



AusDBF Rules of Racing **Edition 11**

Approved: 11 September 2023
Effective from 1 October 2023

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 were 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

AusDBF	Australian Dragon Boat Federation
AusChamps	Australian Dragon Boat Championships
Category	Open, Women or Mixed
Division	Juniors, 16 Under (16U), 18 Under (18U), 24 Under (24U), Premier, Senior A, Senior B and Senior C
Sweep	Also known as a steer or helm
Club	The registered member within a Member State and can include more than one (1) team per category or division
Team	Individual team in a club or Member State (eg Premier Open)
Crew List	The 26 (standard boat) or 14 (small boat) names that appear for any Category, Division and race distance
Member State	These are AusDBFs direct members – the States, Territories and Dragons Abreast Australia
Composite Crew	A crew that is made up of members from at least two different clubs
BCP	Breast Cancer Paddler
ACP	All Cancer Paddler
DAA	Dragons Abreast Australia. Some breast cancer boats come under the DAA banner. Others are not members of DAA.

PART 1 – AusDBF Competition Regulations

CR 1 General Regulations

CR 1.1 Range

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 Rules of Racing are for races that take place on calm water, on a sheltered regatta course laid out according to the specifications contained herein and in temperate summer racing conditions. These Rules of Racing 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 AusChamps

The 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/Territory Team is a dragon boat crew selected to represent their State or Territory. A Club Crew is a full financial competitor 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 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. There must be a minimum of **3 crews** confirmed to compete before a competition category and age division will be run as a separate category.

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 full financial competitor of their Member State or Territory 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 1.6 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 principle that “prevention reduces risk, injuries and saves lives”.

CR 2 Racing Category, Age Divisions and Distances

For AusChamps, each racing age division (Junior, 16U/18U, 24U, 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 crews (drummer, sweep and paddlers) who identify as female or non-binary.

CR 2.1.3 Mixed Category

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

- a) **Standard boat, 20's crew** – A crew consists of a minimum of 18 paddlers, 1 drummer and a sweep. A minimum of 8 to a maximum of 10 paddlers who identify as male or non-binary. To a minimum of 18 paddlers (refer rule CR3.1)
- b) **Small boat, 10's crew** – A crew consists of a minimum of 8 paddlers, 1 drummer and a sweep. A minimum of 4 to a maximum of 5 paddlers who identify as male or non-binary (refer rule CR3.1)

The drummer and sweep can be either gender.

In Mixed competition class races, non-binary (ref CR2.1.4) participants may compete in the gender category they identify with at the commencement of the regatta. This identification will only be used for the purpose of counting crew members.

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			

CR2.1.4 Non-Binary (Pride in Sport definition)

For the purpose of the AusDBF Competition Regulations and Rules of Racing where gender criteria are specified, gender is determined by self-definition/identification at the commencement of the regatta. This determination must match the one listed on an individual's current membership profile within revSPORT.

Note: This definition will be reviewed annually.

CR 2.2 Racing Age Divisions

For AusChamps and sanctioned competitions, races are organised for the following racing age divisions.

CR 2.2.2 Junior 18 and Under Age Division

The maximum age for all competitors (excluding sweep) in the 18 and Under division is 18 years as of the 31st of 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, if they turn 10 that same year.)

- Drummers must be a minimum of 12 years of age, by 31 December in the year of competition.
- Sweeps must be a minimum of 14 years of age by 31 December in the year of competition.
(Note: this is in line with the AusDBF sweep accreditation requirements.)

CR 2.2.3 24 and Under Age Division

The maximum age for all competitors (competitors, sweep, drummer) in the 24 and Under division is 24 years by the 31 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.
- Sweeps must be a minimum of 14 years of age by 31 December in the year of competition.
(Note: this is in line with State sweep accreditation requirements.)

CR 2.2.4 Premier 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.
- Sweeps must be a minimum of 14 years of age by 31 December in the year of competition.
(Note: this is in line with the AusDBF sweep 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.
- Sweeps 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.
- Sweeps 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.
- Sweeps 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:

- 3.1.1 **Standard Racing Boat** – a minimum of eighteen (18) and a maximum of twenty (20) paddlers, one (1) sweep, 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.
- 3.1.2 **Small Racing Boat** – a minimum eight (8) and a maximum of ten (10) paddlers one (1) sweep, 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 .

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 3.2 Crew Entries

- 3.2.1 Crews who enter Women small boat and Open small boat in the same age competition class, must enter Mixed standard boat in that age competition class, unless an exemption is approved by AusDBF based on competitor numbers.
- 3.2.2 Clubs cannot enter 2 small boats in the same age competition class or category unless approved by AusDBF. For example - Senior A mixed small boat.
- 3.2.3 Clubs who enter a small boat in either Senior A, Senior B or Senior C in the same category are strongly encouraged to enter a standard boat. For example - if a club enters Senior A mixed small boat and Senior B mixed small boat, then they should consider entering Senior A mixed standard boat.
- 3.2.4 All crews must have a sweep that is at least level 3. Refer to AusDBF Sweep Guidelines and Classification levels document - <https://www.ausdbf.com.au/ausdbf-courses/sweep-information/>

CR 3.3 State vs State Championship

Member States are eligible to:

- 3.3.1 Enter 1 (one) crew per category and age division (unless otherwise agreed by State Members)
- 3.3.2 Enter 1 (one) crew per region per category in the Regional Championships. Teams in the Regional Championships must only consist of participants 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 have nominated their State regions as below:

QLD	Far North, Central, Southern
NSW	Northern NSW, Mid North Coast, Western, Southern
ACT	Not applicable
VIC	none nominated
TAS	none nominated
SA	none nominated
WA	none nominated

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 3.4 Club vs Club Championships

Rationale of Club Championships Rules

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

These rules do not impact upon:

- competitions held within AusDBF Members choose to adopt these rules,
- IDBF Club Crew Competitions.

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

To compete at AusChamps:

- 3.4.1 A club must be a registered member/affiliate/associate of the relevant AusDBF Member State (where possible).
- 3.4.2 A club must ensure all competitors competing for a club are financial members of their AusDBF Member State and able to demonstrate their membership.
- 3.4.3 All competitors must be full financial members of and compete for only one club (which they are a registered member of) for the duration of the AusChamps Club vs Club racing competition.
- 3.4.4 All competitors must represent their State where their member club is registered. All competitors must be financial members of the Dragon Boat Club they are representing, **by close of entries** before the relevant **AusChamps** in question. This means all transfers, new and returning member registrations must be processed by the State Administrators prior to close of entries for the relevant AusChamps.
- 3.4.5 A club member will be a resident in the State or Territory in which the Club is located. (unless they can demonstrate otherwise).
- 3.4.6 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.
- 3.4.7 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 a 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.
 - 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 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.

CR3.5 Breast Cancer Paddlers (BCP)

All BCP competitors:

- Must be registered members of their State Member.
- May be members of both a BCP club and non BCP club without being considered a composite crew.
- May compete for both their BCP and non- BCP club during AusChamps provided the racing classes are scheduled on different racing days.
- Must all be breast cancer survivors (a person who has received a breast cancer diagnosis).

BCP competitors will be permitted to combine to form crews to participate at AusChamps and are not limited on the number of different clubs that can be represented to form a composite crew.

For the purpose of selection for IDBF Club Crew World Championships, composite crews are not eligible for selection.

CR3.6 All Cancer Paddlers (ACP)

This is a developing category in Australia and will be run as an Open small boat (open age) on Day 4 (500m) and Day 5 (200m).

All ACP competitors:

- Must be registered members of their State Member.
- May be members of both an ACP club and non-ACP club without being considered a composite crew.
- May compete for both their ACP and non- ACP club during AusChamps provided the racing classes are scheduled on different racing days.
- Must all be cancer survivors (a person who has received a cancer diagnosis).

