

Official Rules & Regulations Governing Races for Dragon Boat Teams

Regulations © 2016 Edition

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Race Committee



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Introduction

The CIDBFS Official Rules & Regulations have been developed for use in CIDBFS Regattas and Festival. Where appropriate, the CIDBFS Official Rules & Regulations mirror the Rules of Racing as formulated by DBC (Dragon Boat Canada). The Rio Tinto Alcan Dragon Boat Festival is an IDBF (International Dragon Boat Federation) Affiliated Dragon Boat Service Provider and Dragon Boat Canada is a member of the IDBF.

The purpose of each rule is to ensure that all competitors have an equal opportunity and a safe environment in which to achieve. In applying and interpreting the rules or when confronted by a novel situation not covered by the rules, every effort should be made to apply this principle.

Control of the Competition

DBC sanctioned races shall be held under the supervision of the following Technical Race Officials. These Officials will be accredited through the DBC Officials Certification Program:

Chief Official	Chief Judge	Course Umpires (Race Referees)
Starter	Head Marshall	

If circumstances permit, one person may function in two of the above offices. The Officials Committee may appoint additional race personal as needed.

Supporting Officials

The following Race Officials are deemed to be Supporting Officials and as such are not required to be accredited by DBC:

Safety Officer	Boat Marshals	Boat Drivers
Timing System Operators (Finish Line)	Time-keeper(s)	Results Runners
Announcer	Medical Staff	

1. General Regulations and Administration

1.1 Conditions of Entry

- 1.1.1 All participants must agree to abide by the regulations stipulated by the CIDBFS as a condition of their participation in the event. Individuals and Teams must conform to all criteria and be able to satisfy and comply with all requirements, as set forth in the Official Regulations. The CIDBFS, at its sole discretion, reserves the right to accept or refuse any entry of a Team or any Registration of an individual to the Event.
- 1.1.2 **Waivers:** all Team Members must sign a Team Waiver release stating that they have read the conditions of the Waiver and are aware of the risks associated with the Practice Sessions and the Races, and accept the risk and thus waive any right they may have to any course of action against any or all of the sponsors, organizers, officials and the CIDBFS for injury to person(s) or loss/damage to personal property.
- 1.1.3 All Team Members must **return a duly signed Team Waiver** to their Team Manager, who shall be responsible for submitting the Team Waiver from all members of his or her Team to the Registrar by the date specified on the Calendar of Events & Deadlines.
- 1.1.4 **Team Rosters:** the names of all team members must be registered on the Official Team Roster, and no individual is permitted to be rostered on more than one Team in the same racing division. Only those racers listed on their respective Team's Roster can race for that team. Any Team which allows a non-registered person to participate as a Crew Member on that Team is liable for and may be subject to disqualification from further participation in the CIDB Festival.
- (a) **Final Racing Team Roster** - a minimum of 22 to a maximum of 26 names are to be rostered for the actual competition, and the names must all be drawn from the Festival Practice Rosters; the Official Final Racing Team Roster must be submitted to the Registrar by the deadline specified in the Calendar of Events & Deadlines issued by the Registrar. If there are any changes (maximum 2 people) to the Final Racing Team Roster after the specified deadline, the Race Registrar must be notified in writing no later than Saturday, 8am of the Festival; **no changes are permitted after this time.**
- (b) **Festival Practice Roster** - at their option, teams are permitted to carry up to 4 additional people on their rosters, for Festival Practices only. This allows for attrition and for people who are interested in trying out dragon boat racing. The Festival Practice Roster maximum is 31 people.
- Variations** to the foregoing Roster Regulations are permitted only with the prior written approval of the Race Director/Race Committee.
- 1.1.5 **Mandatory Coordination & Safety Meetings:** every team manager or his/her alternate must attend a Team Managers co-ordination meeting if one is held; every Steersperson must attend a safety co-ordination meeting if one is held; both meeting dates and locations to be announced by the Race Registrar.
- 1.1.6 Any infraction of the Race Regulations on the part of an **individual Team Member(s)**, by the **Crew** or by the Team itself may result in the **disqualification of the entire Team** from further participation in the Event. Each Team is entirely responsible for its own conduct and compliance with the Official Regulations. Any Team which allows a non-registered individual to participate as a Crew Member on that Team may be subject to disqualification from further participation in the event.

2. Crew and Team Composition

2.1 Crew Numbers

Consists of the following 26 Team Members:

- **1 Team Manager (can be a member of the Racing Crew)**
- **26 Racers maximum: the Drummer, the Steerer and 20 Paddlers drawn from the Official Team Roster form the Boat Crew, with up to 4 Alternates (or spares, substitutes or reserves). One member of the Boat Crew must be designated as the Team Captain.**

22 Racers is considered to be the normal **Boat Crew** complement for CIDB Festival competition, while 18 Racers is considered to be the **minimum** number required to race - the **Drummer**, the **Steersperson** plus at least **16 Paddlers**. (If rough water conditions and/or the weight of the normal crew complement result in the dragon boat taking on water, i.e. being overloaded for the marine conditions, then the Crew Captain or Steerer must decide whether to race with only 16 to 18 Paddlers - to decrease the weight of the boat load and minimize the risk of swamping and sinking). It is the responsibility of the Team Captain and Steerer to ensure that the crew always complies with the minimum and maximum crew loads.

2.2 Broad Definition of a Dragon Boat Crew

Common at some other competitions, where team members are permitted to compete in multiple race events not just on a single crew, individuals are allowed, for example, to race as part of registered Mixed Crew and then be part of an Open or Womens Crew (referred to as a Women's Composite Crew) as well. In other words, crews of various gender-based categories are permitted to be drawn from registered Mixed team rosters. For example, registered Mixed Crew teams could field a Open crew and a Women's crew. The CIDBFS maintains a single Mixed Crew policy for its domestic racing program unless otherwise noted.

