



AusDBF Competition Regulations and Rules of Racing **Edition 8**

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AusDBF would like to acknowledge IDBF for the use of their Competition Regulations and Rules of Racing and AusDBF Board Directors, for adapting the IDBF Competition Regulations and Rules of Racing to AusDBF.

LEGENDS AND TRADITIONS OF THE DRAGON BOAT FESTIVAL

The Legend of Qu Yuan

The Tuen Ng (*Dragon Boat Festival*) traditionally commemorates a heroic gesture and a tragic event, which took place in ancient China more than 2000 years ago.

The government of the Kingdom of Chu was a corrupt one, and after jealous rivals falsely accused him of treason, a well-loved statesman, warrior and poet, 'Qu Yuan' (*pronounced Chu Ywan*), was banished. In despair and, perhaps as a final act of protest against the government, he threw himself into the Mi Lo River and drowned.

The Chinese people have never forgotten this desperate heroic act and when fishermen raced their boats to recover his body before it could be devoured by fish (beating drums and throwing rice dumplings into the river to distract them) they founded a tradition that continues to this day.

Each year, on the fifth day of the fifth lunar month (*usually June*) crews of competitors re-enact that frantic rush to save Qu Yuan, by powering long narrow boats with the ferocious heads of dragons mounted on the prow through the water, to the frenzied, rhythmic beating of drums. It is not known how the dragon boat prow came into being, but it is thought that over the years, they were added to ward off evil water spirits. This probably arose because the combination of the 5th lunar numbers is thought to be a bad omen and dragon boat races held, at this time, would ward off evil spirits; protect the health of the people and ensure a good crop each year.

Special foods are also eaten at this time of year, especially in Hong Kong, including replicas of the Rice Dumplings that the fishermen threw into the Milo River, all those years ago in a desperate attempt to save Qu Yuan.

The Eye Dotting Ceremony

Dragons in South East Asia are looked upon with great reverence and are to be worshipped. Chinese Emperors of old called themselves 'Dragons', so dragon boats have good spirits, dedicated to providing enjoyment for the racers. Before the races commence a Taoist Priest will offer prayers to the spirits of the dragon boats.

The priest then makes offerings of fruit, jasmine tea, alcohol and rice. These offerings appease the spirits of the water and calm them in preparation for the racing ahead. If that was not done, legend has it that the Water Gods would clash with the Dragon spirits of the boats, with potentially disastrous consequences.

Also offered at this time is symbolic money, bank notes from the Bank of Hell. The smoke from these notes goes to Heaven and appeases the Gods to ensure safety and good racing. He will also throw some notes on to the water for the Sea Gods. Having warded off evil spirits with his earlier prayers the priest can now bring the dragon boats to life and make them strong for the racing ahead.

Finally, having successfully resuscitated the 'dragons' the priest offers thanks to heaven and the Gods, paving the way for future successful races. The boats are now ready to do battle!

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GLOSSARY OF TERMS

Category – Open, Women or Mixed

Division – Juniors, Under 16 (U16)/Under 18 (U18), Under 24 (U24), Premier, Senior A, Senior B, Senior C

Steerer – Known, or commonly referred to, as sweep or helm

Club – A registered member within a Member State organisation and can include more than (1) one team per category or division

Team – Refers to the individual team in a club or Member State (e.g. Premier Open)

Crew list – Refers to the 26 (standard boat) or 14 (small boat) names that will appear on a crew list for any Category, Division and race distance

PART 1 – AusDBF Competition Regulations

CR 1 General Regulations

CR 1.1 Range

The Australian Dragon Boat Federation (AusDBF) recognizes that dragon boat racing competitions are held over different distances and on a variety of courses such as lakes, rivers, harbour areas and the sea. These Competition Regulations are for races that take place on placid water, on a sheltered regatta course laid out according to the specifications contained herein and in temperate summer racing conditions. These Competition Regulations have been designed to ensure, as far as possible, that racing takes place in an environment that will provide fair and safe competition.

CR 1.2 Use

These Competition Regulations are for AusDBF Championship events and other AusDBF sanctioned events within Australia. They can be applied to other events within Australia at the discretion of the Race Organiser and subject to acknowledgment as laid down in R1.1.

CR 1.3 AusDBF Australian Dragon Boat Racing Championships

The Australian Dragon Boat Racing Championships (AusChamps) will take place annually at a location, date and time decided by the AusDBF Board and in accordance with the AusDBF Hosting Guidelines. AusChamps will include races over 200m, 500m, 1000m and 2000m distances, and may include 100m racing, provided the course can accommodate these distances and at the discretion of the AusDBF Board.

CR 1.4 Championship Crews

AusChamps are held for representative State Teams and Club Crews. A representative State Team is a dragon boat crew selected to represent their State. A Club Crew is a fully paid up member of their State or Territory Association.

CR 1.4.1 State vs State Competition

Crews are restricted to AusDBF Member State representative teams. By exception and at the discretion of the AusDBF Board, representative crews from other Regions or areas may be allowed to compete. There must be a minimum of 2 crews confirmed as competing before a competition category and age division will be run.

CR 1.4.2 Club vs Club Championships

Clubs must be registered financial members of their State Association. By exception and at the discretion of the AusDBF Board, club crews from outside of Australia may be allowed to compete (Refer to Annex). There must be a minimum of 2 crews confirmed to compete before a competition category and age division will be run.

Club crews must be approved by the Member State in which the club is registered. Approval means that the club crew is a fully paid up member of their Member State as described in these regulations, is financially sound and has a good disciplinary record.

CR 1.5 Racing Colours

Representative State Teams must compete wearing their official state or regional colours. Club Crews must compete wearing their official club colours.

CR 1.5 Water Safety

AusDBF is committed to minimising the risks that anyone who is involved in dragon boat racing is exposed to through participation in the sport. As the standards and complexity of safety legislation varies from State to State, these regulations cannot cover all nationally based legislation, but such legislation must be implemented at the AusChamps or other sanctioned events.

As a minimum, AusDBF considers that it is the duty of everyone in the sport to follow the advice and guidance on safety contained in these Competition Regulations and with the general principal that “prevention reduces risk, injuries and saves lives”.



CR 2 Racing Category, Age Divisions and Distances

For AusChamps, each racing age division (Junior, U16/U18, U24, Premier, Snr A, Snr B, Snr C) is made up of three categories, open, women and mixed

CR 2.1 Racing Category

For AusChamps and sanctioned competitions, races are organised for the following racing categories, based on gender.

CR 2.1.1 Open Category

This is the primary category of racing. There are no restrictions on crew gender composition.

CR 2.1.2 Women's Category

This is for all female crews. The drummer and steerer **must** be female.

CR 2.1.3 Mixed Category

For standard and small boats, a mixed crew must consist of:

- a) **Standard boat, 20's crew** – a minimum 8 paddlers to a maximum of 10 paddlers of either gender (excludes drummer and steerer). To a minimum of 18 paddlers (refer rule CR3.1)
- b) **Small boat, 10's crew** – a minimum 4 paddlers to a maximum of 5 paddlers of either gender (excludes drummer and steerer). To a minimum 8 paddlers (refer rule CR3.1)

The drummer and steerer can be either gender.

Standard boat		Small boat	
10 men	10 women	5 men	5 women
10 men	9 women	5 men	4 women
9 men	10 women	4 men	5 women
9 men	9 women	4 men	4 women
8 men	10 women		
10 men	8 women		

CR 2.2 Racing Age Divisions

For AusChamps and sanctioned competitions, races are organised for the following racing age divisions based on age and for single and mixed racing categories.

CR 2.2.1 Junior 16 and Under Age Division

The maximum age for all competitors (excluding steerer) in the 16 and Under division is 16 years as at the 31st December in the year of competition. (Open, Women and Mixed)

Competitors must be a minimum of 10 years of age by 31 December in the year of competition. (*Note: a competitor could be 9 years of age turning 10 at, or after, AusChamps, as long as they turn 10 that same year.*)

Drummers must be a minimum of 12 years of age, as at 31 December in the year of competition.

Steerers must be a minimum of 14 years of age by 31 December in the year of competition. *(Note: this is in line with State steerer accreditation requirements.)*

CR 2.2.2 Junior 18 and Under Age Division

The maximum age for all competitors (excluding steerer) in the 18 and Under division is 18 years as at the 31st December in the year of competition. (Open, Women and Mixed)

Competitors must be a minimum of 10 years of age by 31 December in the year of competition. *(Note: a competitor could be 9 years of age turning 10 at, or after, AusChamps, as long as they turn 10 that same year.)*

Drummers must be a minimum of 12 years of age, as at 31 December in the year of competition.

Steerers must be a minimum of 14 years of age by 31 December in the year of competition. *(Note: this is in line with State steerer accreditation requirements.)*

CR 2.2.3 24 and Under Age Division

The maximum age for all competitors (competitors, steerer, drummer) is 24 years as at the 31st December in the year of competition. *(Note: there are no exceptions.)*

Competitors must be a minimum of 12 years of age by 31 December in the year of competition.

Drummers must be a minimum of 12 years of age by 31 December in the year of competition.

Steerers must be a minimum of 14 years of age by 31 December in the year of competition. *(Note: this is in line with State steerer accreditation requirements.)*

CR 2.2.4 Premier Age Division

There is no maximum age for all competitors.

Competitors must be a minimum of 12 years of age by 31 December in the year of competition.

Drummers must be a minimum of 12 years of age by 31 December in the year of competition.

Steerers must be a minimum of 14 years of age by 31 December in the year of competition. *(Note: this is in line with State steerer accreditation requirements.)*

CR 2.2.5 Senior A

There is no maximum age for all competitors.

Competitors must be a minimum of 40 years of age by 31 December in the year of competition.

Drummers must be a minimum of 12 years of age by 31 December in the year of competition.

Steerers must be a minimum of 40 years of age by 31 December in the year of competition.

CR 2.2.6 Senior B

There is no maximum age for all competitors.

Competitors must be a minimum of 50 years of age by 31 December in the year of competition.

Drummers must be a minimum of 12 years of age by 31 December in the year of competition.

Steerers must be a minimum of 50 years of age by 31 December in the year of competition.

CR 2.2.7 *Senior C*

There is no maximum age for all competitors.

Competitors must be a minimum of 60 years of age by 31 December in the year of competition.

Drummers must be a minimum of 12 years of age by 31 December in the year of competition.

Steerers must be a minimum of 60 years of age by 31 December in the year of competition.

CR 2.2.8 *Regional Representation Teams*

Competition will consist of Open, Women and Mixed categories **without** age divisions.

Note: In relation to CR 2.2 the minimum age for a crew member is stated as 10 years of age by 31 December in the year of competition (Junior crews only). Member State By-Laws may differ from National Regulations.

CR 2.3 *Additional Categories and Age Divisions*

Other racing categories, age divisions and distances may be introduced at the discretion of the AusDBF Board.

CR 2.4 *Racing Distances*

For AusChamps and sanctioned competitions, races are organised over the following race distances or combination of:

- 100m
- 200m
- 500m
- 1000m
- 2000m (turn race)

CR 3 Crew and Team Composition

CR 3.1 Crew Numbers

Dragon boat crews competing in AusChamps will normally consist of:

- a) **Standard Racing Boat** – a minimum of eighteen (18) and a maximum of twenty (20) ; one (1) steerer, one (1) drummer and four (4) reserves; giving a minimum total of twenty (20) and a maximum total of twenty-two (22) crew members in a boat, and a maximum total of twenty six (26) on a crew list.
- b) **Small Racing Boat** – a minimum eight (8) and a maximum of ten (10) s, one (1) steerer, one (1) drummer and two (2) reserves; giving a minimum total of ten (10) and a maximum total of twelve (12) crew members in a boat, and a maximum total of fourteen (14) on a crew list.

Variations to these numbers may only be made with the approval of the AusDBF Board through the exemption application process. See Annex 3 to Part 1– AusChamps Exemption Application Request Form.

Note. Small boat racing was introduced to AusChamps in 2011 as a means of reducing administration around exemption requests and as a way of assisting small and / or new clubs to compete at AusChamps. Previously individual competitors joined a larger club for the AusChamps via a complicated exemption system.

By 2017 small boat racing had become an integral part of AusChamps and IDBF World Championships and no longer considered as solely as a development pathway for small or new clubs. However, AusDBF still considers that the priority for clubs should be to enter crews in the standard boat competition. However, if clubs have insufficient numbers to compete in a standard boat, they can enter the small boat competition.

*Clubs **cannot** enter 2 small boats in the same category or age competition class, they must enter a standard boat. For example, if clubs enter 2 small boats in Senior Age competition class – e.g. Senior A mixed and Senior B Mixed, then they must enter Senior A standard).*

AusDBF reserves the right to manage or review the small boat and standard boat competitions on an annual basis and adjust in accordance with the goals of AusDBF.

CR 3.1.2 State vs. State Championship

Member States are eligible to:

- a) Enter 1 (one) crew per category and age division
- b) Enter 1 (one) crew per Region per category in the Regional Championships. Teams in the Regional Championships must only consist of racers who are individual members of clubs that are located further than 100 km from the GPO of the capital city of the relevant Member State.

States must nominate how their State is divided into regions

QLD	Far North, Central, Wide Bay, Southern
NSW	Northern NSW, Mid North Coast, Western, Southern
ACT	Not applicable
VIC	
TAS	
SA	
WA	

In addition to the crew numbers as per CR 3.1 Member States may appoint Team Managers and Coaches as part of their team.

CR 3.1.3 Club vs Club Championships

Rationale of Club Championships Rules

Generally, it is expected that all competitors, (paddlers, steerers and drummers) will train and compete with a single club during a season. However, AusDBF recognizes that Member State may apply different rules with respect to Club Membership in State competitions.

These rules do not impact upon:

- competitions held within States, unless Member States chose to adopt these rules, or
- IDBF Club Crew Competitions.

Competitors in these competitions must ensure that they comply with the relevant rules pertaining to these Competitions.

In order to compete at AusChamps a Club must:

- a) Be a registered member/affiliate/associate of the relevant AusDBF Member State (where possible).
- b) Ensure all competitors competing for this club are financial members of their AusDBF Member State and able to demonstrate membership, if required, with a current and valid membership card.
- c) Ensure that their competitors are financial members of and compete for only the club in question for the duration of the AusChamps Club vs Club racing competition.
- d) Ensure all crew competitors are bona fide members of the Dragon Boat Club they are representing, for at least six (6) months before the relevant AusChamps in question.
- e) A bona fide Club Member is one that has regularly trained (for example at least once a fortnight) and/or competed for the Club that they represent during the minimum period of six months.
- f) A bona fide Club Member will normally be resident in the State or Territory in which the Club is located.
- g) A Club Member who trains and competes with a Club from a different State or Territory to the one in which the Club Member himself (or herself) is normally domiciled, will only be considered as a bona fide Club Member if they can prove that they have physically attended their Club to train or compete for a period of or at least twelve (12) weeks, over a minimum period of two (2) racing seasons.
- h) Ensure that competitors are a financial member of the club and registered with their Member State, through the club (if applicable), for the minimum period of six months prior to the relevant AusChamps ("the qualifying period"). Competitors who do not satisfy the qualifying period requirement, but who are financial members of the club they are seeking to represent, may be permitted to represent this club at the discretion of the AusDBF Board based on the following broad guidelines. *(Note: an exemption request form must be completed and submitted to AusDBF within the required time frame. The form is available on the AusDBF web site.)*
 - i. Competitors will not be permitted to represent a club if they have been a member of another club and have not been a member of their current club for the qualifying period.
 - ii. Competitors who have not previously paddled competitively shall generally be permitted to represent their current club.
 - iii. Other factors may be considered, particularly the extent to which a competitor has trained and raced with their current club.
 - iv. Competitors who have not paddled competitively in any paddling discipline, who have taken up dragon boating relatively recently (within the qualifying period) but who have nevertheless trained with their club and represented their club at State Titles shall, all other things being equal, be permitted to represent their club at AusChamps.
 - v. Competitors who have paddled extensively in dragon boating or any other paddling discipline, have not dragon boated extensively with their current club and who have not, or

rarely, dragon boated with their current club will not be permitted to race with their club at AusChamps.

- i) Ensure that competitors who are representing their club in the Club vs Club Championships can provide proof of actual residency of that State and have been an active paddling member of the relevant club during the current season.
- j) Competitors who live in “border towns” as defined in the AusDBF Border Town Policy are entitled to compete with their club, notwithstanding that they may reside in a different State to which their club is domiciled, without the requirement for an exemption being granted.
- k) Competitors who are not domiciled in the State they are seeking to represent at club level and who do not live in a relevant “border town” may be permitted to represent this club at the discretion of the AusDBF Board using the following broad guidelines (Note: an exemption application form must be completed and submitted to AusDBF within the required time frame. The form is, available on the AusDBF web site):
 - i. The competitor must be able to satisfy all other club representation requirements above except residency
 - ii. The competitor must be able to show that they have competed with their club on a minimum of 2 (two) occasions during the racing season in question. One of these must have been at the relevant Member State’s State Championship (if applicable)
 - iii. The competitor must be able to show that they have trained with their club on a minimum of 10 occasions prior to AusChamps
 - iv. The competitor must not, during the racing season in question, have been a member of another club
 - v. The competitor must have an additional connection with the State in which their club is domiciled and must not be travelling to this State solely for the purpose of training or racing. For example, if a competitor resides in one State but works extensively in another State, they will be permitted to represent a club domiciled in the second State

CR3.1.4 All Dragons Abreast Australia members must be registered members of their State Association. BCS competitors may be members of both a BCS club and non BCS club. A competitor may compete for both their BCS and non-BCS club during AusChamps provided the racing classes are scheduled on different racing days. All members (competitors, drummer, and steersperson) of a breast cancer crew must be breast cancer survivors (a person having received a breast cancer diagnosis).

Clubs entering the BCS racing class may borrow maximum 2 competitors for small boat and 4 competitors in standard boat entry, provided the competitors comply with registered financial members and are a BCS survivor.

Recommend that AusDBF to discuss and further All Cancer Survivor (ACS) racing division in reference to IDBF. A definition for the ACS division needs to be developed

CR 3.2 Crews at an International Regatta

CR 3.3 Crew Reserves

Up to a maximum of four (4) reserve competitors for a standard boat and two (2) reserve competitors for a small boat may be nominated for each crew at all AusChamps. Such reserves may compete without further reference to the Event Organisers or Competition Committee provided that their names are shown on the Competition Entry Form (or Crew List).

