AusDBF Competition Regulations and Rules of Racing
Edition 5

Adopted: 11 December 2016
Effective: 4 December 2009 onwards

AusDBF would like to acknowledge IDBF for the use of their Race Rules and Regulations and AusDBF Board Directors, for adapting the IDBF Race Rules and Regulations to AusDBF.
LEGENDS AND TRADITIONS OF THE DRAGON BOAT FESTIVAL

The Legend of Qu Yuan

The Tuen Ng (Dragon Boat Festival) traditionally commemorates an heroic gesture and a tragic event, which took place in ancient China more than 2000 years ago.

The government of the Kingdom of Chu was a corrupt one, and after jealous rivals falsely accused him of treason, a well loved statesman, warrior and poet, ‘Qu Yuan’ (pronounced Chu Ywan), was banished. In despair and, perhaps as a final act of protest against the government, he threw himself into the Mi Lo River and drowned.

The Chinese people have never forgotten this desperate heroic act and when fishermen raced their boats to recover his body before it could be devoured by fish (beating drums and throwing rice dumplings into the river to distract them) they founded a tradition that continues to this day.

Each year, on the fifth day of the fifth lunar month (usually June) crews of paddlers re-enact that frantic rush to save Qu Yuan, by powering long narrow boats with the ferocious heads of dragons mounted on the prow through the water, to the frenzied, rhythmic beating of drums. It is not known how the dragon boat prow came into being, but it is thought that over the years, they were added to ward off evil water spirits. This probably arose because the combination of the 5th lunar numbers is thought to be a bad omen and dragon boat races held, at this time, would ward off evil spirits; protect the health of the people and ensure a good crop each year.

Special foods are also eaten at this time of year, especially in Hong Kong, including replicas of the Rice Dumplings that the fishermen threw into the Milo River, all those years ago in a desperate attempt to save Qu Yuan.

The Eye Dotting Ceremony

Dragons in South East Asia are looked upon with great reverence and are to be worshipped. Chinese Emperors of old called themselves ‘Dragons’, so dragon boats have good spirits, dedicated to providing enjoyment for the racers. Before the races commence a Taoist Priest will offer prayers to the spirits of the dragon boats.

The priest then makes offerings of fruit, jasmine tea, alcohol and rice. These offerings appease the spirits of the water and calm them in preparation for the racing ahead. If that was not done, legend has it that the Water Gods would clash with the Dragon spirits of the boats, with potentially disastrous consequences.

Also offered at this time is symbolic money, bank notes from the Bank of Hell. The smoke from these notes goes to Heaven and appeases the Gods to ensure safety and good racing. He will also throw some notes on to the water for the Sea Gods. Having warded off evil spirits with his earlier prayers the priest can now bring the dragon boats to life and make them strong for the racing ahead.

Finally, having successfully resuscitated the ‘dragons’ the priest offers thanks to heaven and the Gods, paving the way for future successful races. The boats are now ready to do battle!
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GLOSSARY OF TERMS

**Category** – Open, Women or Mixed

**Division** – Junior, U24, Premier, Masters (Senior A, +40), Grand Masters (Senior B, +50), Great Grand Dragons (Senior C, +60)

**Sweep** – Known or referred to as steerer or helm

**Club** – A registered members within a State organisation and can include more than (1) one team per category or division

**Team** – Refers to the individual team in a club or State (e.g. Premier Open)

**Crew list** – Refers to the 26 (standard boat) or 14 (small boat) names that will appear on a particular crew list for any Category, Division and race distance
## UPDATE OF RULES AND REGULATIONS

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10 Oct 2015 Reg 10.8 Change to no double rostering for State v State and Club championships 20 Oct 2015
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10 Oct 2015 R2.7 Add Race Jury should be appointed prior to Championships 20 Oct 2015
10 Oct 2015 R3.8 Change to Assistant Race starter for clarification 20 Oct 2015
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10 Oct 2015 R10.8 Change to 20 seconds for consistence with other rules 20 Oct 2015
10 Oct 2015 R11 Add when update(s) can be made 20 Oct 2015
April 2016 CR1.3 Add 1000m race distance (and elsewhere when needed) 11 Oct 2016
June 2016 CR1.4.3 Remove Oceania Champs 11 Oct 2016
June 2016 CR2.1.3 Change mixed crew composition 8-10 standard 4-5 small 11 Oct 2016
April 2016  CR3.1(b)  Add minimum number for small boat  11 Oct 2016

June 2016  CR4.2.1  Change in number of small boats for CCWC  11 Oct 2016

Sept 2016  CR5.6  Add note in relation to number boards  11 Oct 2016

April 2016  CR6.8  Clarify number of buoys on turn  11 Oct 2016

June 2016  CR7.7  Remove MICA certified and reworded  11 Oct 2016

June 7.10.5  CR7.10.5  Remove stand (too dangerous)  11 Oct 2016

June 2106  CR7.11  Remove point scoring and trophies awarded. A new system to be introduced and detailed in Annex to CR&RoR  11 Oct 2016


June 2016  CR8.3  Information to be provided as needed via AusDBF web site rather than published Bulletins  11 Oct 2016