2.3 Types of Teams

2.3.1. Age Basis:

- **Adult Boat Crew - manager and all crew members must be 19 years of age or older.**
- **Junior Boat Crew - manager must be 19 years of age or older. All crew members, Drummer and Steersperson must be under the age of 19 but at least 12 years old as of June 1st in a given year; those crew members below the age of 19 will require their parent or guardian's consent in order to participate and compete. Individuals, who have graduated from high school but have not reached the age of 19 by the Festival date, may join a Junior team. Individuals who are 19 years or older are to join Adult crews. NOTE: if the Crew is qualifying for Dragon Boat Canada Club Crew or Nationals then they must meet the DBC age criteria.**
- **Under 24 Boat Crew – manager must be 19 years of age or older. Crew members must be aged 12 to 23 on June 1st in a given year. Up to two (2) crew members may be aged over 23 years old but under 26 years old on June 1st in a given year. Those crew members below the age of 19 will require their parent or guardian's consent in order to participate and compete. NOTE: if the Crew is qualifying for Dragon Boat Canada Club Crew or Nationals then they must meet the DBC age criteria.**

Note: Racers may participate only on one of the following two divisions-Junior or Under 24

- **Grand Dragons (Senior C) Cup Race – Steersperson and all crew members must be 59 or older on June 1st in a given year, drummer must be 19 years of age or older. *Proof of age will be required for each person on the team roster for this Cup Race.***
- **Senior A Mixed – Steersperson and all crew members must be 39 or older on June 1st in a given year, drummer must be 19 years of age or older. *Proof of age will be required for each person on the team roster for this Race.***
- **Senior B Mixed – Steersperson and all crew members must be 49 or older on June 1st in a given year, drummer must be 19 years of age or older. *Proof of age will be required for each person on the team roster for this Race.***

2.3.2 Gender Composition Basis:

- **Mixed: Junior, U24, Adult, Seniors. Note: new rules that were adopted by Dragon Boat Canada in Jan 2015**
- **Standard boat crew (20 paddlers)**
 - *Minimum 10 women (CIDBFS has modified this rule for our events so that a team can have more women paddling)*
 - **Maximum 10 men**
- **Small boat crew (10 paddlers)**
 - **Minimum 4 and maximum of 6 of each gender**
- **Womens – paddlers and drummer are all women, respectively, with steersperson of either gender. *NOTE: for 2017, the steersperson must also be a women.***
- **NOTE: if the Crew is qualifying for DBC Club Crew or Nationals, *the Steersperson must be female.***
- **Open – no restrictions**

2.4 Individual Team Member Eligibility

2.4.1 Crew Members may be members of one and only one Mixed Crew but may also be on a single gender team (i.e., Open or Women's Crew). A Steersperson may steer for more than one Mixed Crew but can only paddle on one Mixed Crew and they must be listed as a paddler on the Mixed Crew roster.

2.4.2 Every Team Member is required to read a set of the Official Rules & Regulations, be knowledgeable of its content, and abide by it. Every Team Manager, Captain, Steerer and Drummer is also required to be knowledgeable of the Official Rules & Regulations in order that their respective team can act accordingly.

3. Competition Format

3.1 Competition (Contest) Structure

- 3.1.1 The racing program is organized into a number of different Divisions, as determined by the Race Committee, with the maximum number of teams entered into the Race and number of teams participating within each Division similarly set. The CIDBFS reserves the right to reclassify teams in order to ensure a balanced program. The Race Committee develops a contest structure, race schedule and competition program by taking into account such factors as the number and type of teams entered, minimum number of teams needed to form a separate division, and other practical considerations. Contests can be structured where, for example, total elapsed time can be used in lieu of an "order of placement to advance" style of tournament. Generally, there is the objective of enabling teams to race at least 4 times per race weekend.
- 3.1.2 The competition program can feature a number of dimensions, depending on the number of entries, for example: local or domestic events, international events, exhibition and demonstration races, special category cups (e.g. health, inter-bank or inter-law firm challenges, charity matches, celebrity/VIP challenges, corporate employees only).

3.2 Scoring and Determination of Winners

- 3.2.1 Crew placements in the initial heats and lane assignments shall be randomized or based on a seeding method; subsequently, the standing of the Crew will be determined either by order of finish, or by the finish time, depending on how the contest has been structured; each Team will advance or be eliminated in accordance with the structure of the scheduled competitive rounds; lanes will then be allocated by placing the fastest teams in the middle lanes, and so on alternating between the next vacant outer lanes.
- 3.2.2 If a team incurs a penalty and a time penalty is applied to its actual finish time, then the adjusted time will be used to alter the order of finish placement and the resulting standing of that team.

3.3 Awards and Prizes

- 3.3.1 Teams shall be eligible for awards and prizes, if any, as determined by the CIDBFS and based on availability.
- 3.3.2 Any awards or prizes announced prior to the Festival dates are subject to Event sponsorship and therefore subject to change.
- 3.3.3 All trophies and championship cups remain the permanent property of the CIDBFS, excepting "keeper" cups, which teams, may retain.