CR 3.4 Restrictions

Only those competitors entered on the Competition Entry Form (Crew List) are permitted to race in at AusChamps or sanctioned regatta.

CR 4 Representation and Residency

CR.4.1 State Representation

To represent your State in the State vs. State Competition at AusChamps a crew member must be:

- a) a registered member of that State Association, and
- b) a resident of that State six (6) months prior to first day of AusChamps.

Exceptions to the residency requirement in rule 4.1(b) above may be granted at the discretion of the AusDBF Board in accordance with the AusDBF Border Town Policy.

CR 4.2 Club Representation

To represent your Club in the Club Championships at the AusChamps a club and crew member must comply with Rule CR3.1.3

CR 4.2.1 Qualification for IDBF Club Crew World Championships

For the AusChamps, clubs will be awarded points for each of three (3) distances (200m, 500m, 2000m). These points will be added together to work out qualifications for IDBF Club Crew World Championships (CCWC) and Australian Club Champion. The aim is to select crews that are best able to achieve success at the CCWC and give them the best possible chance to do so.

Under the IDBF Club Crew World Championships, each member country is entitled to send up to five (5) club teams per Category and per Division for standard boat and two (2) for small boat. The Club Crew Championships are generally held in the even numbered years. *Note: The number of sanctioned crews is determined by IDBF and may change from time to time.*

The qualifying methodology used by AusDBF to select crews is detailed below (for both small and standard boats).

- a) All qualifications occur at the AusChamps in the year prior to the CCWC (typically every odd-numbered year).
- b) All clubs that accept an invitation to qualify *must* compete in their qualified racing class¹ at the subsequent AusChamps, i.e. the year of the CCWC event (typically an even-numbered year).
- c) Any qualifications not taken up in the year prior to the CCWC (the odd year) will be made available in the year of the CCWC competition (the even year).
- d) AusDBF will aim to notify successful clubs within the 21 days following AusChamps. Clubs will have 30 days after receipt of notification from AusDBF to confirm or decline invitation.
- e) Clubs will be required to pay a holding deposit of \$500; the holding deposit is used towards the CCWC entry fee, however, if a club cancels/withdraws, the deposit is forfeited in full.
- f) Clubs may have their holding deposit refunded if they notify AusDBF of their intention to withdraw from their qualification by 01st December. After this date, no refunds will be eligible.

By providing the qualifications in the year prior to the CCWC competition, clubs will have approximately 18 months to fundraise, train and request leave.

*Note: AusDBF are required to endorse to IDBF all the clubs who have qualified in small and standard boats across all categories and age divisions. Clubs must ensure they have sufficient crew members to compete in the racing division and category they have accepted **WITHOUT** double rostering. At CCWC IDBF will **NOT** hold up the racing schedule to allow crew members to get from one boat to another.*

Clubs must ensure that their competitors fully satisfy all IDBF Competition Regulations and Rules of Racing².

¹ For example, if a club earns a CCWC qualification at the 2019 AusChamps for the Premier Mixed 20s x 500m event, then the club must compete in the Premier Mixed 20s x 500m event at the 2020 AusChamps. The CCWC competition would also occur in 2020.

CR 4.3 Border Town

A border town is a town characterised by proximity to the boundary between two States.

CR 4.3.1 Competitor residency

A competitor residing in a “border town” will be permitted to represent a State other than the State where they reside, and/or a club, notwithstanding that the club is domiciled in a State other than the State where they reside, in the following manner:

Border Town	Permitted State Representation/Club Location
Tweed Heads	Queensland/New South Wales
Queanbeyan	Australian Capital Territory/New South Wales
Murwillumbah	Queensland/New South Wales
Albury	New South Wales/Victoria
Kununurra	Western Australia/Northern Territory

CR 4.3.2 Other towns

Other border towns may be considered “border towns” on a case by case basis at the discretion of the AusDBF Board based on the following broad guidelines:

- a) A “border town” must have a proximity to two State borders;
- b) The town must have a community of interest with respect to the two States; and
- c) The Member State where the border town is situated must not have an active presence in this border town.

² IDBF Rules and Regulations are available at <https://www.idbf.org/docs>

CR 5 Dragon Boats and Equipment

CR 5.1 Boats

Only a matched fleet of IDBF specification dragon boats are approved for use at AusChamps and sanctioned regattas. Depending upon entries organisers should consider 2 or 3 fleets of standard boats and 2 or 3 fleets of small boats.

CR 5.2 Paddles

Only IDBF specification 202a paddles are accepted at AusChamps and sanctioned regattas. All paddles must carry the IDBF logo and registration number. It is at the discretion of the Marshals to reject any paddle(s) not carrying proper identification.

CR 5.3 Sponsors Advertising

At AusChamps sponsorship or advertising on dragon boats and equipment by an event sponsor is permitted subject to the conditions specified by AusDBF at the time.

CR 5.4 Means of Propulsion

Dragon boats must be propelled solely by means of single bladed paddles. These paddles cannot be fixed to the boat in any way, except for the paddle used by the steerer, which because it is used as a rudder, may be supported within the framework of the boat.

CR 5.5 Boat/Lane Numbers

At all AusChamps and sanctioned regattas each dragon boat must carry a vertical number board that acts as the boat identification number for the duration of the race. This number indicates the lane number in which the boat will race.

CR 5.6 Boat Number Boards

The boat number board must be fixed to the bow of the dragon boat so that it can be clearly seen by the Finish Line officials. The number board must be 60 cm high and 46cm wide and the minimum size of the number must be 33cm high x 23cm wide. The colour scheme of the board and the number is not specified but must be clearly visible by the Finish Line officials over a distance of ninety (90) metres.

(Note: At AusChamps two or three sets of boats are used, each set of boats must have a different set of coloured boat number boards. For the 2000m race a set of boat number boards numbered 1-18 is required.)

CR 5.7 Boat Weights

Irrespective of any minimum weight for a dragon boat laid down in these Regulations, (the standard weight being 250kg) the difference in weight between boats used at AusChamps and sanctioned regattas must not exceed ten (10) kilograms. At AusChamps the Organising Committee is to ensure that all boats are within this weight differential and are to produce documentary proof to the Chief Official, before competition commences.

(Note: Boats can be weighed on the first day of training with weights attached to the relevant boats to bring them all up to the weight differential. Sandbags should not be used. Weights must be spread evenly throughout the boat.)

CR 5.8 Boat Weighing

When crews are permitted to bring their own boats to an AusChamps the Organisers shall provide adequate boat weighing equipment for use before and during the competition. At other AusDBF sanctioned regattas boat weighing is not compulsory unless requested by the Chief Official prior to the regatta and provided that accurate weighing equipment is available.

CR 6 Racing Distances and the Racing Course

CR 6.1 Racing Distances

Racing at AusChamps will take place over (or as directed by the Board of AusDBF):

- 100200m
- 500m
- 1000m
- 2000m

CR 6.2 Racing Course

For AusChamps the racing course must be capable of providing a straight stretch of water as flat and as still as can be obtained over a distance that will permit at least a 1000 metre race in one direction. For all other AusDBF sanctioned Regattas, racing course that will permit at least a 500-metre race is required.

CR 6.3 Racing Lanes

The racing course at the start and finish shall permit a clear width of at least thirteen (13) metres for each dragon boat to race in. This width per boat is known as a Racing Lane. Ideally the width of a championship course should allow a minimum six (6) boats to race in lanes from 13m to 15m wide. Alternately a racing course allowing up to nine (9) boats to race in lanes ten (10) metres wide can be used.

A return lane of at least 9 metres wide, on either side of the racing lanes, should also be provided.

In a non-championship competition, the racing course shall be wide enough to allow, as a minimum, three (3) boats to race in 9-meter lanes. In all competitions Lane 1 is the lane nearest to the location of the Finish Line Judges.

CR 6.4 Start and Finish Line

The Start and Finish Line must be at right angles to the racing lanes and at least ninety (90) metres in length.

CR 6.5 Course Markings

Both the start and finish lines shall be marked on the water by red flags and buoys at the point where these lines intersect the outer limits of the racing course, that is the extremes of the racing lanes. A line of buoys shall also be placed no more than 2 metres behind the finish line. These buoys must be marked with lane numbers, clearly visible from the Finish Tower and to the approaching crews. These numbered buoys shall be on the right-hand side of each racing lane, as seen by the approaching crews. The racing lanes shall be marked by means of clearly visible buoys placed in a straight line, at intervals of not more than fifty (50) metres apart, down the length of the racing course.

CR 6.6 Starting Bays and Pontoons

For AusChamps a starting assembly area must be provided for each racing lane. This consists of starting bays (start pontoon) placed behind the start line in such a way that the front of each dragon boat is on the start line. For other sanctioned AusDBF regattas start pontoons should be provided when possible or starts may be made from fixed points on the end of the racing course.

CR 6.7 Measurements

The length of the racing course and all the intermediate distances shall be measured exactly, preferably by a qualified surveyor and an accurate plan shall be held by the Organising Committee.

CR 6.8 Turn Buoys

Turn buoys should be used to indicate the course of turn races when racing outside the normal straight lanes of the racing course.

CR 6.9 Turning Points

In long distance races that take place on enclosed water, such as a water sports centre or lake, dragon boats may race out of their lanes from the start. If turning points are necessary in such races, the radius of each turn should be at least 50 metres. Each turning point shall be marked by at least four (4) apex flags or buoys.

A further two (2) flags or buoys mark the start and end of each turn and are readily distinguishable from other course markings. For 2000m Races, these shall be larger buoys ideally of a different colour to the lane marker buoys or if not a different colour, clearly distinguishable in size or shape or by the addition of a flag. See R10 Racing Rules for 2000 metres Dragon Boat Races, which includes an illustration of the layout of buoys.

CR 6.10 Water Depth

- a) The depth of water for AusChamps should be a minimum of 3.5 metres. The bed of the racing course is required be uniform throughout, that is, a maximum of 0.5 metre variance across the racing lanes.

CR 7 General Administration and Safety Matters

CR 7.1 Delegation

All AusChamps and sanctioned regattas are conducted under the direction of the AusDBF Board. The AusDBF Board may delegate to an Organising Committee the responsibility for the organisation of the competition (see also section CR 9 Competition Organisation).

CR 7.2 Sponsorship/Publicity/Advertising

The AusDBF Board is empowered to set conditions regarding sponsorship, publicity and advertising at AusDBF sanctioned regattas. For the AusChamps, the Organising Committee must obtain approval from the AusDBF Board details of any proposed sponsorship before any formal agreement is reached with a sponsor.

CR 7.2.1 Advertising on Crew Uniforms, Boats & Equipment

At AusChamps the advertising of a representative team's sponsor on the "off water" uniform and training apparel, team boats and equipment, (not supplied by the Organising Committee) is permitted subject to conditions established by the AusDBF Board from time to time and published in a Championship Information Bulletin and or on the AusDBF web site. These uniforms (or training clothes) are not to be worn during an actual race. At other AusDBF sanctioned regattas advertising as above is at the discretion of the organisers. Failure to act in accordance with this Regulation may result in disciplinary action against the crew concerned.

CR 7.2.2 Advertising on Crew's Racing Clothing and Equipment

With the exception of boats and equipment provided by a Championship Sponsor under CR 5.3 Sponsors Advertising, the advertising of a representative team's Sponsor on a crews racing apparel or personally owned racing paddles, will be permitted subject to the following provisos:

- a) That any advertising is unobtrusive and tasteful, i.e. of a design that does not cause offense to the public or cause the racing vest to become unrecognizable (a crew's representative colours).
- b) One such advertisement will be permitted on the racing vest placed in such a position that it does not unduly disrupt, hide, or negate the crew's colour design.

CR 7.2.3 Size of Advertising

The maximum size of sponsors name and logo advertising permitted on a racing vest is to be contained in an overall area measuring 20cm long by 5cm wide. For competitor's personal racing paddles the sponsor's advertisement may be of a different shape to that on the racing vest but not exceeding a 20cm x 5cm box (100 sq. cm).

CR 7.3 Media and Commercial Rights

At AusDBF Australian Dragon Boat Racing Championships the certain rights, as described below, shall remain with AusDBF.

CR 7.3.1 Television and Radio coverage

An agreed percentage of any fees received from television coverage shall remain with the Organising Committee and the balance retained by AusDBF.

CR 7.3.2 Advertising

Commercial advertising on and near the racing course is at the discretion of AusDBF.

CR 7.3.3 Emblems etc.

The use of AusDBF emblems, logos, insignia and trademarks is controlled by AusDBF.

CR 7.4 Contracts

All sponsorship, merchandising, media and PR contracts must be approved by AusDBF and any possible profits earned from contracts will be shared between AusDBF and Organising Committee

7.5 General Safety Matters

The safety of Competitors and Race Officials taking part in any dragon boat competition is a prime concern of the AusDBF Board. Those aspects of safety relative to summer competitive conditions are covered in Regulations CR 7.6 Safety Officer to CR 7.11 Distress Signal. For AusDBF competitions, the AusDBF Board is empowered to draw up regulations and special by-laws to ensure the safety of all competitors and officials.

CR 7.6 Safety Officer

For all AusChamps and sanctioned events it is recommended that a Safety Officer be appointed. The duties of the Safety Officer are detailed in R3.13 Safety Officer .

CR 7.7 Medical & Rescue Services

At all AusChamps and sanctioned events, the Organisers must provide a medical and rescue service to readily act on and off the water throughout the event. This includes all official training sessions before the first race day.

First aid cover must be provided by qualified personnel throughout the competition. Competitions should not take place unless at least one (1) safety boat is provided to act as a rescue vessel in the event of a boat capsize or the loss of a competitor overboard during a race or crew training session. *(Note: A formal medical risk assessment must be undertaken, and based on the location, first aid responders must be provided to deal with medical emergencies.)*

CR 7.8 Rescue Boats

One rescue boat must be provided for every three dragon boats racing or training. Two (2) rescue boats, each capable of holding up to eight people and of a design that enables people to gain access to the rescue boat from the water unaided, should follow the dragon boats in each race.

CR 7.8.1 Umpire Boats

In addition to the rescue boats, four (4) umpire boats should be provided for use at AusChamps.

CR 7.8.2 Propeller Guards

All rescue and umpire boats must be equipped with a propeller (prop) guard.

CR 7.9 Buoyancy Aids - Personal Flotation Devices

Personal Flotation Devices (PFDs), or buoyancy aids, must be made available for any competitor, irrespective of age, who may not be a strong swimmer.

CR 7.10 Crew Safety

Although it is incumbent on the Organising Committee to provide a rescue service, the Team Manager (sometime known as a Crew Manager) and Steerer are primarily held responsible for the safety of their crews. When on the water the steerer, must take responsibility for the crew's safety. Both the Team Manager and the Steerer must ensure that all their competitors:

- a) are suitably dressed for the weather, water and race conditions and that competitors are not wearing anything (such as personal accessories or jewellery) that may impede their ability to escape from a capsized boat or swim unaided once in the water;
- b) are water competent and can swim to at least 50 metres in wet competition clothes, unaided; if this cannot be achieved, the individual must wear a PFD in the boat;

- c) if they are a Junior competitors, including drummer and steerer, must wear PFDs³;
- d) are always 'Fit to Race' both medically and physically during the competition; and
- e) are fully briefed on all safety matters contained within the Competition Regulations and Rules of Racing for the competition.

CR 7.11 Distress Signal

In the event that a crew member is lost overboard during a race, or other circumstances arise that necessitates a 'Distress Signal', the drummer must wave their hands over their head to attract attention as per R7.8 Distress Signal. If the drummer has fallen overboard or is unable to wave their hands, then at least one of the competitors in seat 1 should wave their hands to attract the attention of the rescue boat.

CR 7.12 Qualifications

Refer to rule CR 4.2.1 Qualification for IDBF Club Crew World Championships.

CR 7.13 Design of Medals

For all AusChamps, medals will be provided using the AusDBF logo. AusDBF are responsible for ordering Medals for the Australian Championships.

The lanyards (or ribbons) for each of the medals shall include the year of the Championships. Labels will be printed for the final race categories and divisions for each event and affixed to the back of the medals⁴.

CR 7.14 Other Competitions

For all other AusDBF sanctioned regattas, trophies, medals and prizes may be awarded at the discretion of the Organising Committee. However, if the AusDBF logo is to be used, approval in writing needs to be granted from the AusDBF Board.

CR 7.15 Membership Cards

At all AusChamps, all competitors are required to show their State Membership card that will include photo ID, registration number and steerer qualification level. All competitors will be required to wear their membership card throughout the competition and have them ready for checking when they enter marshalling.

At the discretion of the AusDBF Board only lost or forgotten membership cards may be replaced. The State and individual will need to provide proof of their membership status and registration number.

CR 7.16 State Representative Flags

AusDBF will display each Member's emblems and flags during AusChamps. AusDBF owns a set of Member's flags used for the Opening Ceremony including Dragons Abreast Australia and Indigenous flags.

³ The requirement for all Juniors to wear PDF is mandatory as at 1 January 2019.

⁴ Historically, medals were engraved with race information. Last minute changes to races due to withdrawals and other issues have resulted in significant numbers of medals being wasted over the years. This became very costly. It was determined that affixing labels to the back of un-engraved medals was the best solution, as it minimises wastage and provides the pertinent race information for the competitors.

CR 8 Technical Administration

CR 8.1 Invitations

Invitations to AusChamps or sanctioned regattas should include the following information:

- date and place of the competition;
- situation and plan of the courses;
- distances to be raced and the Categories and Divisions;
- the water conditions – e.g. sea, canal, river, reservoir etc.;
- entry process, conditions and fees; and
- closing date for entries.

CR 8.2 Entry Forms

For all AusChamps and sanctioned regattas, the entry forms will be made available by the AusDBF Board to all Member States, via email and/or website. It is the responsibility of each Member State to forward the information onto their member clubs.

- a) Entries for State vs. State must be signed off by the AusDBF Member State. Entry documentation and payment must be made via the online entry and database system used by AusDBF at the time.
- b) Entries for the Club Championships must be signed off by an authorised club member within their State. Entry documentation and payment must be made via the online entry and database system used by AusDBF at the time.
- c) Racing Divisions and Categories offered for all AusDBF AusChamps must be signed off by the AusDBF Board by October the year before the Championships. For sanctioned regattas entry forms must be signed off six months prior to the event.