ACP competitors will be permitted to combine to form crews to participate at AusChamps and are not limited on the number of different clubs that can be represented to form a composite crew.

For the purpose of selection for IDBF Club Crew World Championships, composite crews are not eligible for selection.

CR3.7 ParaDragon

This is a developing category in Australia and will be run as required at the AusChamps.

All ParaDragon competitors:

- Must be registered members of their State Member.
- May be members of both a ParaDragon club and non-ParaDragon club without being considered a composite crew.
- May compete for both their ParaDragon and non-ParaDragon club during AusChamps provided the racing classes are scheduled on different racing days.
- Must all meet the criteria as set out by the IDBF.

ParaDragon competitors will be permitted to combine to form crews to participate at AusChamps and are not limited on the number of different clubs that can be represented to form a composite crew.

For the purpose of selection for IDBF Club Crew World Championships, composite crews are not eligible for selection.

CR 3.7 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 3.7 Restrictions

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

CR 4 Representation and Residency

CR.4.1 State Representation

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

- (a) a registered member of their AusDBF Member, and
- (b) a resident of that State prior to close of entries for the relevant 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 CR4.3.1 and CR4.3.2

CR 4.2 Club Representation

To represent their Club in the Club Championships at the AusChamps a club and crew member must comply with Rule CR3.4

CR 4.2.1 Qualification for IDBF Club Crew World Championships

For the AusChamps, clubs will be awarded points for each of the 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. Points are based on finals for each competition class (open, women and mixed and age division a club participates in).

1 st place	6 points
2 nd place	5 points
3 rd place	4 points
4 th place	3 points
5 th place	2 points
6 th place	1 point

In the situation where clubs are tied on points, the method to work out results will be:

- Count back on medals - gold, silver, bronze.
- If still tied, then the times which determined the medals from 200m and 500m will be added together.

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) club teams per Category and per Division for standard boat 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).

- All qualifications occur at the AusChamps in the year prior to the CCWC (typically every odd-numbered year).
- All clubs that accept an invitation to qualify *must* compete in their qualified racing class¹ at the subsequent AusChamps, ie the year of the CCWC event (typically an even-numbered year). Clubs who do not compete in this category will have their qualification revoked (unless an agreement with AusDBF has been reached with AusDBF prior to AusChamps).
- 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).
- AusDBF will aim to notify successful clubs within 30 days following AusChamps. Clubs will have 30 days after receipt of notification from AusDBF to confirm or decline invitation.
- 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.

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.

- Clubs may have their holding deposit refunded if they notify AusDBF of their intention to withdraw from their qualification by date indicated in confirmation letter sent from AusDBF to club. 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 from work where applicable.

*Note: AusDBF is 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.

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 “border town” must have a proximity to two State/Territories borders.
- The town must have a community of interest with respect to the two States/Territories
- The AusDBF Member 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.dragonboat.sport/docs>

CR 5 Dragon Boats and Equipment

CR 5.1 Boats

AusChamps is AusDBFs National Championships. All boats should, for all intents and purposes, be the same brand/model. 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. Number of fleets required to be confirmed with AusDBF.

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 sweep, 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. (Boat numbers may also be considered to be stuck on top of the drums for easy identification for drone footage).

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 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. Refer to AusChamps Operational Handbook).

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 preferably not 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):

- 100m
- 200m
- 500m
- 1000m
- 2000m

CR 6.2 Racing Course

For AusChamps the racing course, where possible, should be capable of providing a straight stretch of water as flat and as still as can be obtained over a distance that will permit up to 1000 metre race in one direction. For all other AusDBF sanctioned Regattas a 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-metre 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 after 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

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

The depth of water for AusChamps should be a minimum of 3.5 metres. The bed of the racing course is required to be uniform throughout, that is, a maximum of 0.5 metre variance across the racing lanes unless overall depths are greater than 4 metres throughout.

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 and 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 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 crew's racing apparel or personally owned racing paddles, will be permitted subject to the following provisos:

- a) That any advertising is unobtrusive and tasteful, ie 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) 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 AusChamps 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 National Branding/ Uniform Guidelines

Club logos and use of State and AusDBF logos must meet AusDBF National Uniform Guidelines which can be found here - <https://www.ausdbf.com.au/policies/>

CR 7.4 Contracts

For AusChamps all sponsorship, merchandising, media, and PR contracts must be approved by the AusDBF Board and any possible profits earned from contracts will be shared between AusDBF and the Organising Committee.

CR7.5 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 fitted with a propeller (prop) guard.

CR 7.9 Buoyancy Aids (Personal Flotation Devices)

Personal Flotation Devices (PFDs), or buoyancy aids, must be made available by the Host State for any competitor, irrespective of age, who may not be a strong swimmer or in compliance with the Host State Maritime Regulations. Competitors under 18s, drummers and sweeps must also wear a PFD at all times.

CR 7.10 Crew Safety

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

- 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.
- are water competent and **can swim at least 50 metres** in wet competition clothes, unaided; if this cannot be achieved, the individual must wear a PFD in the boat?

- Junior (18U) competitors, including drummer and sweep, must wear PFDs³
- are always 'Fit to Race' both medically and physically during the competition.
- 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 AusChamps 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 ID Cards/ revSPORT individual profiles

Membership cards are no longer required. To attend AusChamps competitors must have a photo on their revSPORT profile. This will assist race officials with quick identification using online crew lists within revSPORT for electronic marshalling.

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 PFD is mandatory as of 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.

CR8 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 – eg sea, canal, river, reservoir etc
- entry process, conditions, and fees
- 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.

- Entries for State vs. State must be signed off by the AusDBF Member State. Entry registration and entry fees must be made via the digital platform used by AusDBF at the time.
- Entries for the Club Championships must be signed off by an authorised club member. Registration and entry fees must be made via the digital platform used by AusDBF at the time.
- Racing Divisions and Categories offered for all AusChamps must be signed off by the AusDBF Board by December 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 December onwards via all social media platforms (including Facebook, website and EDMs) and regularly updated.

CR 8.4 Team or Crew Lists

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

- name of club/State
- 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 sweep, drummer, and reserves, who will be competing for that crew in that distance on that day.
- Each competitor's national ID number as listed on the national membership digital platform.

Crew lists must be submitted online (via revSPORT) by 6am each day of the competition.

(Note: Changes to a crew list will NOT be permitted after the crew list has been submitted. Discretion may only be exercised by the Chief Official in an emergency for last minute amendments to crew lists.)

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.

CR 8.4.2 Sport Integrity

<https://www.ausdbf.com.au/policies/sport-integrity/>

- Refer to AusDBF policies: AusDBF Anti-Doping Policy
- Improper Use of Drugs and Medicine Policy
- Competition Manipulation and Sport Wagering Policy

CR 8.5 Competitors Eligibility and Identification

Only those competitors named on a crew list, including sweeps, 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.

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 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 30 days of completion of Championships.

All crew lists, protests, complaints, incidents and 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:

- determine the competition dates.
- raise the finance necessary to ensure the success of the competition and account for all such finances.
- be responsible for drawing up the race program for AusChamps (duty falls on AusDBF for this)
- promote and publicise the competition throughout Australia.
- negotiate any media coverage for the event.
- 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 (ie 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, (ie AusDBF Board Director or person appointed by AusDBF).

The Technical Director needs to ensure that the Race Official's duties are publicised and notified to all concerned and that Race Official 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/States (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 Regulations and Rules of Racing. 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 Race 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 of AusDBF Level 3 or 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 must hold a minimum of AusDBF Level 1. The Chief Official must hold a minimum of AusDBF Level 3.