June 2016  CR9.2  Championship Director to be President of hosting Member State or Chair of Organising Committee  11 Oct 2016

June 2016  CR9.3  Technical Director to be AusDBF TD or appointed by AusDBF, further references made consistent. Review duties  11 Oct 2016


Sept 2016  R2.1  Marshalling secretary added  11 Oct 2016

Sept 2016  R2.3  Boat holders changed to boat loaders  11 Oct 2016

Sept 2016  R2.10  Add to Chief Official and other race officials  11 Oct 2016

June 2016  R5.3  Add note re races running ahead of schedule  11 Oct 2016

April 2016  R10  Add port and starboard where needed and Rule 7.1 to define clear water  11 Oct 2016

June 2016  Other minor amendments for consistency and clarification  11 Oct 2016
PART 1. AusDBF Competition Regulations

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 Competition Regulations that follow are for the races that take place on placid water, on a sheltered regatta course laid out according to the specifications contained herein, in temperate summer racing conditions. These Competition 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 R1.1.

1.3 AusDBF Australian Dragon Boat Racing Championships will be organised 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 run over 200m, 500m, 1000m and 2000m distances, provided the course can accommodate these distances and at the discretion of the AusDBF Board.

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 fully paid up member of their State or Territory Association.

Racing Colours:

(a) Representative Crews must compete wearing their official state or regional 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 areas may be allowed to compete. There must be a minimum of 3 crews confirmed as competing before that particular Competition Class will be 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. (Refer to Annex) 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 fully paid up member of their State or Territory Association as described in these regulations, is financially sound and has a good disciplinary record.

1.4.3 Oceania Championships – Moved to Annex

1.4.4 Trans-Tasman Championships - Moved to Annex

1.5 Water Safety. AusDBF is committed to minimizing the risks that anyone who is involved in 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 – A Mixed crew must consist of:
(a) 20’s standard crew – a minimum 8 paddlers to a maximum of 10 paddlers of each gender (excludes drummer and sweep)
(b) 10’s small boat crew – a minimum 4 paddlers to a maximum of 5 paddlers of each gender (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 gender.

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 but 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 first day of racing of the AusDBF Championships.

(With the school year beginning in January and the Australian Championships in April, anyone turning 18 between January and April can compete).

2.2.2 U24 Division - Races may be held for single or mixed gender crew. All paddlers including drummer but with the exception of the steerer (sweep or helm) must be over 12 and under the age of 24 years as at the first day of racing of the AusDBF Championships.

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

2.2.4 Masters Division (Senior A) - Races may be held for single or mixed gender crew. All paddlers including the Steerer (sweep or helm) must be aged 40 years as at the first day of racing of the AusDBF Championships, 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.

2.2.5 Grand Masters Division (Senior B) - Races may be held for single or mixed gender crew. All paddlers including the Steerer (sweep or helm) must be aged 50 years as at the first day of racing of the AusDBF Championships, 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.

2.2.6 Great Grand Dragons Division (Senior C) - 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 as at the first day of racing of the AusDBF Championships, 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.
2.2.7 Regional Representation Teams OPEN AGE - Competition will consist of Open, Women and Mixed. No age divisions.

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

200m
500m
1000m
2000m 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, U24, Premier, Masters (Snr A), Grand Masters (Snr B), Great Grand Dragons (Snr C)
Category – Open, Women and Mixed

2.4 Additional Classes Other Racing and Competition Categories may be introduced at the discretion of the AusDBF Board, which may implement categories or not, as seen 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 a minimum eight (8) paddlers and a maximum of ten (10) paddlers one (1) Steerer, (sweep or helm) and one (1) Drummer and two (2) reserves; giving a maximum total of twelve (12) Racers in a boat and total fourteen (14) on a crew list.

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

3.1.1 Small boat racing was introduced to the Australian Championships in 2011 as a means of reducing administration around exemption requests, and as a way of assisting small and/or new clubs to compete at the Australian Championships in their own right. Previously individual paddlers joined a larger club for the AusChamps via a complicated exemption system.

The priority for clubs should be to enter crews in the standard boat competition. However if clubs have insufficient numbers to compete then they have the opportunity to enter the small boat competition. Small boat competition is considered a development pathway for clubs.

**Note:** Clubs who enter 2 or more small boat crews in separate age divisions should be entering 1 standard boat crew instead. Small boat competition should not be viewed as an opportunity for ‘medal grabbing’ or accumulating points.

AusDBF reserves the right to manage or review the small boat and standard boat competitions on an annual basis, and make adjustments in accordance with the goals and strategy of AusDBF.

3.1.2 **State vs. State Team Compositions** – State Members are Eligible to:

(a) Enter 1 (one) crew per Category and Division

(b) Enter 1 (one) crew per Region per Category 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.

3.1.3 **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 State competitions.
• These rules do not impact upon competitions held within States, or upon 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 financial members 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 financial 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 financial members of only one club from 1 January of the year of the relevant AusDBF Australian Championships.

(e) Ensure that Competitors have been a financial 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 financial 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 *(Note: an exemption request form must be completed and submitted to AusDBF within the required time frame. The form is, available on the AusDBF web site):*

   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.

