



国际龙舟联合会
International Dragon Boat Federation

会员手册
MEMBERS HANDBOOK

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Issue 1
Effective from 1 January 2008

PART C: IDBF COMPETITION REGULATIONS and RULES OF RACING

国龙联合会赛事规例 & 国龙联合会比赛规则
Part.2

RULES OF RACING

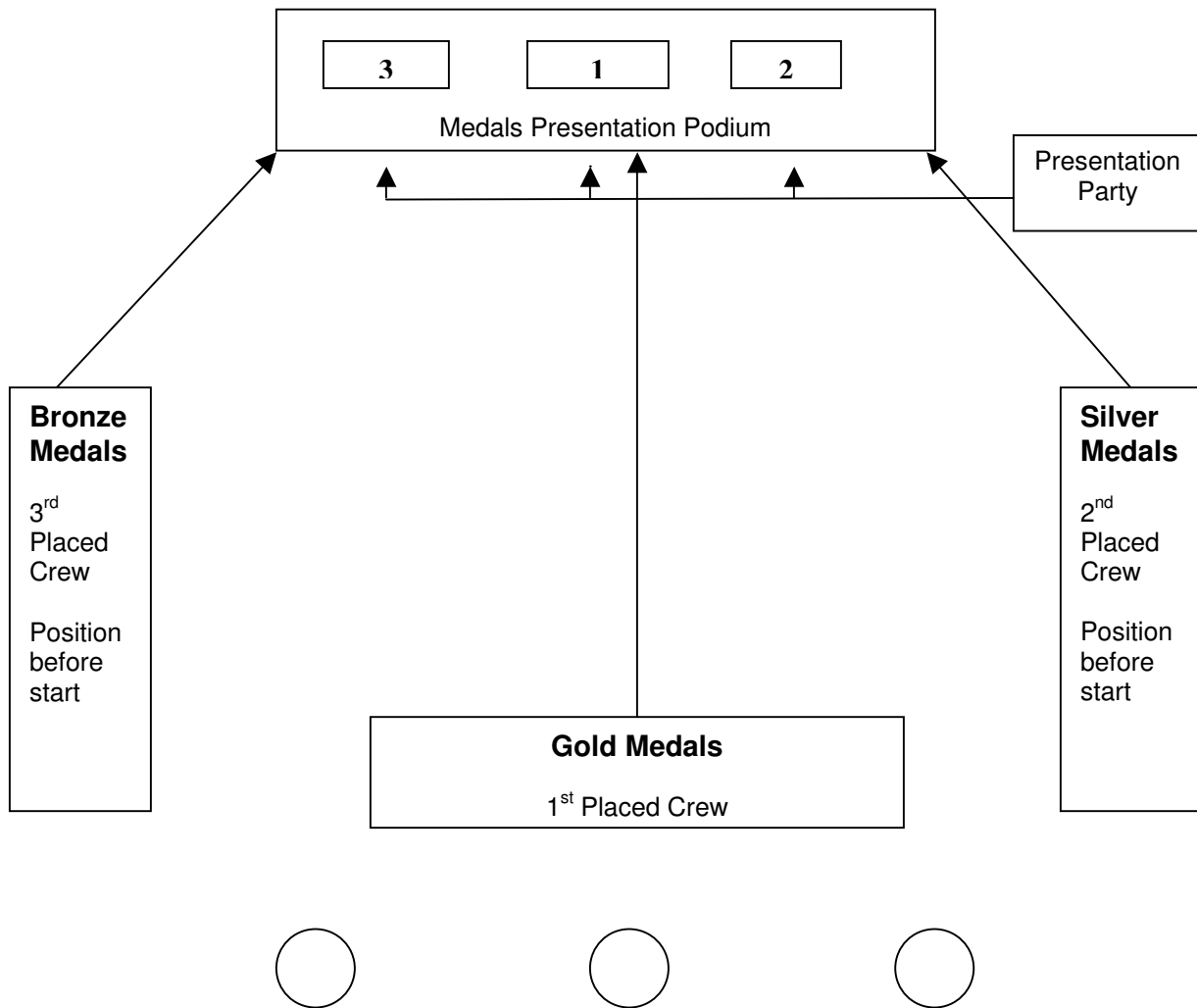
第二部分 比赛规则



LAYOUT FOR MEDAL PRESENTATION CEREMONY AREA

The medal ceremonies, at a World Championships Regatta, take place on the regatta course at least 20 minutes after the final to which they are applicable. This time space is to allow for any protests that may arise, from the competing crews concerning the result, once a race result has been officially notified.

The positioning of the presenters and recipients of medals at a Presentation Ceremony for a World Championship Regatta is as follows:



National or Territorial or Club Flags.

These flag poles can be sited behind the Presentation Podium or to either side

IDBF Competition Regulations And Rules Of Racing

(5th Edition)

第二部分 比赛规则

Part 2. IDBF RULES OF RACING

第一部分

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Competition Regulations & Rules Of Racing

PART. 2. RULES OF RACING

Edition No.5



(Effective from 1st January 2008)

*Preamble: The IDBF Rules of Racing, as now published in this Fifth Edition, have been revised and updated, following the 11th IDBF Congress on 21st September 2007. All amendments, revisions and additions to the Third Edition of 2001, and Fourth Edition of 2004 are shown by a month/year date in brackets. Where the number of a Racing Rule has been changed, due to new Rule being introduced, the old Rule number is shown in brackets after the current one. (The amendments and additions to the 2nd Edition of 1997, are highlighted by a vertical line shown in the right hand margin of the current text). Any **Rules of Racing introduced by the IDBF Council, in 2006 or 2007, are shown in italic writing and marked in brackets with the month/year.***

Introduction: The Rules of Racing (Racing Rules) that follow have been formulated for use in IDBF Championships and other races at International level organised or sanctioned by the IDBF.

They are not intended to replace those already in use by National Dragon Boat Associations and Dragon Boat Groups, in their own countries, or at International Races not under IDBF control, unless such organisations chose to use them.

The IDBF accepts and appreciates the fact that the design and competitive use of the Chinese Dragon Boat can and does, vary around the world. The established International Dragon Boat Races are mainly for Club based crews and the IDBF does not wish to change this traditional status quo.

However, competition between crews selected to represent their country in legitimate International Competition, cannot effectively take place without an internationally constituted governing body, such as the IDBF, guiding such development and representing the interests of its members with other sports and organisations.

