

# INTERNATIONAL DRAGON BOAT FEDERATION

## DISCIPLINARY CODE AND RULES OF RACING

### DISCIPLINARY CODE

#### General Conditions

1. The Disciplinary Code that follows is intended for use at IDBF Championships and IDBF sanctioned International Regattas and covers the following areas of misconduct:

Failure by crews to comply with the instructions of race officials

Verbal abuse between competitors and between competitors and officials

Conduct by competitors, team officials and race officials likely to bring the sport into disrepute, such as improper behaviour and abusive criticism

Threat of physical violence or actual physical violence by competitors, team officials or race officials

2. The IDBF Executive committee under the authority of Article 44 of the IDBF Statutes lays down the following disciplinary action, which is to be taken in the event of any of the above forms of misconduct occurring during the period of an IDBF Championships event. 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 of the competition site, before during and after the actual races.

#### Failure by crews to comply with the instructions of Officials

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

## **Time Penalties**

- 4 Before Time Penalties can be awarded, a crew must be warned that an offence has occurred and be given an 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 a Black Flag (or a Dark Blue Flag if a Black Flag is not available). When a Flag is used then the procedure will be as follows:-
  - 5.1 **Warning 1.** When an offence has occurred, a Black Flag will be raised by the Official and the offence notified to the crew. The Black Flag will then be lowered. If the crew does not respond within a short time, then the 2<sup>nd</sup> warning will be given.
  - 5.2 **Warning 2.** The Black Flag will be raised again and stay raised until the Crew Captain has acknowledged the offence. The Race Official will then report the offence to the Chief Official. (Boat Marshals will report to the Chief Marshal).
- 6 When a Time Penalty has been awarded by the Chief Official, the initials TP will be annotated against the time shown for the crew concerned on the Result Sheet 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 Racing Rules 6 and 7 be included in any points total recorded against a crew under the Code.

## **Verbal Abuse between Competitors and between Competitors and Officials**

- 8 Verbal abuse by competitors against Race Officials will be dealt with as follows:
  - 8.1 Verbal abuse occurring between crews whilst proceeding to the Start or after the Finish of a race will be dealt with by the Course Umpires in accordance with paragraph 5 above. 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.

- 8.2 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 the Chief Official.
- 8.3 Verbal abuse by competitors directed at a Race Official will be dealt with by the Race Official first warning the competitor(s) or Crew Captain of the crew concerned that an offence under this Disciplinary Code is likely to occur. If the abuse continues, the Race Official will inform the person or persons concerned that an offence has occurred and report the matter to the Chief Official. 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 behaviour considered to be unacceptable in public, aggressive behaviour 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 this Disciplinary Code and report the matter to the Competition Jury, where one exists. 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 an IDBF 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 IDBF Anti-Doping Policy, the competitor concerned shall be excluded by the Jury, from taking any further part in the Championships under this paragraph of the IDBF Disciplinary Code. The Chairman of the Jury shall report the exclusion and the reasons why, to both the IDBF Executive Committee and the IDBF Member Association to which the member 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 an IDBF Championship Regatta, the decision of the Jury is final. At an IDBF sanctioned event, an appeal against the decision of the Jury may be made to the IDBF Secretariat for consideration by the IDBF Executive Committee.

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

- 12 Any threat of violence or actual violence occurred 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 IDBF Executive Committee who may take further action against the IDBF Member concerned under the IDBF Bye-Laws 8.