CR 8.3 Event Information

For all AusChamps and sanctioned regattas, event information will be available by electronic means such as email and social media. It is the responsibility of each Member State to ensure their member clubs are informed. Information about AusChamps will be made available from November onwards via social media and regularly updated.

CR 8.4 Team or Crew Lists

For all AusChamps and sanctioned regattas each crew list must include:

- name of club;
- category and age division;
- race distance;
- names of all crew members (maximum 26 names for a standard boat and maximum 14 names for a small boat), including steerer, drummer and reserves, who will be competing for that crew in that distance on that day; and
- registration numbers from each competitor's ID card.

Crew lists must be submitted online (via digital platform) 48 hours prior to first day of racing. This will allow sufficient time for crew lists to be processed and organised for first day of racing. Discretion may be exercised by the Chief Official in an emergency for last minute amendments to crew lists. Race Administration will print off crew lists, copy, laminate and prepare them for the Marshalling Team. *(Note: Changes to a crew list will NOT be permitted after the crew list has been submitted)*

CR 8.4.1 **Fit to Race**

When submitting the Crew List electronically, the person submitting the Crew List is confirming with the Chief Official that all competitors shown on the list are fit to race.

This statement covers not just the physical ability of the competitors to undertake the race concerned, but it also means that the signatory is confirming that there are no known medical reasons why those listed should not compete during the whole period of the Championships.

To ensure that Team Officials can submit the crew list with confidence, all competitors at AusChamps are required to sign a personal declaration stating that there is no medical reason why they should not compete in the Championships concerned, and that they are physically fit to race. This is the Competitor Declaration.

CR 8.4.2 **Competitor Declaration**

The Competitor Declaration must to be signed by all competitors who are competing at the AusChamps.

CR 8.4.3 **Banned Substances**

Competitors who have been prescribed banned substances and do not possess a Therapeutic Use Exemption (TUE) must complete a Banned Substances Declaration that must be handed to the appointed AusDBF Medical representative before the athlete concerned competes.

CR 8.5 **Competitors Eligibility & Identification**

Only those competitors named on a crew list, including steerers, drummers and reserves, may take part in a competition. Any false declaration including name, classification, membership or residency of any competitor may result in the disqualification of the Team or Crew concerned from the Championships or the Competition Category entered.

CR 8.6 **Submission of Entries**

Entries are submitted electronically and must be received by the Organising Committee by the due date stated on the entry form.

For more information pertaining to race entries, see Annex 2 to Part 1– AusChamps Entry Cancellation & Refund Process.

CR 8.7 **Late Entries**

Late entries received after the due date will only be accepted if there is a place in the race draw. Late entries may incur a late entry fee.

CR 8.8 **Race Program**

At least 14 to 10 days prior to the AusChamps, a draft race draw will be available. Crews are given 72 hours to respond with any changes or requests. Requests for changes will be at the discretion of AusDBF. After this time no changes/requests will be accepted. At least 7 days prior to the start of the Competition the *final* race draw will be available to all clubs and states competing.

CR 8.9 **Objections to Crews**

If any crews competing have an objection about another crew competing at AusChamps they must provide appropriate evidence to the AusDBF Board within two (2) days of the draft race draw being available.

CR 8.10 Submission of Objections

Any objections must be made to the AusDBF Board with a copy to the Organising Committee. The AusDBF Board shall discuss the issue concerned (and involve the Championships Jury, if required) and shall decide if the objection is well founded or not and act as necessary. Those concerned will be informed of the decision.

CR 8.11 Results and Reports

For all AusChamps, results will be posted on the results board after each race. A full set of race results will be uploaded to the AusDBF website within 10 days of completion of Championships.

All crew lists, protests, complaints, incidents, exemption requests must be packed in a box and given to AusDBF for storage.

CR 9 Competition Organisation

Full details of all aspects of organising an AusChamps or sanctioned regatta including guidelines for the Organising Committee can be found in the AusDBF Australian Dragon Boat Racing Championships Guidelines.

The Championships Guidelines should be used and read in conjunction with these Competition Regulations and Rules of Racing.

CR 9.1 Organising Committee

For all AusChamps, the organisation and management of the Competition is by an Organising Committee consisting of a Championship Director and Technical Director. For other sanctioned regattas the organisation and management of the Competition is by an Event Organiser and Race Organiser and any other Organising Committee members as decided by the AusDBF Board. A list of Organising Committee members can be found in the AusDBF Australian Dragon Boat Racing Championships Event Guidelines.

The Organising Committee in conjunction with AusDBF will:

- a) fix the competition dates;
- b) raise the finance necessary to ensure the success of the competition and account for all such finances;
- c) be responsible for drawing up the race program for AusChamps (duty falls on AusDBF for this);
- d) promote and publicise the competition throughout Australia;
- e) negotiate any media coverage for the event; and
- f) take all other necessary steps to ensure the proper running of the races and the efficient administration of participating crews and officials.

CR 9.2 The Championships Director

The Championships Director, is the overall coordinator of the event, including any other activities organised to support the Competition. The Championships Director normally heads the Organising Committee (e.g. usually the Chair of the Organising Committee, or as appointed by the host State).

The Championship Director is responsible for:

- promoting and publicising the event;
- issuing invitations to participating crews (through AusDBF);
- ensuring compliance with the AusDBF By-Laws and Competition Regulations;
- providing all the facilities required for the competition;

CR 9.3 Technical Director

The Technical Director is responsible to the Championships Director for managing the actual dragon boat races, which includes producing the Competition timetable and racing program before the event. The Technical Director is generally a member of the Organising Committee, (i.e. AusDBF Board Director or person appointed by AusDBF).

The Technical Director needs to ensure that the Race Officials duties are publicised and notified to all concerned and that the Race Officials needs are met during the competition.

The Technical Director shall attend all meetings with the Team Managers and ensure that any published information required by the crews is available through the Race Secretary. The Technical Director shall advise the Championships Director on the Competition Regulations and Rules of Racing and shall ensure compliance with all such Regulations appertaining to the racing course boats and equipment. The Technical Director shall be responsible for publishing all the race results after the completion of the Championships.

CR 9.4 AusDBF Finance Director

The AusDBF Finance Director shall be responsible for receiving all the entries and collection of fees due from the participating Clubs (crews).

CR 9.5 Control of the Competition

Whilst the overall organisation and management of a competition rests with the Organising Committee, the technical control and conduct of the actual races shall be undertaken by Race Officials operating under a Chief Official who heads the Competition Committee.

CR 9.6 Race Officials

It is the duty of all Race Officials to ensure compliance with the AusDBF Competition Rules and Regulations. In AusDBF competitions, Race Officials are categorised into Technical Officials, who are those allocated to tasks for which a specific knowledge of the sport is required, and Supporting Officials, who are those allocated tasks for which such knowledge of the sport is not required. Refer to R2 Control of the Competition for a list of the Race Officials and the duties of the Technical Officials and the Competition Committee.

CR 9.7 Race Officials Qualifications

Race Officials officiating at AusDBF sanctioned regattas should have undergone formal training in all aspects of officiating and have completed as a minimum the AusDBF Officials Accreditation Course, Level 1, or be a qualified IDBF race official. It is also recommended that at least two (2) members of the Competition Committee should have a minimum IDBF Level 1 accreditation.

The Race Officials grading system is:

- AusDBF Level 1
- AusDBF Level 2
- AusDBF Level 3
- IDBF Level 1
- IDBF Level 2
- IDBF Level 3
- IDBF Level 4

CR 9.8 Race Officials for AusChamps

Race Officials officiating at AusChamps should hold a minimum of AusDBF Level 1. Chief Official must hold a minimum of IDBF Level 2 accreditation.

CR 9.9 Appointment of Race Officials

For AusChamps, all Race Officials will be appointed by the AusDBF Board. All supporting Volunteers shall be recruited and appointed by the Organising Committee.

CR 9.10 Reserves

Only those reserves named on the Crew List submitted to the Race Administration can be used as substitutes during an AusDBF Competition. Under no circumstances can the Crew Members be changed once a Crew List has been submitted.

CR 9.11 Racing Colours and Dress

For all crews participating at AusChamps the following dress code applies:

- a) State Representative Teams must wear their official State recognised colours, emblems or Coat of Arms;
- b) Club Teams must wear their official club colours; and
- c) for all medal presentations, winning crews must be dressed appropriately in their State or club uniforms.

CR 9.12 Team Managers

At AusChamps each Dragon Boat Club and State Team must be represented by:

- a) Team Manager who shall be responsible for crew discipline and conduct of the entire team, and overall administration, including technical administration;
- b) (or steerer) who shall be responsible for the conduct and safety of the crew when they are on the water (the Team Manager and Steerer may be one and the same person);

CR 9.13 Communication with Crews

During AusChamps the Race Officials, Competition Committee and the Race Jury will only communicate with the Team Manager, (Steerers), or one other named Team or Crew Official concerning such matters as:

- a) communications between organisers and crews;
- b) making protests or appeals; and
- c) receiving results.

CR 9.14 Training Sessions

When training sessions are arranged at AusChamps or sanctioned events they will come under the control of the Competition Committee and will be subject to the AusDBF Competition Rules and Regulations, where applicable.

CR 9.15 Photo Finish

At AusChamps a photo-finish facility must be provided by the Organising Committee and a photographic record taken of each boat crossing the finish line in every race of the competition. For other sanctioned events the provision of photo-finish equipment is recommended, and the provision of video equipment is essential.

CR 10 Competition Format

CR 10.1 Competitors Instructions

Written instructions regarding AusChamps shall be available to Team Managers at least 24 hours before the first race if the event. Such instructions must contain the following information:

- a) details of the racing course and course markings;
- b) starting times of the race;
- c) start and finish line details;
- d) allocation of dragon boats; and
- e) heats and lane draw.

CR 10.2 Boat Allocation

Crews must embark in the boat allocated to them in the lane draw. The racing lane number and boat number shall be one and the same.

CR 10.3 Division of Heats

Crews will be seeded into heats evenly, based on the results from the previous years (AusChamps) results, per Category, Division and Distance.

	Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6
Heat 1	9th	5th	1st	3rd	7th	11th
Heat 2	10th	6th	2nd	4th	8th	12th

CR 10.4 Number of Crews per Round

The number in a race shall be six (6) to nine (9) crews depending upon the capacity of the venue. The number of crews per heat should be evenly distributed. The first heat should have the larger number of crews.

CR 10.5 Minimum number to run a championship category

- a) **State vs State** – There must be a minimum of two (2) States competing to form a “championship category”. If less than two (2) crews are competing the entries will be included in a manner decided by the AusDBF Board (which may include amalgamation with another appropriate division).
- b) **Club Championships** – There must be a minimum of two (2) club crews to compete to form a category. If there are less than two (2) crews competing, the entries will be included in a manner decided by the AusDBF Board (which may include amalgamation with another appropriate division).
- c) **Oceania** – refer to Annexure 5 in part 1

CR 10.6 2000m Races

Crews will be seeded slowest to fastest based on the results from the most recent 200m or 500m club racing, depending on the race program.,. Crews which do not race in the 200m or 500m to gain a qualifying time will start the race last (i.e. after the fastest qualifier).

CR 10.7 Race Plans and Finals

Clubs need to take responsibility for the number of crews they are entering at the AusChamps and ensure they can field complete crews to avoid double rostering AusDBF will not issue any refunds for crews which are withdrawn after close of entry deadline.

In general, AusDBF shall follow the IDBF race plan for both State vs. State and Club Racing. Where the numbers of competitors in a racing category are not sufficient to ensure full finals, the AusDBF Board, at their discretion, may alter the IDBF race plan to increase the number of crews in the finals.

In general, the following race plans will be adhered to:

Race Plan T.1.1 (2-3 teams)

- Teams will race, if possible, in other category heats chosen to allow the most competitive racing (for example, Senior B (Grand Masters) may race in a Senior A (Masters) heat).
- Teams will be allocated their own Grand Final.

Race Plan T.1.2 (4 – 6 teams)

- Teams will be allocated a heat. This will be compulsory to race.
- Teams who do not race the heat will not be allowed to race the Grand Final.
- Teams will race for times and for lane allocation.
- Teams will be allocated their own Grand Final.

Race Plan T.1 (7 – 8 teams)

- 2 heats – 1st in each heat to Grand Final.
- Rest to repechage.
- (7 – 8 teams) 1st to 4th from repechages to Grand Final.
- (7 teams) 7th miss out on Final.
- (8 teams) then they have the option of racing a Minor Final.

Race Plan T.2 (9-12 teams)

- 2 heats – 1st in each to Grand Final plus fastest loser from both heats.
- Rest to repechages (2 of them).
- 1st from each repechage plus fastest loser from both Repts, to Grand Final Rest to Minor Final, if required.

Race Plan T.3 (13-18 teams)

- 3 heats – 1st and 2nd from each heat through to Semi Final.
- Rest to repechages (2 of them).
- 13 crews – 1st and 2nd from each rep to Semi Final.
- 14 crews – 1st and 2nd plus fastest loser from the 2 reps to Semi Final.
- 15-18 crews – 1st and 2nd plus 2 fastest losers from reps to Semi Final.
- 1st and 2nd from each Semi Final, plus 2 fastest losers from both Semi Final through to Grand Final, rest to Minor Final (as required).

Race Plan T.4 (19-24 teams)

- 4 heats – 1st and 2nd and 3rd from each heat through to Semi Final.
- Rest to repechages (2 of them).
- 19 crews – 1st and 2nd from each rep to the Semi Final.
- 20-21 crews – 1st and 2nd plus fastest loser from the 2 reps to the Semi Final.
- 22-24crews – 1st and 2nd and 3rd from reps to the Semi Final.
- The winning crews from each semi plus 3 fastest losers overall to the Grand Final, then next 6 to the Minor Final etc.

CR 10.8 Identical Times/Dead Heats

A) When 2 or more boats reach the Finish line at the same time, they shall receive the same classification (this would be in reference to a final where medal placings are concerned). B) in the event where the dead heat determines advancement to the next round, the crews concerned will be

- i) if program allows both crews would move forward to the next round
- ii) if there are insufficient lanes to move both crews forward then and if race programs permit, both crews would be offered the opportunity to race off.
- iii) if both crews decline the opportunity to race off or the race program doesn't allow, then previous race times (if applicable) may be used

CR 10.9 Double Rostering

Double rostering is not permitted on any given race day for State vs State or Club Championships between standard and small boats, Division and Category. Each crew must have sufficient paddlers, drummers and steerers. Examples of double rostering are:

- Premier mixed standard and Premier mixed small boat
- Senior A women and Senior A open
- Senior B Women small and Senior C Women small boat

CR 10.10 Race Format for Program

Below is the suggested template only for AusChamps and may be reviewed and restructured by AusDBF from year to year.

Day 1	Day 2	Day 3	Day 4	Day 5
Seniors A, B, C (Masters, GMs, GGDs)	Seniors A, B, C (Masters, GMs, GGDs)	State vs State All Divisions	Premier, Juniors, U24, BCS	Premier, Juniors, U24, BCS
200m and 2Km	500m and 2Km	500m	500m and 2Km	200m and 2Km
AM – mixed racing	AM – mixed racing	Mixed racing first, followed by open/women racing	AM – mixed racing	AM – mixed racing
PM – open/women racing	PM – open/women racing		PM – Premier/women racing	PM – Premier/women racing

CR 11 Disciplinary Matters

CR 11.1 Drug Abuse

In any AusChamps the use by competitors of performance enhancing drugs, chemical compounds and any substances or stimulants prohibited by the Australian Sports and Drug Agency (ASADA) is strictly forbidden. (Refer to AusDBF Anti-Doping Policy). Such drug abuse when detected during a competition will result in the disqualification of the competitor concerned from the competition and action will be taken under the AusDBF Anti-Doping Policy, which is published in accordance with the ASADA guidelines.

- a) **Training** – Drug abuse detected during training or at non-AusDBF sanctioned competition events will be dealt with under the terms of AusDBF Anti-Doping Policy. The Anti-Doping Policy forms part of this Competition Regulation and as such, should be read in conjunction with it.
- b) **Drug abuse by a single competitor**, as described above, may bring disqualification to the entire crew as well as disciplinary action against the AusDBF Member to which the competitor or crew belongs.

CR 11.2 Reporting

Any instances of drug abuse during an AusDBF competition must be notified to the Chief Official and the AusDBF Chair immediately. The AusDBF Chair shall inform the AusDBF Board. The AusDBF Board may recommend further action to be taken in line with recommendations from ASADA.

Drug abuse detected in training or at non-AusDBF sanctioned events or outside of a competition will be referred directly to the AusDBF Board, which will take the appropriate action against the competitor, crew or AusDBF member concerned.

CR 11.3 Aiding and Abetting

Anyone who assists or incites, or otherwise encourages a competitor to indulge in drug abuse shall also be considered to have committed a drug offence and will be subject to the same disciplinary procedures, show in the AusDBF Anti-Doping Policy, as for a competitor or crew. In the event of an AusDBF Member being involved in any of the offences shown in CR 11.1 Drug Abuse, the Member concerned may be suspended by the AusDBF Board during the period of the investigation into the alleged drug abuse.

CR 11.4 Doping Control

At AusChamps or other sanctioned events, the Organising Committee may, within reasonable financial limits, provide a Doping Control Service as advised by the AusDBF appointed Doctor and Board.

Banned Substances. Random drug testing may be conducted during AusDBF Championships by ASADA. All tests, of which there should be a minimum of three (3) during the competition, are to be set against the ASADA banned substances list current at the time, including testing for alcohol. The AusDBF appointed Doctor will be on hand to monitor the testing process.

CR 11.5 Code of Conduct

At AusChamps and sanctioned events the Disciplinary Code, as published in an Annex to the Rules of Racing shall be followed. The Disciplinary Code lays down a Code of Conduct for both Competitors and Officials covering the behaviour before, during and after a dragon boat competition. The Chief Official is authorised to take any necessary disciplinary action as laid in the code.

CR 12 Special Regulations for AusChamps

When Special Regulations are adopted by the AusDBF Board concerning AusChamps or other sanctioned events, they will be published as Annexes to this Regulation.