It is accepted by IDBF Members that if International Competition is 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 have been formulated from the practical experience gained in organising IDBF and Continental 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 IDBF Member Organisations, or others, as the basis of, or indeed supplementary to, their own Rules of Racing, providing that an acknowledgement for the use of the IDBF Rules of Racing, is contained in any non IDBF publication.

R1. GENERAL

R1.1 Scope. These Rules of Racing are primarily for IDBF Championships and IDBF organised or sanctioned International Races for National Crews. They should be used for IDBF Club Crew International Races, when practical to do so. Organisers of other Races may use them if appropriate, provided the words ‘this competition is being run under the Racing Rules of the International 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 IDBF World Championships is dealt with in Competition Regulation 8. Other disputes at Championship events or sanctioned International Races for example, a complaint concerning a race result, shall be referred to the Competition Committee under Rule 2.6.3.

NOTE: The procedures concerning DISPUTES, PROTESTS, DISQUALIFICATIONS and APPEALS are detailed at the end of these Rules under Rule 9.

R2. CONTROL OF THE COMPETITION

R2.1 Technical Officials (International). IDBF Championships and, when the nature, extent and status demands, IDBF sanctioned international races shall be held under the supervision of the following Technical Race Officials, holding an International Race Officials Licence:

	Chief Official	Technical Director
	Chief Judge.	Chief Umpire.
	Course Umpires.	Starter(s).
	Time-keeper(s)	Judges.
		Race Secretary
		Chief Boat Marshal
		Race Recorder(s)

R2.2 For IDBF International Races, if circumstances permit, one person may function in two of the above offices. Additional, non-IROL holding, officials may be appointed by the Race Director (Organiser) to cover such areas as photo-finish and aligning.

R2.3 Supporting Officials (National). The following Race Officials are deemed to be Supporting Officials and as such are not required to hold an International Race Officials Licence.

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

R2.4 Competition Committee. For IDBF Championship events and IDBF sanctioned races the top technical management of the competition shall be in the hands of a COMPETITION COMMITTEE, which shall consist of the following officials:

Chief Official.	Chief Judge.	Chief Umpire.
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One other Technical Race Official, nominated by the Chief Official, 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 IDBF Championships the Chief Official; the Chief Judge and the Chief Umpire must belong to different IDBF Member Organisations and in addition the Chief Official must be a member of the IDBF Council or IDBF Competition & Technical Commission (C&TC). *(This Rule suspended for EDBF Championship Regattas, by a decision of the EDBF Board – Feb 2002)*

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

R2.6.1. Conduct and supervise the races on behalf of the Organising Committee.

R2.6.2. 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.

R2.6.3 Hear any protests and settle any disputes between crews. Decide on all matters concerning the Competition Regulations and Racing Rules.

R2.6.4 Consult with the Race Officials, as necessary, before making a decision regarding any infraction of the Racing Rules.

R2.7 Race Jury. At IDBF Championships the final authority relating to the Competition Regulations and the Racing Rules, shall rest with a **CHAMPIONSHIP JURY**. This Jury shall consist of a minimum of three (3) up to a maximum of five (5) members from the IDBF Executive Committee and the Competition & Technical Commission, as nominated by the IDBF Executive Committee.

R2.8 IDBF Executive President. The IDBF Executive President, or his nominee, shall be appointed as Chairman of the Jury at a Championship event. For IDBF International Races a **RACE JURY** may be appointed by the Event Organiser consisting of Technical Race Officials, who hold IROLs and who are not officiating in the competition.

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

R2.10 Race Secretariat. The Race Secretariat provides the clerical support for the Race Director and as such is responsible for producing technical information about the races during the actual competition. For example, the order of starting; race results' heat draw and intermediate draws. The recording and distribution of information to officials and to crews that require them, as well as other interested parties and the media, is the prime function of the Secretariat.

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

NOTE: The Secretariat shall be headed by the Race Secretary (see R3.2).

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:

- R3.1.1 At IDBF International Races decide on all matters arising from the actual event which are not dealt with in the IDBF Regulations or Racing Rules.
- R3.1.2 At IDBF Championships consult with the Chairman of the Jury on matters where clarification of the Racing Rules is needed.
- R3.1.3 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 intermediate rounds and finals 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 Technical (Race) Director and the Chief Official form the Race Control. The Race Control and Secretariat should be co-located.

R3.4 The 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:

- R3.4.1 In the event of a difference of opinion between Judges over the placings of the crews, adjudicate and have a casting vote.
- R3.4.2 When photo-finish equipment is used act on the advice provided by the photo-finish operator.
- R3.4.3 Notify the Finish Line Judges in good time before a race starts and after confirm with the Chief Official, and Race Secretary the finishing order of the race. The Chief Judge may also be the Chief Time-Keeper.

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

R3.6 The Chief Time-Keeper. Times should be recorded by means of stop watches or electronic timing systems. The Chief Time-Keeper shall, before each race, ensure that all stop watches are wound and tested or electronic timing systems set and shall divide the work amongst the Time-Keepers.

- R3.6.1. The timing will start on a signal from the Starter. Each race shall be timed by at least two stop watches or electronic devices, one of which shall be a Control Clock operated by the Chief Time-Keeper.
- R3.6.2 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.
- R3.6.3 The Chief Official and Race Secretary shall then be notified of the agreed times. In the event of a time not being recorded then this will be shown in the results as No Time (NT). The time recorded for a crew is secondary information and shall have no effect on the finish order of a race.

R3.7 The Time-Keepers. Time-Keepers, when appointed, shall record the times of the boats as they cross the Finish Line. Where possible there should be one Time-Keeper for each boat in the race. The Time-Keepers may also act as Judges.

R3.8 The Starters. There will be a Chief Starter and at least one Race Starter appointed by the Chief Official. **The Chief Starter is directly responsible to the Chief Official for the efficiency of the starting facilities and procedures in conjunction with the Chief Umpire or other designated Course Umpire detailed to witness each start.** (The Chief Starter may also act as a Race Starter) (Oct 04). **The Race Starter** shall decide all questions concerning the start of a race and shall inform the crews of their Racing Lanes in accordance with the Race Programme. If the Starter is positioned behind the crews, then the presence of an Aligner is required, who shall be responsible for deciding any False Starts. If the Starter is positioned to one side of the crews on the Start Line, then the Starter may also act as the Aligner, including the responsibility for False Starts. The Starter shall:

- R3.8.1 Before starting a race communicate with the Chief Official to confirm that all is ready at the Finish. When this confirmation is received the Starter shall call the boats to their places on the Start Line.
- R3.8.2 Check that the starting gun or other starting device, is in good working order before carrying out the starting procedures in accordance with the Rules of Racing.

