

SINGAPORE DRAGON BOAT ASSOCIATION



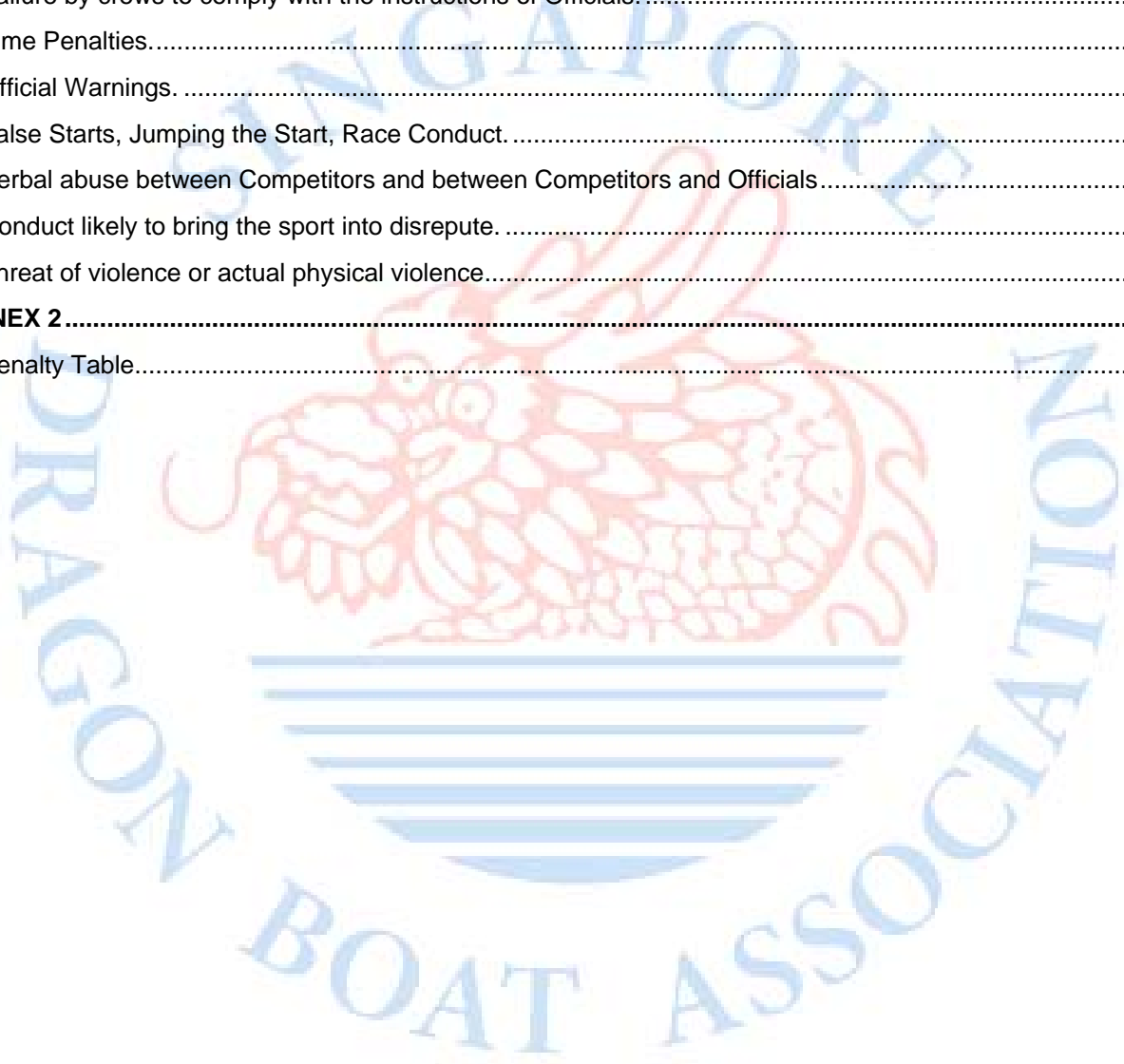
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1. INTRODUCTION

The following Singapore Dragon Boat Association (SDBA) Competition Regulations and Racing Rules are provided for use by teams participating in all SDBA International Dragon Boat Federation (IDBF) sanctioned events in Singapore.

1.1 The purpose of these Regulations and Rules are to:

1.1.1 Provide a consistent framework for the organization, regulation and control of Dragon Boat Regattas and other Dragon Boat Competitions in Singapore;

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

1.1.3 Ensure that the SDBA Event Safety Plan (ESP) guidelines for competition are complied with and given precedence to at all times.