# RULES OF RACING

## **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 IDBF Disciplinary Code or, if appropriate, the disqualification of the competitor or crew concerned. **The Disciplinary Code, as published in the Annexes forms part of Rule 4 and should be read in conjunction with it.**
- R4.2** Any Dragon Boat Crew or competitor who attempts to win a race by other than honourable means, or who deliberately breaks the Racing Rules, or who disregards the honourable nature of the rules shall face disqualification from the competition.
- R4.3** It is forbidden, during the race, for a crew to receive outside help, or coaching, or be accompanied by other boats along the course, even outside the Racing Lanes. Such acts will result in disciplinary action being taken against the crew(s) concerned.
- R4.4 The Drummer.** The drummer shall sit on the drummer's seat provided and once the boat has cleared the Starting Area, which is deemed to be 50 metres from the Start Line, must actively beat the Drum throughout the race. **That is, the Drum must be clearly seen to be struck** with a Drum Stick on the drum skin (top or side) at short, regular intervals. **Failure to actively beat the Drum will result in disciplinary action being taken against the crew concerned.**

## **R5. Marshalling/Embarking**

- 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 design for the event, in each Dragon Boat they use during the competition.. These may only be used in the event that a paddle breakage occurs during a race. If any other equipment failure happens within fifty(50) metres of the Start Line, the Starter or 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 the 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 the competition class, at the Chief Official's 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 to any boat specifications 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 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. (Crews using their own boats are responsible for providing their own Boat Numbers and for ensuring that they race with the correct Boat Number for the racing lane that was allocated to them in the Lane Draw).
- R5.6 Movement up the Course.** After a crew has 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 has loaded in a boat and left the boarding pontoon, changes of crew numbers or additions to the number of racers in the boat, will not be permitted unless expressly agreed to by the Chief Boat Marshal, before the boat leaves the pontoon.

## **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 designed start area, at least three (3) minutes before the Start Time. No later than two (2) minutes before the Start Time, the crews will be called forward and placed into Racing Lanes, by the Starter or Aligner, in accordance with the published Lane Draw.
- R6.2 Late Arrivals.** 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 IDBF 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 Line 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, Aligner's Assistants shall hold the sterns of the boats. Alternatively each Steerer shall hold a rope attached to the starting position. (In an IDBF sanctioned Race, when a "held" start is not possible, then a "free" start may be permitted).
- R6.5 Aligning.** The Aligner's Assistants will alter the position of the Dragon Boats in accordance with the Starter or Aligner's instructions, by physically moving the boats or by adjusting the length of rope available to the Steerers (Helms). A Crew may assist in this Aligning by moving the boat using their paddles to position the boat on the Start Line. However, once the Starter has alerted the crews (see R6.6) then all movement of paddles in the water must stop.
- If movement of a crew's paddles in or on the water** is then observed, by the Starter or a Course Umpire, the Chief Official shall give a Time Penalty, as for Jumping the Start. (see R6.13)
- R6.6 Starter's 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 is forbidden to take such action prior to this instruction, especially in crews under Starter's orders, when moving to the Start Line).**
- R6.7 Starting Signals.** When the Starter is satisfied that all crews are ready, the starting signals of the word "**ATTENTION**" followed by the word "**GO**" the Aligner's Assistants will release the sterns of the boats or the Steerers the pontoon ropes, as appropriate.
- R6.8 Alternatives.** The word "**GO**" may be replaced by a gun shot, electronic starting signal or other distinct sound, as specified in the Race Programme. The interval between the words "**ATTENTION**" and "**GO**" (or sound signal) shall not exceed five (5) seconds.
- R6.9 False Starts.** If a crew starts after the word 'ATTENTION' and before the word "GO", it has made a False Start. **The Aligner shall indicate a False Start by raising a red flag.** The Starter shall immediately recall the crews by shouting "**STOP**", '**STOP**', '**STOP**', or by a second gun shot 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 a Course Umpire is in a safety or umpires' boat, it shall be placed 50 metres down the Racing Course from the Start Line. On seeing the Red Flag or on hearing the re-call signal, the Umpire's boat will cross the course in front of the competing boats and the Umpire will wave a Red Flag. This will continue until all the boats have come to a stop.
- R6.10.1** If a boat for the Course Umpire is not available, then an Umpire will 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 Drummer's Task.** It is also incumbent upon the Drummer to watch the Aligner and Umpire 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 crews responsible for the False Start and warn them of the offence. If the same crew causes two (2) False Starts, the Starter may exclude them from the race, or alternatively award a Time Penalty' of five (5) seconds to the offending crew. **Any crew that fails to return to the Start Line immediately after a False Start may also be excluded from the race or alternatively awarded a five (5) seconds "Time Penalty" at the Starter's discretion.**
- R6.13 Jumping the Start.** When a crew "jumps the start", which for the purpose of the Rules of Racing, means that a crew has anticipated the Starter's word of Command "GO" to the extent that a "False Start" cannot be called but in the opinion of the Starter, a material advantage has been gained by the crew or crews concerned over the others, the Starter may award 'Time Penalties" of 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 Drummer's Seat or Steering arm/oar (but not a paddle), off the start and up to fifty (50) metres after it, the race will be restarted, provided the crew concerned stops paddling immediately and both the paddlers and the Drummer raise their arms fully in the air. In this case the Starter will carry out the same procedures as for a False Start and in addition the Course Umpire's motor boat will proceed quickly down the course and stop any crews who may not have heard the recall signal.
- 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/oar, that materially affects the whole race. This shall be done in the same manner as for a False Start (even if the competing boats are more than 50 metres from the Start Line). In such circumstances the Chief Official may order a re-run of the race, even to the extent of timed runs down one lane, if time permits, or if it does not, a count-back of the previous times recorded during the competition by the crew or crews concerned.