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 Crew 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:

- Refer to AusDBF National Uniform Guidelines including branding - <https://www.ausdbf.com.au/policies/>
- State Representative Teams must wear their official State recognised colours, emblems, or Coat of Arms
- Club Teams must wear their official club colours.
- 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.
- or
- Sweep who shall be responsible for the conduct and safety of the crew when they are on the water (the Team Manager and Sweep 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 Managers, (Sweeps), or one other named Team or Crew Official concerning such matters as:

- communications between organisers and crews
- making protests or appeals and
- 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 Regulations and Rules of Racing, 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 Competitor's Instructions

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

- details of the racing course and course markings
- starting times of the races
- start and finish line details.
- allocation of dragon boats
- 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 year's (AusChamps) results, per Category, Division and Distance.

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

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.

- 10.5.1 **State vs State** – There must be a minimum of **two (2)** States competing to form a “championship category”. If fewer 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).
- 10.5.2 **Club Championships** – There must be a minimum of **three (3)** club crews to compete to form a category. If there are fewer than **three (3)** crews competing, the entries will be included in a manner decided by the AusDBF Board (which may include amalgamation with another appropriate division).
- 10.5.3 **Oceania** – The MOU between AusDBF and NZDBA which may be reviewed from time to time.

CR 10.6 2000m Races

Crews will be seeded slowest to fastest based on the results from either the 200m or 500m races at the AusChamps held. Crews who do not race in the 200m or 500m to gain a qualifying time will start the race last (ie 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 v 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. Refer IDBF Race Plans - <https://www.dragonboat.sport/rules-and-regulations>

The following Race Plans will be adhered to:

Race Plan RP.1.2 (3– 6 teams)

- Teams will be allocated a heat. This will be compulsory to race.
- Categories with only 3 entries, or fewer, maybe merged with another category.
- Teams who do not race the heat will not be allowed to race a final or Grand Final
- Teams will race for times and for lane allocation.
- Teams will be allocated their own Grand Final.

Race Plan RP.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.

Race Plan RP.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 Reps to Grand Final.

Race Plan RP.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, to Minor Final (as required).

Race Plan RP.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
- 22-24 crews – 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.

CR 10.8 Identical Times/Dead Heats

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).

In the event where the dead heat determines advancement to the next round, the crews concerned will:

- if program allows both crews would move forward to the next round
- 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.
- 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 v Club Championships between standard and small boats, Age, Competition Classes and Categories. Each crew must have sufficient paddlers, drummers, and sweeps. Examples of what is considered to be double rostering:

- 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	Seniors A, B, C	State vs State All Divisions	Premier, Juniors, 24U, BCS	Premier, Juniors, 24U, 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	Team Pursuit	PM – open /women racing BCP and ACP	PM – open /women racing BCP and ACP

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 Sport Integrity Australia (SIA) is strictly forbidden. (Refer to AusDBF Anti-Doping Policy - <https://www.ausdbf.com.au/policies/antidoping/>). 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 Sport Integrity Australia guidelines.

- **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.
- **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, shown 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.

Random drug testing may be conducted during AusDBF Championships by Sport Integrity Australia.

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 out 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 and communicated to Clubs and State Members via social media (website, Facebook and EDMs) as well as included in these Competition Regulations and Rules of Racing.

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 (eg 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 eg, tape wrapping on a paddle to assist grip; Velcro fasteners for seat pads; sponges or boat bailers; approved foot blocks; knee pads for competitor's 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 strap 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 be approximate the width of a paddling seat in the IDBF standard International Racing Boat (ie width shall not exceed 20cm and the length should ideally not exceed 40cm).

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

Test two: The seat pad must be able to be easily compressed 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 occur. 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 principles:

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, 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.

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.

CR 15 Use of Drones at AusDBF Sanctioned Events

With the safety of participants, employees, volunteers and spectators in mind and privacy issues, (AusDBF) prohibits the operation of Unmanned Aerial Vehicles (UAV), [Remote Piloted Aircraft \(RPA\)](#) or drones by the general public – including recreation users and hobbyists during a AUSDBF event without prior written authorisation from the organising body.

This prohibition includes drones used for filming by the operator during an AusDBF sanctioned event. [The operation of drones is governed by the Civil Aviation Safety Authority \(CASA\)](#), via the [Civil Aviation Safety Regulations Part 101](#).

Users of UAV/RPA/Drones are responsible for acting within the parameters of the governing legislation of the regulations set by CASA.

In the event of a commercial/recreational operator wanting to use a drone within the regatta venue where an AusDBF sanctioned event is being held, appropriate certification must be provided to the Venue operator for approval. A copy of the Venue approval must be provided to AusDBF prior to the event.

Further information can be obtained from - www.casa.gov.au.

AusDBF encourages Drones users to complete the online quiz - <https://www.casa.gov.au/knowyourdrone>

⁵ The flash-to-bang count is one of the most practical techniques for estimating the distance to lightning activity. It is because 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.

Annex 1 to Part 1– Medals and Trophies

The Peter Bristow Perpetual Trophy

The Peter Bristow winner is 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 (eg 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. <https://www.ausdbf.com.au/events1/>

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 (eg insufficient crews to run the race), a refund for the affected race event will apply.
4. Clubs must submit their request in writing using the **Request for Refund form** to AusDBF at info@ausdbf.com.au , stating the reason for the entry cancellation and refund request (Refer AusChamps Entry Refund Form). - <https://www.ausdbf.com.au/events1/>
5. Notwithstanding points 1-4 above, at the sole discretion of AusDBF, a refund may be considered under extenuating circumstances (eg significant injury, illness, or death).
6. Where possible AusDBF will refund entry fees via the payment gateway in which the entry fees were paid.

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

Annex 3 to Part 1– AusChamps Exemption Application Request

Exemption Application Request Form can be downloaded here – (AusChamps Exemption Request)

<https://www.ausdbf.com.au/events1/>

For an exemption to be considered, the following process will be followed:

1. The Exemption Application must be completed by the Club seeking the exemption and submitted initially to their State Member for approval. Should the State Member agree with the exemption request being made by the Club, the State Member must complete / sign the exemption application form.
2. If the State Member approves the Exemption Application, the Club must pay a non- refundable administration fee of \$20 per request to AusDBF and email the completed State Member approved exemption application including a copy of the EFT transaction.
3. Exemption applications not approved by the relevant State Member will not be accepted.
4. All exemption applications must include all relevant information for consideration.
5. Should the same exemption request from the same club be received 2 or more years in a row, AusDBF will consider its request. If an exemption has been granted for the position of sweep (for example), it is the responsibility of the club to work towards ensuring the requested exemption has been rectified over the next season / 12 months.

Notes concerning exemption requests:

- *AusChamps is the highest competitive racing annually in Australia. When considering exemptions, not will be taken of the competitiveness of the crew and not just their wish to participate.*
- *Exemptions are for exceptional circumstances, typically injury or illness that has affected the ability of 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 sweep, and this sweep has broken their leg so will be unable to compete. The Senior B crew seeks an exemption to use another sweep, either their Senior A sweep for club ABC, or a volunteer Senior B sweep from another club, if available. In this situation, it is likely the crew may be granted an exemption to use a different sweep, since without a sweep this Senior B crew would be unable to compete. AusDBF would indicate to the club which sweep may be used.*
- *In another example, Senior A crew of club XYZ has two Senior A sweeps (#1 and #2). Sweep #1 was going to sweep the boat for the Senior A crew at the AusChamps but has broken their leg. Club XYZ does not want to use sweep #2, as they are one of the crew's best competitors. They want to use a different sweep from their club for the Senior A race – perhaps a Senior B sweep, or a Premier sweep. It is unlikely that club ABC would receive an exemption to use another sweep as they have a Senior A sweep (#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 teamwork, 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 *eg "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.