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

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

1.4 **THE DECISION OF THE ORGANISER ON ANY MATTER NOT PROVIDED FOR IN THE IDBF "COMPETITION REGULATIONS AND "RULES OF RACING" OR IN THE INTERPRETATION THEREOF, SHALL BE FINAL.**

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



Part 1

SDBA COMPETITION RULES

SDBA COMPETITION REGULATIONS

1. COMPETITION CLASSES

1.1 Racing Classes.

All IDBF sanctioned SDBA competitions may be organised for the following Racing Classes, based on age and gender:

1.1.1 Open Class

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

1.1.2 Women's Class

For all female crews (including helmsman and drummer), of any age, except for those under 12 years old as discussed in Competition Regulation (CR) 1.1.1.

1.1.3 Mixed Class

For a Mixed-gender crew ratio (see 2.1.c). Restriction on competitors under 12 years as discussed in CR 1.1.1 applies.

1.1.4 Junior Class

Races can be held for Mixed or Single gender crews or in Open Competition, as shown above, with the exception of the Women's Class Steerer (Helm) who need not be female. The following age categories will apply to the Junior Class:

Junior **A** (or 'A' Division). Competitors under the age of 18 but at least 12 years old.

Junior **B** (or 'B' Division). Competitors under the age of 16 but at least 12 years old.

Junior **C** (or 'C' Division). Competitors under the age of 14 but at least 12 years old.

NOTE: This means that a competitor whose 18th, 16th or 14th birthday, falls on or after 1st January, in a given year, can compete in that year only, as a 17, 15 or 13 year old, respectively.

1.1.5 Senior Class

a. Races can be held for Mixed or Single gender crews or in Open Competition, as shown above, with the exception of the Drummer, all competitors must be aged 40 or over, on the 1st of January in a given year.

b. Age Group Categories for the Senior Class, such as Over 50 years old and over 60 years old, may be introduced at SDBA Regattas.

2 CREW AND TEAM COMPOSITION

2.1 Crew Numbers.

Dragon Boat Crews competing in SDBA competition will normally consist of:-

- a. **for the Standard 22 Crew Racing Boat (DB22)** the crew shall consist of twenty (20) paddlers plus one (1) drummer plus one (1) steersman for a maximum of 22 Racers in a Crew. The minimum number of paddlers allowed to race in the DB22 is sixteen (16) paddlers.
- b. **for the Small 12 Crew Racing Boat (DB12)** the crew shall consist of ten (10) paddlers plus one (1) Drummer plus one (1) Steersman, for a maximum of 12 Racers in a Crew. The minimum number of paddlers allowed to race in the DB12 is eight (8) paddlers.
- c. **for the Mixed Crew**
 DB22: crews must contain a minimum of eight (8) and a maximum of twelve (12) Female paddlers.

 DB12: crews must contain a minimum of four (4) and a maximum of six (6) female paddlers.
- d. **for SDBA Inter-International Business Community races (DB22)** the crew composition will comply with the International Dragon Boat Community (IDBC) guidelines.

2.2 Crew Reserves.

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

2.3 Racing Colours and Dress.

Competitors shall compete in their own crew or club colours.

2.4 Restrictions:

- 2.4.1 Only those competitors entered on the Entry Form and shown on the Crew List will be permitted to race in an SDBA event.
- 2.4.2 No male may participate in a Women's Class event
- 2.4.3 The steersman/helm and drummer are not permitted to paddle nor assist to propel the dragon boat in any way or by any other means during the Race. The Course Umpire may impose a time penalty of up to 3 seconds (race distance dependant) on Teams that contravene this rule.

- 2.4.4 The Drummer, once the boat has cleared the Starting Area, which is deemed to be 50 metres from the Start Line, must actively, beat the Drum throughout the race. That is, the Drum must be clearly seen to be struck with a Drum Stick on the drum skin (top or side) at short, regular intervals. Failure to actively beat the Drum will result in disciplinary action. The Course Umpire may impose a time penalty of up to 3 seconds (race distance dependant) against the crew concerned.
- 2.4.5 The Steerspersons/Helms shall be SDBA Basic Helm Certified (minimum requirement). All SDBA Technical Certified Coaches (Level 1 or higher) are qualified as Race Helms. The SDBA Recreational Instructors (which are required to be supervised by an SDBA Technical Coach) are the exception.