4. Racing Regulations

4.1 Dragon Boats and Equipment

- 4.1.1 The racing fleet of dragon boats is comprised of IDBF Approved fiberglass “BUK” dragon boats and “Swift” dragon boats.
- 4.1.2 All boats and equipment for use in racing by teams (e.g., paddles, life jackets/PFD's) are to be approved and/or provided by the CIDBFS; no additional equipment will be authorized for use, other than any adaptive devices required to facilitate participation by disabled paddlers, provided such participation and adaptive devices have received the approval of the Race Director/Race Committee prior to the first Official Practice Session.
- 4.1.3 Personal Flotation Devices. Competitors in CIDBF Championships shall be permitted to use their own PFDs provided that they are approved by the Department of Transport (DOT), Canadian Coast Guard (CCG) or Department of Fisheries and Oceans (DFO). *Manual inflating or auto inflating life jackets are not allowed.* U.S. citizens may also use U. S. Coast Guard (USCG) approved PFDs. Competitors found to be using PFDs that do not meet the approved specifications will be warned accordingly and if the warning is ignored they face disqualification.
- 4.1.4 Paddles. Competitors in CIDBF Championships shall be permitted to use their own paddles provided that they conform to the IDBF PS202a Racing Paddle specification. Competitors found to be using paddles that do not conform to the published ‘paddle’ regulations will be warned accordingly and if the warning is ignored they face disqualification.
- 4.1.5 Paddlers are not permitted to alter the supplied paddles in any way, including -- but not limited to -- applying sticky or waxy substances to the shaft, roughening, or taping the hand gripping surfaces. Friction tape and wax may be used on your own personal paddles only.
- 4.1.6 Any kind of strap or strapping that attaches a paddle to the wrist of the paddler is not permitted.
- 4.1.7 Seat pads made of foam or other materials are allowed up to 15mm or 9/16 inch thickness that will compress easily when squeezed between finger and thumb. The width of the seat pad shall approximate to the width of the paddling seat and the length shall not exceed 33cm.
- 4.1.8 All boats, supplied paddles, drums, PFDs and any other equipment used during the practice sessions and races must be returned to the CIDBFS intact and in full; replacement costs or repair of such equipment will be charged to the responsible team should negligence be determined by the CIDBFS.
- 4.1.9 Only the drum and drum sticks provided shall be used to signal the stroke rate. Cox Box speaker system will be allowed on the boat to be used by Drummer and Steersperson. Signaling devices including radio communications or other electronic items and any noise-making devices (whistles, rattles, air horns etc.) are prohibited from use during the races. Stop watches and GPS will be allowed on the boat but only to be used for the team’s post race information, they are not to be used to set the rate or speed of the team during the race.
- 4.1.10 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 crewmember shall not be permitted in CIDBFS events. 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: fasteners for seat pads, sponges or boat bailers, foot blocks and pads for competitors comfort or other items that are not performance enhancing or a safety risk to members of the Crew.

4.2 Watercourse Description: Lanes, Distances, Markings

- 4.2.1 The Race Course consists of the following designated areas on the waters of False Creek, East of the Cambie Street Bridge.
- Racing Lanes:** all 10 meters in width and up to 500 meters maximum in length; each lane has designated marker buoys and a lane number, with lane number 1 closest to the South side of False Creek. Lane numbers will be on the left marker buoy, i.e. lane #1 marker buoy will be on the left side of the racing lane
 - Start Line:** a surveyed plane determined visually by sighting across shore-based alignment marks; note that floating buoys, stretched lines and any other markers on the watercourse serve only as guides and approximate indicators of the true standard and are subject to current drift and wind, etc.
 - Finish Line:** marked by large buoys at either end or with a stretched line with individual buoys for each lane
 - Entrance:** the area immediately preceding the start line towards which the dragon boats slowly approach the entrance to their assigned lane to take up a starting position; the area might be fitted out with tether lines, gates or arrays of marker buoys
 - Run Out:** the area immediately after the Finish Line in which the dragon boats coast to a stop after crossing the line
 - Dock Approach Area:** the waters immediately surrounding the various berths and docking stations
 - Warm Up Area:** a designated portion of the watercourse in which crews can do a short warm up paddle (warming up in any other area is prohibited)

- (h) **Boat Staging Area:** a position on the water adjacent to the Entrance, where all boats must converge to await call up to the Start Line. This can be marked by a marker buoy positioned behind the Start Line.
- (i) **Out-of-Bounds Areas:** all other waters in which dragon boats are not permitted to traverse during the competition

5. Conduct of Crews

5.1 Race Officials

Crews must follow the directions of the Race Officials at all times during the competition. Failure to do so may result in disciplinary action taken against the Crew.

5.2 Sportsmanship

Participants are at all times to practice the principles of good sportsmanship. Any crew or competitor who attempts to win a race by other than honorable means, or who deliberately breaks the rules, or who disregards the honorable nature of the rules, shall face disqualification from the competition and future competitions.

5.3 Outside Help

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 concerned.

6. Marshalling/Embarking

6.1 Arrival On Site & Team Round Up

6.1.1 Teams should plan to be on site at least forty-five (45) minutes to one (1) hour before their scheduled time to race; there are a number of stages which Teams must pass through in order to be properly prepared for a successful race, and they are spelled out below.

6.2 Check In & Line Up

6.2.1 The scheduled times when teams are to race will be determined in advance and will be distributed to all Team Managers, whose responsibility it is to know when his or her Team is next expected and scheduled to compete, and to keep track of any changes to the schedule announced/posted by Race Officials.

6.2.2 Teams must report in to the Crew Marshall at Check In, *twenty (20) minutes ahead of their scheduled Race Start Time* in order to get ready; failure to do so on time may result in disqualification and the removal of the team from that round of competition with relegation to the position of last place for that round.

6.2.3 Personal belongings are not to be brought into the crew assembly area and only those teams in a forthcoming race are allowed through.

6.2.4 Once reported in, crews will be directed by Race Officials to pick up paddles and personal flotation devices (PFDs); all crewmembers must select the proper size PFD and wear it in the correct manner.

6.2.5 Crews will then be directed to the final Line Up area where they will form up according to their preplanned order of seating in the boat, and behind the appropriate lane number marker to await being called down or directed to the dock.

6.2.6 When instructed, crews are to proceed single file down the ramp and down to the dock area, where they will be directed to the proper boat.

6.3 Boarding And Casting Off

6.3.1 Once a dragon boat is ready, the crew will be summoned to go on board; crews must board in accordance with the Dock Master and are not permitted to choose the boat to be used, nor the lane they are to race in; any water should be bailed out of the boat.

6.3.2 After a final check out by a lower Dock Official, the crew will be permitted to cast off and pull away from the dock.

6.3.3 It is the responsibility of the Dock Master to ensure that all of the right crews are correctly identified and dispatched, in boats bearing the correct lane number.

6.3.4 Once clear of the dock, all Crews come under the authority of the Race Officials and must comply with their directions.