R3.9 Aligner. When the boats are in the Starting Area, the Aligner shall be responsible for checking each crews 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:

- R3.9.1 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.
- R3.9.2 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 Umpire's appointed by the Chief Official.

The Chief Umpire is directly responsible to the Chief Official and shall work with the Starter; the Umpires and the Safety Boat crews.

The Chief Umpire shall co-ordinate the work of the Course Umpires and ensure the efficiency of all waterborne supporting staff.

The Chief Umpire shall be responsible for the supervision of any crews moving on the course, before and after each race. (The Chief Umpire may also act as a Course Umpire). **(Oct 04)**.

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:

- R3.10.1 Show a White flag, at the end of the race if there is no infraction of the Rules. If there is an infraction of the Rules, a Red flag must be shown and the circumstances reported to the Chief Official. When a breach of the IDBF Disciplinary Code has occurred, before or during the race, the Umpire will show a Black (or Dark Blue) flag and report the circumstances to the Chief Official.
- R3.10.2 When an Umpire's boat is not used, then one or more Umpires shall be placed alongside the Regatta Course in such a way that they can fully ensure that the Racing Rules are being fully complied with.
- R3.10.3 **Turning Points Umpires.** When a race is run on a course with one or more Turning Points, at least one Umpire must be stationed at each Turning Point. Any infractions of the Rules occurring at the Turning Points shall be reported to the Chief Official when the last boat has completed the turn for the last time in the race.

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

- R3.11.1 Confirm that the crews have been correctly called forward to the Crew Assembly Area; carry out any random checks, authorised by the Chief Official to confirm the identity of competitors.
Record the number of competitors in each boat against the appropriate Crew List and ensure that the composition of each crew is correct, for example the number of females in a Mixed Crew and that there is not a male Helm or Drummer in a women's crew.
- R3.11.2 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.
- R3.11.3 Ensure that all competitors who are using their own paddles have their paddles checked, by the Boat Marshals, to ensure that they are to the specification, if any, laid down for the competition.
- R3.11.4 Check that all crews are 'Fit to Race' and if any competitor or crew is not fit, notify the Chief Official and ensure that they do not race.

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

- R3.12.1 Check that all boats and equipment are in good racing order before and after each race and that each boat has two spare paddles on boat, at all times. When race paddles are provided by the Organising Committee the Marshals shall ensure that a full set remains with each boat.
- R3.12.2 Allocate crews to boats according to the Race Programme and ensure that the right crews are embarked in the right boats before the crews leave the embarking platforms. Check that crews are in their correct racing 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.
- R3.12.3 Ensure that each crew is embarked safely and that buoyancy aids are available and when necessary worn by those that require them.

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

- R3.13.1 That an Event Safety Plan is made to cover emergency procedures and major incidents and that the details are communicated to all Crew Managers and Race Officials.
- R3.13.2 That a suitable number of trained rescue personnel and properly equipped rescue craft are available. That Personal Floatation Aids are available.
- R3.13.3 That the arrangements for embarking and disembarking crews are suitable and adequate, for the number of competitors involved.
- R3.13.4 That a water circulation plan and system has been established and included in the instructions issued to managers and officials.
- R3.13.5 That a Crew information sheet is completed prior to a crew racing which records the details of known weak swimmers and any medical history, such as asthma, epilepsy, which may adversely affect a crew member whilst on the water. Such information may be annotated on a crews Crew List, held by the Chief Boat Marshall.
- R3.13.6 To establish an effective communication system between the SO; the Safety Boats (rescue craft) and the Umpires' boats and to ensure that the correct rescue procedures are adopted in the event of a crew capsizing.
- R3.13.7 The Safety Officer shall be personally responsible for ensuring that a head count of crew members from a capsized boat takes place when the crew returns to land and before any of the rescue craft are stood down.

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 he (or she) shall advise the Chief Official to postpone, delay or cancel, one or more races, or the competition in its entirety, until it is safe to race

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

R3.16 The Announcer. The Announcer shall provide a public information service during the competition and on the instructions of the Chief Official or Race Secretary announce the start of each race, the order of the crews at the start and where possible, give a running commentary on each race. When the result is confirmed by the Chief Official the Announcer shall announce the result of each race, including the time recorded by each of the crews. Between races the Announcer should also provide information and music in keeping with the event.

R4. CONDUCT OF CREWS.

R4.1 Crews must follow the directions of the Race Officials at all times during the competition. Failure to do so may result in action being taken under the IDBF Disciplinary Code or, if appropriate, the disqualification of the competitor or crew concerned. **The Disciplinary Code, as published in the Annexes forms part of Rule 4 and should be read in conjunction with it.**

R4.2 Any Dragon Boat Crew or competitor who attempts to win a race by other than honourable means, or who deliberately breaks the Racing Rules, or who disregards the honourable nature of the rules shall face disqualification from the competition – see also Racing Rule 7.

R4.3 It is forbidden, during a race, for a crew to receive outside help, or coaching, or be accompanied by other boats along the course, even outside the Racing Lanes. Such acts will result in disciplinary action being taken against the crew(s) concerned.

R4.4 The Drummer. The Drummer shall sit on the drummers seat provided and once the boat has cleared the Starting Area, which is deemed to be 50 metres from the Start Line, must actively beat the Drum throughout the race. **That is, the Drum must be clearly seen to be struck with a Drum Stick on the drum skin (top or side) at short, regular intervals.** (Sep 03). **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 is fully functional and water-worthy. Boats and equipment must be carefully checked before embarking. **The Race Organiser cannot be held responsible for any boat or equipment failure once a crew has embarked and left the Boat Marshalling area.** (Sep 03)

R5.2 Paddle Breakage/Equipment Failure. **Crews are advised to carry two (2) spare paddles, of the approved design for the event, in each Dragon Boat they use during the competition (Sep 03).** 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 (Sep 03). 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 chose or reserve a boat. In the event that a crew is allowed to bring its own boat to a competition, it may be used provided it complies to any boat specifications laid down in the Competition Regulations for the event concerned and is of a compatible design with all the other boats being used in the competition. Any such boat accepted by the Competition Committee shall be made available, if requested by the Race Director (Organiser), for use by other crews.

R5.5 Embarking. When called forward to Boat Marshalling or 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. (Crews using their own boats are responsible for providing their own Boat Numbers and for ensuring that they race with the correct Boat Number for the racing lane that was allocated to them in the Lane Draw).