2.5 Conduct of Crews

- 2.5.1 Each team is entirely responsible for its own conduct and for complying with the Rules governing the Race.
- 2.5.2 Crews must follow the directions of the Race Officials at all times during the competition. Failure to do so will result in disciplinary action taken against the competitor or crew concerned as described in Annex 1, SDBA Disciplinary Code.
- 2.5.3 The criteria governing the eligibility of teams and paddlers in teams participating in each of the categories of competition is listed in Appendix 1 and shall be strictly complied with during the Race. Any team which contravenes this Rule will not be allowed to race and will be disqualified from the Race. If the contravention is discovered after the Race, the team which contravenes this Rule shall be disqualified from the Race and the penalties set out in Rule 2.5.7 (below) shall apply.
- 2.5.4 **A paddler, drummer, steersman/helm shall only be Registered Under One Team and shall not compete as a member of another team. A paddler for a team whose name and identity number do not appear in the List of Crew (Forms B1 and B2) shall not be allowed to compete for that Race. Teams that utilized the services of paddlers or drummer that were not registered under the said Team shall be disqualified.**
- 2.5.5 **Rule 2.5.4 (above) will be strictly enforced and all team members, (including Team Managers, Paddlers, Drummers and Steerspersons) must put on their Team Accreditation Tags to gain admission inside the Holding Area prior to boarding the dragon boats. The Team Managers are allowed to collectively hold onto all the team members' tags after Race Officials have successfully checked and are fully satisfied with their team members' eligibilities.**
- 2.5.6 In the event of any contravention of Rules 2.5.1, 2.5.2, or 2.5.3 the organizer shall disqualify (DQ) or refuse to allow The Team or Competitor to compete in the Race.
- 2.5.7 In the event of any contravention by a team of Rule 2.5.1, 2.5.2, or 2.5.3 discovered after the Race, The Organizers shall:
- i) Disqualify such teams
 - ii) Require the immediate return of the trophy and medals to the Organizer in the event that the team has been awarded earlier.
 - iii) Subject to SDBA's discretion, teams may be refused entry for the said SDBA organized competition for up to **6 months**.
 - iv) Ban the team and all its paddlers from using any of the facilities (including dragon boats, training facilities, etc) of the SDBA and from participating in any of the activities organized by the SDBA solely or jointly for such period

- v) Post the name of the team and the name of each individual paddler in the team on the SDBA's website under advice that the team and its paddlers have been found to have contravened the Rules and that disciplinary action has been taken against them.

3 **TEAM MANAGER AND BOAT CAPTAIN**

3.1 Team Representative

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

3.2 Communication with Race Officials

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

- 3.2.1 Communications between organizers and crews.
- 3.2.2 Making protests or appeals.
- 3.2.3 Receiving results.

3.3 Duties of Team Manager

The Team Manager, or his representative, shall:

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

4 **EQUIPMENT**

4.1 **Dragon Boats.**

All dragon boats, rudders, drums, dragon heads, dragon tails, drummer seats and drum stick used by competitors shall be provided by The Organizer. No modifications or addition to the dragon boat or to the equipment in the dragon boat may be made. The allocation of dragon boats shall be the sole discretion of The Organizer.

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

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

4.2 Life Vest:

ALL Teams are required to wear life-vests/personal floatation devices (PFD) and provide their own IDBF approved paddles. The wearing of PFDs (personal floatation devices) is mandatory and non-negotiable. Failure to comply will result in a disqualification for the Team. (see Paragraph 5: Safety Rules)

4.3 Paddles.

4.3.1 Competitors in SDBA racing events shall be permitted to use their own paddles provided that they conform to the IDBF Racing Paddle specification, or a specific specification laid down by the SDBA Management Committee for a particular racing event.

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

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

4.4 Additional Equipment.

Generally additional equipment designed to be added to the boat or personal or miscellaneous equipment designed to enhance the performance of the boat or a crew member shall not be permitted in SDBA events. The exceptions to this are on board communications systems that operate purely between crew members and seat cushions for individual paddlers, provided that they are made of a soft material, such as sponge or foam, which does not effectively raise the height of a seat or seats in a boat – see CR 4.5. The Chief Official shall decide on additional and miscellaneous equipment not specifically covered by these Competition Regulations.

