race) Director. The Secretary may be assisted by a number of Race Recorders.

**R3.3 Race Control** The Race Secretary together with the Technical (Race) Director and the Chief Official form the Race Control. The Race Control and the Secretariat should be co-located.

**R3.4 Chief Judge** The Chief Judge is responsible for organising the Finish Line and Judges and shall record the order of the boats crossing the Finish Line independently of any Finish Line Judges. The Chief Judge shall:

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

**R3.5 The Finish Line Judges** The Finish Line Judges, when appointed, decide the order in which the boats have passed the Finish Line. Where at all possible there should be one Judge for each boat in a race. The Judges shall be situated at the Finish Post with a clear line of site, over the Finish Line, to the other post directly opposite, on the far side of the Regatta Course. The Finish Line Judges may also act as Time-keepers.

**R3.6 The Chief Time-keeper** Times should be recorded by means of stop watches or electronic timing systems. The Chief Time-keeper shall, before each race, ensure that all stop watches have been tested and ready to go or the electronic timing systems set and shall divide the works amongst the Time-keepers.

- (a) The timing will start on a signal from the Starter. Each race shall be timed by at least two (2) stop watches or electronic devices, one of which shall be a Control Clock by the Chief Time-Keeper.
- (b) At the end of each race the Chief Time-Keeper shall compare the times recorded by the Time-keepers against the Control Clock. In the event of a time not being agreed, then the Control Clock shall be taken as correct.
- (c) The Chief Official and Race Secretary shall then be notified of the agreed times. In the event of a time not being recorded then this will be shown in the results as NO TIME (NT). The time recorded for a crew is secondary information and shall have no effect on the finish order of a race.

**R3.7 The Time-keepers** The 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 Finish Line Judges.

**R3.8 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 for 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 Programme. If the starter is positioned behind the Crews, then the precedence 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:**

- (a) Before starting a race communicate with the Chief Official that all is ready at the Finish. When this confirmation is received the Starter shall call the boats forward to their places on the Start line.
- (b) 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.

**Check list**

- Check all crews are assemble behind the start line 3 minutes prior to the start of the race
- 2 minutes prior to the start of the race, call all he crews forward into position
- Announce clearly to all crews Race Number and Category Division (eg "this is race 121 Premier Open Heat 3")
- Do a roll all of crews and ask either drummer or sweep to raise their hands when they hear their name called.
- Ask boat aligners to align their boats
- When crews are all set start the command: -  
Are you ready, Attention, Start device

**R3.9** When the boats are in the Starting Area, the aligner shall be responsible for checking each crew's attire, the number of competitors in each boat and each Dragon Boat's number. The Aligner will ensure that the composition of the crews is correct, for example the number of females in a Mixed Crew.

**The Aligner Shall:**

- (a) Bring the boats to the Start Line, when they are called forward by the Starter and align them on the Start Line. When all the boats are level and correctly aligned, the Aligner shall notify the Starter.
- (b) When all the crews have indicated that they are ready raise a WHITE flag, which shall remain raised until the race has started. In the event of a False Start, a red flag shall be raised immediately and the white flag lowered.

**R3.10 The Umpires** There will be a Chief Umpire and a number of Umpires 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 co-ordinate the work of the course umpires and ensures the efficiency of all waterborne supporting staff. The Chief Umpire shall be responsible for the supervision of any crews moving on the course, before and after each race. (The Chief Umpire may also act as a Course. 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:**

- (a) 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 AusDBF Disciplinary Code has occurred, before or during the race, the Umpire will show a Black flag and report the circumstances to the Chief Official.
- (b) When an umpire's boat is not used, then one or more Umpire's 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.
- (c) 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.

**R3.11 The Chief Boat Marshall** The Chief Boat Marshall shall be responsible for the efficiency of the Crew Assembly and Boat Marshalling areas and shall direct the work of the Race Officials working in these areas.