CR 13 Additional and Miscellaneous Equipment

CR 13.1 Additional and Miscellaneous Equipment

Generally additional equipment designed to be added to the boat or person or miscellaneous equipment designed to enhance the performance of the boat or a crew member shall *not* be permitted at AusChamps or sanctioned events. The exceptions to this are on board communications systems (e.g. Cox Vox) that operate purely between crew members and seat cushions (bum pads) for individual competitors as per CR 13.4 Seat Pads. The Chief Official shall decide on additional and miscellaneous equipment not specifically covered by these Competition Regulations. Go Pro (head cameras) are acceptable.

Note: It is not the intention of this Competition Regulation to exclude equipment enhancements that are permitted from time to time e.g., tape wrapping on a paddle to assist grip; Velcro fasteners for seat pads; sponges or boat bailers; foot pads; knee pads for competitors comfort or other items that are not performance enhancing or a safety risk to members of the Crew.

CR 13.2 Water Pumps

During a race, it is prohibited to carry and/or use in a boat any type of pump that is designed to clear a boat of water.

CR 13.3 Wrist Straps to Paddles and Boat Fasteners

Wrist to paddle straps is not allowed or any other fastening system that connects a competitor to a paddle or the boat. Such fittings constitute a safety hazard. Exceptions may be made for Adaptive Competitors (at the discretion of the Chief Official) provided that any fastening to the wrist is of a 'quick release' nature and does not compromise the personal safety of the Adaptive Competitor concerned.

CR 13.4 Seat Pads

Dragon boat seat pads (cushions) shall be made of a soft material, such as neoprene, of a maximum thickness of 15mm that will compress easily when squeezed between finger and thumb. The width of the seat pad shall approximate the width of a paddling seat in the IDBF standard International Racing Boat (i.e. width shall not exceed 20cm and the length should ideally not exceed 40cm).

Test one: The seat pad must be less than 15mm in thickness, prior to compression.

Test two: Must be able to compress the pad easily between finger and thumb.

CR 14 Safety Measures

Refer to AusDBF web site for safety policy.

Electrical storms

Lightning, as a natural hazard, poses a threat to lives. Five to ten lives are lost each year and well over one hundred injuries. Most injuries occur when people use telephones during thunderstorms. Related injuries include hearing damage, burns and electrocution. The dangers of participating in outdoor activities cannot be dismissed and make up the remainder of incidents involved with lightning strikes.

Procedure in the event of an electrical storm

All persons should be advised to leave the water and clear the boat loading area immediately.

Small structures, shelters, tents and isolated small groups of trees should be avoided. If in the open and unable to find shelter, crouch down (singly), preferably in a hollow, feet together and remove metal objects from head and body. Do not lie down but try to avoid being the highest object in the vicinity.

During a competition arrangement will be made by the organisers to delay the event until the danger has passed and people are to be moved to a safe location.

The 30/30 Rule

The 30/30 Rule is recommended for lightning safety in the Australian Standard on Lightning Protection. The rule is designed to provide guidance on the suspension and resumption of activities in an outdoor environment. It sets out the following principals:

Stop racing – Where the flash (lightning) to bang (thunder) count is 30 seconds or less⁵, this indicates that the lightning is 10km away. This is associated with significant risk that the lightning strike could be at the competition site.

Recommence racing – Wait until 30 minutes has passed since the last sighting of lightning. A typical storm travels at about 40 km/h, therefore waiting 30 minutes allows the thunderstorm to be approximately 20km away. It is important to emphasise that blue skies and lack of rainfall are not adequate reasons to breach the 30-minute return-to-activity rule.

Protection against lightning strikes – Avoid the use of telephones and radios, fax machines, computers and other electrical equipment. If emergency calls are required, keep them brief.

First aid – The normal emergency care procedures apply to patients affected by lightning strikes. Ensure that the rescuer is in no danger of being struck by lightning. If the patient is not breathing commence resuscitation immediately.

⁵ The flash-to-bang count is one of the most practical techniques for estimating the distance to lightning activity. It is based on the fact that light travels faster than sound. Given that sound travels at a speed of about one kilometre every three seconds, the time that elapses between the flash of lightning and clap of thunder can be divided by three to give a measure of how far away the storm is in kilometres. The overall message is to seek shelter when the lightning activity is too close, but how do we define what is meant by too close? Currently, most experts agree that the accepted "safe" distance is no less than 10 km. This means that as the flash-to-bang count approaches 30 seconds, all people at risk should be seeking or already inside safe shelters. The second part of the 30/30 rule provides the criteria for resumption of activity. Here it is recommended that people wait 30 minutes after the last sight of lightning or sound of thunder. This figure is based on the observation that a typical storm moves at about 40 km/h. Thus, waiting 30 minutes allows the thunderstorm to be about 20 km away, minimising the probability of a nearby strike.

References

- <https://www.weather.gov/safety/lightning>
- <https://www.weather.gov/jetstream/lightning>
- Makdissi M., Brukner, P, "Recommendations for lightning protection in sport", MJA 2002 177 (1):pp 35-37
Available at: <https://www.mja.com.au/journal/2002/177/1/recommendations-lightning-protection-sport>

AusDBF wishes to thank Surf Life Saving Victoria for the use of this material in relation to procedures during an electrical storm

Annex 1 to Part 1– Medals and Trophies

All categories and age divisions will be presented with medals at AusChamps regardless of number entries.

Trevor Huggard

Awarded to the fastest open crew at AusChamps annually, regardless of age or category. This is calculated by adding the fastest 200 metre and the fastest 500 metre time for each crew across the event (note: one combined time will apply per age/category per club and it does not need to be the grand final time). The winning crew must have competed in both distances to be eligible; crew lists may change.

Alexandrou

Awarded to the fastest mixed crew at AusChamps annually, regardless of age or category. This is calculated by adding the fastest 200 metre and the fastest 500 metre time for each crew across the event (note: one combined time will apply per age/category per club and it does not need to be the grand final time). The winning crew must have competed in both distances to be eligible; crew lists may change.

Gamble-Lewis

Awarded to the fastest women's crew at AusChamps annually, regardless of age or category. This is calculated by adding the fastest 200 metre and the fastest 500 metre time for each crew across the event (note: one combined time will apply per age/category per club and it does not need to be the grand final time). The winning crew must have competed in both distances to be eligible; crew lists may change.

Yet to be named Junior award

Awarded to the fastest Junior (U18) crew at AusChamps annually, regardless of category. This is calculated by adding the fastest 200 metre and the fastest 500 metre time for each crew across the event (note: one combined time will apply per category per club and it does not need to be the grand final time). The winning crew must have competed in both distances to be eligible; crew lists may change.

Peter Bristow

The overall state champion at the annual AusChamps. This is determined by the number of entries and placing points as follows:

Point Scoring for State vs State will be awarded based on the number of teams entered into that category (e.g. Premier mixed 8 teams 1st = 8 points and 8th = 1 point). For teams to be eligible for points they must have at minimum raced in a heat. Teams that scratch after racing the heat will still be eligible for "tail end points". Teams that enter a category and division then scratch prior to racing the heat will not be eligible for points and will change the total number of points for that category and division. Regional Teams are NOT included in the State vs State points tally.

The winner of the Peter Bristow Perpetual Trophy will be the State that has accumulated the highest number of points.

Anna Wellings-Booth

The winner of the annual Breast Cancer Survivor race at AusChamps is based on points accrued across the heats and finals of the event.

Annex 2 to Part 1– AusChamps Entry Cancellation & Refund Process

AusDBF will only consider requests for refunds on the following basis:

1. Requests for refunds are submitted to AusDBF prior to the close of entry deadline. *Requests made after the close of entry deadline will be rejected.*
2. Race fees must be *paid in full* prior to the close of entry deadline to be eligible for refund.
3. Where changes made to the race draw require a team to withdraw from an event upon advice from AusDBF (e.g. insufficient crews to run the race), a refund for the affected race event will apply.
4. Clubs must submit their request in writing to the AusDBF Technical Director at technical@ausdbf.com.au, stating the reason for the entry cancellation and refund request (see AusChamps Entry Cancellation & Refund Form).
5. Notwithstanding points 1-4 above, at the sole discretion of AusDBF, a refund may be considered under extenuating circumstances (e.g. significant injury, illness or death).

Note: Refunds will not be given for races or events affected (including cancellation) due to inclement weather.

Annex 3 to Part 1– AusChamps Exemption Application Request Form

All forms are at the end of this document.

Exemptions will only be considered if the following process is followed, otherwise exemption requests will not be considered.

1. All exemption requests will incur a \$50 administration fee per request which must be paid to AusDBF when submitting request (attach copy of payment, e.g. EFT transaction).
2. If exemption is approved, AusDBF will refund the club \$30 per request paid. The remaining \$20 will be retained as administration fee for processing the request.
3. If exemption is denied, the \$50 administration fee is non-refundable.
4. The exemption request application form must be signed off by the State Member prior to submission to AusDBF. Those that have not been approved by the relevant Member State will not be accepted.
5. All exemption requests must include all relevant information otherwise they will not be considered.

Notes concerning exemption requests:

Exemptions are for exceptional circumstances, typically injury or illness that has affected the ability for a crew to compete. However, such exceptional circumstances do not normally extend to situations where an injury or illness may require an adjustment to the crew configuration which does not impact the ability to compete, rather it only impacts the crew's competitiveness.

For example, Senior B crew of club ABC has only one Senior B steerer, and this steerer has broken their leg so will be unable to compete. The Senior B crew seeks an exemption to use another steerer, either their Senior A steerer for club ABC, or a volunteer Senior B steerer from another club, if available. In this situation, it is likely the crew may be granted an exemption to use a different steerer, since without a steerer this Senior B crew would be unable to compete. AusDBF would indicate to the club which steerer may be used.

In another example, Senior A crew of club XYZ has two Senior A steerers (#1 and #2). Steerer #1 was going to steer the boat for the Senior A crew at the AusChamps but has broken their leg. Club XYZ does not want to use steerer #2, as they are one of the crew's best competitors. They want to use a different steerer from their club for the Senior A race – perhaps a Senior B steerer, or a Premier steerer. It is unlikely that club ABC would receive an exemption to use another steerer as they have a Senior A steerer (#2) who can fulfil the role. The fact that the crew would not be as competitive as they would desire is not sufficient grounds to justify an exemption.

Annex 4 to Part 1– Terms of Reference for the Joeys Team

Objectives

The prime objective of the Joeys Team is to support junior development in dragon boating racing across Australia and cater for juniors and youth aged 10 to 18 years of age. Members are welcome from all States and Territories. See CR 2.2 Racing Age Divisions for further details of how to determine the age of a competitor in relation to an event.

The Joeys Team focuses on the development of junior members by giving them the opportunity to train with other juniors and youth while receiving individual attention and feedback.

The Joeys promotes team work, confidence building, good health, leadership skills, a positive social environment, sports development and fun.

Definition & Purpose

The Joeys Team is the term used by AusDBF for composite junior crews competing at AusDBF sanctioned regattas.

The purpose of the Joeys Team is to provide an opportunity for AusDBF registered members to paddle at AusChamps (or other AusDBF sanctioned events) when their home club is not competing in junior racing divisions at the event.

Structure

The Joeys Team is confined to Club vs Club racing at AusChamps.

Members of the Joeys Team must be registered financial members of dragon boat clubs registered with their respective State Member and AusDBF. The AusChamps is not to be regarded as a 'come and try' event.

The Joeys Team must consist of competitors from at least three or more clubs, unless otherwise approved by AusDBF.

In the instance that at least 75% of the members of a Joeys crew are from one AusDBF defined region, the team will be permitted to enter the event and refer to the region where they are from *e.g.* "Joeys – Western Region NSW". Only one Joeys team per AusChamps (or other AusDBF sanctioned event) will be permitted to designate themselves as the representative of their associated region.

Rules & Regulations

The Joeys Team, like any other club, must follow the AusDBF Competition Regulations and Rules of Racing and be required to pay the applicable entry fee.

The Joeys Team:

- may compete at other AusDBF sanctioned regattas;
- may have competitors from an unlimited combination of AusDBF registered clubs (minimum of three clubs represented);
- is eligible for finals and medals at AusChamps;
- is eligible for finals and trophies at other AusDBF sanctioned events, if the event organisers permit.

The Joeys Team cannot:

- have competitors from two or fewer AusDBF registered clubs, unless otherwise approved AusDBF.

AusChamps

To compete at the AusChamps, competitors on the Joeys Team are expected to be fit enough to compete in a 500m and 2000m races.

Competitors should have a good grasp of the paddling technique required to handle the fast rate of 200m racing and the power and endurance to handle 500m and 2000m racing.

Parents / Guardian Responsibility

Parents and guardians of Junior competitors involved in the Joeys for the Australian Championships are responsible for:

1. completing and returning all permission forms and waivers as required by AUSDBF;
2. providing to AusDBF all emergency contact information required for their child;
3. ensuring they have notified the Joeys Coordinator of all medications required by their child and have made appropriate arrangements and plans for management of any ongoing health issue. e.g. asthma, anaphylaxis, diabetes;
4. providing any required documentation stating that their child is health and fit enough to participate in racing across all distances;
5. ensuring their child has access to a personal floatation device (PFD) for use during racing as required by AUSDBF (or seek assistance from the Joeys Coordinator in sourcing one) – see the requirements of sections CR 7.9 Buoyancy Aids - Personal Flotation Devices and CR 7.10 Crew Safety;
6. ensuring all race entry fees are paid prior to participation in the competition;
7. communicating appropriately with the Joeys Coordinator and Team Managers before, during and after the event;
8. organising and managing all transportation and accommodation for their child before, during and after the event;
9. organising a suitable guardian/adult contact for your child if a parent/legal guardian is not in attendance at the event;
10. ensuring approval from the child's club coach/president for their child to participate in the Joeys team;
11. reading and discussing the Athlete's Code of Conduct with their child and ensuring it is signed by both a parent/guardian and the Junior competitor, as may be required;
12. ensuring their child has access to a paddle for the duration of the event (or seek assistance from the Joeys Coordinator in sourcing one); and
13. ensuring their child is present for the race days and events applied for and notify the Joeys Coordinator (or relevant Team Managers) when changes occur.

Expectations of Junior Competitors

AusDBF encourages all Junior competitors to have fun, however it is expected that they will be respectful to their team mates and coaching staff. Juniors must also be open and willing to learn.

Junior competitors participating in the Joeys Team are expected to:

1. follow the AUSDBF Code of Conduct;
2. have had some training and racing experience with their club;
3. be respectful and welcoming of all Joeys members regardless of region, age or experience;
4. be open and willing to learn from the Joeys experience;
5. be willing to take on any role within the Joeys crew according to the crew needs, including drummer or seating position;

6. communicate appropriately with the Joeys Coordinator and team managers before, during and after the event; and
7. ensure that they are a team player and be ready to race in all allocated events or notify the Joeys Coordinator (or relevant Team Managers) if things change.

Expectations and Responsibilities of Joeys Coordinator

The organisation and coordination of the Joeys Team is the responsibility of the Joeys Coordinator, who will be appointed or approved by AusDBF.

The Joeys Coordinator is responsible for and expected to:

1. understand the philosophy and purpose behind the Joeys Team, and appreciate that it provides Junior competitors the opportunity to engage in and experience racing with other Juniors from all over Australia;
2. work closely with the AusDBF Development Director (or delegate) for organisation of Joeys at AusChamps;
3. hold a current Working with Children/Vulnerable people clearance;
4. advertise through AusDBF the Joeys participation opportunity in December of the year prior to AusChamps;
5. organise collection of expressions of interest (EOIs) from Juniors across Australia and communicate with AusDBF regarding team entry opportunities in line with the race draw;
6. organise and submit the team entry and payment (if required) for the entire Joeys Team to the event organiser;
7. follow up on invoicing and payment of entry (including outstanding payments);
8. communicate with interested Juniors and Parents regarding entry payment, required paperwork (e.g. competitor declarations, medication details, and other AusDBF specified requirements);
9. liaise with club coaches where necessary to plan Junior participation;
10. plan and manage organisation of Joeys Teams in accordance with Joeys terms of reference.
11. communicate event information to all families (e.g. parents and guardians of the relevant Junior competitors);
12. seek interest for steerers and Team Managers for the duration of the event;
13. organise crew lists and ensure they are submitted for racing and available for use by team managers each day;
14. brief and debrief all Team Managers on race day expectations, how to manage Juniors, and how to set up crews;
15. when possible work with each Joeys crew for briefing and debriefing;
16. write event summary and evaluation for AusDBF; and
17. ensure positive relationships are maintained with other Junior crews and assist clubs in understanding the value of the Joeys.

The Joeys Coordinator position may involve other responsibilities from time to time.

Note: The Joeys Coordinator should not be involved in arranging travel and accommodation for Junior competitors. This should be coordinated by their club, or by the Junior competitor's parent or guardian.

Expectations and Responsibilities of Joeys Team Managers

A Joeys Team Manager is responsible for and expected to:

1. be a positive and willing energy maintaining the philosophy and purpose of the Joeys;
2. hold a current Working with Children/Vulnerable people clearance;
3. communicate and liaise with the Joeys Coordinator before and during the event;
4. communicate positively with parents/guardians during the event as required;
5. support the Joeys Coordinator in managing Juniors during racing;
6. manage individual teams by organising seating, briefing and debriefing throughout the race day;
7. provide feedback and support to the Juniors and Joey Coordinator; and
8. be able to assist in building and maintaining positive experiences for Joeys through racing and relationships with other junior competitors.

Annex 5 to Part 1 – Distance consideration to participate as a small (10s) boat composite crew in Australian Dragon Boat Championships

The guidelines set out in this annexure acknowledge the distance club members travel to participate in the Australian Dragon Boat Championships (AusChamps) and the difficulties a small crew may have in finding participants with the necessary financial resources available to travel to the event.

The cost of flights and the flexibility to travel by car to the event location have been taken into consideration. It is also noted that participants living in more remote regional areas (approximately 2-hour drive or more from a city CBD) may require additional travel costs to get to an airport before they can further journey to the event venue.

This guideline provides the framework in which a club (the “**receiving club**”) may seek exemption for crew members (“**composite crew members**”) from another dragon boat club (the “**donor club**”) to compete with them as a composite crew.

The exemption application forms are available at the end of this document.