Note: It is not the intention of this Regulation to exclude equipment enhancements such as, strapping to a paddle to assist grip, Velcro fasteners for seat pads (see CR 4.5), sponges or boat bailers, foot pads for competitors comfort or other items that are not performance enhancing or a safety risk to members of the Crew –

4.5 Seat Pads.

4.5.1 Dragon Boat Seat Pads (cushions) as described in Regulation 4.4 shall be made of a soft material, such as neoprene, of a maximum thickness of 15mm that will compress easily when squeezed between finger and thumb. The width of the seat pad shall approximate to the width of a paddling seat in the IDBF Standard International Racing Boat (12.5 cm) and the length should ideally, not exceed 33cm.

4.5.2 Competitors found to be using seat pads that do not conform to the published 'seat pad' requirements for a particular SDBA competition will be warned accordingly and if the warning is ignored they will **face disqualification** from the competition concerned.

4.6 A team shall not:

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

5 SAFETY RULES

- 5.1 Competitors must be able to swim at least 50 metres wearing light clothing with or without a personal floatation aids (PFD). It is the responsibility of the Boat Captain/Team Manager to ensure that all members of the team comply with this rule.
- 5.2 Personal Floatation Devices (PFD) will be provided for all racing events when necessary. **It is compulsory for all competitors to properly wear a PFD.** However, this does not exempt the competitors and the persons entering the team from complying with Rule 5.1. **Failure to comply warrants an automatic disqualification (DQ) for Safety Violation.**
- 5.3 Athletes (paddlers + drummer + steersperson) while embarking/disembarking into the dragon boats are **required to put on footwear.** **Failure of crew member to comply may warrant an automatic disqualification (DQ) for Safety Violation.**
- 5.4 **The Drummer.** The Drummer shall sit on the drummer's seat provided during the racing heat. **Failure to comply will result in disciplinary action** of up to 3 seconds (race distance dependant) time penalty **being taken against the crew concerned.**
- 5.5 All teams are required to familiarize themselves with the Event Safety Plan (ESP). The ESP will be made available to all participants and the general public via the SDBA website one (1) week before the event date.
- 5.6 Teams are required to implement the Boat Captain Appointment and Buddy System as specified in the ESP in the best interest of safety in general and during the race.
- 5.7 Teams are required to know the Capsize Drill as specified in the ESP in the best interest of safety during the race.
- 5.8 **Each athlete is solely responsible for his or her own safety and fitness** during the practice sessions and during races. It is therefore the Team Manager/Boat Captain's) responsibility to look into the safety of each crew. No responsibility will be accepted by the Organizer or any other individual or organization connected directly or indirectly with the races and they will not be held responsible for any death, injury, damage or loss incurred by the members of a team.

- 5.9 **All safety rules of the competition must be complied with.** Infringement of any safety rule will render a team to be ineligible for the duration of the competition. **The Chief Official may disqualify a team from the race or totally eject a team from the Regatta for violating any safety rules.**

6 EVENTS

At a minimum, the following SDBA Competitions shall be conducted under these Regulations. Note: For each of these Competitions SDBA shall provide Entry Rules and Requirements which will be used in addition to these Regulations and Rules:

- 6.1. Singapore National Inter Schools Dragon Boat Championship
- 6.2. National 5-crew Dragon Boat Challenge
- 6.3. AustCham-SDBA 10-km Dragon Boat Challenge
- 6.4. Singapore Dragon Boat Festival
- 6.5. Singapore River Regatta

7 RACING DISTANCES and the RACING COURSE

7.1 Distances and Race Course

- 7.1.1 Racing distances may take place, event dependant, over 200m, 250m, 500m, 1000m, or 10 Km.
- 7.1.2 The race course (other than then 10K) is a straight stretch of water, marked by clearly visible buoys placed in a straight line at intervals down the length of the race course.
- 7.1.3 Lane One (1) shall be the lane nearest to the location of the Finish Line Judges.

7.2 Start and Finish.

- 7.2.1 The Start and Finish Lines shall be at right angles to the Racing Lanes. They shall be marked off of the water on both sides of the course and similar static markings shall be constructed as appropriate, between the Start and Finish. Both the Start and Finish Lines shall be marked, on the water, by red flags or buoys at the point where these lines intersect the outer limits of the Course, that is the extremes of the Racing Lanes.

8 QUALIFICATION OF TEAMS TO THE NEXT ROUND

8.1 Qualification

- 8.1.1 Qualification to the next level will first be determined by the position the team returned in their particular race as described in the race progression for the category the team is racing in.
- 8.1.2 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 - but only if there are insufficient lanes on the racing course to allow the dead-heated crews to race again in the next round.