(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 not domiciled in the State they are seeking to represent at club level 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 (Note: an exemption request form must be completed and submitted to AusDBF within the required time frame. The form is, available on the AusDBF web site):

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 they will be permitted 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. These paddlers may be valid members of a Dragons Abreast Club as well as a non-Dragons Abreast Club, but must compete solely with one Club for the duration of the AusDBF Australian Championships. Thus, Breast Cancer survivors have the option of competing with a non-Dragons Abreast Club whilst still maintaining membership of Dragons Abreast Australia Ltd.

3.2 Crews at an International Regatta.
In Club Crew International Regattas, sanctioned by the AusDBF, crews shall consist of the numbers of paddlers (crew members) as laid down 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 is used in addition to a Drummer. In Others a Flag Catcher, is positioned at the front of the boat and 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 - Up to a maximum of four (4) reserve competitors for standard boat and two (2) reserve competitors for small boat 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 vs. State Competition at the AusDBF Australian Championships, the crew member must be:

(a) A registered member of that State Association.

(b) A resident of that State from 1 January in the year of the AusDBF Australian Championships.

(c) 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 at 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 2 crews per small boat and 5 crews per standard boat racing classes in each racing category to the IDBF Club Crew World Championship (CCWC). The aim is to select crews that are best able to achieve success at the CCWC and give them the best possible chance to do so. Note: The number of sanctioned crews is determined by IDBF and may change from time to time.

2. The qualifying methodology employed by AusDBF to select crews is:

20's Crews qualifications

a) In the year prior (odd years) to the CCWC the top three (3) crews in each racing category across all distances are given first right of refusal for the CCWC qualifying spots. The top three (3) crews are ascertained via the addition of points for each position obtained in each racing distance.

b) In order for clubs to confirm their CCWC spot, clubs must confirm their acceptance in writing to AusDBF. The club will be required to compete at the following year’s AusDBF Australian Championships in the categories they are intending to compete at the CCWC (i.e. The AusDBF Australian Championships in the same year as the CCWC).

c) In the year of the CCWC (even years), qualifications will be based on the top club crews (that have not already accepted the positions) across all racing distances, for a particular racing category, to fill the remaining positions (maximum 5) which were not taken up by clubs the previous year.

d) clubs that have already qualified for a 20’s crew position at the CCWC, but are unable to field a 20’s crew may write to AusDBF requesting permission to reduce from 20’s to a 10’s crew instead. It will be at the discretion of AusDBF to sanction the request

10's Crews qualifications

a) In the year prior (odd years) to the CCWC the top crew in each racing category across all distances are given first right of refusal for the CCWC qualifying spots. The top crew is ascertained via the addition of points for each position obtained in each racing distance.
b) In order for a club to confirm their CCWC spot, the club must confirm their acceptance of categories in writing to the AusDBF. The club will be required to compete at the following year’s AusDBF Australian Championships in the categories they are intending to compete in the CWCC (i.e. The AusDBF Australian Championships in the same year as the CCWC).

c) In the year of the CCWC (even years), remaining position (up to 2 per category and division) not already accepted by a club will be offered to the top qualifying club over both race distances. **Note:** (d) above re 20’s qualification.

**Note:** AusDBF are required to endorse to IDBF all the clubs who have qualified in 10’s and 20’s across all Categories and Divisions.

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:

<table>
<thead>
<tr>
<th>Border Town</th>
<th>Permitted State Representation/Club Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tweed Heads</td>
<td>Queensland/New South Wales</td>
</tr>
<tr>
<td>Queanbeyan</td>
<td>Australian Capital Territory/New South Wales</td>
</tr>
<tr>
<td>Murwillumbah</td>
<td>Queensland/New South Wales</td>
</tr>
<tr>
<td>Albury</td>
<td>New South Wales/Victoria</td>
</tr>
<tr>
<td>Kununurra</td>
<td>Western Australia/Northern Territory</td>
</tr>
</tbody>
</table>

**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 down is situated must not have an active presence in this border town.
5. DRAGON BOATS and EQUIPMENT

5.1 Only a matched fleet of IDBF approved specification dragon boats will be approved for use at the AusDBF Australian Dragon Boat Racing Championships and sanctioned regattas. Depending upon entries organisers should consider 2 or 3 fleets of standard boats and 2 or 3 fleets of small boats.

5.2 Only IDBF specification 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 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 the boat 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.

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. (Note: At Aus Champs two or three sets of boats are used, each set of boats must have a different set of coloured boat number boards. For the 2000m race, a set of boat number boards numbered 1-18 is required.)

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 is 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 to 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 (or as directed by the Board of AusDBF):

- 200m
- 500m
- 1000m
- 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. Ideally, the width of a championship course should allow at minimum 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 and at least ninety (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 and buoys at the point where these lines intersect the outer limits if 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. Turn Buoys should be used to indicate the course of turn races when racing outside the normal straight lanes of the racing course.

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, the radius of each turn should be at least 50 metres. Each Turning Point shall be marked by at least four (4) apex flags or buoys, (Note: a further two (2) flags or
buoys mark the start and end of each turn) which shall be readily distinguishable from other course markings (See Racing Rules for races over 2000metres).