6.4 Warm Up Enroute to Boat Staging Area

6.4.1 Upon clearing the dock, all crews are to head without delay to the Boat Staging Area, via the Warm Up Area; **FAILURE TO PROCEED DIRECTLY COULD RESULT IN DISQUALIFICATION FROM THE ROUND OF COMPETITION OR UP TO A FIVE (5) SECOND PENALTY: TO BE ADDED TO THE OFFENDING TEAM'S FINAL RACE TIME RESULT**, thus affecting its standing and advancement in the competition structure.

6.4.2 It may be necessary for early arriving boats to hold steady at the Boat Staging Area while waiting for the rest of the late arriving boats to join them; because of the shortness of time between races, it is critical that early arriving boats

- stay put and don't wander away for an extended warm up; this will also help to ensure fairness in terms of all crews having comparable opportunities to warm up.
- 6.4.3 All crews shall assemble at the Boat Staging 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 Race Referees, in accordance with the published Race Grid.
- 6.4.4 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. The Starter may choose to award a time penalty of up to five (5) second 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.

7. Starts and Starting Procedures

7.1 Boat Call Up and Alignment for the Start

- 7.1.1 The Race Referees will signal the crews to line-up in their respective lanes in the Boat Staging Area before the start of the race; the race will start without your team if you choose to ignore line-up instructions.
- 7.1.2 From the Boat Staging Area, the Race Referees will call boats forward to take up positions at the Entrance to their respective lanes. When the Race Referee is satisfied that the boats are lined up in their respective lanes, the Race Referee will hand the race over to the Starter.
- 7.1.3 If tether lines or other boat restraining devices are implemented, the Steerer should engage them.
- 7.1.4 The Starter will address all boats or individual boats to either move forward or backward or to stand still in order to line up the dragon heads of all competitors even with the Start Line where "hold" means to keep the boat stationary, that is, keep it from drifting in spite of the current, cross wind, or unchecked momentum; paddlers must back paddle, draw sideways, of whatever to accomplish this, under the direction of the Drummer; crews should master these maneuvers to ensure they have the best start possible.
- 7.1.5 The Race Referee, in consultation with the Starter, is empowered to implement a "*dead slow running start*" should wind or current conditions warrant; this would involve the boats creeping ahead while all aligned. The Starter will start the race when all boats are *relatively* lined up (in the Starter's opinion, under the best possible conditions for a fair start).
- 7.1.6 In the event that there is no dragon head or the head is seriously damaged, the most forward part of the affected boat will be the reference for aligning that boat and determining the moment of finish.
- 7.1.7 Drummer Signals. Once the boat has approached the start line a Drummer may raise a hand over his head to alert the Starter that his crew has lost positioning. The starter may allow re-positioning to occur at the starter's discretion. Note: this is a deviation from the IDBF Rules. Crews racing internationally should make themselves aware of the IDBF process. See the IDBF document Rules & Regulations R6.6

7.2 Starters Commands

- 7.2.1 When the Starter is satisfied that all the boats are correctly aligned, the Starter shall alert the crews by two verbal cues:
"ARE YOU READY"
"ATTENTION" when the Starter is satisfied that all crews are ready (after "ATTENTION, the Drummer CANNOT raise a hand to signal that they are not ready).
<starting signal> or <air horn> from 1-5 seconds after "ATTENTION"
If the Race Referees or Starter notices ANY PADDLE MOVEMENT from any paddlers after "ATTENTION", a time penalty of up to five (5) second time penalty will be added to the team's finishing time if it is deemed that the boat gained an advantage by the paddle movement.
- Paddle movement means: taking strokes or having your paddle in the water and sculling the paddle
- 7.2.2 If tether lines or other restraining apparatus are implemented at the Entrance, they need to be released and cast clear of the boat.

7.3 False Starts

- 7.3.1 It shall be considered a False Start when, before the starting signal sounds:
- any boat is out ahead of the rest of the Start Line
 - any boat is already moving ahead and/or being paddled ahead after the "ATTENTION" command is given
 - any other condition arises that, in the opinion of the Referees or the Starter, compromises a fair start
- 7.3.2 Any team that causes a False Start, the Starter can award a time penalty of up to five (5) second time penalty being added to their overall race finish time, and the additional time will affect their standings and advancement accordingly. NO RESTART will be called. Any Team that has caused two (2) False Starts may be subject to disqualification.

7.4 Equipment Failure off the Start

- 7.4.1 In the event of a crew experiencing equipment failure; for example a broken Drummers Seat, Steering Oar (but not a paddle), Dragon Boat Head coming off at the Start and up to fifty (50) meters after it, the race will be restarted, ***providing the crew concerned stops paddling immediately and the Paddlers and the Drummer raise their arms fully in the air***. In this case the Race Officials will carry out the same procedures for a Race Stopped in Progress and in addition, the Race Official's boat stationed at the fifty (50) meter mark will proceed across the race course and stop any crews who may have not heard the re-call signal.
- 7.4.2 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.

7.5 Race Course Officials

50 meter mark: a Race Course Official's boat shall be placed fifty (50) meters down the Racing Course from the Start Line. If the Race is Stopped in Progress, the Race Course Official will cross the course in front of the competing boats and wave a red flag and use repeated blasts of the air horn until all the boats have come to a stop.

The following Race Course Officials will use repeated blasts from air horns and giving verbal instructions through a loud hailer, or making hand signals.

