



# BAHAMAS DRAGON BOAT FEDERATION

Bahamas  
Dragon Boat  
Festivals

**RULES OF RACING**



## **RULES OF RACING**

**Introduction:** The Rules of Racing (Racing Rules) that follow have been formulated for use in all competitions sanctioned by the Bahamas Dragon Boat Federation (BDBF) and have been drafted in line with the rules of racing outlined by the International Dragon Boat Federation (IDBF).

It is accepted that if local competition is to take place, in a meaningful and acceptable way, then the Rules under which they are conducted should be standardized. These Rules of Racing have been formulated with this objective in mind.

Many of them are in use in traditional Dragon Boat Races, or in other water sports with similar requirements to that of Dragon Boat Racing. The remainder have been formulated from the practical experience gained in organizing BDBF and IDBF competitions.

The Duties of Race Officials which are equally valid for any level of competition, are also included in these Rules.

**R1. CONTROL OF THE COMPETITION**

**R1.1 Technical Officials** BDBF Championships and, when the nature, and status demands, BDBF sanctioned international races shall be held under the supervision of the following Technical Race Officials:

Chief Official		
Chief Judge.	Chief Umpire	Race Secretary
Time-keeper(s)	Starter	Chief Boat Marshal
Timing System Operators	Judges	Safety Officer
Results Runners	Boat Holders	Boat Marshals
Announcer	Medical Staff	Press Officer

**R1.2 Competition Committee.** For BDBF Championship events and BDBF sanctioned races the top technical management of the competition shall be in the hands of a COMPETITION COMMITTEE, which shall consist of the following officials:

Chief Official.	Chief Judge.	Chief Umpire.
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One other Technical Race Official, nominated by the Chief Official, shall be appointed to the Competition Committee. The duties of this Official must allow the person concerned to be in the area of the Finish Line at all times, for example the Race Secretary.

Depending on the number of competing teams, appointed officials may take up more than one official role.

**R1.3** The duties of the Competition Committee are to:

- R1.3.1 Conduct and supervise the races on behalf of the Organising Committee.
- R1.3.2 In the event of inclement weather or unforeseen circumstances which make it difficult for the competition to take place; reduce the number of racers in the boat or postpone the races and re- arrange them for another time.
- R1.3.3 Hear any protests and settle any disputes between crews. Decide on all matters concerning the Competition Regulations and Racing Rules.
- R1.3.4 Consult with the Race Officials, as necessary, before making a decision regarding any infraction of the Racing Rules.

**R1.4 Race Jury.** At BDBF Championships the final authority relating to the Competition Regulations and the Racing Rules, shall rest with a **CHAMPIONSHIP JURY**. This Jury shall consist of a minimum of three (3) up to a maximum of five (5) members from the BDBF appointed officials.

**R1.5** When a Jury is appointed at a BDBF Competition, all Race Officials and the Competition Committee shall be subordinate to the Jury.

**R1.6 Race Secretariat.** The Race Secretariat provides the clerical support and as such is responsible for producing technical information about the races during the actual competition. For example, the order of starting; race results' heat draw and intermediate draws. The recording and distribution of information to officials and to crews that require them, as well as other interested parties and the media, is the prime function of the Secretariat.

**R1.7** The number of people employed in the Race Secretariat will vary according to the size of the competition and the individual skills and experience of the officials in the Secretariat. The Secretariat may consist of both Technical and Supporting Officials, but included in their number will be the Press Officer and the Announcer.

NOTE: The Secretariat shall be headed by the Race Secretary.

## **R2. DUTIES OF THE RACE OFFICIALS.**

**R2.1 The Chief Official.** The Chief Official shall act as the Chairman of the Competition Committee. The Chief Official shall observe and supervise the races and ensure that the Race Programme is followed and runs to time. The Chief Official shall fully brief all Race Officials before the start of the competition, regarding their duties and shall:

R2.1.2 At BDBF Championships consult with the Chairman of the Jury on matters where clarification of the Racing Rules is needed.