R5.6 Movement up the Course. After a crew has embarked, it must leave the boarding pontoon immediately and proceed directly to the start area. En-route crews must keep clear of the Racing Lanes and must not interfere with a race that is in progress. This includes moving down the course during a race until the crews racing have passed by.

R5.7 Changes to Crew Numbers. *Once a crew has loaded in a boat and left the boarding pontoon, changes of crew members or additions to the number of racers in the boat, will not be permitted unless expressly agreed to by the Chief Boat Marshal, before the boat leaves the pontoon. Such changes shall be by exception and do not include the change over or addition of racers due to lateness or unexplained absence. Any such decisions must be notified immediately, to the Chief Official by the Chief Boat Marshal.*

R6. STARTS and STARING 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 Racing Lanes, by the Starter or Aligner, in accordance with the published Lane Draw.

R6.2 Late Arrivals. The Starter may warn a crew arriving late in the start area and if such a warning is given it shall have the same effect as one given for a False Start, for that race. Alternatively, the Starter may take action under the IDBF Disciplinary Code and issue a warning(s), or award, if appropriate, a Time Penalty of up to five (5) seconds to any crew arriving late in the Start Area, or for failing to come up to the Start Line when called. The Starter may start a race without reference to absentees.

R6.3 Racing Lane. A crew must race in the lane allocated to its boat. In the event that only one boat remains at the start of a scheduled race, that crew will be required to paddle the course to register a qualifying time for participation in subsequent rounds.

R6.4 Starting Position. The position of the Dragon Boats on the Start Line shall be that the foremost part of the competing boats (which may include the Dragons Heads) shall be aligned. When races start from a pontoon or dock, Aligners Assistants shall hold the sterns of the boats. Alternatively each Steerer shall hold a rope attached to the starting position. (In an IDBF sanctioned Race, when a 'held' start is not possible, then a 'free' start may be permitted).

R6.5 Aligning. The Aligners Assistants will alter the position of the Dragon Boats in accordance with the Starters or Aligners instructions, by physically moving the boats or by adjusting the length of rope available to the Steerers (Helms). A Crew may assist in this Aligning by moving the boat using their paddles to position the boat on the Start Line. **However, once the Starter has alerted the crews (see R6.6) then all movement of paddles in the water must stop.**

If movement of a crews paddles in or on the water is then observed, by the Starter or a Course Umpire, the Chief Official shall give a Time Penalty, as for Jumping the Start – see R6.13. (Sep 03).

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 is forbidden to take such action prior to this instruction, especially in crews under Starters orders, when moving to the Start Line).

R6.7 Starting Signals. When the Starter is satisfied that all crews are ready, the starting signals of **the word 'ATTENTION'** followed by the word **'GO'** the Aligners Assistants will release the sterns of the boats or the Steerers the pontoon ropes, as appropriate.

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

R6.9 False Starts. **If a crew starts after the word 'Attention' and before the word 'Go' it has made a False Start. The 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 umpires boat, it shall be placed 50 metres down the Racing Course from the Start Line. On seeing the Red Flag or on hearing the re-call signal, the Umpire's boat will cross the course in front of the competing boats and the Umpire will wave a Red Flag. This will continue until all the boat have come to a stop.

R6.10.1. If a boat for the Course Umpire is not available, then an Umpire shall stand on the side of the Racing Course, adjacent to Lane.1 and on seeing the Red Flag, at the Start, or on hearing the re-call, the Umpire shall also wave a Red Flag to attract the attention of the competing crews and with the aid of a megaphone, the Umpire will shout **'STOP'**.

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

R6.12 Penalties. Once all the crews have returned to the start, the Starter will identify the crew or crew responsible for the False Start and warn them of the offence. **If the same crew causes two (2) False Starts, the Starter may exclude them from the race, or alternatively award a 'Time Penalty' of five (5) seconds to the offending crew. Any crew that fails to return to the Start Line immediately after a False Start may also be excluded from the race or alternatively awarded a five (5) seconds 'Time Penalty' at the Starters discretion.**

R6.13 Jumping the Start. When a crew 'jumps the start', which for the purpose of the Rules of Racing, means that a crew has anticipated the Starters word of Command GO to the extent that a 'False Start' cannot be called but in the opinion of the Starter a material advantage has been gained by the crew or crews, concerned over the others, **the Starter may award 'Time Penalties' of from two (2) up to a maximum of five (5) seconds against the crew or crews in question. (Time Penalties given under this Rule are not part of the Disciplinary Code and for a False Start must not be recorded against a crews disciplinary points total).**

R6.14 Damage to boats at the Start. If a crew, whilst in the start area indicates to the Aligner, before being called forward to the Start Line, that it has suffered damage to its boat or equipment the Starter may delay the race for a maximum of five (5) minutes to allow the crew some time to effect a repair.

R6.15 Equipment Failure off the Start. **In the event of a crew experiencing equipment failure for example a broken Drummers Seat or Steering arm/oar (but not a paddle), off the start and up to fifty (50) metres after it, the race will be restarted, providing the crew concerned stops paddling immediately and both the paddlers and the Drummer raise their arms fully in the air.** In this case the Starter will carry out the same procedures as for a False Start and in addition the Course Umpire's motor boat will proceed quickly down the course and stop any crews who may not have heard the re-call signal.

R6.16 Recall by the Course Umpire. **The Course Umpire may interrupt a correctly started race, if unforeseen circumstances occur, for example, adverse conditions in one or more Racing Lanes resulting in boats being inadvertently swamped, or a collision between two boats, caused by the water conditions, or the breakage of a steering arm/oar, that materially affects the whole race.** This shall be done in the same manner as for a False Start (even if the competing boats are more than 50 metres from the Start Line). **In such circumstances the Chief Official may order a re-run of the race, even to the extent of timed runs down one lane, if time permits, or if it does not a count-back of the previous times recorded during the competition by the crew or crews concerned.**

R7. RACE CONDUCT.

***Object:** Bye Law 3.4 states that the object of Dragon Boat Racing is to race crews over a defined course in the shortest possible time. Crews who in the opinion of the Chief Official do not race their defined course in the shortest (fastest) possible time, will face disciplinary action and may be disqualified from the Competition Class in question or from any another Competition class. (Sep 07)*

R7.1 Correct Course and Clear Water. The correct course for each boat is a straight 'line' down the course or down the middle of its marked Racing Lane, from the Start Line to the Finish Line. Crews are responsible for their steering and leave their Racing Lane, or deviate from their 'line' at their own risk. **Even when crews are in their Racing Lanes or following a racing 'line', at least two (2) metres of clear water must be maintained around each boat.** For the purpose of this Rule, the boat includes the crews paddles and therefore the **'clear water' is between paddle blade and adjacent paddle blade.** Crews must 'give clear water' when told to by the Course Umpire. In races over 1000 metres, crews may deviate from their Racing Lanes or Lines without penalty, providing they do not impede other crews and clear water is observed around each boat.