8.2 Progression

- 8.2.1. The Progression method to the next level for all the racing categories will be made known to all participants during the Team Manager's Briefing.
- 8.2.2 The Progression will also be made known to the general public on SDBA's website one (1) week before the event date.

8.3 Allocation of Racing Lanes

- 8.3.1. Allocation of lanes for all Heats will be decided by a draw conducted at the Team Manager's Briefing.
- 8.3.2 In the subsequent stages of the competition (e.g. repechages, semi-finals, etc.) allocation of racing lanes will be done by placing the fastest team in Lane Three in a 6 Racing Lanes format (example in box below).
- 8.3.3 Teams with identical qualifying times for the next round and vying for the same racing lane, shall be determined by a coin-toss by the Race Judge to identify which team gets the preferred racing lane. The losing coin-toss will be allocated the next inferior racing level according to the lane allocation box below.

Example: 6 Racing Lanes Course

TIME RETURNED	LANE
Fastest Time	THREE
2 nd fastest time	FOUR
3 rd fastest time	TWO
4 th fastest time	FIVE
5 th fastest time	ONE
6 th fastest time	SIX



Part 2

**RULES OF RACING FOR
SDBA COMPETITION**

1. CONTROL OF THE COMPETITION

1.1 Technical Officials.

SDBA IDBF sanctioned races shall be held under the supervision of the following Technical Race Officials

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

Note:

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

1.2 Supporting Officials.

The following Race Officials are deemed to be Supporting Officials and as such are not required to hold an International Race Officials Licence.

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

1.3 Competition Committee.

For SDBA 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, may be appointed to the Competition Committee. The duties of this Official must allow the person concerned to be in the area of the Finish Line at all times, for example the Race Secretary.

1.3.1 The duties of the Competition Committee are to:

- 1.3.1.1 Conduct and supervise the races on behalf of the SDBA Management Committee.
- 1.3.1.2 In the event of inclement weather or unforeseen circumstances which make it impossible for the competition to take place; postpone the races and rearrange them for another time.
- 1.3.1.3 Hear any protests and settle any disputes between crews. Decide on all matters concerning the Competition Regulations and Racing Rules.

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

1.4 Race 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.

- 1.4.1 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 (if assigned) and the Announcer.

2. DUTIES OF THE RACE OFFICIALS

2.1 The Technical Director (Race Organiser).

- 2.1.1. The Technical Director or Race Organiser is responsible for managing the actual Dragon Boat Races, which includes producing the Competition Time-Table and Racing Programme before the event.
- 2.1.2. He or she shall ensure that the Race Officials duties are published and notified to all concerned and that the Race Officials needs are met during the competition.
- 2.1.3. The Technical Director (Race Organiser) shall attend all meetings with the Crew Managers and ensure that any published information required by the crews is always available through the Race Secretariat.
- 2.1.4. The Technical Director (Race Organiser) shall ensure that all such Regulations appertaining to the Racing Course and for Boats and Equipment are fully complied with.
- 2.1.5. The Technical Director (Race Organiser) is a member of the Organising Committee.

2.2 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:

- 2.2.1 Decide on all matters arising from the actual event which are not dealt with in these or IDBF Regulations and Racing Rules.
- 2.2.2 Consult with the other members of Competition Committee on matters where clarification of the Racing Rules is needed.

2.2.3 The Chief Official shall be responsible for implementing the Disciplinary Code (Annex1) and additionally may disqualify any crew or competitor who behaves improperly or shows contempt by bad conduct or speech towards the Race Officials or any other persons, including spectators.

2.3 The Race 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.

2.4 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.

2.5 The Chief Judge.

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

- 2.5.1. In the event of a difference of opinion between Judges over the placings of the crews, adjudicate and have a casting vote.
- 2.5.2. When photo-finish equipment is used act on the advice provided by the photo-finish operator.
- 2.5.3. 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.

2.6 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 Course. The Finish Line Judges may also act as Time-Keepers.

2.7 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.

2.7.1 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.

- 2.7.2. 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.
- 2.7.3. 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.

2.8 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.