R2.1.3 The Chief Official shall be responsible for implementing the Disciplinary Code and additionally may disqualify any crew or competitor who behaves improperly or shows contempt by bad conduct or speech towards the Race Officials or any other persons, including spectators

**R2.2 The Race Secretary.** The Race Secretary shall supervise the work of the officials in the Race Secretariat and assist the Chief Official to effect the Race Programme by processing the race results and draws for the intermediate rounds and finals as published. In the event that changes have to be made to the order or format of the programme, the Race Secretary will carry out this task in conjunction with the Chief Official. The Race Secretary may be assisted by a number of Race Recorders.

**R2.3 Race Control.** The Race Secretary together with the Chief Official form the Race Control. The Race Control and Secretariat should be co-located.

**R2.4 The Chief Judge.** The Chief Judge is responsible for organising the Finish Line and Judges and shall record the order of the boats crossing the Finish Line independently of any Finish Line Judges. The Chief Judge shall:

- R2.4.1 In the event of a difference of opinion between Judges over the placings of the crews, adjudicate and have a casting vote.
- R2.4.2 When photo-finish equipment is used act on the advice provided by the photo-finish operator.
- R2.4.3 Notify the Finish Line Judges in good time before a race starts and after confirm with the Chief Official, and Race Secretary the finishing order of the race. The Chief Judge may also be the Chief Time-Keeper.

**R2.5 The Finish Line Judges.** The Finish Line Judges, when appointed, decide the order in which the boats have passed the Finish Line. Where at all possible there should be one Judge for each boat in a race. The Judges shall be situated at the Finish Post with a clear line of site, over the Finish Line, to the other post directly opposite, on the far side of the Regatta Course. The Finish Line Judges may also act as Time-Keepers.

**R2.6 The Chief Time-Keeper.** Times should be recorded by means of stop watches or electronic timing systems. The Chief Time-Keeper shall, before each race, ensure that all stop watches are wound and tested or electronic timing systems set and shall divide the work amongst the Time-Keepers.

- R2.6.1. The timing will start on a signal from the Starter. Each race shall be timed by at least two stop watches or electronic devices, one of which shall be a Control Clock operated by the Chief Time-Keeper.
- R2.6.2 At the end of each race the Chief Time-Keeper shall compare the times recorded by the Time-Keepers against the Control Clock. In the event of a time not being agreed, then the Control Clock shall be taken as correct.
- R2.6.3 The Chief Official and Race Secretary shall then be notified of the agreed times. In the event of a time not being recorded then this will be shown in the results as No Time (NT). The time recorded for a crew is secondary information and shall have no effect on the finish order of a race.

**R2.7 The Time-Keepers.** Time-Keepers, when appointed, shall record the times of the boats as they cross the Finish Line. Where possible there should be one Time-Keeper for each boat in the race. The Time-Keepers may also act as Judges.

**R2.8 The Starters.** There will be a Chief Starter and at least one Race Starter appointed by the Chief Official. **The Chief Starter is directly responsible to the Chief Official** for the efficiency of the starting facilities and procedures in conjunction with the Chief Umpire or other designated Course Umpire detailed to witness each start. (The Chief Starter may also act as a Race Starter) **The Race Starter** shall decide all questions concerning the start of a race and shall inform the crews of their Racing Lanes in accordance with the Race Programme. If the Starter is positioned to one side of the crews on the Start Line, then the Starter may also act as the Aligner, including the responsibility for False Starts. The Starter shall:

- R2.8.1 Before starting a race communicate with the Chief Official to confirm that all is ready at the Finish. When this confirmation is received the Starter shall call the boats to their places on the Start Line.
- R2.8.2 Check that the starting gun or other starting device, is in good working order before carrying out the starting procedures in accordance with the Rules of Racing.
- R2.8.3 Bring the boats to the Start Line, when they are called and align them on the Start Line.
- R2.8.4 When all the crews have indicated that they are ready raise a white flag, which shall remain raised until the race has started. In the event of a False Start, a Red flag shall be raised immediately and the white flag lowered.

