

Calgary Dragon Boat Society

Official Rules & Regulations



Introduction

The CDBS Official Rules & Regulations have been developed for use in the Calgary Dragon Boat Festival. Where appropriate, they mirror the Rules of Racing as formulated by DBC (Dragon Boat Canada).

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

Races shall be held under the supervision of the following Technical Race Officials.

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. DBC sanctioned races will have one accredited DBC official present.

Supporting Officials

The following Race Officials are deemed to be Supporting Officials:

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 CDBS 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 CDBS, 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 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 CDBS for injury to person(s) or loss/damage to personal property.
- 1.1.3 All Team Members must **sign an online Team Waiver**. The Team Manager shall be responsible for ensuring all members of his or her Team have signed before receiving the race package.
- 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 Festival.
- 1.1.4 (a) As an exception to the above, where an individual is on the roster of a Team that is registered as a “qualifying team” for the purposes of Dragon Boat Canada qualifying, that individual may also be registered on the roster of a non-qualifying Team. No accommodation will be made in the race schedule in the event of time conflicts.
- Final Racing Team Roster** - a minimum of 18 to a maximum of 26 names are to be rostered for the actual competition; the Official Final Racing Team Roster must be submitted to the Registrar by August 9, 2013.
- 1.1.5 **Mandatory Coordination & Safety Meetings:** the team manager or steersperson must attend a co-ordination meeting; 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 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



Women's 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 Women's crew.

2.3 Types of Teams

Mixed - boat crew must be comprised of at least eight (8) paddlers of each gender, and no more than a maximum of 10 of each gender.

Women's – paddlers are all women, respectively, with drummer and steersperson of either gender. NOTE: if the Crew is qualifying for DBC Club Crew or Nationals, the Steersperson and Drummer must be female.

2.4 Individual Team Member Eligibility

2.4.1 Crew Members may be members of one and only one mixed Team but may also be on a single gender team (i.e., Women's Crew).

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 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. CDBS 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; 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 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 CDBS 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 CDBS.

4. Racing Regulations

4.1 Dragon Boats and Equipment

- 4.1.1 The racing fleet of dragon boats is comprised of IDBF Approved fiberglass “Champion” 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 CDBS
- 4.1.3 Personal Flotation Devices. Competitors 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), except for “*manual or auto inflating jackets*”. 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 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 Seating pads made of foam or other materials are allowed up to 15mm or 9/16 inch thickness, the width of the seat pad shall approximate to the width of the paddling seat and the length shall not exceed 33cm.
- 4.1.7 All boats, supplied paddles, drums, PFDs and any other equipment used during the races must be returned to CDBS intact and in full; replacement costs or repair of such equipment will be charged to the responsible team should negligence be determined by CDBS.
- 4.1.8 Only the drum and drum sticks provided shall be used to signal the stroke rate. Cox Vox 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.
- 4.1.9 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. 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.

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 honourable means, or who deliberately breaks the rules, or who disregards the honourable 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

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, **at least 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 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 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 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 (about 100 m before the start line) 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 The Starter will address all boats to approach the start line TOGETHER. It is imperative with windy conditions that you do so. If a crew is stalling, the race may be started without them. When conditions permit, individual boats may be called 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.

- 7.1.4 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).

7.2 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:

"WE HAVE ALIGNMENT" (If the crew is NOT READY then the Drummer must immediately raise a hand above head height to indicate the situation to the Starter.)

"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

- Paddle movement means: taking strokes or having your paddle in the water and sculling the paddle

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 will be disqualified.

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) metres after it, the race will be restarted, ***providing the crew concerned stops paddling immediately and the Drummer raises 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) metre mark will proceed across the race course and stop any crews who may have not heard the re-call signal.

7.5 Race Course Officials

50 metre mark: a Race Course Official's boat shall be placed fifty (50) metres 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.** 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.
- 8.1.2 The Drummer shall sit on the drummer's seat provided

- 8.1.3 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.
- 8.1.4 **Proper Course.** Any boat failing to keep to its proper course within its Racing Lane 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 Referees 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) seconds may be awarded by the Course Official against a crew that leaves its Racing lane 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.
- 8.1.5 **Wash Riding.** 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 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 wake riding is taking place, signifying a foul and calling the offending crew. At a National or Qualifying event the penalty for wake riding is disqualification from the whole competition. At a Festival or Sport Race the penalty for wake 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.
- 8.1.6 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.
- 8.1.7 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
- 8.1.8 **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 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 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 may face disqualification from the whole competition.
- 8.1.9 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.
- 8.1.10 **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.
- 8.1.11 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:
- 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
 - penalize the offending team(s) with a time penalty that can be added to their heat time or added to their next heat
 - 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
 - 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 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 team(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 metres of the race, or

(c) There is equipment breakage, other than paddle, within the first 50 metres of the race

There will absolutely be no grounds for re-races once all boats have passed the 50 metre 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 jewelry) 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 CDBS immediately following the injury; Incident Report Forms available at the registration area.

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.