8. Race Conduct

8.1 Racing Underway - Proper Lane

- 8.1.1 **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) meters 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 Race Referee. In races over 1000 metres, crews may deviate from their Racing Lanes or lines without penalty, providing they do not impede other crews and 2m clear water is observed around each boat.
- 8.1.2 Boats must not pass beyond the outside boundaries of the course as defined by outer marker buoys or if the race course has a stretched line with individual buoys for each lane.
- 8.1.3 The Drummer shall sit on the drummer's seat provided once the boat has cleared the Starting Area, which is deemed to be fifty (50) meters from the Start Line and *is encouraged to beat the drum from the fifty (50) meter mark of the racecourse entirely through to the finish.* Drumming is a very essential part of dragon boat racing. NOTE: This is a deviation from Dragon Boat Canada and IDBF Rules *where Drumming is mandatory after the 50m mark*
- 8.1.4 Steersperson shall be responsible for standing at all times at the helm. Paddlers must remain seated at all times and are not allowed to kneel or stand in the boat while paddling. Paddlers and Drummer will remain seated until they return to the dock to disembark.
- 8.1.5 **Proper Course.** Any boat failing to keep to its proper course within its Racing Lane/Line or heading off course will be warned by the Race Referee and must comply immediately with the Race Referee's orders to take corrective action to move to a satisfactory position e.g. "Steer left/right" "Straighten Out" "Stop paddling" "Hold Your Boat" "Go Forward" etc. Two (2) warnings will be given by the Race Referee's to correct your boat, if your boat does not take corrective action a third (3rd) command will be given to "stop paddling" and your boat may be disqualified. A time penalty of up to five (5) second may be awarded by the Course Official against a crew that leaves its Racing lane/Line or impedes another crew, whether or not the action of the crew concerned has materially affected the result of the race. A crew that has gone 'off line' due to an involuntary steering error and in correcting the error leaves its Racing Lane, shall not normally be penalized under the Rule unless another crew is impeded and the race result materially affected.
- 8.1.6 **Wash Riding.** In races of 1000 metres or less, it is forbidden for a crew to 'wash ride', that is, to gain an advantage from the wake of or wash of another boat by paddling across the angle its bow wave and gaining an increase in speed by riding the forward face of the wave. The Referee following the boat shall decide if wash riding is taking place, signifying a foul and calling the offending crew. At a National or Qualifying event the penalty for wash riding is disqualification from the whole competition. At a Festival or Sport Race the penalty for wash riding will be a time penalty to a maximum of five (5) seconds. To avoid wash riding, crews must stay in the middle of their lane.
- 8.1.7 When one boat is in a position to overtake another boat during a race, it is the duty of the boat overtaking to keep clear of the boat being overtaken at all times; similarly, the boat being overtaken must not alter course to make difficulties for the overtaking boat or boats.
- 8.1.8 Crews shall be responsible for taking all action necessary to avoid colliding and minimizing impact with other boats and crews. Steersperson, who are facing forwards, must be able to command the boat effectively and send effective signals to their drummers, who are facing rearwards; they must remain vigilant and maintain a proper, constant lookout for impending collisions, reacting as follows:
- stop paddling ("**Stop paddling!**" or "**Let her run !**" *not "Let it ride"*) to lose speed
 - stop the boat from ramming another ("**Stop / Hold the boat !**") to QUICKLY lose speed
 - start back paddling the boat astern ("**Back Up!**" or "**Back her down!**") as in a "crash stop"
 - quickly pulling ahead and maneuvering out of harms way if this can be done safely
- 8.1.9 **Collisions.** In the event of a collision between two (2) or more boats, the Race Referees must report the circumstances to the Chief Official/Race Director, who may disqualify the offending boats(s) or, if the result of the race has been materially affected, order one or more boats to re-race, before the next round of the competition. When, in the opinion of the Race Officials, 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 could have a time penalty applied, disqualified from the race concerned and or may face disqualification from the whole competition.
- 8.1.10 When, in the opinion of the Race Officials, a Steersperson is found to be at fault for causing an avoidable collision, the Steersperson will be disqualified from steering for the balance of the competition and a Festival supplied Steersperson will be provided. If you feel that your Steersperson is not competent, you can request a Festival supplied Steersperson for your team.

- 8.1.11 **Race Stopped in Progress.** Should a race be stopped while in progress, the Starter and Race Referees will employ whatever means necessary to stop all crews from paddling, including: displaying a red flag, REPEATED blasts from air horns, whistles or other noise makers, and giving verbal instructions through a loud hailer, or making hand signals.
- 8.1.12 It is also incumbent upon the Steersperson and Drummer to watch the Race Referees and to instruct the crew to STOP when a race is stopped in progress.

8.2 Proper Finish or DNF

- 8.2.1 Each boat must finish in its assigned lane, within the defined boundaries of the course, with the crew fully intact. The boat is deemed to have completed the race only when the entire boat travels across the Finish Line, with all the crew it started with aboard; the crew must remain aboard for the full duration of the race and through to the return to the dock.
- 8.2.2 The time of the boat's finish will be taken at the instant that the nose of the Dragon Head reaches the Finish Line or if the boat does not have a Dragon Head, the most forward part of the boat, and a visual recording will be taken to provide an official record of the order of finish of each race.
- 8.2.3 Failure to finish within the proper finish area or in the assigned lane can result in a time penalty assessed to the heat or to the next heat or disqualification.
- 8.2.4 Once the boat passes over the Finish Line into the Run Out area, steerers MUST remain in their lane, slow down and not turn or accidentally swerve into any adjacent lane(s), possibly cutting off other boats arriving from behind.

8.3 Return to Base

- 8.3.1 Upon completion of their race, crews must remain in their boats, and the boats must be brought back to the dock *without delay* since all boats are needed immediately for use in the next race; lingering before the spectators and crowds is prohibited for this reason.
- 8.3.2 Returning crews may have to wait their turn to secure a place to berth at the dock, and should take up a holding position where directed by the Boat Marshals. Crews shall be directed to a berth by a Dock Official and must disembark in an orderly manner; all paddles/PFDs are to be returned promptly.