**The Chief Boat Marshall shall:**

- (a) 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 Mixes Crew or No male drummer in a women's crews.
- (b) Call the crews forward from the Crew Assembly Area to the Boat Marshalling Area in sufficient time to ensure that all the crews in a race embark and reach the Starting Area in good time for their race.
- (c) Ensure that all the competitors who are using their own paddles have their paddles checked, by the Boat Marshalls, to ensure that they are to the current IDBF Specification.
- (d) 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

**Check list:**

- Photo ID tags (that include photo, paddlers name, date of birth, club name, level of sweep accreditation).
- Team uniforms – all are dressed in the same team colours (unless other specified)
- All paddles are 202a spec and are stamped with the IDBF rego number and logo
- Strapping on paddles
- Seat pads conform to the specs, not thicker than 15mm to start and can squash between thumb and forefinger.
- Check paddlers names against crew lists
- Check for correct crew composition
- Check for any additional equipment – Cox Vox, GPS, rate watches etc
- Water pumps and bailing devices, sponges

**R3.12 The Boat Marshals** The Boat Marshals shall supervise the crews in the Crew Assembly are and ensure that all boats and equipment confirm to the IDBF Boat Regulations and are compatible with all others is use at the competition.

**The Boat Marshals Shall:**

- (a) Check that all boat and equipment are in good racing order before and after each race and that each boat has two spare paddles on board, at all times. (optional to the crew decision). When race paddles are provided by the Organising Committee the Marshals shall ensure that a full set remains with each boat.
- (b) Allocate crews to the boats according the Race Programme and ensure that the right crews are embarked in the right boats before the crews leave the embarking pontoons. Check that the crews are in their correct racing colours and that competitors DO NOT strap or fix them into the boat in any way, unless prior authority has been given by the Chief Official.
- (c) Ensure that each crew is embarked safely and that buoyancy aids are available and when necessary worn by those that require them.

**R3.13 Safety Officer** The Safety Officer is responsible for all matters concerning the safety of the competing crews whilst they are on the water. The Safety Officer shall ensure that the following facets of safety have been planned and provided for:

- (a) That at 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.
- (b) That a suitable number of trained rescue personnel and properly equipped rescue craft are available. That Personal Flotation Aids are available.
- (c) That the arrangements for embarking and disembarking crews are suitable and adequate, for the number of competitors involved.
- (d) That a water circulation plan and system has been established and included in the instructions issued to managers and officials.
- (e) 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 Marshall.
- (f) To establish an effective communication system between the Safety Officer (SO); the Safety Boats (rescue craft) and the Umpire's boat to ensure that the correct rescue procedures are adopted in the event of a crew capsizing.
- (g) 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.

**R3.14 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 they 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.

**R3.15 Press Officer** The Press Officer must provide as much information as possible on Dragon Boat Racing; the competition, specific crews, and races to the media representatives, before during and after the event. The Press Officer is therefore authorized to ask for such information from Race Officials and the Crew Managers of the participating crews.



**R.3.16 The Announcer** The Announcer shall provide a public information service during the competition and on the instructions of the Chief Official or Race Secretary announce the start of each race, the order of the crews at the start and where possible, give a running commentary on each race. When the result is confirmed by the Chief Official the Announcer shall announce the result of each race, including the time recorded by each of the crews. Between races the Announcer should also provide information and music in keeping with the event.

## R4. CONDUCT OF CREWS

**R4.1** 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 AusDBF Disciplinary Code or, if appropriate, the disqualification of the competitor or crew concerned. **The Disciplinary Code , as is 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.

**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 the 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 Drum Stick on the Drum Skin top at short, regular intervals. **Failure to actively beat the Drum will result in disciplinary action being taken against the crew concerned.**

## R5. MARSHALLING / EMBARKING

**R5.1 Crew Responsibility** It is a crew's responsibility to ensure that the dragon boat and its equipment are fully functional and water-worthy. Boats and equipment must be carefully checked before embarking. **The Race 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** Crews are advised to carry two (2) spare paddles, of the approved specification for the event, in each Dragon Boat they use during the competition. These may only be used in the event that a paddle breakage occurs during a race. If any other equipment failure happens within fifty (50) metres of the Start Line, the Starter or Umpires will call a re-start.