6.9 Water Depth

Grade A Regatta Course: The depth of water for AusDBF Australian Dragon Boat Racing Championships should be a **minimum of 3.5 metres**. The bed of the Racing Course is required be uniform throughout – that is, a maximum 0.5 metre variance across the racing lanes.

Grade B Regatta Course: For all other sanctioned regattas a minimum water depth of three metres (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 direction of the AusDBF Board. The AusDBF Board may delegate to an Organising Committee the responsibility for the organisation of the competition (see also section 9 Competition Organisation).

7.2. Sponsorship/Publicity/Advertising. The AusDBF Board is empowered to set 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 proposed 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 the “off water” uniform and training apparel, team boats and equipment, (not supplied by the Organising Committee) will be permitted subject to conditions established by the AusDBF Board from time to time and published in a Championship Information Bulletin and or on the AusDBF web site. These uniforms (or training clothes) are not to be 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 Crew’s Racing Clothing and Equipment. With the exception of boats and equipment provided by a Championship Sponsor under Regulation 5.3, 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 that 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 an overall area 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 7.6 to 7.10 (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 readily act on and off the water, throughout the event, which includes all official training sessions before the first Race Day. The following must be provided:

(a) Level 3 First Aid with significant pre-hospital care experience and able to administer advanced life support, or
(b) St John’s First Responder Medic.

Note: A formal medical risk assessment must be undertaken and based on the location first aid responders must be provided to deal with medical emergencies.

7.8 Rescue Boats. One rescue boat must be provided for every three dragon boats racing or training. There should be two (2) rescue boats following each race. Each rescue 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, unaided.

If a formal risk assessment report specifically identifies that smaller or fewer rescue boats are adequate to deal with an emergency for a particular event then the above specifications for rescue boats may be adjusted to the recommendations in the risk assessment report.

7.8.1 In addition to the rescue boats four (4) umpire boats should be provided for each Championship.

7.8.2 Each rescue / umpire boat must be equipped with a prop guard.

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 may not be a strong 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.

7.10.2 Must be water competent and, must be 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 Signal - In the event that a crew member is lost overboard during a race or other circumstances arise that necessitates a ‘Distress Signal’ the Drummer must wave
their hands to attract attention. If the drummer has fallen overboard or is unable to wave their hands then seat 1 should wave their hands to attract the attention.

7.11 Titles and Prizes for the AusDBF Australian Dragon Boat Racing Championships

(a) **State v State** - There must be a minimum of three (3) States competing to form a “championship category”. If less than three (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).

(b) **Club Championships** - There must be a minimum of three (3) club crews to compete to form a category. If there are less than three (3) crews competing, the entries will be included in a manner decided by the AusDBF Board (which may include amalgamation with another appropriate division).

The point scoring system and trophies awarded were deleted in November 2016. The Peter Bristow Perpetual Trophy and Club v Club trophies will be awarded as per the Annex to these regulations and amended by the AusDBF Board from time to time.

7.12 Qualifications. For the AusDBF Australian Dragon Boat Racing Championships, clubs will be awarded points for each of the 4 distances. These points will be added together to work out qualifications for IDBF Club Crew World Championships and Australian Club Champion.

Under the IDBF Club Crew World Championships, each member country is entitled to send up to five (5) club teams per Category and per Division for standard boat and 2 for small boat. The Club Crew Championships are generally held in the even numbered years.

**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. Medals 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 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, registration number and sweep qualification level). All competitors will be required to wear their membership cards throughout the competition and have them ready for checking when they enter marshalling.

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. AusDBF will display each State, Territory and country in the Oceania Region emblems and flags during the Championships. AusDBF owns a set of each flags which will be used for the Opening Ceremony.
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 – e.g. 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 made available 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 by October the year before the Championships.

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. Information will be made available from November onwards through the nominated web site and updated as new information comes to hand. (Note: The requirement for formal published Bulletins was deleted in November 2016)

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, for a standard boat and 14 names for a small boat, 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 or amended crew lists must be handed into registration the night before racing (to allow registration sufficient time for preparation for the next day’s 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 at 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. This is the Competitor Declaration

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.

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 only be accepted if there is a place in the race draw. Late entries may incur a late entry fee.

8.8 Competing Crews. A minimum of 14 to 10 days prior to the AusDBF Australian Dragon Boat Racing Championships the draft race draw will be sent out. Crews will be given 72 hours to respond with any changes or requests. Requests for changes will be at the discretion of AusDBF. (after this time no changes/requests will be accepted) A minimum of 7 days prior to the start of the Competition 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 to 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.

A full set of race results, 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 regattas 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 an 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 in conjunction with AusDBF will:

(a) Fix the competition dates.

(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) 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, usually the President of the hosting State and or Chair of the Organising Committee). The Championships Director 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 Championships Director shall be the person responsible for providing all the facilities required for the competition. The Championships Director normally heads the Organising Committee.

9.3 The Technical Director (AusDBF Board Director or appointed by AusDBF) (Race Organiser) the Technical Director 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 publicised and notified to all concerned and the Race Officials needs are met during the competition. The Technical Director shall attend all meetings with the Crew Managers and ensure that any published information required by the crews is available through the Race Secretary. The Technical 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 is generally 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 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 is included in the Rules of Racing and Australian Championship Guidelines.