R7.2 Penalties. **A non-Disciplinary Code, Time Penalty of five (5) seconds may be awarded by a Course Umpire against a crew that leaves its Racing Lane/Line or impedes another crew, whether or not the action of the crew concerned has materially affected the result of the race. (A crew that has gone 'off line' due to a involuntary steering error and in correcting the error leaves its Racing Lane, shall not normally be penalised under this Rule unless another crew is impeded and the race result materially affected).**

R7.3 Umpires Warnings. The Course Umpires shall follow each race, in motor boats to observe the course taken by each Dragon Boat. Any boat that fails to keep within its Racing Lane/Line will be warned by an Umpire. **If such warnings are ignored the crew(s) concerned risk disqualification from the race if, in the opinion of the Course Umpire, the crew has impeded another crew or has gained an advantage thereby, which has materially affected the result of the race. Alternatively, a Time Penalties of five (5) seconds may be awarded. Time Penalties so awarded do not come under the Disciplinary Code and are not to be recorded as such.**

R7.4 Racing Lane. Umpires may also be stationed at the ends or down the sides, or both, of the Regatta Course in such a position as to have a clear 'line of sight' down and across the Racing Course, in order that they can determine the actual 'Racing Line' that a crew is taking. If an infraction of the Racing Rules occurs the Umpire shall report the matter to the Chief Official.

R7.5 Wake Riding (Wash Hanging). In races of 1000 metres *or less*, it is forbidden for a crew to 'wake ride' that is, to gain an advantage from the *wake or wash* of another boat by paddling across the angle of its bow wave and gaining an increase in speed by 'riding' the forward face of the wave. **The Umpire following the boat shall decide if *wake riding (wash hanging)* has occurred and notify the Chief Official accordingly, who will decide what action to take.**

R7.6 Overtaking. When a boat is overtaking another boat in a race, it is the duty of the overtaking boat to give clear water to the boat it is overtaking. Similarly, the boat being overtaken is not allowed to alter its course to make difficulties for the overtaking boat or boats.

R7.7 Collisions. **In the event of a collision between two (2) or more boats the Umpires must report the circumstances to the Chief Official, who may disqualify the offending boat(s) or, if the result of the race has been materially affected, order one or more boats to re-race, before the next round of the competition. When in the opinion of the Chief Official one or more of the crews involved could have avoided the collision by taking corrective action, for example, to stop paddling, but did not do so, then the crew or crews concerned will be disqualified from the competition class concerned and may face disqualification from the whole competition .**

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

R7.8 Boat Swamping, Deliberate Capsizes. **If, in the opinion of the Chief Official, a boat has been swamped or capsized deliberately by its own, or another crew, during the course of a race, the Competition Committee may disqualify the crew or crews concerned from the competition.**

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

R7.10 Turns. When a race is run on a course with Turning Points, the buoys shall be passed to port (left) in an anti-clockwise direction. When more than one crew is making a turn, at the same Turning Point, then a crew on the outside line must leave room for a crew on an inside line. That is, clear water between boats, as defined in Rule 7.1, must be seen by the Turning Point Umpire. *(See also Rule 10, 2000m Racing Rules).*

R7.11 Turn Buoys. In making a turn the inside boat shall follow as closely as possible, the course marked by the buoy(s) at the Turning Point. A crew will not be disqualified for touching a Turn Buoy, or for having less than two (2) metres of clear water, unless in the opinion of the Umpire, a material advantage has been gained. *(See also Rule 10, 2000m Racing Rules).*

R8. FINISHES.

R8.1 Crossing the Finish Line. A boat has finished the race when the foremost part of the boat crosses the Finish Line with the same number of Racers in it as started the race. (The Dragons Head, when in position, forms part of the boat).

R8.2 Dead Heats. The front portion of each boats bow will be clearly marked to assist the Judges in determining the finish order. If two (2) or more boats reach the Finish Line at the same time they shall get the same classification. In the event of a dead heat for a place which determines advancement to the next round, the crews concerned may be required to race-off in accordance with Competition Regulation 10.7, but only if there are insufficient lanes on the racing course to allow the dead-heated crews to race again in the next round.

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

R9. DISPUTES, PROTESTS, DISQUALIFICATIONS and APPEALS.

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

R9.2 Racing Protests. In the event of a crew wishing to make a protest following a race, concerning the conduct of another crew, **the Crew Manager must lodge the protest with the Chief Official. Such a protest must be addressed to the Competition Committee and made within fifteen (15) minutes of the end of the race. A protest against a race result must be made no later than 15 minutes after the result is officially posted.**

R9.3 Protest Fees. At IDBF Championship events, all protests shall be made in writing and shall be accompanied by a fee of 20 USD, or the equivalent amount in the currency of the country in which the competition is being held. The fee shall be refunded if the protest is upheld. At all other events Protests may be made verbally and, at the Chief Officials discretion, a protest fee need not be paid.

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

R9.5 Decisions. After reaching its decision the Competition Committee must inform all the parties involved in writing of its decision and of the reasons for the decision. The Chief Official shall hand the decision to the Crew Manager(s) involved, who must then acknowledge receipt of it by signing the Chief 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. In non-championships where a protest has been dealt with verbally, the Chief Official may give the disqualification and the reason why, verbally to the Crew Manager(s) concerned.

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

R9.9 Appeal Fees. For IDBF Championships, all appeals shall be accompanied by a fee of 50 USD or equivalent amount in the currency of the country in which the competition is being held. The fee will be refunded if the appeal is successful.

R9.10 Jury Meetings. The Chairman of the Jury shall allow a further twenty (20) minutes to elapse, for any necessary investigations to take place, before calling a meeting of the Jury to debate the appeal. Only in exceptional circumstances should this take longer than thirty (30) minutes for any one appeal.