**R2.9 The Umpires.** There will be a Chief Umpire and a number of Umpires appointed by the Chief Official. **The Chief Umpire** is directly responsible to the Chief Official and shall work with the Starter, the Umpires and the Safety Boat crews. The Chief Umpire shall co-ordinate the work of the Course Umpires and ensure the efficiency of all waterborne supporting staff. The Chief Umpire shall be responsible for the supervision of any crews moving on the course, before and after each race. (The Chief Umpire may also act as a Course Umpire). **The Course Umpire(s)** shall, where possible, follow each race in an Umpire's motor boat. During the race, the Umpire shall see that the Racing Rules are complied with. The Course Umpire shall:

- R2.9.1 Show a White flag, at the end of the race if there is no infraction of the Rules. If there is an infraction of the Rules, a Red flag must be shown and the circumstances reported to the Chief Official. When a breach of the BDBF Disciplinary Code has occurred, before or during the race, the Umpire will show a Black (or Dark Blue) flag and report the circumstances to the Chief Official.
- R2.9.2 When an Umpire's boat is not used, then one or more Umpires shall be placed alongside the Regatta Course in such a way that they can fully ensure that the Racing Rules are being fully complied with.

**R2.10 The Chief Boat Marshal.** The Chief Boat Marshal shall be responsible for the efficiency of the Crew Assembly and Boat Marshalling areas and shall direct the work of the Race Officials working in these areas. The Chief Boat Marshal shall:

- R2.10.1 Confirm that the crews have been correctly called forward to the Crew Assembly Area; carry out any random checks, authorised by the Chief Official to confirm the identity of competitors. Record the number of competitors in each boat against the appropriate Crew List and ensure that the composition of each crew is correct, for example the number of females in a Mixed Crew. No male Drummer in a women's crew.
- R2.10.2 Call the crews forward from the Crew Assembly Area to the Boat Marshalling Area in sufficient time to ensure that all the crews in a race embark and reach the Starting Area in good time for their race.
- R2.10.3 Ensure that all competitors who are using their own paddles have their paddles checked, by the Boat Marshals, to ensure that they are to the specification, if any, laid down for the competition.
- R2.10.4 Check that all crews are 'Fit to Race' and if any competitor or crew is not fit, notify the Chief Official and ensure that they do not race.

**R2.11 The Boat Marshals.** The Boat Marshals shall supervise the crews in the Crew Assembly area and ensure that all boats and equipment conform to the BDBF Boat Regulations and are compatible with all others in use at the competition. The Boat Marshals shall:-

- R2.11.1 Check that all boats and equipment are in good racing order before and after each race. When race paddles are provided by the Organising Committee the Marshals shall ensure that a full set is returned to the appropriate location.
- R2.11.2 Allocate crews to boats according to the Race Programme and ensure that the right crews are embarked in the right boats before the crews leave the embarking platforms. Check that crews are in their correct racing colours and that competitors do not strap or fix themselves into the boat in any way, unless prior authority has been given by the Chief Official.
- R2.11.3 Ensure that each crew is embarked safely and that buoyancy aids are available and when necessary worn by those that require them.

**R2.12 Safety Officer.** The Safety Officer is responsible for all matters concerning the safety of the competing crews whilst they are on the water. The Safety Officer shall ensure that the following facets of safety have been planned and provided for:

- R2.12.1 That an Event Safety Plan is made to cover emergency procedures and major incidents and that the details are communicated to all Crew Managers and Race Officials.
- R2.12.2 That a suitable number of trained rescue personnel and properly equipped rescue craft are available. That Personal Floatation Aids are available.
- R2.12.3 That the arrangements for embarking and disembarking crews are suitable and adequate, for the number of competitors involved.
- R2.12.4 That a water circulation plan and system has been established and included in the instructions issued to managers and officials.
- R2.12.5 That a Crew information sheet is completed prior to a crew racing which records the details of known weak swimmers and any medical history, such as asthma, epilepsy, which may adversely affect a crew member whilst on the water. Such information may be annotated on a crews Crew List, held by the Chief Boat Marshall.
- R2.12.6 To establish an effective communication system between the SO; the Safety Boats (rescue craft) and the Umpires' boats and to ensure that the correct rescue procedures are adopted in the event of a crew capsizing.
- R2.12.7 The Safety Officer shall be personally responsible for ensuring that a head count of crew members from a capsized boat takes place when the crew returns to land and before any of the rescue craft are stood down.