9.7 **Officials Qualifications.** Race Officials officiating at AusDBF sanctioned regattas should have undergone formal training in all aspects of officiating and have completed as a minimum the AusDBF Officials Accreditation Course 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.

**AusDBF Level 1**
**AusDBF Level 2**
**AusDBF Level 3**
**IDBF Level 1**
**IDBF Level 2**
**IDBF Level 3**
**IDBF Level 4**

9.8 **Officials for AusDBF Australian Dragon Boat Racing Championships.** Race Officials officiating at AusDBF Australian Dragon Boat Racing Championships should hold a minimum of AusDBF Level 3 or IDBF Level 1 accreditation. Chief Official must be a minimum of IDBF Level 2 qualified.

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

9.10 **Reserves** Only those reserves named on the Crew List submitted to the Chief Official can be used as substitutes during an AusDBF Competition. Under no circumstances can the Crew Members be changed once a Crew List has been submitted.

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

(a) State Representative Teams must wear their official State recognised 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 State or 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 Sweep, 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.

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<tr>
<th>Heat 1</th>
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<td>Heat 2</td>
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10.4 **Number of Crews per Round.** The number in a race shall be six (6) to nine (9) crews depending upon the capacity of the venue. The number of crews per heat should be evenly distributed. The first heat should have the larger number of crews.

10.5 **2000m Races.** Crews will be seeded slowest to fastest based on the results from the most recent 200m or 500m club racing, depending on the race program, time to advise crews and set the finish line equipment. Crews which do not race in the 200m or 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 24 hours prior to the competition day, however crews will forfeit their race entry fee, there will be no refunds.

(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, at 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 Repechage

(7-8teams) = 1st to 4th from repechages to Grand Final
(7 teams) 7th miss out on Final
(8 teams) then they have the 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 Repechages (2)

1st from each repechage plus fastest loser from both Reps, to Grand Final Rest to Minor Final if required

Race Plan T.3 (13-18 teams)

3 heats – 1st and 2nd from each heat through to Semi’s
Rest to Repechages (2 of them)

13 crews – 1st and 2nd from each Rep to the Semi’s
14 crews – 1st and 2nd plus fastest loser from the 2 reps to the Semi’s
15-18 crews – 1st and 2nd plus 2 fastest losers from Reps to Semi’s
1st and 2nd from each Semi plus 2 fastest losers from both Semi’s through to Grand Final, rest to Minor Final (as required)

Race Plan T.4 (19-24 teams)

4 heats – 1st and 2nd and 3rd from each heat through to Semi’s
Rest to Repechages (2 of them)

19 crews – 1st and 2nd from each Rep to the Semi’s
20-21 reps – 1st and 2nd plus fastest loser from the 2 reps to the Semi’s
22-24 crews – 1st and 2nd and 3rd 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

Double rostering is not permitted on any given race day for State vs State or Club Championships between standard and small boats, Division and Category. Each crew must have sufficient paddlers, drummers and sweeps.

10.9 Race Format for program. Below is a suggested template only, and may be reviewed and restructured by AusDBF from year to year.

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<tr>
<th>Day 1</th>
<th>Day 2</th>
<th>Day 3</th>
<th>Day 4</th>
<th>Day 5</th>
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<tbody>
<tr>
<td>Seniors A, B, C</td>
<td>Seniors A, B, C</td>
<td>State v State All Divisions</td>
<td>Premier, Juniors, U24</td>
<td>Premier, Juniors, U24</td>
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<td>(Masters, GMs,</td>
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<td>GGDs)</td>
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<td>200m and 2Km</td>
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<td>200 and 500m</td>
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<td>200m and 2Km</td>
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<tr>
<td>AM – mixed racing</td>
<td>AM – mixed racing</td>
<td>Mixed racing first, followed by open/women racing</td>
<td>AM – mixed racing</td>
<td>AM – mixed racing</td>
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<td>PM – open/women racing</td>
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<td>PM – Premier/women racing</td>
<td>PM – Premier/women racing</td>
</tr>
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</table>
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 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, which will 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, within 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 three (3) 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 behaviour before, during and after a dragon boat competition. The Chief Official is authorised 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 person 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. Go Pro (Head cameras) are acceptable.

**Note:** It is NOT the intention of this Regulation to exclude equipment enhancements that are permitted from time to time e.g., 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, that is designed to clear a boat of water, is prohibited.

13.3 Wrist straps to paddles and boat fasteners. Wrist to paddle straps is NOT allowed or any other fastening system that connects a competitor to a paddle or the boat, as such fittings constitute a safety hazard. Exceptions may be made for Adaptive Paddlers (by the Chief Official) provided that any fastening to the wrist is of a ‘quick release’ nature and does not compromise the personal safety of the Adaptive Paddler concerned.

13.4 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 (width shall not exceed 20cm and the length should ideally not exceed 40cm).