**R5.3 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 20-30 minutes before the 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.

**R5.4 Boats** Crews will not normally be permitted to choose or reserve a boat. In the event that a crew is allowed to bring its own boat to a competition, it may be used provided it complies with any boat specification laid down in the Competition Regulations for the event concerned and is of a compatible design with all the other boats being used in the competition. Any such boat accepted by the Competition Committee shall be made available, if requested by the Race Director (*Organiser*), for use by other crews.

**R5.5 Embarking** When called forward to Boat Marshalling or the Embarking pontoons – crews must embark in accordance with the instructions of the Boat Marshals, who will ensure that each crew is embarked in the boat allocated to them in the Racing Lane draw. (Crew 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 embarked, it must leave the boarding pontoon immediately and proceed directly to the Start Area. En-route crews must keep clear of the Racing Lanes and must not interfere with a race that is in progress. This includes moving down the course during a race until the crews racing have passed by.
- R5.7 Changes to Crew Numbers** Once a crew had loaded in a boat and left the boarding pontoon, changes of crew members or additions to the number of paddlers 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 change over or addition of paddlers 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**

- R6.1 Start Area** It is the Boat Captain's responsibility to make sure that each crew member is familiar with the starting procedures. All crews shall assemble behind the Start Line, or in a 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 the Racing Lanes, by the Starter or Aligner, in accordance with the published Lane Draw.
- R6.2 Late Arrivals** The Starter may warn a crew arriving late in the start area and if such a warning is given it shall have the same effect as one given for a False Start, for that race. Alternatively, the Starter may take action under the AusDBF Disciplinary Code and issue a warning(s), or award, if appropriate, a Time Penalty of up to five (5) seconds to any crew arriving late in the Start Area, or for failing to come up to the Start Liner when called. The Starter may start a race without reference to absentees.
- R6.3 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.
- R6.4 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 Dragon Heads) shall be aligned. When races start from a pontoon or dock, Boat Aligners shall hold the sterns of the boats. Alternatively each Steerer shall hold a rope attached to the starting position. (In an AusDBF Sanctioned event, when a 'held' start is not possible, then a 'free' start may be permitted.)
- R6.5 Aligning** The Aligners Assistants 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 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 then all movement of paddlers in the water must stop.
- If movement of a crews paddled 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.
- R6.6 Starters Commands** 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.
- (The Drummer should not to take such action prior to this instruction, especially in crews under Starters orders, when moving to the Start Line)***
- R6.7 Starting Signals** When the Starter is satisfied that all the crews are ready, the starting signals of the word **'ATTENTION'** followed by the word **'GO'** the Aligners Assistants will release the stems of the boats or the Steerers the pontoon ropes, as appropriate.
- R6.8 Alternatives** The word **'GO'** may be replaced by a gunshot, 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 Aligner shall indicate a False Start by raising a red flag. The Starter shall immediately recall the crews by shouting 'STOP STOP STOP', or by second gun-shot or by repeating the alternative starting signal as published in the Programme. An umpire (the course umpire) will assist with this task.
- R6.10 Course Umpires Tasks** When the course Umpire is in a safety or umpire 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 boats have come to a stop.
- (a) 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 Aligner and Umpire and to instruct the crew to 'STOP' when a False Start has been called.
- R6.12 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 Starter discretion.**
- R6.13 Jumping the Start** When a crew 'jumps the start', which 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 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** If a crew, whilst in the start area indicates to the Aligner, 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** In the event of a crew experiencing equipment failure for example a broken Drummers Seat or Steering Arm or Sweep 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 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 (STOP, STOP, STOP)
- R6.16 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/sweep oar, that materially affects the whole race. This shall be done in the same manner as for False Start (even if the competing boats are more than fifty (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