**R2.13** The Safety Officer shall attend all Managers and Race Officials meetings to brief those present on the safety systems and procedures in operation. If immediately before, or during the competition, a change in the weather; or if water conditions, or any other factor constitutes, in the opinion of the Safety Officer, a hazard to the health and safety of the competing crews, then he (or she) shall advise the Chief Official to postpone, delay or cancel, one or more races, or the competition in its entirety, until it is safe to race.

**R2.14 Press Officer.** The Press Officer must provide as much information as possible on Dragon Boat Racing; the competition; specific crews and races to media representatives, before during and after the event. The Press Officer is therefore authorised to ask for such information from Race Officials and the Crew Managers of the participating crews.

**R2.15 The Announcer.** The Announcer shall provide a public information service during the competition and on the instructions of the Chief Official or Race Secretary announce the start of each race, the order of the crews at the start and where possible, give a running commentary on each race. When the result is confirmed by the Chief Official the Announcer shall announce the result of each race, including the time recorded by each of the crews. Between races the Announcer should also provide information and music in keeping with the event.



### R3. CONDUCT OF CREWS.

**R3.1** Crews must follow the directions of the Race Officials at all times during the competition. Failure to do so may result in action being taken under the BDBF Disciplinary Code or, if appropriate, the disqualification of the competitor or crew concerned. **The Disciplinary Code, as published in the Annexes forms part of Rule 4 and should be read in conjunction with it.**

**R3.2** Any Dragon Boat Crew or competitor who attempts to win a race by other than honourable means, or who deliberately breaks the Racing Rules, or who disregards the honourable nature of the rules shall face disqualification from the competition – see also Racing Rule 6.

**R3.3** It is forbidden, during a race, for a crew to receive outside help, or coaching, or be accompanied by other boats along the course, even outside the Racing Lanes. Such acts will result in disciplinary action being taken against the crew(s) concerned.

**R3.4 The Drummer.** The Drummer shall sit on the drummer's seat provided and once the boat has cleared the Starting Area, which is deemed to be 50 metres from the Start Line, must actively beat the Drum throughout the race. **That is, the Drum must be clearly seen to be struck** with a Drum Stick on the drum skin (top or side) at short, regular intervals. **Failure to actively beat the Drum will result in disciplinary action being taken against the crew concerned.**

### R4. MARSHALLING / EMBARKING.

**R4.1 Crew Responsibility.** It is a crew's responsibility to ensure that the dragon boat and its equipment is fully functional and water-worthy. Boats and equipment must be carefully checked before embarking. **The Race Organiser cannot be held responsible** for any boat or equipment failure once a crew has embarked and left the Boat Marshalling area.

**R4.2 Paddle Breakage/Equipment Failure.** **Crews are advised** to carry two (2) spare paddles, of the approved design for the event, in each Dragon Boat they use during the competition. These may only be used in the event that a paddle breakage occurs during a race. If any other equipment failure happens within fifty (50) metres of the Start Line, the Starter or Umpires will call a re-start.

**R4.3 Crews must report** to the Crew Assembly Area and be ready to embark at the time stated in the Race Programme. Crew identity checks may be carried out by Race Officials in the Crew Assembly Area and competitors must, if so checked, be able to produce the required competition identity card on request. Failure to do so may result in the disqualification of the competitor concerned from that competition class, at the Chief Officials discretion.

**R4.4 Embarking.** When called forward to Boat Marshalling crews must embark in accordance with the instructions of the Boat Marshals, who will ensure that each crew is embarked in the boat allocated to them in the Racing Lane draw.

**R4.5 Movement up the Course.** After a crew has embarked, it must leave the boarding area immediately and proceed directly to the start area. En-route crews must keep clear of the Racing Lanes and must not interfere with a race that is in progress. This includes moving down the course during a race until the crews racing have passed by.