9. Race Officiating

9.1 Refereeing and Disqualification

- 9.1.1 Race Referees, in separate boats, shall follow each race to observe the course taken by each boat; above all other matters, the Race Referees shall first be concerned with the safety of all participants. The jurisdiction of the Race Referees extends over the race and all matters connected with it, from the time of the directing of boats to the Start through to the Finish; the Race Referees shall have equal power to judge, stop the race, caution or disqualify any crew or competitor, and are the sole judges of a boat's own water and proper course during the race; their decisions in all cases shall be final.
- 9.1.2 **Warnings.** The Course Officials shall follow each race to observe the course taken by each Dragon Boat. A Course Official will warn any boat that fails to keep within its Racing Lane/Line. If such warnings are ignored the Crew(s) concerned risk disqualification from the race if, in the opinion of the Chief Official, 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. Failure by a crew to comply with the Race Referees' instructions may result in further disciplinary action, including disqualification from the remaining competition; a Race Referee may, at his or her discretion, disqualify a team without stopping the race.
- 9.1.3 Whenever it is deemed appropriate to penalize a crew arising from an infraction of the rules governing the race underway, the crew shall be advised at the completion of the race of the infraction.
- 9.1.4 If, in the opinion of a Race Referee, an outside boat interferes with a boat racing on course and this interference would affect the standings in the race, the Race Referee can order the race to be rerun.
- 9.1.5 It shall be considered a Foul when, after the race has commenced, any competitor by his paddle, boat or person comes in contact with the paddle, boat or person of another competitor; or deliberately steers into another boat -- whether such boat is or is not on its correct course and lane -- unless such contact is so slight as to not interfere with the race, in the Referee's estimation. Note: close proximity to another boat is not a foul (i.e., if they are perceived to be in your "lane".)
- 9.1.6 In the event of a Foul or an impending collision or any other infraction of the rules during a race, a Race Referee shall be empowered to:
 - (a) instruct crews to stop paddling; continuation of the race and resumption of paddling by the affected crews will be at the discretion of the Referee; this option may be used in the event of an impending collision, for example
 - (b) penalize the offending team(s) with a time penalty that can be added to their heat time or added to their next heat
 - (c) disqualify the offending team(s) -- in which case the crews must cease paddling and not complete the race -- yet allow the rest of the race to continue uninterrupted at his or her discretion in spite of the disqualification

- (d) stop the race and, at his or her discretion, disqualify the offending crew; teams other than any which have been disqualified shall then be directed back to the Start Line to start the race over
- 9.1.7 At the conclusion of each round of competition, Referees will signal with a White Flag if a fair race was run, but if there were any fouls or disqualifications, they will signal with a Red Flag.
- 9.1.8 The Finish Line Judge shall declare the official order and time of finish results for each boat that properly crosses over the Finish Line, whose decision is final; unsolicited videos, photos or verbal accounts pertaining to any disputed finish(es), course fouls or other matters have no official status or bearing on the adjudication.

10. Penalties, Protests and Appeals

10.1 Penalties Arising From Racing

- 10.1.1 Penalties may be imposed by the Race Officials on a Team or its members for reported:
 - (a) violation of safety procedures
 - (b) infraction of stated rules and regulations
 - (c) failure by crews to comply with the instructions of Race Officials
 - (d) verbal/physical abuse to any competitor, Volunteer or Official
 - (e) unsportsman-like conduct
 - (f) willful damage to or loss of equipment and boats
 - (g) violation of sponsorship rules
 - (h) misrepresentation of the Race/Event or the Race/Event Organization
- 10.1.2 Penalties may include:
 - (a) time penalties of between 1-10 seconds added to the Crew's finishing time or added to their next heat
 - (b) disqualification of Crew Member(s) or entire Team from further participation in the Races
 - (c) disqualification from any official standing and/or awards
 - (d) requirement for financial reimbursement for damaged or lost equipment
 - (e) disqualification of Crew Member(s) or entire Team from participating in future Races

10.2 Racing Protests and Appeals

- 10.2.1 **Protests by teams will be limited to race conduct and race rule infractions only.** A Race Jury consisting of Race Officials and Race Committee representatives will decide on all protests.
- 10.2.2 On-water Race Officials will signal any race rule infractions, fouls, or disqualifications which they have observed while a race is underway to the Finish Line Judge by raising a red flag and notifying offending Team(s) of the specific infraction. The Race Director or his designate will also be notified and will withhold the Official results of the race and notify:
 - (a) Scoreboard officials to post a notice indicating that the race results are being appealed
 - (b) the public by announcement that the race results are to be appealed, until a release is given by the Race Jury
- 10.2.3 A protest must be lodged by the Team Captain to the Race Registrar **prior to your team leaving the race staging area and within ten (10) minutes of the race ending.** Otherwise, the offence cannot be verified.
***Note: It is the responsibility for all teams entered in the affected heat to remain in contact with Race Officials until an adjudicated result is announced and posted.**
A protest against a race result must be made no later than fifteen (15) minutes after the race result is officially posted.
- 10.2.4 A team may protest:
 - (a) Illegal paddle or equipment used by another team
 - (b) A Crew not complying with the roster rule
 - (c) Wash riding by another Crew
 - (d) Collision initiated by another crew(s) during the race
 - (e) Race result
- 10.2.5 A team may **not** protest:
 - (a) Boat/lane assignment
 - (b) **Interference from another boat that did not result in a collision**
- 10.2.6 All Protests must be submitted in written form (provided upon request) to the Race Jury and a fee of \$50.00 Canadian will be levied for each protest (rebated if protest is upheld).
- 10.2.7 Upon accepting the protest, the Race Jury will convene a meeting together with all parties for a hearing and make its decision, which will be final and binding on all parties concerned. The Race Jury will then notify the Finish Line Judge and scoreboard to release the adjudicated race results and also announce the decision over the public address system.

10.3 Re-Race Rules

10.3.1 At the Official's discretion, a re-race may be ordered when:

- (a) There is a False Start called by the Starter, or
- (b) There is clearly a collision within the first 50 meters of the race, or
- (c) There is equipment breakage, other than paddle, within the first 50 meters of the race

There will absolutely be no grounds for re-races once all boats have passed the 50 meter mark, except one that is initiated by Officials under extraordinary circumstances.