Regulations & Rules

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 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. eg asthma, anaphylaxis, diabetes
4. providing any required documentation stating that their child is healthy 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)
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 teammates 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 and religion.
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.
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 (eg 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 (eg parents and guardians of the relevant Junior competitors)
12. seek interest for sweeps 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. where possible work with each Joeys crew for briefing and debriefing
16. write event summary and evaluation for AusDBF.
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
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 – Regional member participation in either standard (20s) boat and small (10s) boat composite crew at AusChamps

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 member/s (“**composite crew member/s**”) from another dragon boat club (the “**donor club**”) to compete with them as a composite crew.

Exemptions are still required to be submitted but no fee was required for this exemption.

The conditions are as follows:

1. A regional club may borrow up to a maximum of 4 competitors (standard boat) and up to a maximum of 2 competitors (small boats) (as defined in Table 2 below) from another regional club or metro-based club who is not competing at AusChamps.
2. A metro club may borrow up to a maximum of 4 competitors (standard boat) and up to a maximum of 2 competitors (small boats) (as defined in Table 2 below) from a regional club who is not competing at AusChamps.
3. Borrowed competitors must be registered financial members in accordance with rule CR3.4
4. Borrowed competitors must only compete for one club at AusChamps regardless of age division and category.
5. The club will need to provide AusDBF with the names of the competitors being borrowed, as AusDBF will need to add the competitors to the revSPORT crew lists on behalf of the club. Age divisions and categories they will be competing in must also be provided.
6. Composite crews competing under these conditions will NOT be eligible for CCWC qualification.
7. Clubs competing under these conditions will be eligible for finals and medals.
8. Due to the size and land lock of ACT, ACT clubs may borrow competitors from regional clubs in another State (table 2 – 2 hours away) if they can demonstrate they have competed for that club at a sanctioned regatta during the current season.

These rules will be reviewed on an annual basis as the sport continues to develop.

Examples

Table 1: 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 Applawn
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 AusDBF Members 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, 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 program.

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 Handler
- Timekeeper(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 Volunteers

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

- Safety Officer (appointed/employed by AusDBF)
- Boat handlers
- Boat Aligners
- Photo finish operator / Timing System Operator (appointed/employed by AusDBF)
- Boat Drivers
- Results Runners
- Medical Staff
- Announcer/s including Live Streaming (appointed/employed 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 always allow the person concerned to be around the Finish Line, 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:

- conduct and supervise the races on behalf of the Organising Committee
- 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.
- hear any protests and settle any disputes between crews.
- decide on all matters concerning the Competition Regulations and Rules of Racing
- 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 (ie 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 AusDBF Level 3 or 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 and other 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 AusDBF.

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 program 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:

- 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
- at AusChamps consult with the Chair of the Race Jury on matters where clarification of the Racing Rules is needed
- 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 assist the Chief Official to affect the Race Program by processing the race results and draws for the next rounds (reps and semis) and finals as published.

If changes must be made to the order or format of the program 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 other Race officials.

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. The Race Secretary is 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. The Chief Judge shall:

When photo-finish equipment is used, act on the advice provided by the photo-finish operator; and notify the Timekeepers 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 shall divide the workload amongst the Timekeepers.

The following requirements apply:

- 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,
- At the end of each race, the Chief Judge shall compare the times recorded by the Timekeepers against the photo finish times. In the event of a time not being agreed, the photo finish time shall be taken as correct.
- 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 straight race.

R3.7 Timekeepers

The Timekeepers record the times of the boats as they cross the Finish Line. Where possible, there should be one Timekeeper for each boat in the race.

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.

The Starter is responsible for the duties listed below:

- 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.
- 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.

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.
- Announce two (2) minutes prior to the start of the race and 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 (eg "This is race 121 Premier Open Heat 3").
- Conduct a roll call of crews and ask either the drummer or sweep 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 (if applicable)

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.

Assist the crews with aligning and holding the boats in position once the Starter has called the crews into the start position.

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 ensure the efficiency of all waterborne supporting staff. The Chief Umpire shall be responsible for the supervision of any crews moving on the course before and after each race. The Chief Umpire may also act as a Course Umpire.

The Course Umpire(s) shall, where possible, follow each race in an Umpire's motorboat. During the race, the Course Umpire shall ensure compliance with the Rules of Racing.

The Course Umpire is responsible for the duties listed below:

- Raise a white flag at the end of the race if there is no infraction of the Rules.
- Raise a red flag immediately if there is an infraction of the Rules. Lower red flag once infraction has been corrected by crew, otherwise report infraction to Chief Official at end of race. a
- Raise a black flag when a breach of the AusDBF Disciplinary Code has occurred, whether before or during the race, and report the circumstances to the Chief Official.
- 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.

- 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.

The Chief Marshall is responsible for the duties listed below:

- 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 (eg correct number of females in a Mixed Crew, or no male drummer in a women's crew).
- 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.
- 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.
- 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.

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

- Check competitors names against crew lists.
- Team uniforms are checked to ensure all are dressed in the same team colours (unless other specified).
- All paddles are IDBF specification, currently (Date) 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, ie not thicker than 15mm and can be compressed between thumb and forefinger (see CR 13.4 Seat Pads).
- Check for correct crew composition.
- 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.

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

- 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 Marshalls shall ensure that a full set remains with each boat.
- Allocate crews to the boats according to the Race Program 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.
- 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/employed 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:

- The Event Safety Plan covers emergency procedures and major incidents, and that the details are communicated to all Team Managers and Race Officials.
- A suitable number of trained rescue personnel and properly equipped rescue craft are available.
- Personal Flotation Devices (PFDs) are available for those who require them.
- Arrangements for embarking and disembarking crews are suitable and adequate for the number of competitors involved.
- A water circulation plan and system has been established and included in the instructions issued to Team Managers and Race Officials.

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.

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

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 other than by honourable means, or who deliberately breaks the Rules of Racing, 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 an initial warning and then 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 up to 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 Program. 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 a photo identity card on request. Failure to do so may result in the disqualification of the competitor concerned from that competition class, at the Chief Official's 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 Handling

When called forward from the Marshalling Area to the Boat Handling Area crews must load in accordance with the instructions of the Boat handlers, 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 Sweeps 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 / beach area 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 has 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 Marshall, *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 Marshall.

R6 Starts and Starting Procedures

R6.1 Start Area

It is the Sweep's 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:

- First offence - issue a warning.
- Second offence - issue a time penalty up to 5 seconds.
- Third offence – will result in 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 sweep 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 (if allocated)

The Aligners Assistants will alter the position of the Dragon Boats in accordance with the Starter's instructions, by physically moving the boats or by adjusting the length of rope available to the sweeps. 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 crew's paddle in or on the water is then observed, by the Starter or a Course Umpire, the Chief Official shall give a Time Penalty as for Jumping the Start.

R6.6 Starter's 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* 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 stern of the boats, and/or the sweeps 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 Program. 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 Program. The Course Umpire will assist with this task.

R6.10 Course Umpire's 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 recall signal (eg 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 recall, 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 STOP STOP'**.

R6.11 The Drummer's Task

It is 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 Starter's 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 (eg 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 raises 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 motorboat will proceed quickly down the course and stop any crews who may not have heard the recall signal (ie **"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 Lane 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 or not the action of the crew concerned has materially affected the result of the race.

Note: A crew that has gone 'offline' 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 Umpire's Warnings

The Course Umpire/s shall follow each race in motorboats 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 Rules of Racing 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. Note: Clearwater is defined as 2m of clear water between paddles and front and back of the 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 sweep 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. See also R10 Racing Rules for 2000 metres Dragon Boat Races

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) completion of race; or
- (b) official race results have been posted.

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

Form can be found as Annex 2 in part 2, downloaded from the AusDBF website, or a copy requested from Race Administration - <https://www.ausdbf.com.au/events1/>

R9.3 Protest Fees

At AusChamps, all protests shall be made in writing and shall be accompanied by a fee which is set prior to the AusChamps and published in the Technical Bulletin. 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.