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

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

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

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

R.10 Racing Rules For Dragon Boat Races over 2000 Metres. (Sep 07)

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

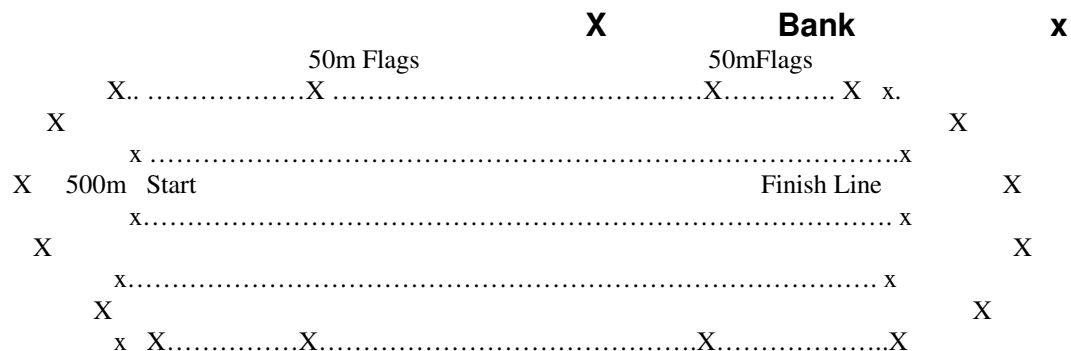
The rules that follow are primarily designed for Dragon Boat Races that take place on a defined Racing Course as part of a standard Dragon Boat Regatta with all the normal rescue craft; race facilities; support services and qualified officials. *However local conditions, for example the overall width of the Regatta Course, may require the Chief Official to make adjustments to the regulations covering the Racing Course shown below. Any such adjustments will be notified to the Crew Managers by the Chief Official.* (Sep 07)

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

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

R10.1 The Racing Course. 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 six (6) buoys, that is, one (1) at each end of each straight section; one (1) at the apex of each turn; *one on the approaching side of the apex buoy and two buoys after the apex buoy, to indicate the curve of the turn. The buoys coming out of each turn should follow an asymmetrical line towards the exit racing lane.* (See extracts below from Competition Regs 6.8 and 6.9, 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. The Turn Buoys marking the start and finish of each Turn may be included in this total (*but see Comp Reg 6.9 below*) as may the buoys marking the edge of the normal Racing Course. *The Racing Lane shall be marked at the 50m points, approaching each turn, on both sides (outside edges) of the course with Red Flags (total 4) mounted on larger buoys than the lane marker buoys of which the inside edge Red Flag buoys can be a part - see R10.4.1.*



Competition Regulations 6.8 and 6.9 - extracts

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

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

R10.2 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 of the Racing Lane** – see also R10.3.1. (Sep 06)

R10.2.1 Racing shall take place in an anti-clockwise direction. Crews are not permitted to race on the inside of the buoys marking the left hand edge of the Racing Lane, except when overtaking after completing a Turn (see R10.4.1)

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

R10.3.1 It is incumbent on the Steerer, when not overtaking another boat to maintain a distance of at least six (6) meters, *of clear water*, from the buoys on the boat's left (port) side, thus allowing crews who may be overtaking on the port side to have *as much space as possible*, in which to overtake.

R10.3.2 *Crews taking other Lines of Racing to overtake must observe the spirit of Racing Rule 7.1 but especially concerning 'clear water' between boats. If a crew ignores the intention of the 2 metre rule and in so doing causes any other boat(s) to steer an unreasonably wide course to maintain their Line of Racing or avoid a collision, then a non-Disciplinary Code, **Time Penalty of 5-10 seconds** may be awarded by the Chief Official. When a crew that is being overtaken (see R10.4) alters its course and makes difficulties for the overtaking boat, the same Time Penalties may be awarded by the Chief Official.*

R10.4 Overtaking. Overtaking will be carried out to the **left** of the boat being overtaken, except when the width of the Racing Lane allows crews to overtake in clear water to the **right** of the boat.

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

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

R10.4.1 When **approaching** a Turn, that is after the 50m Red Flag Buoys have been reached, overtaking is only permitted on the **left** (inside) of the boat being overtaken. The crew being overtaken must give way and allow 'clear water' to the overtaking crew.

R10.4.2 A crew overtaking on the **right** (outside) of another boat must hold their station and keep 'clear water', with the boat they are overtaking until the approaching turn has been negotiated, after which time they can complete the overtaking manoeuvre as described in R10.4. **See also R10.5.1 concerning a crew's position during a turn.**

R10.4.3 A boat about to be overtaken must not alter its Line of Racing once the Head of the overtaking boat is level with or has passed the Steerer (Helm) in the boat being overtaken *and, especially when exiting a turn, must not Steer in a manner that is likely to cause a collision with another boat.* When the Steerer of the overtaking boat is level with or has passed the Drummer in the boat being overtaken, *then that boat is deemed to have been 'overtaken'* *The overtaken boat must then give way and maintain its station.* (Sep 06)

R10.4.4 When overtaking or being overtaken, it is incumbent on all Steerers to maintain clear water between the paddles of their own boat and other boats in the race but ideally, 2 metres of clear water between boats should be maintained, as per Racing Rule 7.1.

R10.4.5 If, in the opinion of the Chief Official any racing manoeuvre by an overtaking crew or a lack of clear water between boats **has endangered the safety of another crew**, or materially affected the result of the race, the offending crew shall be disqualified.

R10.4.6 A crews race time that has been adversely affected by the actions of another crew, that is, when a Course Umpire has confirmed that time has been lost through an obstruction or impediment of the crew concerned, a Time Deduction Bonus, of up to 20 seconds, may be awarded, by the Chief Official.

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

a. Steerers are to ensure that Turning Point buoys are kept on the left side of the boat, that is, the boat must pass to the right of all the buoys and not inside any Turn Buoy.

b. A crew will not be disqualified for touching a Turn Buoy, or for having less than two (2) metres of clear water or subject to R10.5.1, overtaking coming out of a turn, unless in the opinion of the Turning Point Umpire, the safety of any crew undertaking the turn, at the same time, has been compromised

c. *A crew that turns inside of a Turn Buoy, that is a buoy is passed to starboard (on the right of the boat) shall face a Time Penalty of up to 5 seconds, per offence. A crew that consistently turns inside of a buoy in a race (that is, more than twice) may in addition, face disqualification from the race in question.* (Sep 07)

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

When *more than two crews* are making a turn, at the same Turning Point, then a crew on an **outside** line must leave room for a crew on an **inside** line, to follow the line of the turning point buoys in safety, that is, at least clear water between the paddles in adjacent boats, must be maintained around the turn – R10.4.2, refers.

Similarly a crew on an inside line must not make difficulties for a crew holding station on an outside line by, for example, steering wide around the Turning Point. If in the opinion of the Chief Official a crew has not attempted to steer in a safe manner around a turn, then Time Penalties may be awarded against the offending crew(s).