**R4.6 Changes to Crew Numbers.** Once a crew has loaded in a boat and left the boarding area, changes of crew members or additions to the number of racers in the boat, will not be permitted unless expressly agreed to by the Chief Boat Marshal, before the boat leaves the area. Such changes shall be by exception and do not include the changeover or addition of racers due to lateness or unexplained absence. Any such decisions must be notified immediately, to the Chief Official by the Chief Boat Marshal.

## **R5. STARTS and STARING PROCEDURES.**

**R5.1 Start Area.** It is the Boat Captain's/Helmsman's responsibility to make sure that each crew member is familiar with the starting procedures. All crews shall assemble behind the Start Line, or in a specially designated start area. The crews will be called forward and placed into Racing Lanes, by the Starter, in accordance with the published Lane Draw.

**R5.2 Late Arrivals.** The Starter may warn a crew arriving late in the start area and if such a warning is given it shall have the same effect as one given for a False Start, for that race. Alternatively, the Starter may take action under the BDBF Disciplinary Code and issue a warning(s), or award, if appropriate, a Time Penalty of up to five (5) seconds to any crew arriving late in the Start Area, or for failing to come up to the Start Line when called. The Starter may start a race without reference to absentees.

**R5.3 Racing Lane.** A crew must race in the lane allocated to its boat. In the event that only one boat remains at the start of a scheduled race, that crew will be required to paddle the course to register a qualifying time for participation in subsequent rounds.

**R5.4 Starting Position.** The position of the Dragon Boats on the Start Line shall be that the foremost part of the competing boats (which may include the Dragons Heads) shall be aligned.

**R5.5 Starters Commands.** When the Starter is satisfied that all the boats are correctly aligned, the Starter shall alert the crews by saying '**Are you ready**' if the crew is **NOT READY** then the Drummer must immediately raise a hand above head height to indicate the situation to the Starter.

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

**If movement of a crews paddles in or on the water** is then observed, by the Starter or a Course Umpire, the Chief Official shall give a Time Penalty, as for Jumping the Start – see R5.11.

**R5.6 Starting Signals.** When the Starter is satisfied that all crews are ready, the starting signals of the word '**ATTENTION**' followed by the word '**GO**'.

**R5.7 Alternatives.** The word '**GO**' may be replaced by a gun shot, electronic starting signal or other distinct sound, as specified in the Race Programme. The interval between the words '**ATTENTION**' and '**GO**' (or sound signal) shall not exceed five (5) seconds.

**R5.8 False Starts.** If a crew starts after the word '**Attention**' and before the word '**Go**' it has made a False Start. **The Aligner shall indicate a False Start by raising a red flag.** The Starter shall immediately recall the crews by shouting '**STOP**', '**STOP**', '**STOP**', or by a second gun-shot or by repeating the alternative starting signal as published in the Programme.

**R5.9 The Drummers Task.** It is also incumbent upon the Drummer to watch the Starter and Umpire and to instruct the crew to **STOP** when a False Start has been called.

**R5.10 Penalties.** Once all the crews have returned to the start, the Starter will identify the crew or crews responsible for the False Start and warn them of the offence. If the same crew causes two (2) False Starts, the Starter may exclude them from the race, or alternatively award a 'Time Penalty' of five (5) seconds to the offending crew. **Any crew that fails to return to the Start Line immediately after a False Start may also be excluded from the race or alternatively awarded a five (5) seconds 'Time Penalty' at the Starters discretion.**

**R5.11 Jumping the Start.** When a crew 'jumps the start', which for the purpose of the Rules of Racing, means that a crew has anticipated the Starters word of Command GO to the extent that a 'False Start' cannot be called but in the opinion of the Starter a material advantage has been gained by the crew or crews, concerned over the others, the Starter may award 'Time Penalties' of from two (2) up to a maximum of five (5) seconds against the crew or crews in question.