**Object:** *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 other Competition Class.*

- R7.1 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 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 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** 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 a involuntary steering error and in correcting the error leaves its Racing Lane, shall not normally be penalized under the Rule unless another crew is impeded and the race result materially affected).
- R7.3 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, 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** Umpires may also be stationed at the ends or down the sides, or both of the Regatta Course in such a position a 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** When a boat is overtaking another boat in a race, it is the duty of the overtaking boat to give clear water to the boat it is overtaking. Similarly, the boat being overtaken is not allowed to alter its course to make difficulties for the overtaking boats 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 boats(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 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 Steerer (sweep) 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** 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.
- 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 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 by the Jury. If a Jury is not appointed, 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 recommendation to the AusDBF Board, who may also recover the costs of boat repairs from the *crews(s)* concerned
- R7.10 Turns** When a race is run on a course with Turning Points, the buoys shall be passed to port (left) in an anti-clockwise direction. When more than one crew is making a turn, at the same Turning Point, then a crew on the outside line must leave room for a crew on an inside line. That is, clear water 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

- R8.1 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 paddlers in it as started the race. (The Dragon Head, when in position, forms part of the boat).
- R8.2 Dead Heats** The front portion of each boats bow will be clearly marked to assist the Judges in determining the finish order. If two (2) or more boats reach the Finish Line at the same time they shall get the same classification. In the event of a dead heat for a place which determines advancement to the next round, the crews concerned may be required to race-off in accordance with Competition Regulation 10.7, but only if there are insufficient lanes on the racing course to allow the dead-heated crews to race again in the next round.
- R8.3 Disembarking** Once a crew has finished a race it must return immediately to the Boat Loading area and disembark. A crew is not released from the directions of the Boat Loading Area until all members of the crew have left the Crew Marshalling Area.

## R9 DISPUTES, PROTESTS, DISQUALIFICATIONS and APPEALS

- R9.1 Disputes** Disputes that arise during a competition between Crews, or between AusDBF Members 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** In the event of a crew wishing to make a protest following a race, concerning the conduct of another crew, the Crew Manager must lodge the protest with the Chief Official. Such a protest must be addressed to the Competition Committee and made within **fifteen (15) minutes** of the end of the race. A protest against a race result must be made **no later than 15 minutes after the result is officially posted**.
- R9.3 Protest Fees** At AusDBF Championships events, all protests shall be made in writing and shall be accompanied by a fee of AUD \$50. The fee shall be refunded if the protest is upheld.
- R9.4 Action and Timings** When a protest is made, the Chief Official 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. .

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

**R9.8 Time Limit** When a Jury has been appointed, an appeal against a decision of the Competition Committee shall be addressed to the Chairman 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 AusDBF Championships, all appeals shall be accompanied by a fee of AUD \$100. The fee will be refunded if the appeal is successful.

**R9.10 Jury Meetings** The Chairman 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 the thirty (30) minutes for any one appeal.

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

**R9.11 Final Decisions and Appeals** At AusDBF Championships the decision of the Jury is final. At other AusDBF sanctioned events a crew has the right of appeal to the AusDBF Board against a decision of the Competition Committee or where one is appointed, the Race Jury.

**R9.12 AusDBF Board** All appeals to the AusDBF Board must be made through a crews AusDBF Member Organisation, where one exists, within thirty (30) days of the date when the competition was held.

Each appeal must be addressed AusDBF Administration Director and accompanied by a fee of AUD\$100. The AusDBF Board shall make the final decision.



- a) **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 R10.4.1)

**R10.3 A Crews position in a Line of Racing** Crews must steer a straight course down the Line of Racing, during the whole of the race, except when overtaking or when crews have started a race in 'Line Abreast (see Rule 10.8.1).