2.9 The Starters.

There will be a **Chief Starter** and at least one **Race Starter** appointed by the Chief Official. **The Chief Starter is directly responsible to the Chief Official** for the efficiency of the starting facilities and procedures in conjunction with the Chief Umpire or other designated Course Umpire detailed to witness each start. (The Chief Starter may also act as a Race Starter). **The Race Starter** shall decide all questions concerning the start of a race and shall inform the crews of their Racing Lanes in accordance with the Race 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:

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

2.10 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:

- 2.10.1 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.
- 2.10.2 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.

2.11 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). **The Course Umpire(s)** shall, where possible, follow each race in an Umpire's motor boat. During the race, the Umpire shall see that the Racing Rules are complied with. The Course Umpire shall:

- 2.11.1 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.
- 2.11.2 When an Umpire's boat is not used, then one or more Umpires shall be placed alongside the Regatta Course in such a way that they can fully ensure that the Racing Rules are being fully complied with.

2.12 Turning Points Umpires.

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

2.13 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:

- 2.13.1 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.
- 2.13.2 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.
- 2.13.3 Ensure that all competitors who are using their own paddles have their paddles checked, by the Boat Marshals, to ensure that they are to the specification, if any, laid down for the competition.
- 2.13.4 Check that all crews are 'Fit to Race' and if any competitor or crew is not fit, notify the Chief Official and ensure that they do not race.
- 2.13.5 Ensure that all competitors are properly wearing their Personal Floatation Devices (POFD) and footwear.

2.14 The Boat Marshals.

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

- 2.14.1 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.
- 2.14.2 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 anyway, unless prior authority has been given by the Chief Official.
- 2.14.3 Ensure that each crew is embarked safely and that buoyancy aids and shoes are worn.

2.15 Safety Officer.

The Safety Officer (SO) 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:

- 2.15.1 That an Event Safety Plan is made to cover emergency procedures and major incidents and that the details are communicated to all Crew Managers and Race Officials.
- 2.15.2 That a suitable number of trained rescue personnel and properly equipped rescue craft are available. That Personal Floatation Aids are worn.
- 2.15.3 That the arrangements for embarking and disembarking crews are suitable and adequate, for the number of competitors involved.
- 2.15.4 That a water circulation plan and system has been established and included in the instructions issued to managers and officials.
- 2.15.5 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.
- 2.15.6 To establish an effective communication system between the SO; the Safety Boats (rescue craft) and the Umpires' boats and to ensure that the correct rescue procedures are adopted in the event of a crew capsizing.
- 2.15.7 The Safety Officer shall be personally responsible for ensuring that a head count of crew members from a capsized boat takes place when the crew returns to land and before any of the rescue craft are stood down.

2.15.8 The Safety Officer shall attend all Managers and Race Officials meetings to brief those present on the safety systems and procedures in operation. If immediately before, or during the competition, a change in the weather; or if water conditions, or any other factor constitutes, in the opinion of the Safety Officer, a hazard to the health and safety of the competing crews, then he (or she) shall advise the Chief Official to postpone, delay or cancel, one or more races, or the competition in its entirety, until it is safe to race

3. CONDUCT OF CREWS

- 3.1 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 SDBA Disciplinary Code (Annex 1) or, if appropriate, the disqualification of the competitor or crew concerned.
- 3.2 Any Dragon Boat Crew or competitor who attempts to win a race by other than honourable means, or who deliberately breaks the Racing Rules, or who disregards the honourable nature of the rules shall face disqualification from the competition.
- 3.3 It is forbidden, during a race, for a crew to receive outside help, or coaching, or be accompanied by other boats along the course, even outside the Racing Lanes. Such acts will result in disciplinary/disqualification action being taken against the crew(s) concerned.
- 3.4 The Drummer shall sit on the drummer's seat provided and once the boat has cleared the Starting Area, which is deemed to be 50 metres from the Start Line, must actively beat the Drum throughout the race. That is, the Drum must be clearly seen to be struck with a Drum Stick on the drum skin (top or side) at short, regular intervals. Failure to actively beat the Drum will result in disciplinary action of up to 3 seconds (race distance dependant) time penalty awarded against the crew concerned.

4. MARSHALLING / EMBARKING

4.1 Crew Responsibility.

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

4.2 Paddle Breakage/Equipment Failure.

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

4.2 Crews report

Crews must report to the Crew Assembly Area and be ready to embark at the time stated in the Race Programme. This will normally be **20-30 minutes** before the race time. Crew identity checks may be carried out by Race Officials in the Crew Assembly Area and competitors must, if so checked, be able to produce the required competition identity card on request. Failure to do so may result in the disqualification of the competitor concerned from that competition class, at the Chief Officials discretion.