Note: 2km race protests may take longer than 30 minutes to resolve.

R9.5 Decisions

After reaching its decision, the Chief Official must inform all the parties involved in writing of the Competition Committee's 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 Official's 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 Official's 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.

Form can be found as Annex 3 in part 2, downloaded from the AusDBF website, or a copy requested from Race Administration - <https://www.ausdbf.com.au/events1/>

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 which is set prior to the AusChamps and published in the Technical Bulletin. 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 to the AusDBF Chair and accompanied by a fee which is set prior to the AusChamps and published in the Technical Bulletin. 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.

Definitions

Right of Way (ROW): means the boat which has achieved the overlap and been given ROW by the umpire at the 50m buoy prior to entering the turn. This boat will be granted the inside lane and priority entering the turn corridor.

Maintain racing line/lane: Boats must maintain their racing line/lane throughout the race and not deviate unless there is clearwater to overtake.

See also the relevant sections of R7 Race Conduct.

Overview

- The slower boats must move to the right to allow the faster boats to pass the slower boats on the left (hence the 6m rule from the lane buoys)
- The boat given Right of Way (ROW) at the 50m buoy has priority in the corridor.
- Boats that are not given ROW at the 50m buoy must back off and follow the lead boat through the corridor or travel on the outside of the corridor around the apex.
- Boats must maintain their racing line from the 50m buoy around the apex until they exit on the straight and there is clear water (2m) maintained

R10.1 The Racing Course

- Shall be an oblong shape with two (2) straight sections and two (2) turns in one circuit of the Course. The complete distance should equal 2000m.
- The minimum length of the straight sections shall be 450-480m (depending upon width of turn).
- Each Turn shall be marked with a minimum of five (5) buoys.
- Two (2) buoys will mark the entry and exit into the turn (Lanes 1 and 6).
- A further three (3) buoys will mark the curved section of the turn (between lanes 2 to 5) which create the curve at either end of the course for the dragon boats to turn around.
- 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.
- Marker buoys must be placed at the 50m points going into, and out of, the turns. See Figure 1.
- The Course Umpires will be located at the 50m buoys to authorise which crew/s have/has 'right of way' going into the turns and the other umpires will be located in the centre of the turn.

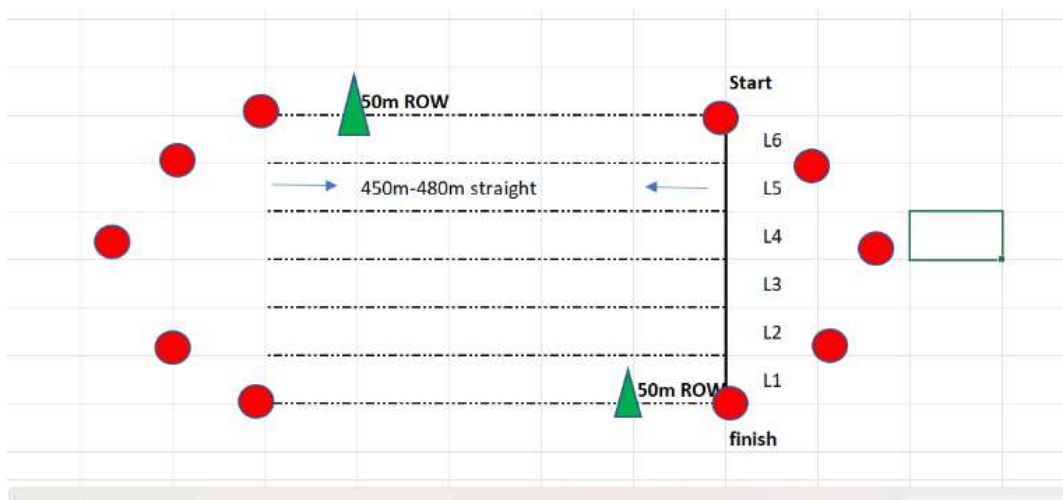


Figure 1: Layout for 2000m racecourse on a six-lane course (not to scale)

10.2 Turn Corridor

A second set of five (5) smaller buoys will be placed approximately 5 metres outside the turn buoys. These buoys together with the turn buoys indicate the 'Right of Way' 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.

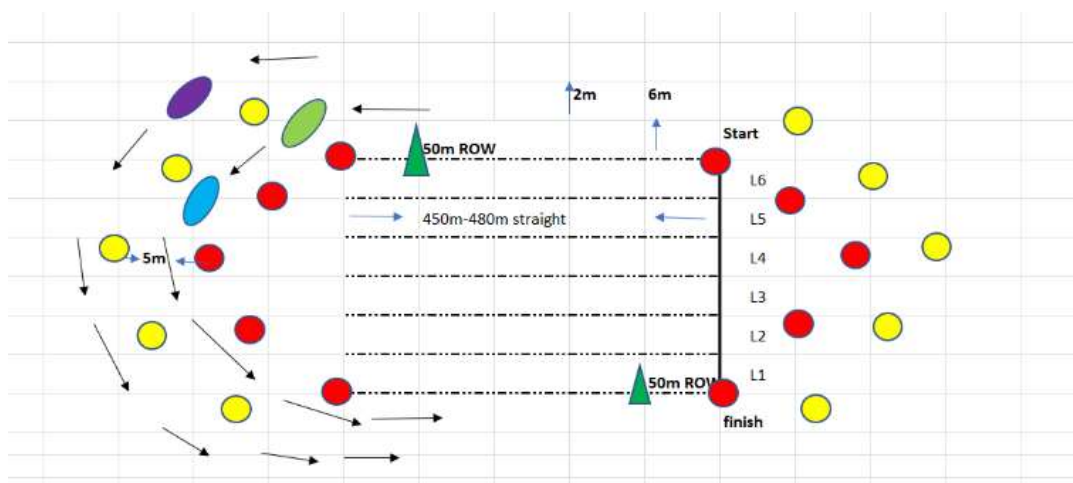


Figure 2: Layout for 2000m turn corridor.

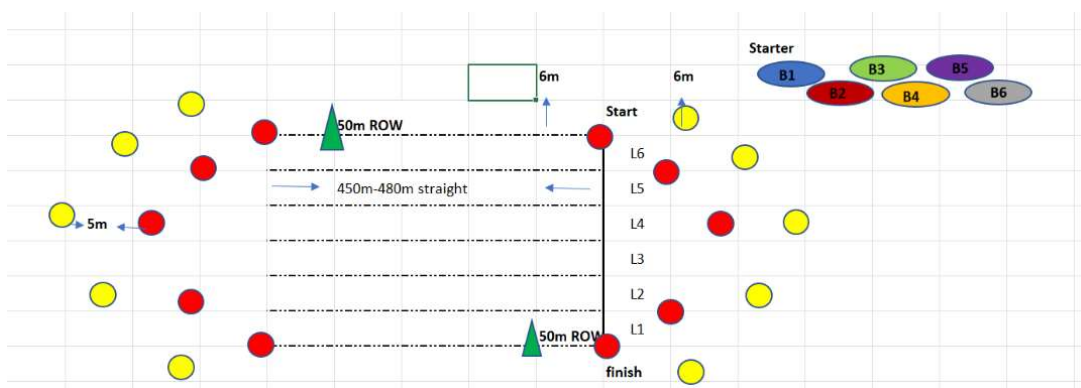
Key:

- Green triangle – indicates 50m ROW buoys
- Red circle – indicates apex buoys
- Yellow circle – indicates turn corridor buoys
- Blue shape – indicates lead boat in corridor
- Purple shape – indicate boat on outside of corridor
- Green shape – indicates boat following lead boat through the corridor

R10.4 The Racing Lane and Line of Racing

-

- 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).
- The Sweep, 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.