*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. SAFETY MEASURES

Refer to AusDBF policy
**COMPETITORS AND TEAM MANAGERS DECLARATION**

(In respect of the Competitors Medical and Financial Status)

This form is to be signed by all competitors from your state or club and lodged with the Race Secretariat at the AusChamps prior to commencement of racing.

| I, the undersigned ______________________________________________ |
| ON BEHALF of the ______________________________________________ |
| BY signing participants are declaring that there are 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 have been entered. This document hereby notifies AusDBF, that the Individuals whose signatures appear on the attached list are, through their signatures confirming that they are medically and physically fit and trained for competitive Dragon Boat Racing. That they are able to participate in the AusDBF Australian Championships without being a danger to themselves or to the health and safety of others. That they can swim at least 50m fully clothed (wearing paddling clothing). Indicate in writing beside the listed name if a Non-swimmer. |
| All competitors have viewed the safety and capsize training video of the dragon boat tip over drill (link on www.ausdbf.com.au) and are aware of the dangers they are exposing themselves to as a crew member. |
| By their signatures each individual confirms that they have undergone regular medical checks over the past 12 months and have read and understood the medical imperative of each paddler irrespective of age, to take responsibility for their own health & wellbeing. Refer to the AusDBF website www.ausdbf.com.au/sites/default/files/documents/Wellness%20Check%20-%20Paddler%20Questionnaire.pdf for medical information and additional documentation. |
| 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. |
| The signatories to this declaration agree to abide by the AusDBF Code of Conduct throughout the time of the competition. |
| 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 at the Championships 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. I have read and understood the AusDBF Competition Regulations and Rules of Racing available on the AusDBF web site. |
| Signed: ________________________________ Date ________________ |
| (Team Manager) |
| Name: ________________________________ State / Club: ______________ |

Participants agree to immediately notify the Australian Dragon Boat Federation via admin@ausdbf.com.au in writing of any change to my medical condition, fitness and ability to participate. It is understood and accepted that Australian Dragon Boat Federation will continue to rely upon this declaration as evidence of fitness and ability to participate in the AusDBF Australian Championships.
## Australian Dragon Boat Federation
### Australian Dragon Boat Championships

### COMPETITORS DECLARATION

Junior Competitors to be signed off by Parent / Guardian

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<tr>
<th>State Rego No</th>
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Use copies of this form to complete your team’s declaration if you require more space.
PART 2. AusDBF Rules of Racing

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 choose 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 standardised. 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 the Competition Regulations. 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.

- Technical Director (from the AusDBF Board or appointed by AusDBF)
- Chief Official
- Chief Judge
- Chief Umpire
- Race Secretary
- Course Umpires(s)
- Starters(s)
- Chief Marshall
- Marshalling Secretary
- Chief Boat Loading
- 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 and 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 (employed by AusDBF)
- Race Secretariat
- Boat loaders
- Boat Aligners
- Photo finish operator
- Timing System Operator (appointed by AusDBF)
- Boat Drivers
- Results Runners
- Safety Assistants
- Medical Staff
- Press Officer
- Announcer (appointed by AusDBF)
- 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.** For AusDBF sanctioned events a *RACE JURY* may be appointed by the Technical Director. At AusDBF Championships the final authority relating to the Competition Regulations and the Rules of Racing, shall rest with the *RACE JURY*. The Race Jury should be appointed prior to the Championships. This Jury shall consist of a minimum of three (3) up to a maximum five (5) members. The Jury shall consist of members from 5 different states and 5 different clubs as nominated by the Chief Official (agreed to by the AusDBF Board). *(Ideally each Jury member will hold a minimum of IDBF Level 1 qualification).* Chairman of the Jury shall be appointed from amongst these 5 people.

R2.8 Combined with R2.7

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 Technical Director, Chief Official and other race officials as required. The Race Secretariat 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 Race 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 Race Secretariat may consist of both Technical and Supporting Officials, therefore the number of people employed in the Race 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 Race 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 (repechages 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 Race Secretary may be assisted by a number of Race Recorders.

**R3.3 Race Control.** The Race Secretary together with the Chief Official forms 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 placing 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 Deleted 20 October 2015**

**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-Keeper. 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 Assistant Starter appointed by the Chief Official. The Chief Starter is directly responsible to the Chief Official for the efficiency of the starting facilities and procedures in conjunction with the Chief Umpire or other Course Umpire designated to witness each start. The Assistant 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 presence of an Aligner is required, who shall be responsible for deciding any False Starts. If the Starter is positioned to one side of the crews on the Start Line, then the Starter may also act as the Aligner, including taking 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 three (3) minutes prior to the start of the race

Two (2) minutes prior to the start of the race, call all the crews forward into position

Announce clearly too all crews Race Number and Category Division (e.g. “this is race 121 Open Heat 3”)  

Do a roll call 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 Umpire. The Course Umpire(s) shall where possible, follow each race in an umpire’s motor boat. During the race, the Umpire shall see that the Racing Rules are complied with.

**The Course Umpire shall:**

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

**The Chief 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 Mixed Crew or no male drummer in a women's crew.

(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

No excessive Strapping on paddles

Seat pads conform to the specifications, not thicker than 15mm to start and can squash between thumb and forefinger.

Check paddler’s 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 Chief Boat Loading. Chief Boat Loading shall supervise the crews in the Crew Assembly area and ensure that all boats and equipment conform to the IDBF Boat Regulations and are compatible with all others in use at the competition.