**R5.12 Damage to boats at the Start.** If a crew, whilst in the start area indicates to the Starter, before being called forward to the Start Line, that it has suffered damage to its boat or equipment the Starter may delay the race for a maximum of five (5) minutes to allow the crew some time to effect a repair.

**R5.13 Equipment Failure off the Start.** In the event of a crew experiencing equipment failure for example a broken Drummers Seat or Steering arm/oar (but not a paddle), off the start and up to fifty (50) metres after it, the race will be restarted, providing the crew concerned stops paddling immediately and both the paddlers and the Drummer raise their arms fully in the air. In this case the Starter will carry out the same procedures as for a False Start and in addition the Course Umpire's motor boat will proceed quickly down the course and stop any crews who may not have heard the re-call signal.

**R5.14 Recall by the Course Umpire.** The Course Umpire may interrupt a correctly started race, if unforeseen circumstances occur, for example, adverse conditions in one or more Racing Lanes resulting in boats being inadvertently swamped, or a collision between two boats, caused by the water conditions, or the breakage of a steering arm/oar, that materially affects the whole race. This shall be done in the same manner as for a False Start (even if the competing boats are more than 50 metres from the Start Line). In such circumstances the Chief Official may order a re-run of the race, even to the extent of timed runs down one lane, if time permits, or if it does not a count-back of the previous times recorded during the competition by the crew or crews concerned.

**R6. RACE CONDUCT.**

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

**R6.1 Correct Course and Clear Water.** The correct course for each boat is a straight 'line' down the course or down the middle of its marked Racing Lane, from the Start Line to the Finish Line. Crews are responsible for their steering and leave their Racing Lane, or deviate from their 'line' at their own risk. Even when crews are in their Racing Lanes or following a racing 'line', at least two (2) metres of clear water must be maintained around each boat. For the purpose of this Rule, the boat includes the crew's paddles and therefore the 'clear water' is between paddle blade and adjacent paddle blade. Crews must 'give clear water' when told to by the Course Umpire.

**R6.2 Penalties.** A non-Disciplinary Code, Time Penalty of five (5) seconds may be awarded by a Course Umpire against a crew that leaves its Racing Lane and impedes another crew, whether or not the action of the crew concerned has materially affected the result of the race. (No time penalty for lane infringement shall be awarded in cases where no crews were impeded). The impeded boat may be ineligible for a time trial if the race is a heat.

**R6.3 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.

**R6.4 Collisions.** In the event of a collision between two (2) or more boats the Umpires must report the circumstances to the Chief Official, who may disqualify the offending boat(s) or, if the result of the race has been materially affected, order one or more boats to re-race, before the next round of the competition. When in the opinion of the Chief Official one or more of the crews involved could have avoided the collision by taking corrective action, for example, **to stop paddling, but did not do so, then the crew or crews concerned will be disqualified from the competition class concerned and may face disqualification from the whole competition .**

**R6.4.1. Distress Signal.** If a crew is in distress, for example, a crew member lost overboard, then the Drummer or Helm shall alert the Rescue Boats and Umpires by waving vigorously, above head height, the red flags carried in the boat for this purpose. If no flags are in the boat then the International Distress Signal shall be used, that is, the arms shall be placed in the outstretched position (horizontal to the sides of the body) and then raised to the vertical position crossing above the head and returning to the horizontal position, repeated until the Rescue Boats respond. A Distress Signal given by a crew without just cause, will result in action being taken against the crew under the Disciplinary Code

**R6.5 Boat Swamping, Deliberate Capsizes.** If, in the opinion of the Chief Official, a boat has been swamped or capsized deliberately by its own, or another crew, during the course of a race, the Competition Committee may disqualify the crew or crews concerned from the competition.

**R6.6 Boat Damage.** If in the opinion of the Chief Official, a boat has been damaged by its crew deliberately, or by another crew during the course of a race, the Competition Committee may disqualify the crew or crews concerned from the competition. In addition, on the recommendation of the Competition Committee, a fine may be imposed on the crew or crews by the Jury. If a Jury is not appointed, the Competition Committee may make such a recommendation to the BDBF Executive Committee, who may also recover the costs of boat repairs from the crew(s) concerned.