11. Safety Considerations

11.1 Safety

Each Team Member is solely responsible for his or her own safety at all times while engaging in activities relating to practicing in and racing dragon boats. Crewmembers, particularly drummers and steerspeople, must be aware that they have responsibilities for the safe control of their dragon boat and should never head out on the water if they are in any way impaired by spirits, drugs or other substances that adversely affect and impair their perception, judgment, balance, reaction time, hearing and vision. Both the Team Manager and the Team Captain will ensure that all their competitors are:

11.1.1 Wearing a proper Personal Floatation Device (PFD) for every Crew Member at all times on board dragon boats.

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

11.1.3 Must be water competent and, ideally, able to swim at least 50 meters while wearing a PFD and in wet competition clothes, unaided.

11.1.4 Paddlers with physical restrictions (disabilities) are permitted to race on the same team with more able bodied paddlers, and to compete alongside other teams in their Division as part of an integrated crew, **subject to prior consultation with the Registrar and a review by the Race Committee** to ensure that the nature of the disability and any adaptive procedures, appliances or supporting devices can be accommodated within the facility, safety and operational standards of the Event.

11.2 Steersperson

Steersperson shall be responsible for: standing at all times at the boat steering station and keeping a proper lookout for other marine traffic, floating debris, fixed obstacles, lines and tethers, rocks and shallows, and all other hazards to navigation and dangerous marine and weather conditions.

11.3 Distress Signal

In the event of a crew being in distress, for example, a crew member lost overboard, the Drummer, Steersperson or other crew members shall alert the Safety Boats and Race Officials by waving vigorously, above head height. A Distress Signal given by a crew without a just cause, will result in action being taken against the crew.

11.4 Injuries

Any injuries sustained as a result of participating in the practices or races must be reported immediately to the Dock Master, and the Team Manager must submit an injury report to the CIDBFS immediately following the injury; Incident Report Forms available at the dock.

11.5 Overloading

If rough water conditions and/or the weight of the normal crew complement result in the dragon boat taking on water (i.e. being overloaded for the marine conditions), then the Crew Captain or Steerer must decide whether to race with only 16 to 18 Paddlers - to decrease the weight of the boat load, raise the margin of safety and minimize the risk of swamping and sinking. It is the responsibility of the Team Captain to ensure that the crew always complies with the minimum and maximum crew loads.

12. 2000 Meter Race Rules

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 event with all the normal safety boats; race facilities; support services and qualified Race Officials.

12.1 Team Rosters

Team Rosters for the 2000 Meter Race must be the same roster as submitted to the Race Registrar and no substitutions allowed. Winning teams rosters will be checked.

12.2 The Racing Course

500m 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 meters. The turns shall be marked with a minimum of three (3) buoys, one (1) at the apex of each turn and two (2) at each turn (turn marking buoys or flags - one on each side of the apex buoy) to indicate the curve of each turn. The turn buoys/flags will mark the start and finish of each turn. There will also be two (2) 50m buoy/flags before the turn buoys. *The 500m racing course will have 3 turns.*

300m 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 300 meters. The turns shall be marked with a minimum of three (3) buoys, one (1) at the apex of each turn and two (2) at each turn (turn marking buoys or flags - one on each side of the apex buoy) to indicate the curve of each turn. The turn buoys/flags will mark the start and finish of each turn. There will also be two (2) 50m buoy/flags before the turn buoys. *The 300m racing course will have 5 turns.*

12.3 The Racing Lane and Line of Racing

The Racing Lane over the straight sections of the Course shall be a minimum of ten (10) meters wide. The Line of Racing for crews racing down a straight section of the Course is deemed to be a width of six (6) meters from the buoys marking the left of the Racing Lane.

12.3.1 Racing shall take place in a 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 12.5.1)

12.4 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.

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

12.4.2 Crews taking other Lines of Racing to overtake must observe the spirit of Racing Rule 8.1.1 but especially concerning 'clear water' between boats. If a crew ignores the intention of the two (2) meter 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 Time Penalty of 5-10 seconds may be awarded by the Race Referee. When a crew that is being overtaken (see Rule 12.5) alters its course and makes difficulties for the overtaking boat, the same Time Penalties may be awarded by the Race Referee.

12.5 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.

Overtaking can be carried out on either side of the boat being overtaken except when the width of the Racing Lane does not allow crews to overtake in clear water on the left or right of the boat being overtaken. Crews not complying with this rule or 12.4 concerning 'A Crews position in a Line of Racing' will receive an automatic Time Penalty of twenty (20) seconds

12.5.1 When approaching a Turn, overtaking can be carried out on either side of the boat being overtaken except when the width of the Racing Lane does not allow crews to overtake in clear water on the left or right of the boat being overtaken. The crew being overtaken must give way and allow 'clear water' to the overtaking crew.

12.5.2 A crew overtaking on the right (outside) of another boat must hold their line and keep 'clear water', with the boat they are overtaking until the approaching turn has been negotiated, after which time they can complete the overtaking maneuver as described in 12.5.

- 12.5.3 A boat about to be overtaken must not alter its Line of Racing once any part of the overtaking boat is level with or has passed the boat being overtaken. When any part of the overtaking boat is level with or has passed the boat being overtaken, then the overtaken boat must give way and maintain its line.
- 12.5.4 When overtaking or being overtaken, Steersperson must maintain clear water between the paddles of their own boat and other boats in the race, two (2) meters of clear water between boats should be maintained, as per Rule 8.1.1.
- 12.5.5 If, in the opinion of the Race Referee any racing maneuver by an overtaking crew or lack of clear water between boats has endangered the safety of another crew, or materially affected the result of the race, the offending crew shall be disqualified from the race.
- 12.5.6 If a crew's race time has been adversely affected by the actions of another crew, the Race Officials may award when a Race Referee has confirmed that time has been lost through an obstruction or impediment of the crew concerned, a Time Bonus of up to twenty (20) seconds.

12.6 Turning

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) Steersperson are to ensure that Turning Point buoys are kept on the left side of the boat. 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 having less than two (2) meters of clear water, unless in the opinion of the Race Referee, a material advantage has been gained or 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.