Guidelines

The guidelines are as follows:

1. Composite crews will *only* be considered for the small (10s) boat racing class. No composite crews will be accepted in the standard (20s) boat racing class⁶. Exemption requests will not be considered in relation to this matter.
2. It is a requirement that all crew members (including competitors, drummer and steerer) must be bona fide members of their respective clubs⁷, as per AusDBF Competition Rules and Regulations CR3.1.3.
3. A club’s initial eligibility to compete as a composite crew is determined as per Table 1.
4. Subject to clause 3, exemptions for eligible small boat crews may be considered by AusDBF on the following grounds:
 - a. the donor club(s) is not competing at the AusChamps; and
 - b. *for a women’s crew*: the receiving club cannot obtain 12 crew members (i.e. 10 competitors + drummer + steerer), and cannot form a crew through any other application of the rules, e.g. dropping to lower age division; and/or
 - c. *for an open crew*: the receiving club cannot obtain 12 crew members, and cannot form a crew through any other application of the rules, e.g. dropping to lower age division, or using women in the crew; and/or
 - d. *for mixed crew*: the receiving club cannot obtain 5 crew members of either gender, and cannot form a crew through any other application of the rules, e.g. dropping to lower age division.
5. A receiving club may request composite crew members of either or both genders, as best suit its needs, providing the requirements of clauses 3 and 4 are satisfied.

⁶ If a crew does not have enough competitors to form a standard boat crew then the club has the option of competing as a small boat (10s). It is the club’s responsibility to manage crew expectations if dropping to the small boat category is required.

⁷ This means the competitors from the club seeking exemption (e.g. receiving Club A) must be bona fide members of that club (Club A), and the competitors seeking to joining receiving Club A from other clubs (“donor Club B” and/or “donor Club C”) must be bona fide members of their respective clubs, Club B and Club C.

6. No more than two composite crew members will be granted, *in total*, to the receiving club.
7. An exemption application form detailing the composite crew request must be submitted to AusDBF for consideration and determination, as per the AusDBF Competition Rules and Regulations Annex 3 to Part 1. The exemption form must:
 - a. be submitted by the receiving club;
 - b. list the first/last names, gender and ages of *all* competitors in the requesting club who will be competing at the AusChamps (i.e. details of the *entire* team, not just the specific crew that needs the additional competitors);
 - c. clearly specify the first/last names, gender, ages and dragon boat club(s) of the composite crew member(s) that the requesting club seeks to include as part of a composite team;
 - d. clearly identify for every individual listed under the requirements of 7a and 7b, above, whether they are a current Aurora, and/or a current State Team member; and
 - e. include an email, or other written declaration, from the President, Vice President or Secretary (or equivalent) of the donor club(s) confirming that their club will not be competing in the relevant AusChamps.
8. Regardless of these guidelines, a bona fide competitor who lives in a region defined in Table 2, and whose team is not competing at the AusChamps, may be considered by AusDBF for special exemption to allow the competitor to participate with another club (including city-based clubs), provided the Member State approves of their request. An exemption request would need to be submitted as per the AusDBF Competition Regulations and Rules of Racing.
9. These rules will be reviewed on annual basis as the sport continues to develop.

Examples

1. Club A has 11 female competitors, and 4 male competitors. They want to form a women's crew and a mixed crew.

Club A could submit an exemption request for two women competitors, or for one male and one female competitor, as best suits the club's needs.
2. Club B is a mainly male club, with 10 men and 3 women attending the AusChamps. They have enough competitors to form an open crew but want to also compete as a mixed team.

Club B could submit an exemption request for two women, which would allow them to have 5 women in their mixed crew.
3. Club C has 11 Senior B women and one Senior A women. They want to form a Senior B women's crew.

Club C is not eligible for an exemption and should not apply, as it will be refused. The correct solution is for Club C to enter its 12 women competitors as a Senior A team.

Table 1: Eligibility for small (10s) boat composite crews, based on Club State vs Host State

Club Location	Host State					
	ACT	NSW	QLD	SA	VIC	WA
ACT	No	No	No	No	No	Yes
QLD	No	No	No	No	No	Yes
QLD region [‡]	Yes	No	No	Yes	No	Yes
SA	No	No	No	No	No	Yes
SA region [‡]	Yes	No	Yes	No	No	Yes
TAS	No	No	Yes	No	No	Yes
TAS region [‡]	No	No	Yes	No	No	Yes
VIC	No	No	No	No	No	Yes
VIC region [‡]	No	No	No	No	No	Yes
WA	Yes	Yes	Yes	Yes	Yes	No
WA region [‡]	Yes	Yes	Yes	Yes	Yes	No
NSW	No	No	No	No	No	Yes
NSW region [‡]	No	No	No	No	No	Yes

Table notes:

[‡] The regional area is as described in Table 2.

Yes = Clubs from the named 'Club State' are eligible in relation to clause 3, above.

No = Clubs from the named 'Club State' are ineligible in relation to clause 3, above.

Table 2: Regions approximately 2hrs drive or more from the State capital CBD

State	Eligible regions*
ACT	Not applicable
NSW	North of Newcastle; south of Nowra; west of Lithgow
QLD	North of Gympie
SA	North and west of Gladstone; south and east of Coorong; Wallaroo and south on the peninsula; Kangaroo Island
TAS	North of Powranna; north of Apslawn
VIC	North of Shepparton; north east of Benalla; east of Rosedale; north west of Inglewood; west of Ararat; south west of Colac
WA	North of Cervantes, South of Bunbury

* Cities and towns named in the table above are included in the region.

PART 2 – AusDBF Rules of Racing

Introduction

The Rules of Racing (Racing Rules) that follow have been formulated for use in AusDBF Australian Dragon Boat Racing Championships and other sanctioned events.

They are not intended to replace those already in use by Member States and other dragon boat groups, in their own States or regions not under AusDBF control, unless such organisations choose to use them.

It is accepted by AusDBF members that if Australian Dragon Boat Racing Championships (AusChamps) are to take place in a meaningful and acceptable way, then the rules under which they are conducted should be standardised. These Rules of Racing have been formulated with this objective in mind.

Many of the rules are in use in traditional dragon boat races, or in other water sports with similar requirements to that of dragon boat racing. The remainder has been formulated from the practical experience gained in organising AusChamps.

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

These Rules may be used by AusDBF Member Organisations, or others, as the basis of, or indeed supplementary to, their own Rules of Racing, providing that an acknowledgment for use of the AusDBF Rules of Racing is contained in any non-AusDBF publication.

R1 General

R1.1 Scope

These Rules of Racing are primarily for AusDBF AusChamps and AusDBF organised or sanctioned events. Organisers of other events may use them if appropriate, provided the words 'this competition is being run under the Racing Rules of the Australian Dragon Boat Federation' are published in the programme.

R1.2 Disputes, Protests & Appeals

Objections concerning the right of a competitor or crew to compete in AusChamps are dealt with in Part 1 the Competition Regulations. Other disputes at AusChamps or sanctioned events for example a complaint concerning a race result shall be referred to the Competition Committee. For more information, see section R9 Disputes, Protests, Disqualifications, and Appeals.

R2 Control of the Competition

R2.1 Technical Race Officials

The AusChamps and, when the nature, extent and status demands, AusDBF sanctioned events shall be held under the supervision of the following Technical Race Officials, holding an IDBF or AusDBF Race Official accreditation.

- Technical Director (from the AusDBF Board or appointed by AusDBF)
- Chief Official
- Chief Judge
- Chief Umpire
- Race Secretary
- Race Administration
- Course Umpire(s)
- Starter(s)
- Chief Marshall
- Marshalling Secretary
- Chief Boat Loading
- Time Keeper(s)

For AusChamps if circumstances permit, one person may function in two of the above positions. Additional non-AusDBF race official positions may be appointed by AusDBF to cover such areas as photo finish and aligning.

R2.2 Supporting Race Officials

The following Race Officials are deemed to be Supporting Officials and not required to hold either an IDBF or AusDBF Officials accreditation.

- Safety Officer (typically employed by AusDBF)
- Boat loaders
- Boat Aligners
- Photo finish operator / Timing System Operator (appointed by AusDBF) timing System Operator (appointed by AusDBF)
- Boat Drivers
- Results Runners
- Safety Assistants
- Medical Staff
- Press Officer
- Announcer (appointed by AusDBF)
- Support staff – volunteer coordinator

R2.3 Competition Committee

For the AusChamps and AusDBF sanctioned events, 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 Course Umpire

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.

For AusChamps the Chief Official, the Chief Judge and the Chief Umpire, if possible, should belong to different Member States.

R2.4 Duties of the Competition Committee

The duties of the Competition Committee include:

1. conduct and supervise the races on behalf of the Organising Committee;
2. postpone races in the event of inclement weather or unforeseen circumstances that makes it impossible for the competition to take place, and if possible, re-arrange the races for another time;
3. hear any protests and settle any disputes between crews;
4. decide on all matters concerning the Competition Regulations and Rules of Racing; and
5. consult with the Race Officials, as necessary, before making a decision regarding any infraction of the Racing Rules.

R2.5 Race Jury

For AusDBF sanctioned events a Race Jury may be appointed by AusDBF. At AusChamps the final authority relating to the Competition Regulations and the Rules of Racing shall rest with the Race Jury.

The Race Jury should be appointed prior to the Championships. This Jury shall consist of a minimum of three (3) and up to a maximum of five (5) members. The Jury shall consist of members who are each from different states and different clubs (i.e. five different States and five different clubs), as nominated by the Chief Official and agreed to by the AusDBF Board. Ideally each Jury member will hold a minimum of IDBF Level 1 qualification. The Chair of the Race Jury shall be appointed from amongst the selected jury members.

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

R2.6 Race Administration

The Race Administration provides the clerical support for AusDBF, Chief Official and other race officials as required.

The number of people employed in the Race Administration will vary according to the size of the competition and the individual skills and experience of the officials in the Administration. The Race Administration may consist of both Technical and Supporting Officials, therefore the number of people employed is at the discretion of the Technical Director but include in their number will be the Press Officer and the Announcer.

The Race Administration is headed by the Race Secretary.

R3 Duties of the Race Officials

R3.1 Chief Official

The Chief Official shall act as the Chair 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.

The Chief Official shall:

1. at AusChamps decide on all matters arising from the actual event which are not dealt with in the AusDBF Competition Regulations and Rules of Racing;
2. at AusChamps consult with the Chair of the Race Jury on matters where clarification of the Racing Rules is needed; and
3. be responsible for implementing the Disciplinary Code, and additionally may disqualify any crew or competitor who behaves improperly or shows contempt by bad conduct or speech towards the Race Officials or any other persons, including spectators.

R3.2 Race Secretary

The Race Secretary shall supervise the work of the officials in the Race Administration and assist the Chief Official to affect the Race Programme by processing the race results and draws for the next rounds and finals (repechages and semis) as published.

If changes must be made to the order or format of the programme, the Race Secretary will carry out this task in conjunction with the Chief Official and the Technical Director. The Race Secretary may be assisted by several Race Recorders.

The Race Secretary 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. They are also responsible for the recording and distribution of information to officials and to crews that require them, as well as other interested parties and the media.

R3.3 Race Control

The Race Secretary together with the Chief Official forms the Race Control. The Race Control and the Administration should be co-located.

R3.4 Chief Judge

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

1. in the event of a difference of opinion between Judges over the placing of the crews, adjudicate and have a casting vote;
2. when photo-finish equipment is used, act on the advice provided by the photo-finish operator; and
3. notify the Finish Line Judges in good time before a race starts and after confirming with the Chief Official and the Race Secretary the finishing order of the race. The Chief Judge may also be the Chief Timekeeper.

R3.5 Chief Timekeeper

Times should be recorded by means of stop watches or electronic timing systems. Before each race, the Chief Timekeeper shall ensure that all stop watches have been tested and are functioning as required, and/or the electronic timing systems have been set and readied as required. The Chief Timekeeper shall divide the workload amongst the Timekeepers. The following requirements apply.

1. The timing will start on a signal from the Starter. Each race shall be timed by at least two (2) stop watches or electronic devices, one of which shall be a Control Clock kept by the Chief Timekeeper.
2. At the end of each race, the Chief Timekeeper shall compare the times recorded by the Timekeepers against the Control Clock. In the event of a time not being agreed, the Control Clock shall be taken as correct.
3. The Chief Official and Race Secretary shall then be notified of the agreed times. In the event of a time not being recorded this will be shown in the results as 'NO TIME' (NT). The time recorded for a crew is secondary information and shall have no effect on the finish order of a race.

R3.7 Timekeepers

The Time Keepers 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 Finish Line Judges.

R3.8 Starters

There will be a Chief Starter and at least one Assistant Starter.

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 Course Umpire designated to witness each start.

The Starter is responsible for the first 50m of the race.

The Starter is responsible for deciding on any false starts and working with the boat aligners to align the crews for each race.

Starter Duties

The Starter is responsible for the duties listed below.

1. Before starting a race communicate with the Chief Judge that all is ready at the Finish. When this confirmation is received the Starter shall call the boats forward to their places on the Start line.
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.

Check list

The following is a checklist of actions to be taken when the Starter prepares to start a race.

- Check all crews are assembled in the start area three (3) minutes prior to the start of the race.
- Two (2) minutes prior to the start of the race, call all the crews forward into position.
- Announce clearly to all crews the Race Number, Category, Division and heat/repechage/semi/final of the race (e.g. "This is race 121 Premier Open Heat 3").
- Conduct a roll call of crews and ask either the drummer or steerer to raise their hand when they hear their name called.
- Ask boat aligners to align their boats.
- When crews are all set, start the command: "Are you ready? Attention. GO!" and activate the starting device.

R3.9 Aligner

When the boats are in the starting area the aligners work closely with the starter to ensure the crews are evenly aligned and in correct position down the centre of the racing lane.

The Aligner Duties

The Aligner is responsible for the duties listed below.

1. Assist the crews with aligning and holding the boats in position once the Starter has called the crews into the start position.
2. When all the crews have indicated that they are ready raise a WHITE flag, which shall remain raised until the race has started. In the event of a False Start, a RED flag shall be raised immediately, and the white flag lowered.

R3.10 Umpires

There will be a Chief Umpire and a number of Course Umpires.

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 ensures 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 Course Umpire shall ensure compliance with the Rules of Racing.

The Course Umpire Duties

The Course Umpire is responsible for the duties listed below.

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 AusDBF Disciplinary Code has occurred, whether before or during the race, the Umpire will show a black flag and report the circumstances to the Chief Official.
2. When an umpire's boat is not used then one or more Umpire's shall be placed alongside the regatta course in such a way that they can observe and monitor for compliance with the Racing Rules.
3. When a race is run on a course with one or more Turning Points, at least one Umpire (a Turning Points Umpire) must be stationed at each Turning Point. Any infractions of the Rules occurring at the Turning Points shall be reported to the Chief Official when the last boat has completed the turn for the last time in the race.

R3.11 Chief Marshall

The Chief Marshall 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.

Chief Marshall Duties

The Chief Marshall is responsible for the duties listed below.

1. Confirm that the crews have been correctly called forward to the Crew Assembly area and 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 (e.g. correct number of females in a Mixed Crew, or no male drummer in a women's crew.)
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.
3. Ensure that all the competitors who are using their own paddles have their paddles checked by the Boat Marshalls to ensure that they are to the current IDBF Specification.
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.

Check list

The following is a checklist of actions to be taken by the Chief Marshall.

- Check competitor's names against crew lists.
- Confirm competitors have the correct photo ID tags (including photo, competitors name, date of birth, club name, level of steerer accreditation).
- Team uniforms are checked to ensure all are dressed in the same team colours (unless other specified).
- All paddles are 202a specification and are stamped with the IDBF registration number and logo.
- Ensure there is no excessive strapping on paddles.
- Check that seat pads conform to the specifications, i.e. not thicker than 15mm to start and can be squashed between thumb and forefinger (see CR 13.4 Seat Pads).
- Check for correct crew composition (e.g. no men in Women's races, correct gender composition in Mixed races).
- Check for any additional equipment, such as Cox Vox, GPS, rate watches, water pumps and bailing devices, sponges, etc. and identify any that is not permitted (see CR 13 Additional and Miscellaneous Equipment).

R3.12 Chief Boat Loading

Chief Boat Loading will supervise the crews in the Crew Assembly area and ensure that all boats and equipment conform to the IDBF Boat Regulations and are compatible with all others in use at the competition.

Chief Boat Loading Duties

The Chief Boat Loading is responsible for the duties listed below.

1. Check that all boats and equipment are in good racing order before and after each race and that each boat has two spare paddles on board (optional at the crew's discretion). When race paddles are provided by the Organising Committee the Marshals shall ensure that a full set remains with each boat.
2. Allocate crews to the boats according to the Race Programme and ensure that the correct crews are embarked in the correct boats before the crews leave the embarking pontoons. Check that the 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.
3. Ensure that each crew is embarked safely and that buoyancy aids are available, and when necessary are worn by those that require them.

R3.13 Safety Officer

The Safety Officer, who is appointed by AusDBF, 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 facets of safety listed below have been planned and appropriately provided.

1. The Event Safety Plan covers emergency procedures and major incidents, and that the details are communicated to all Team Managers and Race Officials.
2. A suitable number of trained rescue personnel and properly equipped rescue craft are available.
3. Personal Flotation Devices (PFDs) are available for those who require them.
4. Arrangements for embarking and disembarking crews are suitable and adequate for the number of competitors involved.
5. A water circulation plan and system has been established and included in the instructions issued to managers and officials.
6. A crew information sheet is completed prior to a crew racing, and upon which the details are recorded of known weak swimmers and competitors with any medical history, such as asthma, epilepsy and any other

medical affliction or concern which may adversely affect a crew member whilst on the water. Such information may be annotated on a Crew List, held by the Chief Boat Marshall.

7. An effective communication system is established between the Safety Officer, the Safety Boats (rescue craft) and the Umpire's boat to ensure that the correct rescue procedures are adopted in the event of a crew capsize.
8. 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.

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, 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, the Safety Officer shall advise the Chief Official to postpone, delay or cancel one or more races or the competition in its entirety until it is safe to race.

R3.14 Media

The Media Liaison must provide as much information as possible on Dragon Boat Racing, the competition, specific crews and races to the media representatives before, during and after the event. The Media Liaison is authorised to ask for such information from Race Officials and the Team Managers of the participating crews.