- a) It is incumbent on the Steerer, when not overtaking another boat to maintain a distance of at least six (6) meters, *of clear water*, from the buoys on the boat's left (port) side, thus allowing crews who may be overtaking on the port side to have *as much space as possible*, in which to overtake.
- b) *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 R10.4) alters its course and makes difficulties for the overtaking boat, the same Time Penalties may be awarded by the Chief Official.*

**R10.4 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. Overtaking on the **right is permitted after the Start within the first 300metres of a race** (see R10.8.1) and in the last 500 metres of a race (see R10.5.2) **without restriction and also immediately after coming out of a turn. Overtaking on the right at all other times is subject to 'clear water' being available to the overtaking crew – see R10.3.2.**

**No overtaking on the right is permitted once the front of an overtaking boat has passed the 50m Red Flag buoys, marking the approach to a Turn.** See R10.42, concerning 'holding their station'. Crews not complying with this rule or R10.4.2 concerning 'holding station' **will receive an automatic Time Penalty of twenty (20) seconds.**

- a) When **approaching** a Turn, that is after the 50m Red Flag Buoys have been reached, overtaking is only permitted on the **left** (inside) of the boat being overtaken. The crew being overtaken must give way and allow 'clear water' to the overtaking crew.
- b) A crew overtaking on the **right** (outside) of another boat must hold their station and keep 'clear water', with the boat they are overtaking until the approaching turn has been negotiated, after which time they can complete the overtaking maneuver as described in R10.4. **See also R10.5.1 concerning a crew's position during a turn.**
- c) A boat about to be overtaken must not alter its Line of Racing once the Head of the overtaking boat is level with or has passed the Steerer (Sweep or Helm) in the boat being overtaken *and, especially when exiting a turn, must not Steer in a manner that is likely to cause a collision with another boat.* When the Steerer of the overtaking boat is level with or has passed the Drummer in the boat being overtaken, *then that boat is deemed to have been 'overtaken' The overtaken boat must then give way and maintain its station.*
- d) When overtaking or being overtaken, it is incumbent on all Steerers to maintain clear water between the paddles of their own boat and other boats in the race but ideally, 2 metres of clear water between boats should be maintained, as per Racing Rule 7.1.
- e) 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.
- f) A crews race time that has been adversely affected by the actions of another crew, that is, when an 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.



**R10.5 Turning** When a crew is following a Line of Racing around a turn, Racing Rules 7.10 and 7.11 apply, that is, the Turning Point buoys shall be passed to port (left) in an anti-clockwise direction. In making a turn the inside boat shall follow as closely as possible, the course marked by the buoy(s) at the Turning Point.

- a. Steerers are to ensure that Turning Point buoys are kept on the left side of the boat, that is, the boat must pass to the right of all the buoys and not inside any Turn Buoy.
- b. A crew will not be disqualified for touching a Turn Buoy, or for having less than two (2) metres of clear water or subject to R10.5.1, overtaking coming out of a turn, unless in the opinion of the Turning Point Umpire, the safety of any crew undertaking the turn, at the same time, has been compromised.
- c. A crew that turns inside of a Turn Buoy, that is a buoy is passed to starboard (on the Right of the boat) shall face a Time Penalty of up to 5 seconds, per offence. A crew that consistently turns inside of a buoy in a race (that is, more than twice) may in addition, face disqualification from the race in question.

**R10.5.1 Turning Points** Once a turn has been reached, all boats must maintain their station through the turn. When two crews are negotiating a turn together, that is the crews are adjacent to each other, it is the responsibility of both crews – even the inside crew when in an overtaking position, to avoid making contact with the other crew but especially when the boats are coming out of the turn. When exiting a turn, the inside boat, whether overtaking by virtue of holding the ‘inside racing line’ or not, must not Steer in a manner that is likely to cause a collision with another boat. (Sep 06)

When *more than two crews* are making a turn, at the same Turning Point, then a crew on an **outside** line must leave room for a crew on an **inside** line, to follow the line of the turning point buoys in safety, that is, at least clear water between the paddles in adjacent boats, must be maintained around the turn – R10.4.2, refers. Similarly a crew on an inside line must not make difficulties for a crew holding station on an outside line by, for example, steering wide around the Turning Point. If in the opinion of the Chief Official a crew has not attempted to steer in a safe manner around a turn, then Time Penalties may be awarded against the offending crew(s).