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The following rules apply to turns and overtaking:

- The turning buoys must be on the left of the boat when racing in an anti-clockwise direction.
- 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.
- If the 'lead boat' has been given ROW at the 50m, they shall have priority moving to and through the turn corridor. The boats following shall either travel on the outside of the corridor or follow the lead boat through the corridor.
 - Should the 'lead boat' veer outside of the turn corridor and their racing line, they lose priority (ROW) and cannot re-enter the turn corridor and must finish the turn outside their corridor.
- As boats exit the turns, they must maintain their racing line and continue down the straight, until there is clear water for overtaking.
- Boat/s must complete each turn/apex with the marker buoys on their left side (port). Boats will not be penalised for touching the buoys.
- A boat that turns inside a turn buoy with no acceptable reason shall be given a time penalty in accordance with the following schedule:
 - Missing 1 buoy – 5 seconds
 - Missing 2 buoys – additional 10 seconds (in addition to the previous 5 second penalty) total 15secs
 - Missing 3 buoys – additional 15 seconds (in addition to the previous 15 second penalties) total 30secs
 - Missing 4 or more buoys – Disqualification
- 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.

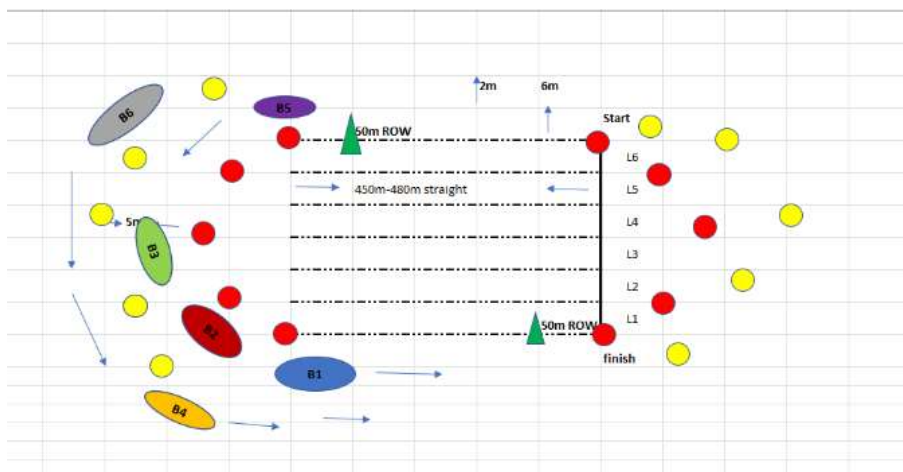


Figure 5: exiting the turn.

10.6 Right of Way (ROW)

- The Course Umpires will signal which boat has right of way going into the turn. 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. Crews must not overtake once they have passed the 50m buoys going into the turns.
- 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.
- 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 which is defined in R7.1 as a distance of 2 metres between paddles, dragon head and tail.

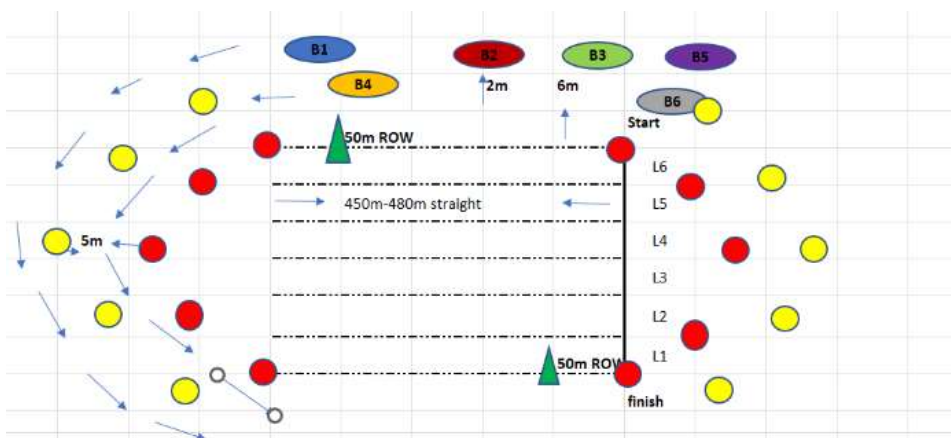


Figure 6: 50m inside overlap

If the boat on the inside racing lane has not obtained the required overlap, the boat must slow down to allow the boat on the outside who has the ROW the opportunity to move to the inside to take the lead inside the corridor. The boat can then either choose to follow the 'lead boat' through the corridor or move to the right and continue around the apex on the outside of the corridor.

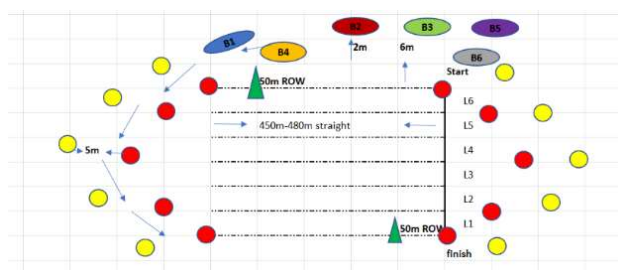


Figure 7a: 50m no overlap B4 follow in corridor

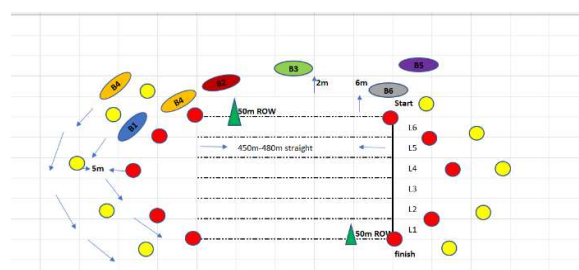


Figure 7b: 50m no overlap B4 outside of corridor.

10.7 Overtaking

- It is the responsibility of the Sweep 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 which may hold up a faster boat.
- When overtaking, or being overtaken, if a crew ignores the intention of rule (R7.1 *Correct Course and Clear Water*) (ie 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.
- 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.
- 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.
- Boat/s being overtaken (before the 50m ROW buoy) must move to the right and allow the overtaking boat sufficient room to overtake on the left (*inside racing lane*) ie give room for the overtaking boat to maintain its racing line throughout the turn. It is incumbent on *all* sweeps 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.**

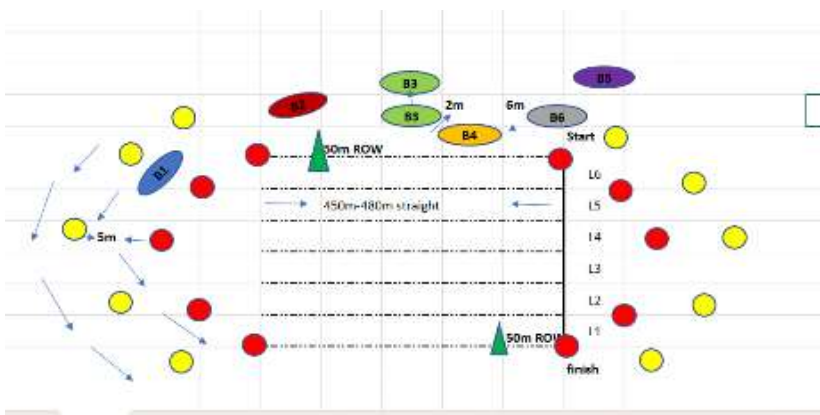


Figure 8: overtaking before the 50m.

- Where the leading boat makes a wide entry or exit within the corridor (see R10.2), the following boat, 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.