**R6.7 Turns.** When a race is run on a course with Turning Points, the buoys shall be passed to port (left) in an anti-clockwise direction. When more than one crew is making a turn, at the same Turning Point, then a crew on the outside line must leave room for a crew on an inside line. That is, clear water between boats, as defined in **Rule 6.1**, must be seen by the Turning Point Umpire.

**R6.8 Turn Buoys.** In making a turn the inside boat shall follow as closely as possible, the course marked by the buoy(s) at the Turning Point. A crew will not be disqualified for touching a Turn Buoy, or for having less than two (2) metres of clear water between the buoy(s) and the boat, unless in the opinion of the Umpire, a material advantage has been gained.

**R6.9 Turning Points.** Once a turn has been reached, all boats must maintain their station through the turn. When two crews are negotiating a turn together, that is the crews are adjacent to each other, it is the responsibility of both crews – even the inside crew when in an overtaking position, to avoid making contact with the other crew but especially when the boats are coming out of the turn. When exiting a turn, the inside boat, whether overtaking by virtue of holding the 'inside racing line' or not, must not Steer in a manner that is likely to cause a collision with another boat.

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

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

## **R7. FINISHES.**

**R7.1 Crossing the Finish Line.** A boat has finished the race when the foremost part of the boat crosses the Finish Line with the same number of racers in it as started the race. (The Dragons Head, when in position, forms part of the boat).

**R7.2 Dead Heats.** The front portion of each boats bow will be clearly marked to assist the Judges in determining the finish order. If two (2) or more boats reach the Finish Line at the same time they shall get the same classification. In the event of a dead heat for a place which determines advancement to the next round, the crews concerned may be required to race-off, but only if there are insufficient lanes on the racing course to allow the dead-heated crews to race again in the next round.

**R7.3 Disembarking.** Once a crew has finished a race it must return immediately to the Boat Marshalling area and disembark. A crew is not released from the directions of the marshalling Officials until all members of the crew have left the Crew Assembly Area.

## **R8. DISPUTES, PROTESTS, DISQUALIFICATIONS and APPEALS.**

**R8.1 Disputes.** Disputes that arise during a competition between Crews, shall be addressed to the Chief Official and dealt with by the Competition Committee, in the same way as a Protest.

**R8.2 Racing Protests.** In the event of a crew wishing to make a protest following a race, concerning the conduct of another crew, the Crew Manager must lodge the protest with the Chief Official. Such a protest must be addressed to the Competition Committee and made within fifteen (15) minutes of the end of the race. A protest against a race result must be made no later than 15 minutes after the result is officially posted.

**R8.3 Protest Fees.** At BDBF Championship events, all protests shall be made in writing and shall be accompanied by a fee of **US\$25.00**. The fee shall be refunded if the protest is upheld.

**R8.4 Action and Timings.** When a protest is made, the Chief Official must immediately notify any other party involved in it and call a meeting of the Competition Committee to discuss the protest. Only in exceptional circumstances should the Competition Committee take longer than thirty (30) minutes to consider any one protest.

**R8.5 Decisions.** After reaching its decision the Competition Committee must inform all the parties involved in writing of its decision and of the reasons for the decision. The Chief Official shall hand the decision to the Crew Manager(s) involved, who must then acknowledge receipt of it by signing the Chief Officials copy and recording the time in case of any further appeal to the Jury.

**R8.6 Disqualification.** In the event of a crew being disqualified from a race or the competition, the Competition Committee must record their decision and the reasons why in writing on a Disqualification Notice. The Chief Official must hand this notice to the Crew Manager concerned and who must acknowledge receipt of the Notice by signing the Chief Officials copy and endorsing it with the time of receipt.

**R8.7 Appeals.** This acknowledgement is the start of the period in which the Crew Manager(s) may appeal to the Jury, against the decision of the Competition Committee.

**R8.8 Time Limit.** When a Jury has been appointed, an appeal against a decision of the Competition Committee shall be addressed to the Chairman of the Jury and handed in no later than twenty (20) minutes after the Crew Manager(s) has been informed, in writing, by the Competition Committee of any disqualification or dispute involving their crews.