**R10.5.2 Last 500m.** When a crew has completed its final turn and is in the last 500m straight of the race, it may cross into the main Racing Course, that is, inside the left hand edge of the Racing Lane and take any Racing Line down the last 500m. Overtaking on either side of another boat is permitted during the last 500m provided that clear water is given to any other boat on the Racing Course. The crew has finished the race when the foremost part of the boat crosses the line, with the same number of crew members in it, as started the race.

**R10.6 Impeding / Collisions** If during the course of the race a boat impedes or collides with another boat the Chief Official shall apportion blame **but see also R10.4.5 - 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 Racing Rule 7.7 will apply, except that re-racing will not take place.

**R10.7 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.

**R10.8 Starting Procedures and Formats** Boats shall normally be started at intervals, that is, a ‘staggered’ start, line astern (see 10.8.2) 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 and the fastest crew will start last (any crews that are not seeded will start last after the fastest qualifier)*, 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.

**R10.8.1 In Line Abreast** Crews should first be 'seeded' according to ability, the slowest crew starting first and the fastest last. Crews should be placed in a line next to each other along (or in a line behind) the actual Finish Line, facing up the 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 their Racing Line. On the start command the first crew shall race straight ahead into the Line of Racing 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 at all times they maintain 'clear water' between themselves and all other boats.

**R10.8.2 In Line Astern** Crews should be 'seeded' as in 10.8.1. 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 facing the Racing Lanes and behind the Finish Line of the 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 R10.8.1a.

**R10.9 Mass Start** When the race venue and the number of competing crews allow, a Mass Start May be used, providing that, in the opinion of the Chief Official, the crews are of a standard to ensure that undue congestion will not occur at the Turns or collisions between boats, particularly in the first 300 metres of the race, are unlikely to occur. In a Mass Start race crews will be randomly allocated Start Numbers. The lowest number will start opposite the main Racing Lane and the highest to the far left of the line. Crews will line up 'In Line Abreast' but all crews will start on the same starting instruction.

**R10.10 Crew Times, Placings and the Race Winner** When a staggered start is used, the record of Start Times will be compared against the Finish Times recoded 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 Gross Race Time.

**R10.11** When a **Mass Start** 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.

## **R10.12 How Time Penalties are Awarded**

- 2 seconds = for going inside the marker buoys on the turns
- 2 seconds = for collision on straight
- 5 seconds = for collision on corner
- DQ = for collision on straight – resulting in injury to paddlers
- DQ = for collision on corner – resulting in injury to paddlers
- If a boat and/or equipment is damaged during the race, the crew will be invoiced for the damage in addition to incurring either a 2 or 5 second time penalty
- 3 seconds = for failing to give way on corners
- 1 second = for failing to keep “clear water” between boats when passing on the straight
- 2 seconds = for failing to give way on re-entering the course during the race
- 1 second – for failing to give way to crews once inside the 50m mark (before the turn)
- 1 second – for failing to actively and audibly drum during the entire race (after the first 50m) (*note: One warning will be given by course umpire after that time penalty will be incurred*)
- 1 second – for having rolled over the starting line
- 1 second – for disobeying instructions given by the Course Umpires (*note: Course Umpire will call to the crew who has right of way if 2 or more are going into the turn*)

## **R11 Spare**

## **R12 Spare**

## **R13 Spare**

## **R14. ADOPTION OF THE AUSDBF RULES OF RACING**

These Rules of Racing were adopted by the Membership of the AusDBF in Adelaide on Saturday, 21 November 2009.

# **AUSDBF DISCIPLINARY CODE**

## **For all Australian Dragon Boat Racing Championships and sanctioned events**

### **General Conditions**

1. The Disciplinary Code that follows is intended for use at AusDBF Australian Dragon Boat Racing Championships and AusDBF sanctioned events 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 AusDBF Board under the authority of the Constitution 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 AusDBF Australian Dragon Boat Racing Championships. The period of an event includes misconduct at any time from the day of arrival of a crew at the regatta location to the day of departure, and to incidents that may occur on or off 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 by the Boat Loading Marshals
  - 3.2 Failure to obey the instructions of a Course (water) 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 Crew Captain 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 Leader 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 Black Flag. When a Flag is used then the procedure will be as follows: -
  - a) **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.
  - b) **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 the Chief Official).
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 Sheets and on any scoreboard used at the regatta site. There is no appeal against Time Penalties.