4.4 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.

4.5 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).

4.6 Movement up the Course.

After a crew has embarked, it must leave the boarding pontoon immediately and proceed directly to the start area. **Teams are required to stay away at least 5m away from the edge of the race course and to stop immediately when a race is in progress.** This is to ensure that no backwash interferes with the ongoing race (this rule shall be known as the [Give Clear Water Rule](#)).

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

4.7 Changes to Crew Numbers.

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. A Team the contravenes this rule will risk a disqualification by the Chief Boat Marshall

5. STARTS AND STARING PROCEDURES

5.1 Start Area.

It is the Boat Captain’s responsibility to make sure that each crew member is familiar with the starting procedures. All crews shall assemble behind the Start Line, or in especially designated start area, at least five (5) minutes before their Start Time. No later than two (2) minutes before the actual Start Time the crews will be called forward and placed into Racing Lanes, by the Starter or Aligner, in accordance with the published Lane Draw.

5.2 Late Arrivals.

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 SDBA Disciplinary Code (Annex 1) 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.

5.3 Racing Lane.

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

5.4 Starting Position.

The position of the Dragon Boats on the Start Line shall be that the foremost part of the competing boats (which may include the Dragons Heads) shall be aligned. When races start from a pontoon or dock, Aligners Assistants shall hold the sterns of the boats. Alternatively each Helmsman 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).

5.5 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 Helmsman. *A Crew may assist in this Aligning by moving the boat using their paddles to position the boat on the Start Line. However, once the Starter has alerted the crews (see R5.6) then all movement of paddles in the water must stop.*

5.6 Movement of a crews paddles

If movement of a crew’s paddle in or on the water is then observed, by the Starter or a Course Umpire, the Chief Official shall give a Time Penalty, as for Jumping the Start. (All Teams are instructed not to paddle or adjust strokes after the command **“ATTENTION”** is given. Teams that infringe this Rule will be penalized with a 3-second time penalty).

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

5.8 Starting Signals.

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

5.9 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.

5.10 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.

5.11 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 boats have come to a stop.

- 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**'.

5.12 The Drummers Task.

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

5.13 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 three (3) 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 three (3) seconds 'Time Penalty' at the Starters discretion.**

5.14 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' up to three (3) seconds (race distance dependant) against the crew or crews in question.

5.15 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.

5.16 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.

5.17 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.

6. RACE CONDUCT

6.1 Correct Course and Clear Water.

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

6.2 Penalties.

A non-Disciplinary Code, Time Penalty of five (5) seconds may be awarded by a Course Umpire against a crew that leaves its Racing Lane/Line or impedes another crew, whether or not the action of the crew concerned has materially affected the result of the race. (A crew that has gone 'off line' due to 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).

6.3 Umpires Warnings.

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

6.4 Racing Lane.

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

6.5 Wake Riding (Wash Hanging).

In races of 1000 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. Time penalty up to 3 seconds may be awarded to offending teams.

6.6 Overtaking.

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

6.7 Collisions.

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

6.7.1. 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.*

6.8 Boat Swamping, Deliberate Capsizes.

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

6.9 Boat Damage.

If in the opinion of the Chief Official, a boat has been damaged by its crew deliberately, or by another crew during the course of a race, the Competition Committee may disqualify the crew or crews concerned from the competition. In addition, on the recommendation of the Competition Committee, a fine may be imposed on the crew or crews.

If in the opinion of the Chief Race Official, Course Umpire or any boat Marshall, a dragon boat is damaged deliberately by a crew, the Organizer reserves the right to impose a penalty up to **\$\$1,500.00** on the organization entering the team and the right to require such organization to pay for the costs of repairs to the damaged dragon boat.

7. FINISHES

7.1 Crossing the Finish Line.

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

7.2 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 - but only if there are insufficient lanes on the racing course to allow the dead-heated crews to race again in the next round.

7.3 Disembarking.

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

8. DISPUTES, PROTESTS,DISQUALIFICATIONS

8.1 Disputes.

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

8.2 Racing Protests.

In the event of a crew wishing to make a protest following a race, concerning the conduct of another crew, the Team Manager must lodge the protest with the Chief Official. 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.