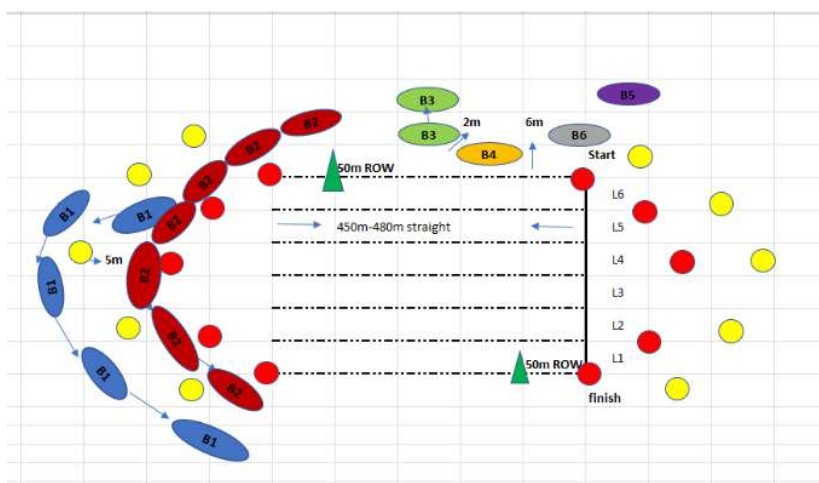


Figure 9: veering outside the corridor

- Once the crews have completed the turn and are heading down the straight, overtaking may recommence, as per the rules for overtaking listed above.

A boat must maintain its racing line throughout each turn.

R10.8 Endangering Other Crews

If the Chief Official is of the opinion that any racing manoeuvre by 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.

R10.9 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.

R10.10 Impediment / Collision

If during the race a boat impedes or collides with another boat the Chief Official shall apportion blame. See also rule R10.8 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 R10.9 Time Deduction Bonus. When a collision between boats occurs then rule R7.7 Collisions, will apply, except that re-racing will not take place.

R10.11 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.

R10.12 Starting Procedures and Formats

Boats shall normally be started at intervals, that is, a 'staggered' start, line astern (see Figure 3) 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. 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 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 Starter's 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 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.

- 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.
- The second boat to start and subsequent boats may steer straight ahead on their start command.
- **30 Metre Rule.** Crossing the course to the Racing Lane must be completed within 30 metres from the start of the race. DR10.11.2 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. 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 with 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

A)	Missing 1 buoy around the turn	5 seconds
B)	Missing 2 buoys around the turn	10 seconds PLUS the 5 seconds for missing 1 buoy = 15seconds
C)	Missing 3 buoys around the turn	15 seconds PLUS the 15 seconds for missing 2 buoys = 30 seconds
D)	Missing 4 buoys around the turn	Disqualification
E)	Collision on a straight	15 seconds
F)	Collision on a turn	30 seconds
G)	Collision on straight endangering the safety of another crew or materially affecting the result of the race	Disqualification
H)	Collision <u>on turn</u> endangering the safety of another crew or materially affecting the result of the race	Disqualification
I)	Collision once <u>inside turns</u> endangering the safety of another crew or materially affecting the result of the race	Disqualification
J)	If a boat and / or equipment is damaged during the race, the crew will be invoiced for the damage in addition to a time penalty	2-5 seconds
K)	Failing to give way on turn	10 seconds
L)	Failing to keep the required clear water (2m) between boats when passing on the straight	5 seconds
M)	Failing to keep the required clear water (2m) between boats when navigating from the entry to exit of the turn	5 seconds
N)	Failing to move to the right to allow the faster boat to pass on the left	5 seconds
O)	Failing to give way on re-entering the course during the race	10 seconds
P)	Failing to give way to crews once inside the 50m mark (before and after the turn)	10 seconds
Q)	Failing to actively and audibly drum during the entire race (after the first 50m) NB 1 warning will be given by course umpire, after that the time penalty will be incurred	5 seconds
R)	False start – rolling over the start line	5 seconds
S)	Disobeying instructions given by the Course Umpires NB a Course Umpire will call to the crew who has right of way if two (2) or more boats are going into the turn	10 seconds
T)	A boat who misses the corridor and goes outside of the corridor which pushes another boat/s already outside of the corridor, wider than their intended racing line	5 seconds

R11 Adoption of the AusDBF Rules of Racing

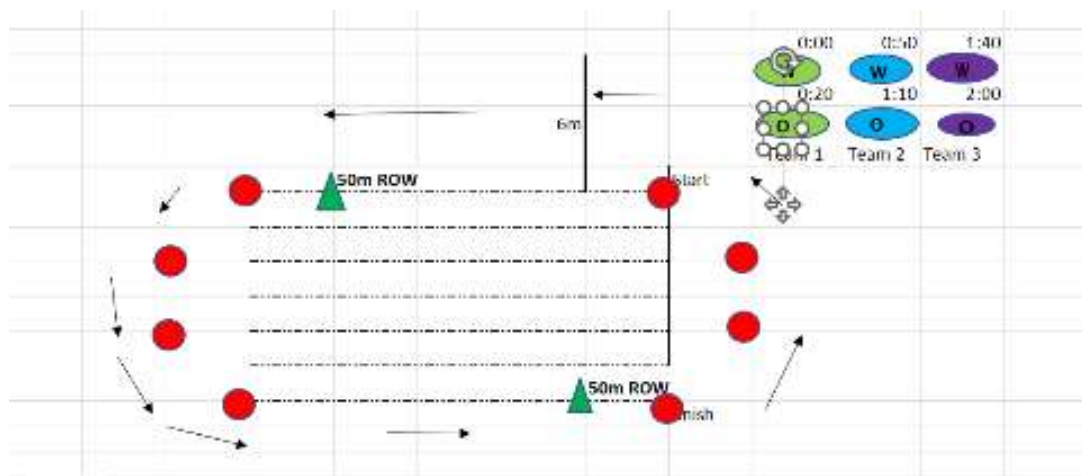
These Rules of Racing were first adopted by the Membership of the AusDBF in Adelaide on Saturday, 21 November 2009. They have subsequently been amended, updated, and reformatted as the need arose. Changes to the Competition Regulations and Rules of Racing shall only be made between the end of the Australian Championships (generally March – April) and 1 August 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, ie 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. Opens crews will start off at the start line.
5. Both opens and women starts will be from a standing start, no rolling start, otherwise time penalties will be given.
6. The opens 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 opens 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, ie adding the women's and opens' 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.

Annex 2 to Part 2 – Team Pursuit Rules



State v State – Team Pursuit Rules

1. 'Team' is the combination of small boat women and small boat open crews from each State per age division.
2. Course will be 3 turns (1.5 laps) around a 200m distance.
3. There will be maximum of 3 'teams' on the course at one time (six boats).
4. Teams will start the same as the 2km on the start/finish line, on the opposite side to the shore.
5. Team 1 – women will start (00.00)
Team 1 – open will start 15-20 seconds later (00.20)
Team 2 – women will start 20 seconds later (00.40)
Team 2 – open will start 15-20 seconds later (01.00)
Team 3 – women will start 20 seconds later (01.20)
Team 3 – open will start 15- 20 seconds later (01.40).
6. Teams will finish the same as the 2km on the start/finish line, on the side closest to the shore.
7. The objective is for the open crew to catch the women's crew, then both crews work together to complete the course.
8. Finish time is taken from the start of the women's boat to the time the second boat in the pair crosses the finish line.

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 Championship. 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 by 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, 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 the race will be dealt with by the Course Umpires in accordance with Official Warnings. 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.