**R8.9 Appeal Fees.** For BDBF Championships, all appeals shall be accompanied by a fee of **US \$50.00**. The fee will be refunded if the appeal is successful.

**R8.10 Jury Meetings.** The Chairman of the Jury shall allow a further twenty (20) minutes to elapse, for any necessary investigations to take place, before calling a meeting of the Jury to debate the appeal. Only in exceptional circumstances should this take longer than thirty (30) minutes for any one appeal.

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

**R8.11 Final Decisions and Appeals.** At BDBF Championships the decision of the Jury is final.

## ANNEX to RACING RULE - Number 3

**BDBF DISCIPLINARY CODE****FOR CHAMPIONSHIP AND INTERNATIONAL REGATTAS****General Conditions.**

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

- 1.1. Failure by crews to comply with the instructions of race officials.
- 1.2. Verbal abuse between competitors and between competitors and officials.
- 1.3. Conduct by competitors, team officials and race officials likely to bring the sport into disrepute, such as improper behaviour and abusive criticism.
- 1.4. Threat of physical violence or actual physical violence by competitors, team officials or race officials.

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

**Failure by crews to comply with the instructions of Officials.**

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

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

**Time Penalties.**

4. Before Time Penalties can be awarded a crew must be warned that an offence has occurred and be given the opportunity to respond. In the event that a crew does not respond to the 1st warning, then the Crew Captain must be told by the Race Official concerned, that a 2nd warning has been given and that a report will be made to the Chief Official. The Chief Official is not compelled to award Time Penalties but as a minimum must inform the Team Leader of the crew concerned that any further instances of misconduct will result in disciplinary action being taken against them.

**Official Warnings.**

5. Warnings may be verbal or through the use of a Black Flag (or Dark Blue Flag if a Black Flag is not available). When a Flag is used then the procedure will be as follows:-

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

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

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

**False Starts. Jumping the Start. Race Conduct.**

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

**Verbal abuse between Competitors and between Competitors and Officials**

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

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



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

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

#### **Conduct likely to bring the sport into disrepute.**

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

#### **Threat of violence or actual physical violence**

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

Rule of Racing R8.2 Refers

**BDBF RACING PROTEST**  
**FORM**

(White Paper)

Team Name: \_\_\_\_\_

Team Manager: \_\_\_\_\_

Race Number: \_\_\_\_\_ Lane Number \_\_\_\_\_

Protest Details: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature: \_\_\_\_\_  
Team Manager

Time: \_\_\_\_\_

Print Name: \_\_\_\_\_

.....  
**Race Control**

Signature: \_\_\_\_\_

Time: \_\_\_\_\_

Fee Received \_\_\_\_\_

**Competition Committee's Decision.**

**Details:** \_\_\_\_\_

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**Signed** \_\_\_\_\_  
Chief Official

**Time** \_\_\_\_\_

**Date** \_\_\_\_\_

**Signed** \_\_\_\_\_  
Team/Crew Manager

**Time** \_\_\_\_\_

**Date** \_\_\_\_\_

Rule of Racing R8.7 refers

**BDBF RACING APPEAL FORM**

(Yellow Paper)

Team Name:

\_\_\_\_\_

Team Manager:

\_\_\_\_\_

Race Number \_\_\_\_\_

Lane Number \_\_\_\_\_

Appeal Details:

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Signature:

Time:

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\_\_\_\_\_

Team Manager

Name \_\_\_\_\_

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**Race Control**

Signature:

Time:

\_\_\_\_\_

\_\_\_\_\_

Fee Received

\_\_\_\_\_

(amount)

**BDBF Jury’s Decision.**

**Details:** \_\_\_\_\_

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**Signed** \_\_\_\_\_

Chairman of the Jury

**Time** \_\_\_\_\_

**Date** \_\_\_\_\_

**Signed** \_\_\_\_\_

Team/Crew Manager

**Time** \_\_\_\_\_

**Date** \_\_\_\_\_