Chief Boat Loading 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 discretion). 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 to the Race Programme and ensure that the correct crews are embarked in the correct 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 themselves 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 (Appointed by AusDBF) 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 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 Media. The Media Liaison 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 Media Liaison is therefore authorized to ask for such information from Race Officials and the Crew Managers of the participating crews.

R.3.16 The Announcer(s) (Will be appointed by AusDBF). The Announcer(s) 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 that 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. *(Note: Races can run ahead of scheduled times as such it is incumbent upon Crews to assemble ahead of published race times). 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. On-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 changeover 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 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 paddle in or on the water is then observed, by the Starter or a Course Umpire, the Chief Official shall give a Time Penalty as for Jumping the Start.

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 question, 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 signal 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 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 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 Drummer’s 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 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 discretion.

R6.13 Jumping the Start. When a crew ‘jumps the start’, which for the purpose of the Rules of Racing, means that a crew has anticipated the Starters word of Command GO to the extent that a ‘False Start’ cannot be called but in the opinion of the Starter a material advantage has been gained by the crew or crews, concerned over the others, the Starter may award ‘Time Penalties’ 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 affect 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 which 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 their Racing Lane, or deviate from their ‘line’ at their own risk. Even when crews are in their Racing Lanes or following a racing ‘line’, at least two (2) metres of clear water must be maintained around each boat. For the purpose of this Rule, the boat includes the crew’s paddles and therefore the ‘clear water’ is between paddle blade and adjacent paddle blade. Crews must ‘give clear water’ when told 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 an involuntary steering error and in correcting the error leaves its Racing Lane, shall not normally be penalized under the Rule unless another crew is impeded and the race result materially affected).

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 Penalty of five (5) seconds may be awarded. **Time Penalties so awarded do not come under the Disciplinary Code and are not to be recorded as such.**

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 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 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 using the International Distress Signal, 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 appointed 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 left (port) 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 (Rule 7.1), 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 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 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 will immediately notify any other party involved 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 crew’s 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.
R10. Racing Rules for 2000 metres Dragon Boat Races

The rules that follow are primarily designed for Dragon Boat Races that take place on a defined Racing Course as part of a standard Dragon Boat Regatta with all the normal rescue craft; race facilities; support services and qualified officials. However, local conditions, for example the overall width of the Regatta Course, may require the Chief Official to make adjustments to the regulations covering the Racing Course shown. Any adjustments will be notified to the Crew Managers by the Chief Official.

For long distance races that take place outside of these conditions, for example on large inland waters or the sea, additional local rules and regulations should be considered.

(Rule 10, should be read in conjunction with Racing Rules 7.1, 7.6, 7.8, 7.10 and 7.11)

R10.1 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. Each Turn shall be marked with a minimum of four (4) buoys, that is, the buoys should be placed e.g. in L2, L3, L4, L5 to create a curve at either end for the dragon boats to turn around. (See extracts below from Competition Regs 6.7 and 6.8, concerning Turn Buoys).

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 (but see Comp Reg. 6.8 below). Marker buoys to be placed at the 50m points going into and out of the turns. (The Course umpires will be placed at these turns to authorise which crews has ‘right of way’).

Competition Regulations 6.8 and 6.9 – extracts

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

6.8 Turning Points. In Long Distance races that take place on enclosed water, such as a water sports centre or lake, dragon boats may race out of their lanes from the start. In such races should Turning Points be necessary, then the radius of each turn should be at least 50 metres. Each Turning Point shall be marked by at least four (4) apex flags or buoys, which shall be readily distinguishable from other course markings. (Note: A further two (2) flags or buoys mark the start and end of each turn)

Note: For 2000m Races, these shall be larger buoys ideally of a different colour to the lane marker buoys or if not a different colour, clearly distinguishable in size or shape or by the addition of a flag.

R10.2 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 at a point which gives at least six (6) metres of clear water from the buoys marking the left (port) of the Racing Lane

(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 (port) hand edge of the Racing Lane, except when overtaking after completing a Turn

R10.3  Turns and Overtaking (Left is port and Right is starboard)

(a) Crews will start slowest to fastest in a staggered start between 10-20 second intervals.

(b) Crews must race in an anti-clockwise direction leaving the turning buoys to the left (port).

(c) 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 marking the left (port) side of the course. When overtaking or being overtaken if a crew ignores the intention of Rule 7.1, the 2 metre clear water rule, and in so doing causes other boat(s) to steer an unreasonably wide course to maintain their line of racing or avoid a collision, then a, time penalty of 5-10 seconds may be awarded by the Chief Official. When a crew that is being overtaken alters its course and makes it difficult for the overtaking boat, the same time penalties may be awarded by the Chief Official.

(d) Crews are to overtake on the left side (port) of the boat being overtaken except when the width of the racing lane allows crews to overtake in clear water to the right (starboard) of the boat such as during the first 300m and final 500m of the race.

(e) An overtaking crew gains right of the inside racing line on the turn when it has established an overlap with the boat being overtaken at the 50m marker buoy. The overlap is defined when the head of a dragon boat is level with the steering arm of the boat being overtaken. A crew that has not obtained an overlap may choose to overtake on the right (starboard) of the preceding boat, but must enable the boat being overtaken to maintain its racing line and maintain clear water, as defined in Rule 7.1, between the two boats.