R.3.15 Announcer(s)

The Announcer(s) are appointed by AusDBF and shall provide a public information service during the competition and, on the instructions of the Chief Official or Race Secretary, announce the start of each race, the order of the crews at the start and where possible, give a running commentary on each race.

When the result is confirmed by the Chief Official the Announcer shall announce the result of each race, including the time recorded by each of the crews.

Between races the Announcer should also provide information and music in keeping with the event.

R4 Conduct of Crews

R4.1 Directions from Race Officials

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

R4.2 Dishonourable Conduct

Any dragon boat crew or competitor that attempts to win a race by other than by honourable means, or who deliberately breaks the Racing Rules, or who disregards the honourable nature of the rules, shall face disqualification from the competition.

R4.3 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 the disciplinary action being taken against the crew(s) concerned.

R4.4 The Drummer

The drummer must sit on the drummer's seat provided. The drummer must start actively and audibly drumming by the 50m mark (from the start line). The drum must be clearly seen by the race Officials to be struck with a drum stick on the top of the skin at short regular intervals.

Failure to actively beat the drum will result in disciplinary action being taken against the crew concerned.

R5 Marshalling / Boat Loading

R5.1 Crew Responsibility

It is a crew's responsibility to ensure that the dragon boat and its equipment are fully functional and water worthy. Boats and equipment must be carefully checked before embarking.

The Race Organiser will not be held responsible for any boat or equipment failure once a crew has embarked and left the Boat Marshalling area.

R5.2 Paddle Breakage/Equipment Failure

Crews are advised to carry two (2) spare paddles, of the approved specification for the event, in each dragon boat they use during the competition. These may only be used if a paddle breakage occurs during a race. If any other equipment failure happens within fifty (50) metres of the start line, the Starter or Umpires will call a re-start.

R5.3 Marshalling

Crews must report to the Marshalling Area and be ready to load at the time stated in the Race Programme. This will normally be between two (2) to four (4) races prior to scheduled race. (as stated by the race organisers)

Note: Races can run ahead of scheduled times, and as such it is incumbent upon crews to assemble ahead of published race times if necessary.

Crew identity checks may be carried out by Race Officials in the Marshalling Area and competitors must, if so checked, be able to produce the required competition identity card on request. Failure to do so may result in the disqualification of the competitor concerned from that competition class, at the Chief Officials discretion.

R5.4 Boats

Crews will not normally be permitted to choose or reserve a boat. In the event that a crew is allowed to bring its own boat to a competition, it may be used provided it complies with any boat specification laid down in the Competition Regulations for the event concerned and is of a compatible design with all the other boats being used in the competition. Any such boat accepted by the Competition Committee shall be made available, if requested by the Technical Director, for use by other crews.

R5.5 Boat Loading

When called forward from Marshalling Area to Boat Loading Area crews must load in accordance with the instructions of the Boat Marshalls, who will ensure that each crew is embarked in the boat allocated to them in the Racing Lane draw. It is the responsibility of the Steerers to ensure their crew/s load and unload as quickly and safely as possible for each race

Note: Crews who are permitted to use their own boats are responsible for providing their own boat numbers and for ensuring that they race with the correct boat number for the racing lane that was allocated to them in the lane draw.

R5.6 Movement up the Course

After a crew has embarked it must leave the boarding pontoon immediately and proceed directly to the Start Area. Crews travelling to the Start must keep clear of the Racing Lanes and must not interfere with a race that is in progress.

Boats travelling to the Start are to cease moving down the course during a race until the crews racing have passed by. Crews must not wait on the finish line to block the view of the race officials. Crews need to observe what is happening and either move forward or wait behind the finish line.

R5.7 Changes to Crew Numbers

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



R6 Starts and Starting Procedures

R6.1 Start Area

It is the Steerers responsibility to make sure that each crew member is familiar with the starting procedures. All crews shall assemble in the Start Area, at **least three (3) minutes** before their Start Time. No later **than two (2) minutes** before the actual Start Time the crews will be called forward and placed into the Racing Lanes by the Starter or Aligner in accordance with the published Lane Draw.

R6.2 Late Arrivals

For Crews who arrive late to the Start line (without an approved reason), the Starter will:

- a) First offence - issue a warning
- b) Second offence - issue a time penalty up to 5 seconds
- c) Third offence – will be disqualification from the competition class

R6.3 Racing Lane

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

R6.4 Starting Position

The position of the Dragon Boats on the Start Line will be that the foremost part of the competing boats (which may include the dragon heads) will be aligned. When races start from a pontoon or dock, Boat Aligners shall hold the sterns of the boats. Alternatively, each steerer shall hold a rope or bar attached to the starting position.

In an AusDBF sanctioned event, when a 'held' start is not possible, then a 'free' start may be permitted.

R6.5 Aligning

The Aligners Assistants will alter the position of the Dragon Boats in accordance with the Starters instructions, by physically moving the boats or by adjusting the length of rope available to the steerers. A Crew may assist in this aligning by moving the boat using their paddles to position the boat on the Start Line. However, once the Starter has alerted the crews then all movement of competitors in the water must stop.

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

R6.6 Starters Commands

When the Aligner is satisfied that all the boats are correctly aligned, the Starter shall alert the crews by saying:

'Are you ready?' – if the crew is *not ready* then the drummer must immediately raise a hand above head height to indicate the situation to the Starter.

The drummer *should not* to take such action prior to this question, especially when crews are under Starters orders when moving to the Start Line.

R6.7 Starting Signals

When the Starter is satisfied that all the crews are ready, the starting signal of the word 'ATTENTION' is followed by the word 'GO' (or the sound signal), and the Aligners Assistants will release the stems of the boats, and/or the steerers shall let go of the pontoon ropes or bars, as appropriate.

R6.8 Alternatives

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

R6.9 False Starts

If a crew starts after the word 'Attention' and before the word 'Go' it has made a False Start. The Aligner shall indicate a False Start by raising a red flag. The Starter shall immediately recall the crews by shouting 'STOP STOP STOP', or by a second gunshot, or by repeating the alternative starting signal as published in the Programme. The Course Umpire will assist with this task.

R6.10 Course Umpires Tasks

When the Course Umpire is in a safety or umpire boat, it shall be placed 50 metres down the Racing Course from the Start Line. On seeing the Red Flag or on hearing the re-call signal (e.g. in the event of a False Start), the Umpire's boat will cross the course in front of the competing boats and the Umpire will wave a Red Flag. This will continue until all the boats have come to a stop.

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

R6.11 The Drummers Task

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

R6.12 Penalties

Once all the crews have returned to the start, the Starter will identify the crew or 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 may be awarded a five (5) seconds 'Time Penalty' at the Starter's discretion.

R6.13 Jumping the Start

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

Note: Time Penalties given under this Rule are not part of the Disciplinary Code and as for a False Start must not be recorded against a crew's disciplinary points total.

R6.14 Damage to boats at the Start

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

R6.15 Equipment Failure off the Start

In the event of a crew experiencing equipment failure (e.g. a broken drummer's seat or steering arm or sweep oar, but *not* a paddle), between leaving the Start Line and up to fifty (50) metres after it, the race will be restarted, providing the crew concerned stops paddling immediately 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 (i.e. "STOP, STOP, STOP").

R6.16 Recall by the Course Umpire

The Course Umpire may interrupt a correctly started race if unforeseen circumstances occur, for example, adverse conditions in one or more Racing Lanes resulting in boats being inadvertently swamped, or a collision between two boats caused by the water conditions, or the breakage of a steering arm/sweep oar that materially affects the whole race. This shall be done in the same manner as for False Start, even if the competing boats are more than fifty (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.

The Course Umpire shall move in front of all boats as quickly as possible yelling 'STOP STOP STOP' or sounding a horn to alert crews to stop racing immediately

R7 Race Conduct

The object of dragon boat racing is to race crews over a defined course in the shortest possible time. Crews which 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 other Competition Class.

R7.1 Correct Course and Clear Water

The correct course for each boat is a straight 'line' down the course or down the middle of its marked Racing Lane from the Start Line to the Finish Line. Crews are responsible for their steering and leave their Racing Lane or deviate from their 'line' at their own risk.

Even when crews are in their Racing Lanes or following a racing 'line', at least two (2) metres of clear water must be maintained around each boat. For the purpose of this Rule, the boat includes the crew's paddles (dragon head and dragon tail) and therefore the 'clear water' is between paddle blade and adjacent paddle blade. Crews must 'give clear water' when told by the Course Umpire.

In races over 1000 metres, crews may deviate from their Racing Lanes or Lines without penalty, providing they do not impede other crews and clear water is observed around each boat.

R7.2 Penalties

A non-Disciplinary Code, Time Penalty of five (5) seconds may be awarded by a Course Umpire against a crew that leaves its Racing Lane/line or impedes another crew, whether the action of the crew concerned has materially affected the result of the race.

Note: 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.

R7.3 Umpires Warnings

The Course Umpires shall follow each race in motor boats to observe the course taken by each Dragon Boat. Any boat that fails to keep within its Racing Lane/line will be warned by an Umpire.

If such warnings are ignored the crew(s) concerned risk disqualification from the race if, in the opinion of the Course Umpire, the crew has impeded another crew or has gained an advantage thereby which has materially affected the result of the race. Alternatively, a Time Penalty of five (5) seconds may be awarded.

Time Penalties so awarded do not come under the Disciplinary Code and are not to be recorded as such.

R7.4 Racing Lane

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

R7.5 Wake Riding (wash hanging)

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

R7.6 Overtaking

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

R7.7 Collisions

In the event of a collision between two (2) or more boats the Umpires must report the circumstances to the Chief Official, who may disqualify the offending 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 Chief Official one or more of the crews involved could have avoided the collision by taking corrective action, *(it is the responsibility of the crew to stop paddling immediately to avoid a collision)* for example to stop paddling but did not do so, then the crews concerned will be disqualified from the competition class concerned and may face disqualification from the whole competition.

R7.8 Distress Signal

If a crew is in distress, for example, a crew member lost overboard, then the drummer or steerer shall alert the Rescue Boats and Umpires by using the International Distress Signal. The International Distress Signal is actioned by placing one's arms in the outstretched position (horizontal to the sides of the body), then raising the arms to the vertical position and crossing arms above the head, then returning arms to the horizontal position; this action is repeated until the Rescue Boats respond.

A Distress Signal given by a crew without just cause will result in action being taken against the crew under the Disciplinary Code.

R7.9 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 a race, the Competition Committee may disqualify the crew or crews concerned from the Competition.

R7.10 Boat Damage

If in the opinion of the Chief Official a boat has been damaged by its crew deliberately, or by another crew during 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 Race Jury may be appointed and a fine may be imposed on the crew or crews by the Race Jury.

If a Race Jury is not appointed, the Competition Committee may make such recommendation to the AusDBF Board, who may also recover the costs of boat repairs from the crews(s) concerned.

R7.11 Turns

When a race is run on a course with Turning Points, the turn will be made in an anti-clockwise direction, and the buoys will be situated to the left (port) side of the boat during the turn. See R7.12 Turn Buoys.

When more than one crew is making a turn at the same Turning Point, the crew on the outside line must leave room for a crew on an inside line. There must be clear water between boats (see R7.1 Correct Course and Clear Water); the Turning Point Umpire will monitor for clear water between boats. See also R10 Racing Rules for 2000 metres Dragon Boat Races.

R7.12 Turn Buoys

In making a turn, a boat should follow as closely as possible the course marked by the buoy(s) at the Turning Point. If more than one boat is turning the corner, the inside boat shall follow as closely as possible the course marked by the buoy(s), and *all* boat(s) turning the corner shall maintain the required clear water (see R7.1 Correct Course and Clear Water).

A crew will not be disqualified for touching a Turn Buoy, or for having less than two (2) metres of clear water from a turn buoy (see R7.1 Correct Course and Clear Water), unless in the opinion of the Umpire, a material advantage has been gained. See also R10 Racing Rules for 2000 metres Dragon Boat Races.



R8 Finishes

R8.1 Crossing the Finish Line

A boat has finished the race when the foremost part of the boat crosses the Finish Line with the same number of competitors in the boat as had started the race.

The Dragon Head, when in position, forms part of the boat.

R8.2 Dead Heats

The front portion of each boat's bow will be clearly marked to assist the Judges in determining the finish order.

- a) If two (2) or more boats reach the Finish Line at the same time they shall get the same classification (*pertaining to positions in finals*)
- b) In the event of a dead heat for a place which determines advancement to the next round, the crews concerned may:
 - i) If sufficient lanes to move both crews to the next round, then boat crews should move forward
 - ii) If insufficient lanes, then crews concerned will be offered opportunity to race off with the winner progressing to the next round.
 - iii) If insufficient lanes and race program and time does not permit the crews to race off, then, previous race time at the event recorded for the crews may be considered.

R8.3 Disembarking

Once a crew has finished a race it must return immediately to the Boat Loading area and disembark following directions from the race officials and leave the boat loading area immediately

R9 Disputes, Protests, Disqualifications, and Appeals

R9.1 Disputes

Disputes that arise during a competition between crews or between AusDBF Member States shall be addressed to the Chief Official and dealt with by the Competition Committee, in the same way as a Protest.

R9.2 Racing Protests

In the event of a crew wishing to make a protest following a race, concerning the conduct of another crew, the Team Manager must lodge the protest with Race Administration who will accept the protest on behalf of the Chief Official. Protests must be submitted to Race Administration **no later than 15 minutes after**

- a) after Completion of race; or
- b) official race results have been posted.

Protests must be submitted on the official race protest form and specific rule where infringement is believed to have occurred must be included.

R9.3 Protest Fees

At AusChamps, all protests shall be made in writing and shall be accompanied by a fee of **AUD \$50**. The fee shall be refunded if the protest is upheld.

R9.4 Action and Timings

When a protest is made the Chief Official will immediately notify any other party involved 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.

The Chief Official may consider any official video footage (such as drone footage or live streaming) obtained during the race and may use the footage to determine any infringements/penalties.

R9.5 Decisions

After reaching its decision, the Chief Official must inform all the parties involved in writing of the Competition Committees decision and of the reasons for the decision.

The Chief Official shall hand the decision to the Team Manager(s) involved, who must acknowledge receipt of the decision by signing the Chief Officials copy and recording the time in case of any further appeal to the Race Jury.

R9.6 Disqualification

In the event of a crew being disqualified from a race or the competition, the Competition Committee must record their decision and the reasons why in writing on a Disqualification Notice.

The Chief Official must hand this notice to the Team Manager concerned, who must acknowledge receipt of the Disqualification Notice by signing the Chief Officials copy and endorsing it with the time of receipt.

R9.7 Appeals

The acknowledgement of a decision or disqualification from the Chief Official is the start of the period in which the Team Manager(s) may appeal to the Race Jury against the decision of the Competition Committee.

R9.8 Time Limit

When a Race Jury has been appointed, an appeal against a decision of the Competition Committee shall be addressed to the Chair of the Race Jury and handed in **no later than twenty (20) minutes** after the Team Manager(s) has acknowledged the decision or disqualification as per the requirement of rule R9.7 Appeals.

R9.9 Appeal Fees

For AusChamps, all appeals shall be accompanied by a fee of AUD \$100. The fee will be refunded if the appeal is successful.

R9.10 Race Jury Meetings

The Chair of the Race Jury shall allow a further twenty (20) minutes to elapse before calling a meeting of the Race Jury to debate the appeal; this is to provide sufficient time for any necessary investigations to take place. Only in exceptional circumstances should this take longer than thirty (30) minutes for any one appeal.

The Chair shall then inform the (Chief Official) Competition Committee and the Team Manager(s) concerned of the Race Jury's decision and give the reason in writing within ten (10) minutes of a decision being reached.

R9.11 Final Decisions and Appeals

At AusChamps the decision of the Race Jury is final. At other AusDBF sanctioned events a crew has the right of appeal to the AusDBF Board against a decision of the Competition Committee or where one is appointed, the Race Jury.

R9.12 AusDBF Board

All appeals to the AusDBF Board must be made through the crew's AusDBF Member State, where one exists, within thirty (30) days of the date when the competition was held.

Each appeal must be addressed AusDBF Administration Director and accompanied by a fee of **AUD\$100**. The AusDBF Board shall make the final decision.

R10 Racing Rules for 2000 metres Dragon Boat Races

Introduction

The rules that follow are primarily designed for Dragon Boat Races that take place on a defined Racing Course as part of a standard Dragon Boat regatta with all the normal rescue craft, race facilities, support services and qualified officials. However, local conditions may require the Chief Official to make adjustments to the regulations covering the Racing Course shown. For example, local conditions may affect the overall width of the Racing Course available. Any adjustments will be notified to the Team Managers by the Chief Official.

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

See also the relevant sections of R7 Race Conduct.

R10.1 The Racing Course

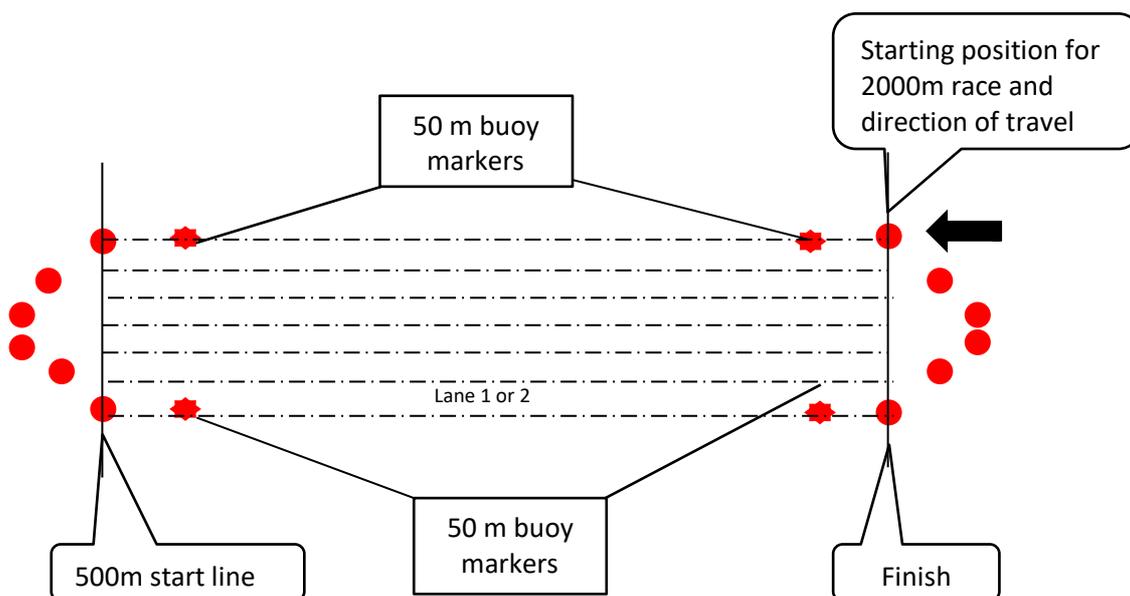
- a) shall be of a circulatory nature having two straight sections and two turns in one circuit of the Course.
- b) The minimum length of the straight sections shall be 500 metres.
- c) Each Turn shall be marked with a minimum of five (5) buoys.
 - i) Two (2) buoys will mark the entry and exit into the apex/turn (Lanes 1 and 6).
 - ii) A further three (3) buoys will mark the curved section of the apex/turn (between lanes 2 to 5) to create a curve at either end of the course for the dragon boats to turn around.
- d) Each straight section must be marked down its length by a line of buoys, a maximum of 100 metres apart. This line of buoys indicates the left-hand side of the Racing Lane.
- e) Marker buoys must be placed at the 50m points going into, and out of, the turns. See Figure 1.