## **R7. RACE CONDUCT**

- 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 their Racing Lane, or deviate from their ‘line’ at their own risk. Even when crews are in their Racing Lanes or following a racing ‘line’, at least two (2) metres of clear water must be maintained around each boat. For the purpose of this Rule, the boat includes the crews Paddles and therefore the ‘clear water’ is between the 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, provided 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 an involuntary steering error and in correcting the error, leaves its Racing Lane, shall not normally be penalized under this Rule unless another crew is impeded and the race result materially affected).
- 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 Lanes.** Umpires may also be stationed at the ends or down the sides, or both, of the Regatta Course in such a position as to have a clear ‘line of sight’ down and across the Racing Course, in order that they can determine the actual ‘Racing Line’ that a crew is taking. If an infraction of the Racing Rules occurs, the Umpire shall report the matter to the Chief Official.
- R7.5 Wake Riding (Wash Hanging).** In races of 1000 metres or less, it is forbidden for a crew to ‘wake ride’ that is, to gain an advantage from the wake or wash of another boat by paddling across the angle of its bow wave and gaining an increase in speed by ‘riding’ the forward face of the wave. The Umpire following the boat shall decide if ‘wake riding (wash hanging)’ has occurred and notify the Chief Official accordingly, who will decide what action to take.
- R7.6 Overtaking.** When a boat is overtaking another boat in a race, it is the duty of the overtaking boat to give ‘clear water’ to the boat it is overtaking. Similarly, the boat being overtaken is not allowed to alter its course to make difficulties for the overtaking boat or boats.

**R7.7 Collisions.** In the event of a collision between two (2) or more boats, the Umpires must report the circumstances to the Chief Official who may disqualify the offending boat(s) or, if the result of the race has been materially affected, order one or more boats to re-race, before the next round of the competition.

When in the opinion of the Chief Official one or more of the crews involved could have avoided the collision by taking corrective action, for example, **to stop paddling, but did not do so, then the crew or crews concerned will be disqualified from the competition class concerned and may face disqualification from the whole competition.**

**R7.7.1 Distress Signal.** If a crew is in distress, for example, a crew member lost overboard, then the Drummer or Helm shall alert the Rescue Boats and Umpires by waving vigorously, above head height, the red flags carried in the boat for this purpose. If no flags are in the boat then the International Distress Signal shall be used, that is, the arms shall be placed in the outstretched position (horizontal to the sides of the body) and then raised to the vertical position crossing above the head and returning to the horizontal position, repeated until the Rescue Boats respond. A Distress Signal given by a crew without just cause, will result in action being taken against the crew under the Disciplinary Code.