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

7. Time Penalties awarded by the Starter and Umpires under Racing Rules 6 and 7, do not form part of this Disciplinary Code and should not be awarded instead of taking action under this code. Neither must Time Penalties awarded under Rules 6 and 7 be included in any points total recorded against a crew 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: -
  - a) Verbal abuse occurring between crews whilst proceeding to the Start or after the Finish of race will be dealt with by the Course Umpires in accordance with paragraph above. In addition to Time Penalties, the Chief Official may award Penalty Points for verbal abuse of between 1-3 points per offence. A crew that collects 4 points during a competition will be excluded from the Race Distance in question. A crew that collects 6 or more points will be excluded from the remainder of the competition.
  - b) Verbal abuse occurring between crews whilst under Starter's Orders will be dealt with by the Starter, who may award Time Penalties without reference to the Chief Official. The award of Penalty Points always remains with Chief Official.
  - c) Verbal abuse by competitors directed at a Race Official will be dealt with by the Race Official first warning the competitor(s) or Crew Captain of the crew concerned that an offence under the 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. A minimum of 2 Penalty Points will be awarded by the Chief Official in such circumstances and the Team Leader informed of the award. Appeals may be made against Penalty Points.

## **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 whilst on the water, will be reported to the Chief Official who will take action under the Disciplinary Code and report the matter to the Competition Jury. The Jury 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 the AusDBF Australian Dragon Boat Racing Championships a competitor refuses to take a Doping Control Test, when requested to do so, or fails to provide a sample, as required by the AusDBF Anti-Doping Policy, the competitor concerned shall be excluded by the Race Jury, from taking any further part in the Australian Dragon Boat Racing Championships under this paragraph of the AusDBF Disciplinary Code. The Chairman of the Race Jury shall report the exclusion and the reasons why, to both the AusDBF Board and the AusDBF Member 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.
11. At AusDBF Australian Dragon Boat Racing Championships, the decision of the Jury is Final. At AusDBF sanctioned events, an appeal against the decision of the Jury may be made to the AusDBF Board for consideration.

## **Threat of violence or actual physical violence**

12. 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 Jury as above. The Jury will investigate the circumstances surrounding the incident and make a written report to the AusDBF Board who may take further action against the AusDBF Member concerned.

**AusDBF Racing Protest Form**  
**(White Paper)**

**Event Name:** \_\_\_\_\_

**Date:** \_\_\_\_\_

**Team Name:** \_\_\_\_\_

**Team Manager:** \_\_\_\_\_

**Race Number:** \_\_\_\_\_ **Lane number:** \_\_\_\_\_

**Protest Details:** \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Signature:** \_\_\_\_\_  
(Team Manager)

**Time:** \_\_\_\_\_

**Print name:** \_\_\_\_\_

.....  
**Race Control**

**Signature:** \_\_\_\_\_

**Time:** \_\_\_\_\_

**Fee Received:** \_\_\_\_\_ (amount)





**AusDBF Racing Appeal Form**  
**(Yellow Paper)**

**Event Name:** \_\_\_\_\_

**Date:** \_\_\_\_\_

**Team Name:** \_\_\_\_\_

**Team Manager:** \_\_\_\_\_

**Race Number:** \_\_\_\_\_ **Lane number:** \_\_\_\_\_

**Appeal Details:** \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Signature:** \_\_\_\_\_ **Time:** \_\_\_\_\_  
(Team Manager)

**Print name:** \_\_\_\_\_

.....  
**Race Control**

**Signature:** \_\_\_\_\_ **Time:** \_\_\_\_\_

**Fee Received:** \_\_\_\_\_ (amount)