8.3 Protest Fees.

At SDBA events, all protests shall be made in writing and shall be accompanied by a fee of SGD\$30. The fee shall be refunded if the protest is upheld. (Note: IDBF R9.3 states of 20 USD, or the equivalent amount in the currency of the country in which the competition is being held)

8.4 Action and Timings.

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

8.5 Decisions.

After reaching its decision the Competition Committee must inform all the parties involved in writing of its decision and of the reasons for the decision. The Chief Official shall hand the decision to the Team Manager(s) involved, who must then acknowledge receipt of it by signing the Chief Officials copy and recording the time in case of any further appeal to the Jury.

8.6 Disqualification.

In the event of a crew being disqualified from a race or 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.

8.7 Final Decisions.

The decision of the Competition Committee is final.

8.8 SDBA Racing Rule – Protest Regarding Paddler Eligibility:

In the event of a Protest being lodged against a team on the basis of eligibility as described in “SDBA Entry Rules”, Appendix 1, the Team Manager of the team under protest shall provide the Secretary of the SDBA conclusive evidence that all paddlers in the team are eligible to paddle in the Race. This means in the case of:

- a) Statutory boards or Government Service organizations that each paddler is a civil servant or public officer serving therein or full-time employee of such organization;
- b) Tertiary Institutions, Junior Colleges, Schools, that each paddler is a registered full-time or part-time student thereof;
- c) Registered Club, Association or Society, that each paddler is a registered member thereof;
- d) Company, that each paddler is a full-time employee of the company and Partnership that each paddler is either a partner or a full-time employee of the partnership.

8.8.1 Within 2 working days of a request by the Organizer to do so the Team Manager shall provide the SDBA:

8.8.2 In the case of a Statutory board, Government Service organization, Company or Partnership with the most recent pay slip of each of the paddlers of the team under protest together with their most recent CPF statements (in the case of Singapore citizens and permanent residents) or such other proof as the SDBA may require so as to prove that such paddlers are legitimate competitors of the team.

8.8.3 In the case of Clubs, Associations and Societies sufficient proof that each paddler is a member of such, and in the case of Tertiary Institutions Junior Colleges and Schools, documentary proof that each paddler is a legitimate competitor.

8.8.4 In the event that the Team Manager fails to so provide the proof in the said time the team will be automatically disqualified and the penalties set out under Rule 1.8 will be imposed. In the event that the team has been placed then it will lose its placing and such other teams who have fairly competed in the Race will be elevated in order of ranking (i.e. if the 1st placed team is disqualified, 2nd place will moved 1st place, 3rd place to 2nd place and 4th place to 3rd place).

8.8.5 Protest costs shall be S\$30 as outlined in paragraph 9.3.

**SDBA DISCIPLINARY CODE
FOR IDBF SANCTIONED DRAGON BOAT EVENTS**

**Modified from IDBF DISCIPLINARY CODE
FOR CHAMPIONSHIP AND INTERNATIONAL REGATTAS**

General Conditions.

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

Failure by crews to comply with the instructions of Officials.

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

Time Penalties.

4. Before Time Penalties can be awarded a crew must be warned that an offence has occurred and be given the opportunity to respond. In the event that a crew does not respond to the 1st warning, then the Team Manager 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 Manager of the crew concerned that any further instances of misconduct will result in disciplinary action being taken against them.

Official Warnings.

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

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

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

False Starts, Jumping the Start, Race Conduct.

6. **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.**

Verbal abuse between Competitors and between Competitors and Officials

7. Verbal abuse by competitors against Race Officials will be dealt with as follows:-
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.
- 7.1. 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.
- 7.2. Verbal abuse by competitors directed at a Race Official will be dealt with by the Race Official first warning the competitor(s) or Team Captain of the crew concerned that an offence under this Disciplinary Code is likely to occur. If the abuse continues, the Race Official will inform the person or persons concerned that an offence has occurred and report the matter to the Chief Official.

Conduct likely to bring the sport into disrepute.

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

9. *If during an SDBA Championship event a competitor refuses to take a Doping Control Test, when requested to do so, or fails to provide a sample, as required by the IDBF Anti-Doping Policy, the competitor concerned shall be excluded by the Jury, from taking any further part in the Championships under this paragraph of the 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.*

Threat of violence or actual physical violence

10. Any threat of violence or actual violence occurring during the period of an event between any participants will be reported to the Chief Official. The Chief Official will disqualify the person or persons concerned and the crew from taking any further part in the competition. The Chief Official will also report the matter to the Competition Committee as above. The Committee will investigate the circumstances surrounding the incident and make a written report to the SDBA Management Committee who may take further action against the Member concerned.



Penalty Table