**R7.8 Boat Swamping, Deliberate Capsizes.** 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 the race, the Competition Committee may disqualify the crew or crews concerned from the competition. In addition, on the recommendation of the Competition Committee, a fine may be imposed on the crew or crews by the Jury. If a Jury is not appointed, the Competition Committee may make such a recommendation to the IDBF Executive Committee, who may also recover the costs of boat repairs from the crew (s) concerned.

**R7.10 Turns.** 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 the inside line. That is, clear water between boats, as defined in Rule 7.1, must be seen by the Turning Point Umpire. (See also the Annexes to these Rules of Racing).

**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.

## **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 number of Racers 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 boat's bow will be clearly marked to assist the Judges in determining the finish order. If two (2) or more boats reach the Finish Line at the same time they shall get the same classification. In the event of a dead heat for a place 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 in the next round.

**R8.3 Disembarking.** Once a crew has finished a race it must return immediately to the Boat Marshalling area and disembark. A crew is not released from the directions of the marshalling Officials until all members of the crew have left the Crew Assembly Area.

## **R9. DISPUTES. PROTESTS, DISQUALIFICATIONS and APPEALS**

**R9.1 Disputes.** Disputes that arise during a competition between Crews, or between IDBF Member Organisations shall be addressed to the Chief Official and dealt with by the competition Committee, in the same way as a Protest.

**R9.2 Racing Protests.** 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 IDBF Championship events, all protests shall be made in writing and shall be accompanied by a fee of 20 USD, or the equivalent amount in the currency of the country in which the competition is being held. The fee shall be refunded if the protest is upheld. At all other events Protests may be made verbally and, at the Chief Official's discretion, a protest fee need not be paid.

**R9.4 Action and Timings.** When a protest is made, the Chief Official must immediately notify any other party involved in it and call a meeting of the Competition Committee to discuss the protest. Only in exceptional circumstances should the Competition Committee take longer than thirty (30) minutes to consider any one protest.

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

**R9.8 Time Limit.** When a Jury has been appointed, an appeal against a decision of the Competition Committee shall be addressed to the 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 IDBF Championships, all appeals shall be accompanied by a fee of 50 USD or equivalent amount in the currency of the country in which the competition is being held. The fee will be refunded if the appeal is successful.

**R9.10 Jury Meetings.** 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 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 the (10) minutes of a decision being reached.

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

**R9.12 IDBF Executive Committee.** All appeals to the IDBF Committee must be made through a crew's IDBF Member Organisation, where one exists, within thirty (30) days of the date when the competition was held.

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

## 10.0 RACING RULES FOR DRAGON BOAT RACES OVER 2000 METRES

The rules that follow are primarily designed for Dragon Boat Races that take place on a defined Racing Course as part of a standard Dragon Boat Regatta with all the normal safety boats; race facilities; support services and qualified officials. For long distance races that take place outside of these conditions, for example on large inland waters or the sea, additional local rules and regulations should be considered.. **Rule 10, should be read in conjunction with Rules 7.1, 7.6, 7.8, 7.10 and 7.11.**

### 10.1 The Racing Course

The Racing Course shall be of a circulatory nature having two straight sections and two turns in one circuit of the course. The minimum length of the straight sections shall be 500 metres. The Turns shall be marked with a minimum of ten(10) buoys, that is, one (1) at each end of each straight section one; (1) at the apex of each turn, one either side of the apex turn, to indicate the curve of the turn. If possible there should be additional buoys to mark the whole line of the Turn at each end of the Course. Each straight section must be marked down its length by a line of buoys, a maximum of 100 metres apart. This line of buoys shall constitute the left hand side of the Racing Lane. The Turn Buoys marking the start and finish of each Turn may be included in this total, as may the buoys marking the edge of the normal Racing Course. The Racing Lane shall be marked at the 250m point, on both sides (outer edges) of the course with Red Flags (4) mounted on larger buoys than the lane marker buoys of which the inside edge Red Flag buoys can be a part. (see R10.4.1)

### 10.2 The Racing Lane and Line of Racing

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

**10.2.1 Racing** shall take place in an anti-clockwise direction. Crews are not permitted to race on the inside of the buoys marking the left hand edge of the Racing Lane, except when overtaking after completing a Turn (see R10.4.1)

### 10.3 A Crew's 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).

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

**10.3.2** Crews taking other Lines of Racing to overtake must observe the spirit of Racing rule 7.1 but especially concerning 'clear water' between boats.