Annex 2 to Part 2 – Racing Protest Form



RACE 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: ☐ Women ☐ Mixed ☐ Open		Division: ☐ Junior 16U/18U ☐ 24U ☐ Premier ☐ Senior A ☐ Senior B ☐ 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 PROTEST FORM (cont'd)

Race Administration use only:

Received by:	Signature:
Fee received (amount \$50):	Time received:

Competition Committee's Decision:

Protest decision:

☐ protest accepted ☐ protest denied

Chief Official (name):	Signature:	Time:	Date:
Team Manager (name):	Signature:	Time:	Date:
Protest fee action: ☐ protest fee returned ☐ protest fee kept	Protest fee returned by (initials), as applicable:	Protest fee received by (initials), as applicable:	

Annex 3 to Part 2 – Racing Appeal Form



RACE 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: ☐ Women ☐ Mixed ☐ Open	Division: ☐ Junior 16U/18U ☐ 24U ☐ Premier ☐ Senior A ☐ Senior B ☐ Senior C	
Race Distance:	Race Number:	Lane Number:

Appeal Details

1. Provide the grounds (reason) for believing the Competition Committee's decision should be reviewed by Race Jury; and
2. 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:

Race Administration use only:

Race Jury's Decision:

Appeal decision:

Chair of Race Jury (name):	Signature:	Time:	Date:
Team Manager (name):	Signature:	Time:	Date:
Appeal fee action: ☐ appeal fee returned ☐ appeal fee kept	Appeal fee returned by (initials), as applicable:	Appeal fee received by (initials), as applicable:	

AMENDMENTS OF RULES OF RACING

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

Date	Reg/Rule	Change	Ratified and updated
September 2023	Various	The Rules of Racing have undergone minor changes to the Rules but significant changes with grammar and format to hopefully make reading easier	
November 2022	CR1.4.2	Minimum 2 crews changed to minimum 3 crews	
November 2022	CR2.1.3	Paragraph added to mixed definition to include non-binary	
November 2022	CR2.1.4	Non-Binary definition added	
November 2022	CR3.5	Updated BCS crew to allow composite crews	
November 2022	CR4.2.1	Added table for points calculation for CCWC qualification	
November 2022	CR5.1	Removed requirement for small boats	
November 2022	CR7.13	Design of AusChamps Medals - updated	
November 2022	CR7.15	Requirement to provide hard memberships has been removed and replaced with photos in revSPORT	
November 2022	CR8.4	Changed submission of crews lists from 48 hours to 60 minutes prior to first race of day	
November 2022	CR9.8	Update Chief Official for AusChamps must hold a minimum of AusDBF level 3, however preferred to hold IDBF Level 1	
November 2022	CR10.5(b)	Minimum 2 crews changed to minimum 3 crews for Club Championships	
November 2022	CR10.5 (c)	Oceania has been removed	
November 2022	CR10.10	Team Pursuit added to Day 3 State v State	
November 2022	Annex 5 to Part 1	Standard boats have been added	
November 2022	Annex 5 to part 1	Point 6 – no more than 2 participants for small boats and 4 participants for standard boats can be included from another crew	
November 2022	R3.1		
November 2022	R10	An overview of rules box has been included	
November 2022	R10.1(b)	Length of straight sections changed to 450m-480m	
November 2022	R10.2	Turn corridor – diagram added	
November 2022	R10.6(g)	‘Before the ROW buoy’ has been added to rule	
November 2022	R10.13	Additional time penalties added	
October 2020	Glossary	U16/U18/U214 changed to 16U/18U/24U	
October 2020	CR3.2 (d)	Added all crews must have a minimum Level 3 sweep. Refer to AusDBF Sweep Guidelines	
October 2020	CR3.4	Updated to reflect change in rule of paddlers must be members of clubs by close of entries for AusChamps	
October 2020	CR4.1(b)	Updated to reflect paddlers to be members of State Association by close of entries for AusChamps	
October 2020	CR5.6	Added refer to AusChamps Operational Handbook	
October 2020	CR6.1	100m deleted	
October 2020	CR6.10	Added ‘unless overall depths are greater than 4m throughout course’.	
October 2020	CR7.3.2	Added ‘Club logos and use of State and AusDBF logos must meet AusDBF National Branding Guidelines and link to website’	
October 2020	CR7.15	Membership cards – added ‘Any changes to the process will be confirmed by AusDBF with plenty of notice prior to the Championships’ Refer memo #26	
October 2020	CR8.4	Crew lists – last dot point amended to ‘Each competitors national ID as listed on the membership platform’	

October 2020	CR10.3	Lane seedings for races – updated per IDBF updated race plans	
October 2020	CR10.5(c)	Updated with reference to the MOU between AusDBF and NZDBA	
October 2020	CR10.7	Race Plans – T1.1. (2-3 teams) – deleted, T1.2 updated to RP1.2 (3-6 teams), T1 (7-8 teams) updated to RP1, T2 (9-12 teams) updated to RP2, T3 (13-18 teams) updated to RP3, T4 (9-24 teams) updated to RP4, and minor finals deleted to reflect the new IDBF Race Plans	
October 2020	CR10.10	Masters, GMs & GGDs wording removed, U24 update to 24U	
October 2020	CR11.5	Code of Conduct – added ‘AusDBF Competitors and Team Manager Declaration must be signed by all competitors and submitted to AusDBF prior to commencement of Racing. Form can be downloaded from the website’.	
October 2020	Annex 1 to part 1	Medals and Trophies – all bar the Peter Bistrow has been deleted as no longer used	
October 2020	Annex 2	AusChamps refunds – added ‘Where possible AusDBF will refund entry fees via the payment gateway in which entry fees were paid’	
October 2020	Annex 3	Exemptions added ‘form can be downloaded from website’ and changed the \$50 admin fee to \$20 with no refunds. Point 2 and 3 deleted	
October 2020	Annex 5 (7)	10’s Crew and distance consideration – added applications submitted to AusDBF Member and No fee will be applicable	
October 2020	R3.4	Chief Judge – role description updated	
October 2020	R3.5	Chief Timekeeper role - deleted	
October 2020	R9.2	Race protest form – added link reference to annex and link to website where it can be downloaded	
October 2020	R9.7	Race appeal form - added link reference to annex and link to website where it can be downloaded	
October 2020		Competitor and Team Declaration form – deleted from Rules and moved to website	
October 2020		Exemption Application form - deleted from Rules and moved to website	
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 16U 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 changed from 2 to 3	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	CR10.9	Double Rostering – 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
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	Race 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	CR4.2.1	ACS definition to be added	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 2km 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 end of document	
September 2017		Version 6 19 November 2017 Reformat and rewrite for clarification	4 Oct 2017
September 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
September 2017	CR2.2.5,6,7	Remove reference to Masters, GM and GGM	4 Oct 2017
September 2017	CR3.1 Note	Small boat no longer a development pathway	4 Oct 2017
September 2017	CR4.2.1	Qualifying years for CCWC and clarification on accepting a qualifying position	4 Oct 2017
September 2017	CR6.3	Racing lanes at least 13 m	4 Oct 2017
September 2017	CR7.4	Clarification of regulation	4 Oct 2017
September 2017	CR7.12	Delete note	4 Oct 2017
September 2017	CR8.2	Entry forms via online system	4 Oct 2017
September 2017	CR8.4	No changes to crew list after submission	4 Oct 2017
September 2017	CR8.11	Technical Director to collect paperwork	4 Oct 2017
September 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

September2017	CR11.2	Clarification of roles	4 Oct 2017
September 2017	CR14	Add procedures for electrical storm	4 Oct 2017
September 2017		Replace Race Secretariat with Race Administration	4 Oct 2017
September2017	R2.6	Delete part of duties of race secretariat and put in R3.2	4 Oct 2017
September 2017	Annex 1 to Part 1	Add Medals and trophies	4 Oct 2017
September 2017	R5.3	Crew to marshal 2-3 races prior to race	4 Oct 2017
September 2017	Annex 1 to Part 2	Add rules for 100m relay	4 Oct 2017