The Course Umpires will be placed at the turns to authorise which crews have 'right of way' going into the turns

10.2 Turn Corridor (new rule)

A second set of three (3) smaller buoys will be placed approximately 5 metres outside the turn buoys. These buoys together with the turn buoys indicate the corridor in which the turn should be completed. Any rights gained at the 50m buoy will be lost if the racing line the boat takes is wide and outside the turn corridor. If the boat goes outside the turn corridor the boat can only return to the racing line when it is safe and clear to do so.

Figure 1: Layout for 2000m race course on a six or eight lane course (not to scale)



R10.3 The Racing Lane and Line of Racing

- a) The Racing Lane over the straight sections of the course must be a minimum of ten (10) metres wide with a water depth of at least three (3) metres over a minimum of two-thirds of its width.
- b) Boats racing down the straight section of the course must maintain six (6) metres of clear water from the lane buoys on the left-hand side (port) of the racing lane.
- c) Racing is in an anti-clockwise direction. Crews are not permitted to race on the inside of the lane buoys, except when overtaking after completing a turn.

R10.4 The boats position in a Line of Racing

- a) Boats will start slowest to fastest crews, in a staggered start and at intervals between 10-20 seconds. (see rule R10.11 *Starting Procedures and Formats*.)
- b) Boats must steer a straight course down the Line of Racing, during the whole of the race, except when overtaking or when crews have started a race in 'Line Abreast (see Rule 10.8.1)
- c) The Steerer, when **NOT** overtaking another boat, must maintain a distance of at least six (6) meters of clear water from the lane buoys on the boat's left (port) side, thus allowing crews overtaking on the port side to have as much space as possible in which to overtake.

R10.5 Turns

The following rules apply to turns and overtaking.

- a) The turning buoys must be on the left of the boat when racing in an anti-clockwise direction.
- b) The boat must maintain their racing line throughout a turn and must ensure that there is clear water around the boats (*paddles, dragon head, dragon tail*), which is defined in R7.1 as a distance of 2 metres between paddles, dragon head and tail.
- c) In travelling around the turn/apex the inside boat shall follow as closely as possible the apex marked by the buoy(s) at the entry point. The boat will not be disqualified for touching a Turn Buoy.
- d) Boat/s must complete each turn/apex with the marker buoys on their left side (port)
- e) A boat that turns inside a turn buoy with no acceptable reason shall be given a time penalty in accordance with the following schedule:
 - i) Missing 1 buoy – 5 seconds
 - ii) Missing 2 buoys – additional 10 seconds (in addition to the previous 5 second penalty) total 15secs
 - iii) Missing 3 buoys – additional 15 seconds (in addition to the previous 15 second penalties) total 30secs
 - iv) Missing 4 or more buoys – Disqualification
- f) When a crew has completed its final turn and is on the last 500m straight of the race, the crew may cross into the main racing course. Crews must cross the finish line between lanes 1 and 6, otherwise a time will not be recorded.
- g) The location of each turn in the 2000m race is shown in Figure 2. Turn 1 (T1) is immediately followed by turn 2 (T2), etc. Note that the arrows showing the turns in the diagram are only indicative of the turning pattern and are not intended to indicate a specific path a boat is to take around a corner for each turn.

10.6 Overtaking

- a) It is the responsibility of the Steerer when being overtaken to give clear water (*move to the right*) and allow the boat on the left side (*being the faster boat*) space to come through and overtake. The slower boat will be penalized if they do not give clear water and hold up a faster boat
- b) When overtaking, or being overtaken, if a crew ignores the intention of rule (R7.1 *Correct Course and Clear Water*) (*i.e. the 2 metre clear water rule between boats*) and in so doing causes 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 Chief Official to the offending crew.

- c) If a crew that is being overtaken alters its course and makes it difficult for the overtaking boat, then a time penalty of 5-10 seconds may be awarded by the Chief Official to the offending crew.
- d) Boats must overtake on the left side (*port*) of the boat being overtaken except when the width of the racing lane allows boats to overtake on the right (starboard) of the boat being overtaken (*if there is clear water to do so*), such as during the first 300m and final 500m of the race.
- e) The boat on the inside racing lane will have right of way (*ROW*) going into the turn, if they have the overlap at the 50m marker buoy. The overlap is defined when the head of a dragon boat is level with the steering arm of the boat being overtaken.
- f) If the boat on the inside racing lane has not obtained the required overlap, the boat may choose to overtake on the right side (starboard) of the preceding boat, but only if there they are able to maintain their racing line and clear water, as defined in rule R7.1 Correct Course and Clear Water, between the two boats. **OR** the inside boat must maintain its racing line around the apex and maintain clear water between the preceding boat/s.
- g) Boat/s being overtaken must move over and allow the overtaking boat sufficient room to overtake on the left (*inside racing lane*) i.e. give room for the overtaking boat to maintain its racing line throughout the turn. It is incumbent on *all* steerers to maintain clear water between boats (*paddles, dragon head and tail*) of their own boat and other boats in the race. (See rule R7.1 Correct Course and Clear Water regarding distance between paddle blades and other boats.) Crews not complying with this rule will receive an automatic time penalty of twenty (20) seconds. **A boat being overtaken must not steer in a manner that is likely to cause a collision with another boat. The boat overtaking must not steer in a manner that is likely to cause a collision.**
- h) Crews should not overtake once they have passed the 50m buoys going into the turns. See Figure 3. The Course Umpires will advise who has right of way. A boat with no overlap must not attempt to overtake on the inside by aggressive steering but should follow the preceding boat through the turn.
- i) Where a leading boat makes a wide entry or exit within the corridor (*see R10.2*), a boat following, that has not obtained an overlap, may attempt to pass through on the left if there is sufficient space on the inside to maintain clear water between the boats. During this manoeuvre, and throughout the turn, the leading boat does not relinquish right of way to the following boat and the following boat will not assume right of way over the leading boat. The following boat must always respect and provide necessary right of way and clear water to the leading boat throughout the turn. In this case, any contact or interference with the leading boat shall result in a time penalty to the following boat of up to 20 seconds.
- j) Once the crews have completed the turn and are heading down the straight, overtaking may recommence, as per the rules for overtaking listed above.
- k) Crews on the right (*starboard*) going into the turns must make room for the crews on the left (*port*) to complete the turns safely and keeping the required distance of clear water around the boats (*paddles, dragon head, dragon tail*), which is defined in R7.1 as a distance of 2 metres between paddles, dragon head and tail.

A boat must maintain its racing line throughout each turn.

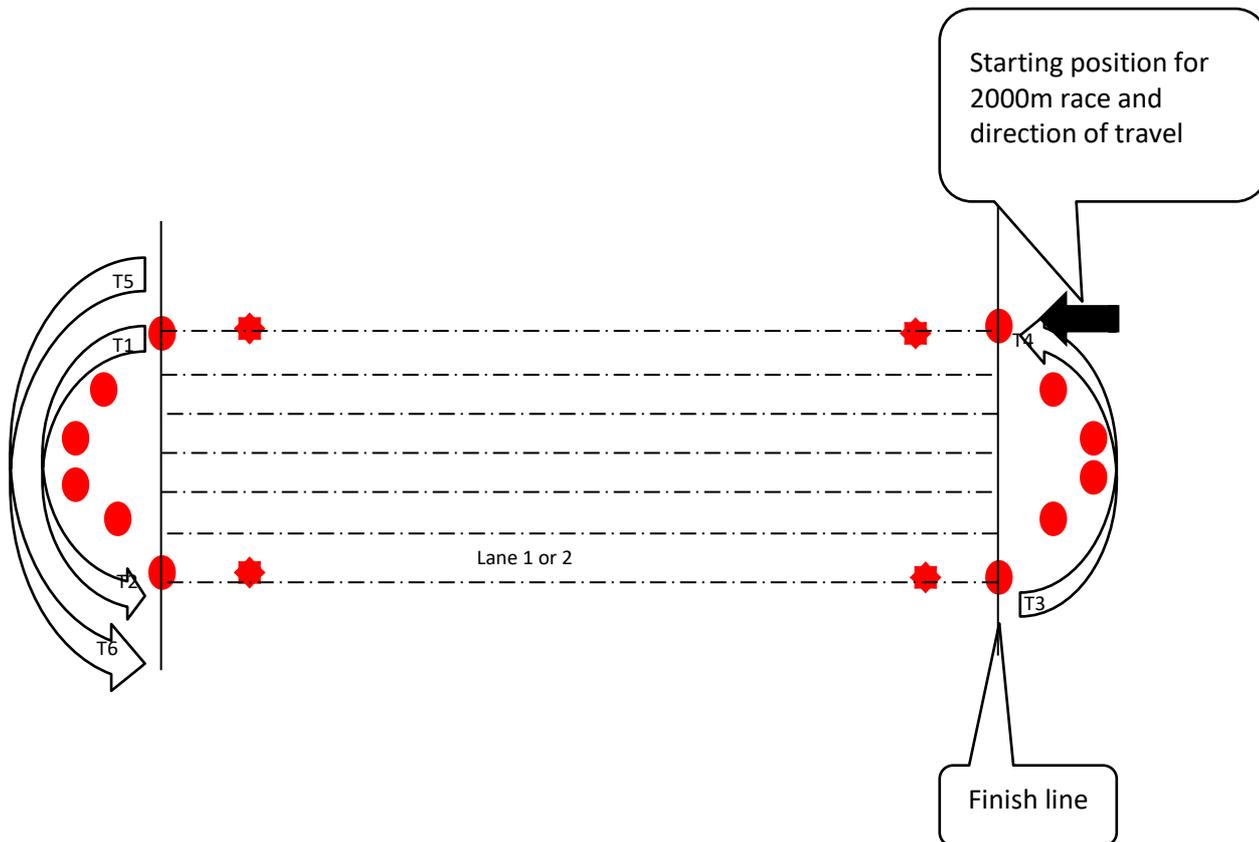


Figure 2: Location of turns on 2000m course (T1 = turn 1, etc.)

In navigating a turn, the overarching requirement is to avoid a collision. In Figure 3, there are three boats. Boat A is entering a corner and is the only boat at that corner. It enters the turn several metres away from the first buoy, but as it exits the turn (follow the dotted line in the diagram), the boat ends up quite close to the last buoy. This is not an issue, as there were no other boats in the turn at the same time as Boat A, so they were able to navigate the turn as was appropriate for their circumstances.

Boat B and Boat C, however, are both entering the turn at the same time. Boat B has caught Boat C, and has established the required overlap (see point O, above) and therefore the right of way around the turn. Both boats must 'hold position', i.e. hold their racing line, around the corner and must avoid moving into each other's 'lane'. See Figure 3 – both boats stay within their imaginary lanes as they progress around the corner.

If coming into the corner Boat B has reached Boat C, but has not managed to establish the required overlap, Boat C will have the right of way. Boat B must not force Boat C to go wide, so if there is insufficient clear water for both boats to around the corner, Boat B needs to fall back and follow Boat C around the corner. If, however, Boat C does go a bit wide and there is sufficient clear water for Boat B to hold its line around the corner, Boat B may continue its race line. It may even around the corner faster than Boat C, and exit the corner first, but may do so only if there is sufficient clear water. Boat C must hold its line on the corner too – Boat C must not move into Boat B's line (lane) and cut them off.

If coming into the turn boat C is attempting to overtake boat B on the right and there is still an overlap, then boat B has the right of way around the turn. If the steering arm of boat C has passed the dragon head of boat B i.e. no overlap, then boat C has right of way. In both case both boats must hold their race line around the turn and must avoid moving into each other's lane.

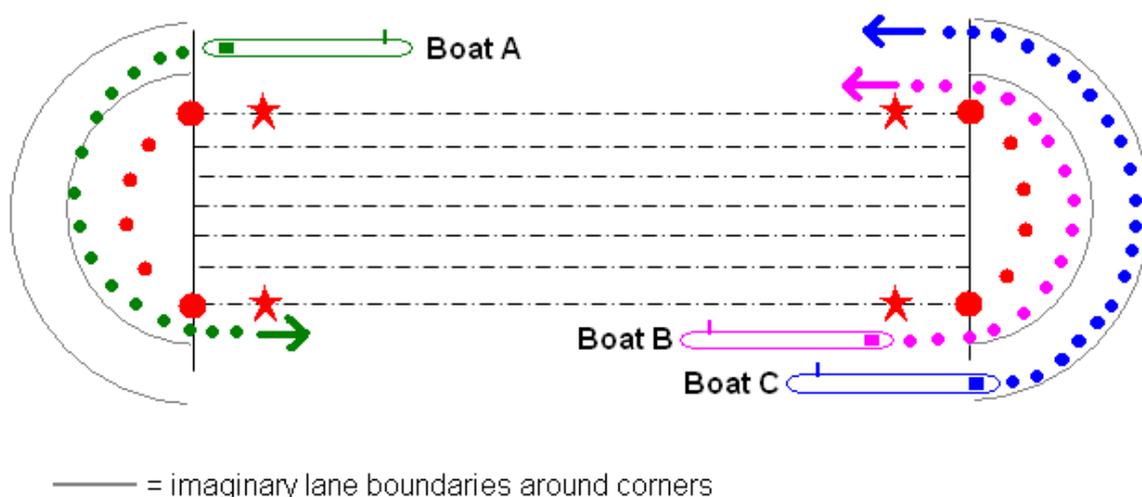


Figure 3: Turning around corners - 2000m race

R10.7 Endangering Other Crews

If the Chief Official is of the opinion that any racing manoeuvre by an any crew, or the lack of clear water between boats, has endangered the safety of another crew or materially affected the result of the race, the offending crew may be disqualified or penalised.

R10.8 Time Deduction Bonus

When an Umpire has confirmed that a crew has been adversely affected and time has been lost through the obstruction or impediment of another crew, a Time Deduction Bonus of up to 20 seconds, may be awarded to the adversely affected crew.

R10.9 Impediment / Collision

If during the race a boat impedes or collides with another boat the Chief Official shall apportion blame. See also rule R10.7 Endangering Other Crews. If the Chief Official decides that a boat has impeded the forward motion of another boat, or that the crew in the impeded boat had, by necessity, to stop paddling, then a Time Penalty of up to thirty (30) seconds may be awarded to the impeding crew. A Time Deduction Bonus may also be awarded to the impeded boat as allowed for under rule R10.8 Time Deduction Bonus. When a collision between boats occurs then rule R7.7 Collisions will apply, except that re-racing will not take place.

R10.10 Course Umpires

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

R10.11 Starting Procedures and Formats

Boats shall normally be started at intervals, that is, a 'staggered' start, line astern (see rule R10.5 Turns) using the normal start commands of 'Are You Ready', 'Attention', 'Go'.

The time interval between each crew starting shall be determined by the standard of the crews racing and the prevailing water and weather conditions. In any event, when the order of starting is that the slowest crew starts first and the fastest crew will start last (any crews that are not seeded will start last after the fastest qualifier), the time interval between crews should not be less than ten (10) seconds or more than twenty (20) seconds. In every kind of starting order, the Start Time of each crew shall be when the front most part of the boat crosses the Start

Line and must be recorded by the Starter (or Starters Assistant) and passed to the Race Secretary. For a staggered start boats may be lined up ready to start in one of two different formats.

R10.11.1 In Line Abreast

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

- a) **Starting Position.** The slowest crew should be positioned on the 'right of the line' looking up the course, that is facing their Racing Line. On the start command, the first crew shall race straight ahead into the Line of Racing 6 meters **to the right (starboard)** of the buoys marking the Racing Lane.
- b) **Crossing the Course.** The second boat to start and subsequent boats may steer straight ahead on their start command, even if this means that they are racing to the left of the buoys marking the Racing Lane. However, crews doing this must then move diagonally across the course in a Line of Racing until they have reached a point on the course that is to the right of the buoys marking the main Racing Lane (i.e. the left (port) side of the boat is adjacent to, or facing, the buoys)
- c) **300 Metre Rule.** Crossing the course to the Racing Lane must be completed within 300 metres from the start of the race. During this time, crews may pass on either side of a boat they are overtaking, provided that they always maintain the requisite 'clear water' between themselves and all other boats.

R10.11.2 In Line Astern

Crews should be 'seeded' as detailed above. If conditions allow, all boats will be lined up one behind the other. They will move to the start in turn, when called. Normally the slowest seeded crew will start first, facing the Racing Lanes and behind the Finish Line of the Racing Course, but at the discretion of the Chief Official the fastest seeded crew may start first.

R10.11.3 Late at the Start

Failure to be at the Start Line on time will not prevent the Starter from starting the next crew in the line. Crews must steer a straight course from the start, down the Line of Racing – see R10.11.1 In Line Abreast.

R10.11.4 Mass Start

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

R10.12 Crew Times, Placing and the Race Winner

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

When a mass start is used the lapsed time between the Race Start Time and a crew's Finish Time will be a crew's Race Time, to which any Time Penalties will be added to give the Gross Race Time.

The Gross Race Time will determine a crew's final race position.

The Race Winner shall be the crew with the fastest (lowest) Gross Race Time.