## 10.4 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. In any event, overtaking on the **right is restricted** to the first 300 (see R10.8.1) or last 500 metres of a race (see R10.5.2) **or immediately** after coming **out of a turn**, when overtaking on the right is permitted up until the 250m Red Flag buoys are reached. See R10.4.2, 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.**

- 10.4.1** When approaching a Turn, that is after the 250m Red Flag Buoys have been passed, overtaking is only permitted on the **left** (inside) of the boat being overtaken. The crew being overtaken must give way and allow 'clear water' to the overtaking crew.
- 10.4.2** 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 they can complete the overtaking manoeuvre as described in R10.4.
- 10.4.3** A boat about to be overtaken must not alter its Line of Racing once the Head of the overtaking boat is level with or has passed the Steerer (Helm) in the boat being overtaken. When the Steerer of the overtaking boat is level with or has passed the Drummer in the boat being overtaken, then the overtaken boat must give way and maintain its station.
- 10.4.4** When overtaking or being overtaken, it is incumbent of 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 Rule 7.1.
- 10.4.5** If, in the opinion of the Chief Official any racing manoeuvre by an overtaking crew or a lack of clear water between boats has endangered the safety of another crew, or materially affected the result of the race, the offending crew shall be disqualified from the race.
- 10.4.6** A crew's race time that has been adversely affected by the actions of another crew, that is, when a Course Umpire has confirmed that time has been lost through an obstruction or impediment of the crew concerned, a Time Deduction Bonus, of up to 20 seconds may be awarded, by the Chief Official.

## 10.5 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, unless in the opinion of the Turning Point Umpire, a material advantage has been gained or the safety of any crew undertaking the turn, at the same time, has been compromised.

**10.5.1 Turning Points.** 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 the **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 the inside line must not make difficulties for a crew holding station on the 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).

**10.5.2 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.

## **10.6 Impeding/Collisions**

If during the course of the race a boat impedes or collides with another boat the Chief Official shall apportion blame. If the Chief Official decides that a boat has impeded the forward motion of another boat, or that the crew in the impeded boat had, by necessity, to stop paddling; then a Time Penalty of up to thirty (30) seconds may be awarded to the impeding crew. A Time Bonus may also be awarded to the impeded boat as allowed for under R10.4.3. When a collision between boats occurs then Racing rule 7.7 will apply, except that re-racing will not take place.

## **10.7 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.

## **10.8 Starting Procedures and Formats**

Boats shall normally be started at intervals, that is, a 'staggered' start using the normal start commands of 'Are You Ready'. 'Attention', 'Go' shall be used. The time interval between each crew starting shall be determined by the standard of the crews racing and the prevailing water and weather conditions.

In any event the time interval between crews should not be less than ten (10) seconds or more than thirty (30) seconds. The Start time of each crew must be recorded by the Starter (or Starter's 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.

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

- a. **Starting Position.** The slowest crew should be positioned on the 'right of the line' looking up the course, that is facing the Racing Line. On the start command the first crew shall race straight ahead into the Line of Racing, six (6) metres to the right of the buoys marking the Racing Lane.
- b. **Crossing the Course.** The second boat to start and subsequent boats may steer straight ahead on their start command, even if this means that they are racing to the left of the buoys marking the main 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 must 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.

**10.8.2 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, slowest crew first opposite the main Racing Lane, behind the Start Line. They will move to the start when called in turn.

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

## 10.9 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.

## 10.10 Crew Times, Placings and the Race Winner

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

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