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

R10.6 Impeding / Collisions. If during the course of the race a boat impedes or collides with another boat the Chief Official shall apportion blame *but see also R10.4.5 - disqualification when crew safety is compromised*. If the Chief Official decides that a boat has impeded the forward motion of another boat, or that the crew in the impeded boat had, by necessity, to stop paddling; then a Time Penalty of up to thirty (30) seconds may be awarded to the impeding crew. A Time Bonus may also be awarded to the impeded boat as allowed for under R10.4.3. When a collision between boats occurs then Racing Rule 7.7 will apply, except that re-racing will not take place.

R10.7 Course Umpires. To assist the Chief Official in implementing these rules and other Rules of Racing in general, Course Umpires both waterborne and land based should be positioned around the Racing Course to afford full observation and supervision of the crews in the race. A Boat with an Umpire, should be stationed inside each Turning Point to observe the crews negotiating the Turn Buoys.

R10.8 Starting Procedures and Formats. Boats shall normally be started at intervals, that is, a 'staggered' start, line astern (see 10.8.2) using the normal start commands of 'Are You Ready', 'Attention', 'Go'. The time interval between each crew starting shall be determined by the standard of the crews racing and the prevailing water and weather conditions.

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

R10.8.1 In Line Abreast. Crews should first be 'seeded' according to ability, the slowest crew starting first and the fastest last. Crews should be placed in a line next to each other along (or in a line behind) the actual Finish Line, facing up the normal Racing Course towards the normal Start Line.

a. Starting Position. The slowest crew should be positioned on the 'right of the line' looking up the course, that is facing the Racing Line. On the start command the first crew shall race straight ahead into the Line of Racing, six (6) meters **to the right of** the buoys marking the Racing Lane.

b. Crossing the Course. The second boat to start and subsequent boats may steer straight ahead on their start command, even if this means that they are racing to the left of the buoys marking the Racing Lane. However, Crews doing this must then move diagonally across the course in a Line of Racing until they have reached a point on the course that is to the **right** of the buoys marking the main Racing Lane – see R10.3.1.

c. 300 Metre Rule. This crossing to the Racing Lane must be completed within *300 metres* from the start of the race. *During this time*, crews may pass on either side of a boat they are overtaking, provided that at all times they maintain 'clear water' between themselves and all other boats.

R10.8.2 In Line Astern. Crews should be 'seeded' as in 10.8.1. If conditions allow all boats will be lined up, one behind the other. They will move to the start when called in turn. *Normally the slowest seeded crew will start first opposite the main Racing Lane and behind the Finish Line of the main Racing Course. At the discretion of the Chief Official the fastest seeded crew may start first.* (Sep 07)

a. Late at the Start. Failure to be at the Start Line on time will **not** prevent the Starter from starting the next crew in the line. Crews must steer a straight course from the start, down the Line of Racing – see R10.8.1a.

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

R10.10 Crew Times, Placings and the Race Winner. When a staggered start is used, the record of Start Times will be compared against the Finish Times recorded for crews. The resulting Time Differential will be used to calculate a crew's actual Race Time. Any race Time Penalties incurred by a crew, will then be added to give a crew its Gross Race Time.

R10.11 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

Rules 11 – 13. Spare.

R14. ADOPTION OF THE IDBF RULES OF RACING.

R.14.1 Concluding Provision. These Rules of Racing were updated, by the IDBF Competition and Technical Commission (C&TC) in 2000, from those adopted on 1st January 1997 and were subsequently notified to the 8th IDBF Congress in 2001. These Rules of Racing were further updated by the C&TC in 2002 and 2003, approved by the IDBF Council in October 2003, under Article 43 of the IDBF Statutes and notified to the 9th IDBF Congress on 31st October 2003. The 4th Edition of the IDBF Rules of Racing were introduced on the 1st January 2004.

R14.2 *The Rules of Racing were further amended in 2006 and 2007 and notified to the 11th IDBF Congress on 21 September 2007. This 5th Edition, with updates made following the 8th World Dragon Boat Racing Championships, held in Penrith, Sydney, will take effect from the 1st January 2008 and remain in force for a minimum period of four (4) years, as laid down in Article 29 of the IDBF Statutes.*

Amendments 2006/2007 – The Rules of Racing

2000 Metre Races

R10.1. 2nd para, last 4 lines.....*The Racing Lane shall be marked at the 50m points, approaching each turn.....*
Amendment – 250m, changed to 50m and “approaching each turn” added for clarity.

R10.2 Amendment. - Amended words in italics made for clarity

Last 3 lines **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

R10.3.1 Amendment. - Amended words in italics made for clarity

It is incumbent on the Steerer.....of at least six (6) meters, of clear water, from the buoys on the boat’s left (port) side, thus allowing crews..... to have as much space as possible, in which

Amendments. - Amended words in italics made for clarity, words in Red deleted – not objective,

R10.4 Overtaking. Overtaking on the **right is permitted after the Start** within the first 300metres of a race (see R10.8.1) and in the last 500 metres of a race (see R10.5.2) without restriction **and also immediately** after coming **out of a turn**. *Overtaking on the right at all other times is subject to ‘clear water’ being available to the overtaking crew – see R10.3.2. No overtaking on the right is permitted once the front of an overtaking boat has passed the 50m Red Flag buoys, marking the approach to a Turn. See R10.42, concerning ‘holding their station’.....*

R10.4.1 When **approaching** a Turn, that is after the 50m Red Flag Buoys have been reached,.....

R10.4.2 A crew overtaking on the **right** (outside)as described in R10.4. **See also R10.5.1 concerning a crew’s position during a turn.**

R10.4.3 A boat about to be overtakenin the boat being overtaken *and, especially when exiting a turn, must not Steer in a manner that is likely to cause a collision with another boat. When the Steerer of the overtaking boat is level with or has passed the Drummer in the boat being overtaken, then that boat is deemed to have been ‘overtaken’ The overtaken boat must then give way and maintain its station.*

R10.5 Turning b. A crew will not be disqualified for touching a Turn Buoy, or for having less than two (2) metres of clear water or subject to R10.5.1, overtaking coming out of a turn, unless in the opinion of the Turning Pont Umpire, a material advantage has been gained or

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

R10.6 Impeding / Collisions. If during the course of the race a boat impedes or collides with another boat the Chief Official shall apportion blame *but see also R10.4.5 - disqualification when crew safety is compromised* . If the Chief Official decides

R10 However local conditions, for example the overall width of the Regatta Course, may require the Chief Official to make adjustments to the regulations covering the Racing Course shown below. Any such adjustments will be notified to the Crew Managers by the Chief Official. (Sep 07)

10.5.c A crew that turns inside of a Turn Buoy, that is a buoy is passed to starboard (on the right of the boat) shall face a Time Penalty of up to 5 seconds, per offence. A crew that consistently turns inside of a buoy in a race (that is, more than twice) may in addition, face disqualification from the race in question. (Sep 07)

R10.8.2.... Normally the slowest seeded crew will start first opposite the main Racing Lane and behind the Finish Line of the main Racing Course. At the discretion of the Chief Official the fastest seeded crew may start first. (Sep 07)

IDBF DISCIPLINARY CODE

FOR CHAMPIONSHIP AND INTERNATIONAL REGATTAS

General Conditions.