12.6.1 Turning

- **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, the Race Referees must see clear water between the boats, as defined in Rule 8.1.1.**

12.6.2 Turn Buoys

- **In making a turn, the inside boat shall follow as close as possible, the course marked by the buoy(s) at the Turning Point. A crew will not be disqualified for touching a Turning Buoy, or for having less than two (2) meters of clear water, unless in the opinion of the Race Referee, a material advantage has been gained.**

12.6.3 Turning Points

- **Overtaking in a turn: if a boat covers another boat at the 30/50m buoy/flag, that is, any part of the overtaking boat shadows the boat ahead with any part of the overtaking boat, that boat will have the right of way 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.**
- **If a boat has the right of way but takes a wide turn, then they forfeit their right of way**
- ***When more than two crews are making a turn, at the same Turning Point, then all crews must hold their lines going around the turns, a crew on an outside line must leave room for a crew in the middle and the middle crew must leave room for a crew on the inside line; to follow the line of the turning point buoys in safety, that is, at least 2m clear water between the paddles in adjacent boats must be maintained around the turn. A crew on an inside line must not make difficulties for a crew holding an outside line by, for example, steering wide around the Turning Point. If in the opinion of the Race Referee, 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).***

12.6.4 Last 300m/500m

- **When a crew has completed its final turn and is in the last 300m/500m straight of the race, it may cross into the main Racing Course and take any Racing Line down the last 300m/500m as long as it is safe to do so and there is no oncoming boats racing in lanes 7 and 8. Overtaking on either side of another boat is permitted during the last 300m/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 as started the race.**

12.7 Impeding/Collisions

If during the course of the race a boat impedes or collides with another boat, the Race Referee shall apportion blame. If the Race Referee 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 12.5.6. When a collision between boats occurs then Racing Rule 8.1.9 will apply, except that re-racing will not take place.

12.8 Course Referees/Umpires

To assist the Race Referees in implementing these rules and other Rules of Racing in general, Referees/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. Ideally a boat with a Race Referee should be stationed inside each Turning Point to observe the crews negotiating the Turn Buoys.

12.9 Starting Procedures

Boats shall normally be started at a minimum of ten (10) second intervals but this can be changed by the Race Officials to a longer interval and teams will be informed of the time interval. A 'staggered' start using the normal start commands of 'Ready', 'Attention', 'Go' or air horn signal shall be used. For a staggered start boats may be lined up ready to start in the following format.

12.9.1 In Line Abreast

- Crews will be seeded by their Finish placement in the Mixed Comp A & B Divisions, the slowest starting first and the fastest last. Crews will be placed in a line next to each other (or in a line behind) the actual Finish Line, facing up the Racing Course towards the normal Start Line.

a. Starting Position

The slowest crew should be positioned on the 'right of the line' looking up the course, 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 Line.

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. 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 12.4.1

c. 300 Meter Rule, n/a for 300m 2k course

This crossing to the Racing Lane must be completed within 300 meters 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.

12.10 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 a crew its Gross Race Time.

CIDBFS 2000 Meter Race Rules Summary

- Team Rosters for the 2000 Meter Guts & Glory Race must be the same roster as submitted to the Race Registrar, no substitutions allowed. Winning teams rosters will be checked
- If a team does not want to race in the 2000 Meter Guts & Glory Race, then their spot will be offered to the next crew in line
- Crews will race 2000m on the 500m course with 3 turns and on the 300m course with 5 turns
- Crews will race counter clockwise, starting at the Finish Line facing West
- 16-18 teams will race, 8 from Competitive A Final, 8 from Competitive B Final, 2 teams from Recreational A Final
- Recreational A and Competitive B teams will start in the first group in BUK boats
- Competitive A teams will start in the second group in BUK boats
- Boats will be numbered #1-#18, #1 being first, #18 being last
- Teams will start at 10 to 15 second intervals according to their 500m final times, seeded slowest to fastest
- Teams will load in BUK's and will form up in the area in front of the Dragon Zone docks

- The Starter will be on the Race Official boat on the water at the Start Line (Finish Line) or be stationed on land at the Start Line (500m East Finish Line) and will use an air horn for the 10 second interval starts
- Drummer and paddlers must remain seated at all times. Steersperson must be standing at all times
- Wash riding is allowed but the clear water 2m rule must be observed
- When a boat is overtaking another boat in a race, it is the duty of the overtaking boat to give clear water (2m) to the boat it is overtaking. Similarly, the boat being overtaken is not allowed to alter its course to impede the overtaking boat or boats. Failure to provide right of way will result in a 20 second penalty.
- A boat can overtake another boat on either side as long as the overtaking boat maintains 2m clear water from the boat being overtaken, no boat contact will be tolerated and *immediate disqualification of the negligent crew may result if there is boat contact.*
- Overtaking in a turn: if a boat covers another boat at the right of way buoy/flag, that is, any part of the overtaking boat shadows the boat ahead with any part of the overtaking boat, that boat will have the right of way 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.
- *When more than two crews are making a turn, at the same Turning Point, then all crews must hold their lines going around the turns, a crew on an outside line must leave room for a crew in the middle and the middle crew must leave room for a crew on the inside line; to follow the line of the turning point buoys in safety, that is, at least 2m clear water between the paddles in adjacent boats must be maintained around the turn. A crew on an inside line must not make difficulties for a crew holding an outside line by, for example, steering wide around the Turning Point. If in the opinion of the Race Referee, 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).*
- If a boat has the right of way but takes a wide turn, then they forfeit their right of way
- It is forbidden to purposely slow down or obstruct a fellow competitor. A 20 second penalty may be awarded for actions of this nature or the team disqualified.
- Safety shall be the single most important guiding principle when racing the 2000m. All steerspersons are to avoid contact and collisions at all costs, even if the fault lies with the other crew. Failure to do so may result in the immediate disqualification of the negligent crew.
- A crew missing a buoy on the turn will be assessed a 5 second time penalty and if done consistently (that is, more than twice) may be disqualified