R10.13 How Time Penalties are awarded

- 5 seconds = for going inside each marker buoys on the turns
- 15 seconds = for collision on straight
- 30 seconds = for collision on corner
- DQ = for collision on straight endangering the safety of another crew or materially affected the result of the race
- DQ = for collision on corner – endangering the safety of another crew or materially affected the result of the race
- DQ = for collision once inside the turn/apex – endangering the safety of another crew or materially affected the result of the race
- If a boat and/or equipment are damaged during the race, the crew will be invoiced for the damage in addition to incurring either a 2 or 5 second time penalty
- 10 seconds = for failing to give way on corners
- 5 seconds = for failing to keep the required clear water between boats when passing on the straight
- 10 seconds = for failing to give way on re-entering the course during the race
- 10 seconds – for failing to give way to crews once inside the 50m mark (before and after the turn)
- 5 seconds – for failing to actively and audibly drum during the entire race (after the first 50m) (*note: one warning will be given by course umpire, after that time penalty will be incurred*)
- 5 seconds – for having rolled over the starting line
- 10 seconds – for disobeying instructions given by the Course Umpires (*note: Course Umpire will call to the crew who has right of way if two or more boats are going into the turn*)

R11 Adoption of the AusDBF Rules of Racing

These Rules of Racing were first adopted by the Membership of the AusDBF in Adelaide on Saturday, 21 November 2009. They have subsequently been amended, updated and reformatted as the need arises. Changes to the Competition Regulations and Rules of Racing shall only be made between the end of the Australian Championships (generally March – April) and the AusDBF AGM in any given year.



Annex 1 to Part 2 - Rules for 100m Relay Racing

The rules for 100m relay racing are as detailed below.

1. Straight line rules of racing apply, i.e. stay in the centre of lane, drummers must drum, etc.
2. All the standard rules of racing will apply.
3. Women's crews will start off at the finish line.
4. Men's crews will start off at the start line.
5. Both men and women start will be from a standing start, no rolling start, otherwise time penalties will be given.
6. The men's crews cannot start until the two drummers are level. The umpires located at the men's end of the course will drop a flag to indicate when the men can leave.
7. It is the responsibility of the drummers to watch the umpire drop the flag. There will be an umpire located on each side and an umpire allocated per team (men/women).
8. Any men's team which departs before the flag is dropped will be awarded a false start and therefore incur a time penalty.
9. Results are based on times, i.e. adding the women's and men's times together. Crews will need to work hard in both heats.
10. All umpires will wear Go Pros to allow the officials to review any changeovers if there are any queries.



AUSDBF DISCIPLINARY CODE

For all Australian Dragon Boat Racing Championships and sanctioned events

General Conditions

The Disciplinary Code that follows is intended for use at AusDBF Australian Dragon Boat Racing Championships and AusDBF sanctioned events and covers the following areas of misconduct:

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

The AusDBF Board under the authority of the Constitution lays down the following disciplinary action, which is to be taken in the event of any of the above forms of misconduct occurring during the period of an AusDBF Australian Dragon Boat Racing Championships. 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 the competition site, before during and after the actual races.

Failure by crews to comply with the instructions of Officials

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:

- failure to leave the embarking area when instructed by the Boat Loading Marshals;
- failure to obey the instructions of a Course (water) Umpire;
- failure to come under Starter's Orders when required to do so;
- failure to return to the embarking area when required to do so.

Time Penalties

Before Time Penalties can be awarded a crew must be warned that an offence has occurred and be given the opportunity to respond.

If a crew does not respond to the 1st warning, then the Boat 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 they 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

Warnings may be verbal or using a Black Flag. When a Black Flag is used then the procedure will be as follows:

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.

Warning 2: The Black Flag will be raised again and stay raised until the Boat Captain has acknowledged the offence. The Race Official will then report the offence to the Chief Official. (Boat Marshals will report to the Chief Official).

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

False Starts, Jumping the Start, Race Conduct

Time Penalties awarded by the Starter and Umpires under rule R6 Starts and Starting Procedures and rule R7 Race Conduct do not form part of this Disciplinary Code and such penalties should not be awarded instead of taking action under this code. Time Penalties awarded under the rules must *not* be included in any points total recorded against a crew under this code.

Verbal abuse between Competitors and between Competitors and Officials

Verbal abuse by Competitors against Race Officials will be dealt with as follows:

- Verbal abuse occurring between crews whilst proceeding to the Start or after the Finish of race will be dealt with by the Course Umpires in accordance with paragraphs 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.
- 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 Chief Official.
- Verbal abuse by competitors directed at a Race Official will be dealt with by the Race Official first warning the competitor(s) or Boat Captain of the crew concerned that an offence under the 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

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 the Disciplinary Code and report the matter to the Race Jury. The Race 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.

If during the AusDBF Australian Dragon Boat Racing Championships a competitor refuses to take a Doping Control Test, when requested to do so, or fails to provide a sample, as required by the AusDBF Anti-Doping Policy, the competitor concerned shall be excluded by the Race Jury, from taking any further part in the Australian Dragon Boat Racing Championships under this paragraph of the AusDBF Disciplinary Code. The Chair of the Race Jury shall report the exclusion and the reasons why, to both the AusDBF Board and the AusDBF Member to which the competitor belongs, for them to decide what further action, if any is to be taken. The Competitor concerned is also to be informed of the Race Jury's action.

At AusDBF Australian Dragon Boat Racing Championships, the decision of the Race Jury is Final. At AusDBF sanctioned events, an appeal against the decision of the Race Jury may be made to the AusDBF Board for consideration.

Threat of violence or actual physical violence

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 Race Jury as above. The Jury will investigate the circumstances surrounding the incident and make a written report to the AusDBF Board who may take further action against the AusDBF Member concerned.



Australian Dragon Boat Federation

Australian Dragon Boat Championships

COMPETITORS AND TEAM MANAGERS DECLARATION

(in respect of the Competitors Medical and Financial Status)

This form must be signed by all competitors from your state or club and lodged with the Race Administration at the AusChamps prior to commencement of racing. **(Clubs attach document with signatures to this form)**

I (Team Manager), _____

ON BEHALF of (State / Club Name) _____

By signing, participants are declaring that there are no known medical or other reasons why they should not take part in the race programme of the AusDBF Australian Dragon Boat Racing Championships for which they been entered. This document hereby notifies AusDBF, that the Individuals whose signatures appear on the attached list are, through their signatures confirming:

- that they are medically and physically fit and trained for competitive Dragon Boat Racing,
- that they can participate in the AusDBF Australian Championships without being a danger to themselves or to the health and safety of others, and
- that they can swim at least 50m fully clothed (wearing paddling clothing). Indicate in writing beside the listed name if a non-swimmer.

All competitors have viewed the safety and capsizing training video of the dragon boat tip over drill (link on www.ausdbf.com.au) and are aware of the dangers they are exposing themselves to as a crew member.

By their signatures each individual confirms that they have undergone regular medical checks over the past 12 months and have read and understood the medical imperative of each competitor irrespective of age, to take responsibility for their own health & wellbeing. Refer to the AusDBF website for medical information and additional documentation (see [Medical Information – Australian Dragon Boat Championships](#)).

The signatories hereby expressly agree to abide by all rules and conditions of AusDBF and the Event Organisers and hereby discharge the Organising Committee, and Australian Dragon Boat Federation concerned, as well as any other individual or organisations connected directly or indirectly with the Championships, from any responsibility in the event of injury, death or loss of property incurred during, as a direct consequence of or whilst travelling to or from the Championships event.

I further declare that all entry fees due as notified by the Australian Dragon Boat Federation and the Organising Committee in respect of my Team, will be paid in full prior to my arrival at the Championships and that in the event of any debts being incurred by any of the signatories during the Championships that the Organising Committee will be reimbursed in full before the departure of the Team or written guarantee within 30 days of the end of the said Championships.

Name (Team manager):		Date:
Signature:	State/Club:	
Participants agree to immediately notify the Australian Dragon Boat Federation via info@ausdbf.com.au in writing of any change to my medical condition, fitness and ability to participate. It is understood and accepted that Australian Dragon Boat Federation will continue to rely upon this declaration as evidence of fitness and ability to participate in the AusDBF Australian Championships.		

Junior Competitors are to be signed off by Parent / Guardian

Use copies of this form to complete your team's declaration if you require more space.

	State Rego No:	Name:	Signature:
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EXEMPTION APPLICATION FORM

This form must be used for:

a) Crews applying for an exemption from the AusDBF Competition Regulations and Rules of Racing as in force at the AusDBF Australian Championships

b) Competitors and/or crews applying for an exemption at IDBF Events (*please note that exemption applications for IDBF events are required to be lodged via AusDBF not direct with IDBF*).

Exemptions will not be considered without this form being completed in full by the applicant. Applications must be submitted electronically via technical@ausdbf.com.au no later than **fourteen (14) days prior to the first day (opening ceremony) of the event**.

EXEMPTIONS ONLY GRANTED IN EXCEPTIONAL CIRCUMSTANCES

Name of Club requesting exemption		
Name of Competitor		
Event	Division/Category	Race Distance
Reason for exemption application		
Name of Club President from Host Club requesting exemption (<i>if applicable</i>)	Signature	Date
Contact Number	Email Address	
Name of Club President from Home Club requesting/ approving exemption (<i>if applicable</i>)	Signature	Date
Contact Number	Email Address	
Comment from State Association (<i>For Australian Dragon Boat Championship Exemption Requests only</i>):		State/Territory
AusDBF Member approval	Name	Signature
<p>We acknowledge that we have read and understood the AusDBF and or the IDBF Competition Regulations and Rules of Racing as currently in force and available from the AusDBF and IDBF web sites.</p> <p>This application is made in good faith and in the spirit of fair competition.</p> <p>Any false or misleading information will result in the crew's disqualification from an AusDBF competition.</p>		

Official use	Application no.	
Date received		
Date considered	Approved / Not approved	
Comments (if applicable)		
Date notified and how		
AusDBF Board Member	Signature	Date
File	Copy to CO	





RACING PROTEST FORM

Note: Race protests require payment of a fee, as per the AusDBF Competition Regulations and Rules of Racing

Event Name:		
Date:		
Team Name:		
Racing Category: <input type="checkbox"/> Women <input type="checkbox"/> Mixed <input type="checkbox"/> Open	Division: <input type="checkbox"/> Junior U16/U18 <input type="checkbox"/> U24 <input type="checkbox"/> Premier <input type="checkbox"/> Senior A <input type="checkbox"/> Senior B <input type="checkbox"/> Senior C	
Race Distance:	Race Number:	Lane Number:

Protest Details

1. Provide the grounds (reason) for protest; and
2. Provide the race rule (as per AusDBF Competition Regulations and Rules of Racing) for the protest.

Team Manager:	Date:
Signature:	Time:





RACING APPEAL FORM

Note: Race appeals require payment of a fee, as per the AusDBF Competition Regulations and Rules of Racing

Event Name:		
Date:		
Team Name:		
Racing Category: <input type="checkbox"/> Women <input type="checkbox"/> Mixed <input type="checkbox"/> Open	Division: <input type="checkbox"/> Junior U16/U18 <input type="checkbox"/> U24 <input type="checkbox"/> Premier <input type="checkbox"/> Senior A <input type="checkbox"/> Senior B <input type="checkbox"/> Senior C	
Race Distance:	Race Number:	Lane Number:

Appeal Details

3. Provide the grounds (reason) for believing the Competition Committee's decision should be reviewed by Race Jury; and

4. Provide the race rule (as per AusDBF Competition Regulations and Rules of Racing) where infringement is believed to have occurred.

Team Manager:	Date:
Signature:	Time:

AMENDMENTS OF RULES AND REGULATIONS

Refer to Edition 5 dated 11 December 2016 for earlier amendments to these Competition Regulations and Rules of Racing

Date	Reg/Rule	Change	Ratified and updated
Sept 2017		Version 6 19 November 2017 Reformat and rewrite for clarification	4 Oct 2017
Sept 2017	CR2.2.1	Provide for Junior Under 16 age division and Junior Under 18 age division and add note in relation to minimum age	4 Oct 2017
Sept 2017	CR2.2.5,6,7	Remove reference to Masters, GM and GGM	4 Oct 2017
Sept 2017	CR3.1 Note	Small boat no longer a development pathway	4 Oct 2017
Sept 2017	CR4.2.1	Qualifying years for CCWC and clarification on accepting a qualifying position	4 Oct 2017
Sept 2017	CR6.3	Racing lanes at least 13 m	4 Oct 2017
Sept 2017	CR7.4	Clarification of regulation	4 Oct 2017
Sept 2017	CR7.12	Delete note	4 Oct 2017
Sept 2017	CR8.2	Entry forms via online system	4 Oct 2017
Sept 2017	CR8.4	No changes to crew list after submission	4 Oct 2017
Sept 2017	CR8.11	Technical Director to collect paperwork	4 Oct 2017
Sept 2017	CR10.5	7.11 from version 5 deleted and regulations in relation to the minimum number of crews inserted at 10.5	4 Oct 2017
Sept 2017	CR11.2	Clarification of roles	4 Oct 2017
Sept 2017	CR14	Add procedures for electrical storm	4 Oct 2017
Sept 2017		Replace Race Secretariat with Race Administration	4 Oct 2017
Sept 2017	R2.6	Delete part of duties of race secretariat and put in R3.2	4 Oct 2017
Sept 2017	Annex 1 to Part 1	Add Medals and trophies	4 Oct 2017
Sept 2017	R5.3	Crew to marshal 2-3 race prior to race	4 Oct 2017
Sept 2017	Annex 1 to Part 2	Add rules for 100m relay	4 Oct 2017
October 2018		Version 7 October 2018 Reformat and rewrite for clarification	10 Nov 2018
October 2018	Glossary	Divisions updated	10 Nov 2018
October 2018	CR2,1	Racing Categories – tidied up	10 Nov 2018
October 2018	CR2.2	Racing Age Division – tidied up	10 Nov 2018
October 2018	CR2.4	Racing distances – 100m added	10 Nov 2018
October 2018	CR3.1	Crew Numbers – tidied up	10 Nov 2018
October 2018	CR3.1.3	ACS definition to be added	10 Nov 2018
October 2018	CR4.2.1	CCWC qualifications updated	10 Nov 2018
October 2018	CR6.1	Racing distances – 100m added	10 Nov 2018
October 2018	CR7.10	Crew safety – PFDs added	10 Nov 2018
October 2018	CR7.12	CCWC Qualifications – deleted	10 Nov 2018
October 2018	CR10.6	Oceania – added	10 Nov 2018
October 2018	CR3.1	BCS added to program	10 Nov 2018
October 2018	R10.3	Additional clarification added for 2000m turns	10 Nov 2018
October 2018	Annex 2	Cancellation & Refund Process added	10 Nov 2018

October 2018	Annex 3	Exemption Application	10 Nov 2018
October 2018	Annex 4	Terms of Reference for Joeys added	10 Nov 2018
October 2018	Forms	Forms reformatted and moved to the end of document	10 Nov 2018
January 2019	Annex 5	Distance consideration to participate as a small (10s) boat composite crew at AusChamps	28 Jan 2019
August 2019	CR1.4.2	Amendment to wording	21 Sep 2019
August 2019		Changed word 'paddler' to competitor throughout document where applicable	21 Sep 2019
August 2019	CR2.1.3	Added table to mixed definition	21 Sep 2019
August 2019	CR2.2.1	Changed 16 U definition	21 Sep 2019
August 2019	CR2.2.2.	Changed 18U definition	21 Sep 2019
August 2019	CR3.1	Updated small boat entries	21 Sep 2019
August 2019	CR3.1.2	State regional Zones	21 Sep 2019
August 2019	CR3.1.3	(b) added example for training	21 Sep 2019
August 2019	CR3.1.4	Added BCS definition and rule	21 Sep 2019
August 2019	CR3.2	Deleted	21 Sep 2019
August 2019	CR4.1	(b) updated	21 Sep 2019
August 2019	CR4.2.1	CCWC qualification numbers amended From 5 to 4 standard boats	21 Sep 2019
August 2019	CR4.2.1	(f) added refund statement	21 Sep 2019
August 2019	CR6.10	Water depth – deleted (b)	21 Sep 2019
August 2019	CR7.4	Contracts – updated	21 Sep 2019
August 2019	CR7.7	Medical services – removed doctor/paramedic	21 Sep 2019
August 2019	CR7.13	Medals – updated	21 Sep 2019
August 2019	CR7.16	State Rep flags – DAA and Indigenous added	21 Sep 2019
August 2019	CR8.3	Event Info – updated	21 Sep 2019
August 2019	CR8.4	Crew Lists – updated	21 Sep 2019
August 2019	CR8.4.1	Fit to Race – updated	21 Sep 2019
August 2019	CR8.11	Results & reports – updated	21 Sep 2019
August 2019	CR9.12	Deleted Boat Captain & Head of Delegation	21 Sep 2019
August 2019	CR10.5	Minimum number of entries for changed for 3 to 2	21 Sep 2019
August 2019	CR10.7	Race Plans/Finals – updated	21 Sep 2019
August 2019	CR10.8	Dead Heats – updated	21 Sep 2019
August 2019	CR10.9	Double Rostering – updated	21 Sep 2019
August 2019	Annex 1	Medals/Trophies – deleted Dent trophy	21 Sep 2019
August 2019	R3.8	Starter – updated	21 Sep 2019
August 2019	R3.9	Aligner – updated	21 Sep 2019
August 2019	R4.4	Drummer - updated	21 Sep 2019
August 2019	R5.3	Marshalling – updated	21 Sep 2019
August 2019	R5.5	Boat Loading – updated	21 Sep 2019
August 2019	R5.6	Movement up course – updated	21 Sep 2019
August 2019	R6.2	Late Arrivals – start area – penalties updated	21 Sep 2019
August 2019	R6.16	Umpire recall – update	21 Sep 2019
August 2019	R7.1	Correct course & clear water – dragon head/tail added	21 Sep 2019
August 2019	R8.2	Dead Heats - updated	21 Sep 2019
August 2019	R8.3	Disembarking – updated	21 Sep 2019

August 2019	R9.2	Protest – updated	21 Sep 2019
August 2019	R9.4	Action & Timings – updated	21 Sep 2019
August 2019	R10.1 to 10.8	2km rules – updated	21 Sep 2019
August 2019	R10.10	2km Time penalties updated	21 Sep 2019