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

- 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 IDBF Executive Committee under the authority of Article 44 of the IDBF Statutes lays down the following disciplinary action, which is to be taken in the event of any of the above forms of misconduct occurring during the period of an IDBF Championship event. The period of an event includes misconduct at any time from the day of arrival of a crew at the regatta location to the day of departure, and to incidents that may occur on or off of the competition site, before during and after the actual races.

Failure by crews to comply with the instructions of Officials.

3. Time Penalties of between 1-5 seconds, added to a crew's actual time in a race, may be awarded by the Chief Official against crews, for example, as follows:-

- 3.1 Failure to leave the embarking area when instructed to by the Boat Marshals.
- 3.2. Failure to obey the instructions of an Umpire.
- 3.3 Failure to come under Starter's Orders when required to do so.
- 3.4. Failure to return to the embarking area when required to do so.

Time Penalties.

4. Before Time Penalties can be awarded a crew must be warned that an offence has occurred and be given 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 a Black Flag (or Dark Blue Flag if a Black Flag is not available). When a Flag is used then the procedure will be as follows:-

5.1 **WARNING 1.** When an offence has occurred a Black Flag will be raised by the Official and the offence notified to the crew. The Black Flag will then be lowered. If the crew does not respond within a short time then the 2nd warning will be given.

5.2. **WARNING 2.** The Black Flag will be raised again and stay raised until the Crew Captain has acknowledged the offence. The Race Official will then report the offence to the Chief Official. (Boat Marshals will report to the Chief Marshal).

6. When a Time Penalty has been awarded by the Chief Official the initials TP will be annotated against the time shown for the crew concerned on the Results Sheet and on any scoreboard used at the regatta site. There is no appeal against Time Penalties.

False Starts, Jumping the Start, Race Conduct.

7. Time Penalties awarded by the Starter and Umpires under Racing Rules 6 and 7, do not form part of this Disciplinary Code and should not be awarded instead of taking action under this code. Neither must Time Penalties awarded under Rules 6 and 7 be included in any points total recorded against a crew under this Code.

Verbal abuse between Competitors and between Competitors and Officials

8. Verbal abuse by competitors against Race Officials will be dealt with as follows:-

8.1. Verbal abuse occurring between crews whilst proceeding to the Start or after the Finish of a race will be dealt with by the Course Umpires in accordance with paragraph 5 above. In addition to Time Penalties, the Chief Official may award Penalty Points for verbal abuse of between 1-3 points per offence. A crew that collects 4 points during a competition will be excluded from the Race Distance in question. A crew that collects 6 or more points will be excluded from the remainder of the competition.

8.2. Verbal abuse occurring between crews whilst under Starter's Orders will be dealt with by the Starter, who may award Time Penalties without reference to the Chief Official. The award of Penalty Points always remains with the Chief Official.

8.3. Verbal abuse by competitors directed at a Race Official will be dealt with by the Race Official first warning the competitor(s) or Crew Captain of the crew concerned that an offence under this Disciplinary Code is likely to occur. If the abuse continues, the Race Official will inform the person or persons concerned that an offence has occurred and report the matter to the Chief Official. A minimum of 2 Penalty Points will be awarded by the Chief Official in such circumstances and the Team Leader informed of the award. Appeals may be made against Penalty Points.

Conduct likely to bring the sport into disrepute.

9. Any conduct likely to bring the sport into disrepute, such as behaviour considered to be unacceptable in public, aggressive behaviour to members of the public or social bad manners, *or any action (or lack of action) that compromises the safety of a crew or individual whilst on the water*, will be reported to the Chief Official who will take action under this Disciplinary Code and report the matter to the Competition Jury, where one exists. The Jury must record the details of the incident *and may sanction a non-competitor* or disqualify a competitor or crew from taking any further part in the competition, irrespective of any previous action that may already have been taken, during the competition, against the person or persons concerned.

10. If during an IDBF Championships a competitor refuses to take a Doping Control Test, when requested to do so, or fails to provide a sample, as required by the IDBF Anti-Doping Policy, the competitor concerned shall be excluded by the Jury, from taking any further part in the Championships under this paragraph of the IDBF Disciplinary Code. The Chairman of the Jury shall report the exclusion and the reasons why, to both the IDBF Executive Committee and the IDBF Member Association to which the 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 a IDBF Championship Regatta, the decision of the Jury is final. At an IDBF sanctioned event, an appeal against the decision of the Jury may be made to the IDBF Secretariat for consideration by the IDBF Executive Committee.

Threat of violence or actual physical violence

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

Spare Page

参见比赛规则第 R9.1条
Rule Of Racing R9.1 Refers

抗议
IDBF RACING PROTEST FORM

(White Paper)

代表队名称:

Team Name: _____

领队姓名:

Team Manager: _____

比赛号

Race Number: _____

赛道号

Lane Number _____

抗议

Protest Details: _____

签名

Signature: _____

Team Manager

时间:

Time: _____

Print Name: _____

.....
Race Control

赛事管理

签名:

Signature: _____

时间:

Time: _____

Fee Received _____

缴费

参见比赛规则第R9.7条
Rule of Racing R9.7 refers

国龙联合会赛事申诉表

IDBF RACING APPEAL FORM

(黄色纸)
(Yellow Paper)

Team Name:

代表队名称: _____

Team Manager

领队姓名: _____

Race Number

比赛号: _____

Lane Number

赛道号: _____

Appeal Details:

申诉详情: _____

Signature:

签名: _____

Team Manager

Time:

时间: _____

Name _____

Race Control 赛事管理

Signature:

签名: _____

Time:

时间: _____

Fee Received 缴费: _____ (amount)

IDBF Jury's Decision.