(f) Crews being overtaken must move over and allow the overtaking crew sufficient room to overtake; that is give room for the overtaking boat to maintain its racing line throughout the turn. It is incumbent on all steerers to maintain clear water between the paddles of their own boat and other boats in the race. Clear water is defined in Rule 7.1 as a distance of 2 metres between paddle blades. Crews not complying with this rule will receive an automatic time penalty of twenty (20) seconds. **A boat being overtaken must not steer in a manner that is likely to cause a collision with another boat. The boat overtaking must not steer in a manner that is likely to cause a collision.**

(g) Crews should not overtake once they have passed the 50m buoys going into the turns. The course umpires will advise who has right of way. All crews must hold their position around the turns. Failure to ‘hold your station’ will receive an automatic time penalty of twenty (20) seconds. A boat with no overlap must not attempt to overtake on the inside by aggressive steering, but should follow the preceding boat through the turn. Where a leading boat makes an excessively wide entry or exit in the turn, a boat following, that has not obtained an overlap, may attempt to pass through on the left (port) if there is sufficient space on the inside to maintain clear water, as defined in Rule 7.1, between the boats. During this manoeuvre, and throughout the turn, the leading boat does not relinquish right of way to the following boat and the following boat will not assume right of way over the leading boat. The following boat must respect and provide necessary right of way and clear water, as defined in Rule 7.1, to the leading boat at all times throughout the turn. In this case, any contact or interference with the leading boat shall result in a time penalty to the following boat of up to 20 seconds.
(h) Once the crews have completed the turn, and heading down the straight, then the crew on the left (port) may commence overtaking.

(i) Crews on the right (starboard) going into the turns must make room for the crews on the left (port) to complete the turns safely and keeping the 2m of clear water (Rule 7.1). A crew will not be disqualified for touching a Turn Buoy, or for having less than two (2) metres of clear water from the buoys.

A crew that turns inside of a Turn Buoy that is a buoy is passed to right (starboard) 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.

(j) Crews must complete the turns on the right (starboard) side of the buoys. (time penalties will be incurred if crews go on the left (port) side buoys.

(k) When a crew has completed its final turn (T6) and is on the last 500m straight of the race, the crew may cross into the main racing course. Crews must cross the finish line between lanes 1 and 6 (otherwise a time will not be recorded).

R10.4

(a) If, in the opinion of the Chief Official any racing maneuver by an overtaking crew or a lack of clear water, as defined in Rules 7.1, between boats has endangered the safety of another crew, or materially affected the result of the race, the offending crew may be disqualified or penalised.

(b) 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 to 10.5.2 have been deleted

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.(b) - 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 Deduction Bonus may also be awarded to the impeded boat as allowed for under R10.4(b). 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 twenty (20) 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 (starboard) 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 (port) 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 (starboard) of the buoys marking the main Racing Lane.

(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’, as defined in Rule 7.1, 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, Placing 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 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.

R10.12 How Time Penalties are awarded

5 seconds = for going inside the marker buoys on the turns

15 seconds = for collision on straight

30 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 are damaged during the race, the crew will be invoiced for the damage in addition to incurring either a 2 or 5 second time penalty

10 seconds = for failing to give way on corners

5 seconds = for failing to keep “clear water”, as defined in Rule 7.1 between boats when passing on the straight

10 seconds = for failing to give way on re-entering the course during the race

10 seconds – for failing to give way to crews once inside the 50m mark (before the turn)

5 seconds – 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)

5 seconds – for having rolled over the starting line

10 seconds – 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. Adoption of the AusDBF Rules of Racing

These Rules of Racing were first adopted by the Membership of the AusDBF in Adelaide on Saturday, 21 November 2009. They have subsequently been updated. Changes to the Competition Regulations and Rules of Racing shall only be made between the end of the Australian Championships and the AusDBF AGM in any given year.
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 behaviour 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 1st warning, then the Crew Captain must be told by the Race Official concerned, that a 2nd 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 2nd 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.

   2 seconds will be awarded for 200m races and 5 seconds for 500m races

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 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 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: ___________________ Time: _________________________
(Team Manager)

Print name: ____________________

Race Control

Signature: ___________________ Time: _________________________

Fee Received: ________________ (amount)
Competition Committee’s Decision

Details:

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Signed: ________________ Time: __________ Date: __________

(Chief Official)

Signed: ________________ Time: __________ Date: __________

(Team/Crew Manager)

AusDBF Racing Appeal Form
(Yellow Paper)

Event Name: ___________________________________________________________

Date: _________________________________________________________________

Team Name: __________________________________________________________

Team Manager: _______________________________________________________

Race Number: ___________________ Number: _____________________________

Lane number: ___________________

Appeal Details:
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____________________________________________________________________

Signature: ___________________________ Time: ____________________________

(Team Manager)

Print name: ________________________

Race Control

Time: _____________________________ Signature: ________________________

Fee Received: _____________________ (amount)
AusDBF Jury’s Decision

Details:

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Signed: ________________________________

(Chairman of the Jury)

Signed: ________________________________

(Team Crew Manager)

Time: __________

Date: ______________