



Rules of Racing for the New Zealand Dragon Boat Association.

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1 Purpose and Scope

This document describes the manner that Dragon Boat sport races shall be conducted when they are under the auspices of New Zealand Dragon Boat Association Incorporated (also referred to as "the Association" or "NZDBA").

It sits **alongside** the "NZDBA General Regulations", which regulate the **day to day** running of NZDBA.

They are provided for in the NZDBA Constitution article 29, which states (in part):

- All matters not contained within the Constitution may be provided for in the General Regulations of the Association.
- General Regulations as prescribed by the BOM from time to time and affirmed by the Teams Delegates Committee shall have the same force as [the] Constitution.

In general, races in New Zealand will be run in accordance with Part C of the "IDBF Competition Regulations and Rules of Racing".

As the IDBF Rules state "[IDBF rules] are not intended to replace those already in use by National DB Associations ... unless such organisations chose to use them".

IDBF Rules of Racing often allow for several options, so these NZDBA Rules clarify the options that should be used in New Zealand. If any events are not run to these Rules, the organising body (RSO etc) shall identify each rule and how it differs.



2 Interpretation

Words importing masculine gender shall import feminine gender.

"Category"	means the gender makeup of the crew, being Open, Women or Mixed.
"Class"	means the gender mix of a crew.
"Club"	means a registered member within an RSO and can include more than (1) one team per category or division.
"Competitor"	means any person racing in a dragon boat including drummer, sweep and paddlers.
"Crew"	means an entity comprised of more than one competitor who group together for the purpose of competing in a Dragon Boat Race, Event or Regatta. A crew shall be considered an entity subject to these Rules, and members of a crew shall be collectively responsible for its conduct in a race, event or regatta in which the crew competes. Further, "Crew list" means the names (up to a maximum of 26 for a standard boat and 14 for a small boat) that will appear on a particular crew list for any Category, Division and race distance.
"Division"	means the age classification, being Junior, Under 24, Premier, Senior A, B or C.
"NSO"	means the National Sports Organisation that represents Dragon Boating in a country. Thus, NZDBA is the NSO for New Zealand, AusDBF is NSO for Australia and so on.
"NZDBA"	means the New Zealand Dragon Boat Association Inc.
"RODA"	means NZDBA's Race Officials Development and Accreditation group
"RSO"	means the Regional Sports Organisation that represents a number of Dragon Boat clubs in a geographical area of New Zealand.
"Rules"	means the NZDBA Rules of Racing.
"Small Boat"	means the five-seat IDBF specification Dragon Boat. Also referred to as DB12.
"Standard Boat"	means the ten-seat IDBF specification Dragon Boat. Also referred to as DB22.
"Sweep"	means the steerer or helmsman.
"Team"	means the individual team in a club (such as Premier Open).
"Umpire"	means a Race Official performing the role of Water Umpire or Course Umpire.



3 Application of the Rules of Racing

These Rules are designed to ensure that the racing environment will provide fair and safe competition.

These Rules of Racing shall apply to NZDBA Championship events and other NZDBA-sanctioned events within New Zealand. They can be applied to other events within NZ at the discretion of the Race organiser and subject to acknowledgment.

NZDBA National Dragon Boat Championships will be organised annually at a place and time decided by the NZDBA Board and in accordance with the NZDBA Hosting Guidelines. NZDBA National Championships shall be run over 200 metres, 500 metres (straight line) and 2,000 metre (Turns races).

4 Classification of events in New Zealand

NZDBA General Regulation 6 categorises each major event under one of the following: Championship event (generally adhering to IDBF standards), Festival Events (allowing use of relaxed standards such as Festival dragon boats or paddles) or Community/Club Events (where the focus is on participation and fun).



5 Control of the Competition – Technical Race Officials

NZDBA recognises that currently in New Zealand those with the best understanding of technical rules are generally those who compete in the sport. It is strongly recommended that officials do not participate as a competitor and an official at the same regatta. Nationally and regionally officials should be identified and trained to support the sport.

However, NZDBA does acknowledge that this is not always possible. Any person who is acting as an official while competing shall excuse themselves from any issue or dispute that affects their team or club.

This is particularly true for a Race Jury.



6 Racing Classes

For the NZDBA National Championships or sanctioned competitions, races may be organised for the following Racing **Classes**, based on gender.

In all cases it takes a minimum of three teams to constitute a Class or Division.

The NZDBA recognises that there may be members of our community who do not identify as either of the traditional genders (male or female). For the purposes of gender-based Racing classes, a paddler can compete in the gender class that they identify as.

6.1 Open Class

There are no gender restrictions on crew composition. The minimum age for all competitors (including drummers) must be 12 years of age.

6.2 Women's Class

All competitors, including the Drummer and Sweep, must be female. The minimum age for all competitors (including drummers) is 12 years of age.

6.3 Mixed Class

A Mixed crew must consist of:

- a) 20's Standard crew – a minimum 8 male paddlers to a maximum of 12 male paddlers, and a minimum 8 female paddlers to a maximum of 12 female paddlers (excludes Drummer and Sweep).
- b) 10's Small boat crew – a minimum 4 male paddlers to a maximum of 6 male paddlers, and a minimum 4 female paddlers to a maximum of 6 female paddlers (excludes Drummer and Sweep).

All competitors (including Drummers) must be 12 years of age or older. The Drummer and Sweep can be either gender.

6.4 Breast Cancer Survivors Class

All competitors, including the Drummer and Sweep, must have had a diagnosis and/or treatment for breast cancer. There are no gender restrictions on crew composition.



7 Racing Divisions

For the NZDBA National Championships or sanctioned competitions, races may be organised for the following Racing **Divisions**. The qualification for any particular age category is based on the age of the competitor in the calendar year of competition. Note any of the following may be Single or mixed gender crew, but would be further classified by **Class** (see above). In all cases it takes a minimum of three teams to constitute a Class or Division.

7.1 Junior Division

All competitors (except the Sweep) must be a minimum of 12 years of age to 18 years of age.

Where there are sufficient crews entered (that is, three or more per Division), they may be further graded into the following Divisions:

Junior A: aged under 18 but at least 12 years old.

Junior B: aged under 16 but at least 12 years old.

Junior C: aged under 14 but at least 12 years old.

For the purposes of these Rules, "Junior Division" includes the Divisions/Classes of "Boys School", "Girls School" and "Mixed School".

7.2 Under 24 Division

Races can be held for mixed or single gender crews or in Open competition for competitors aged 12 to 24 inclusive in the calendar year of competition

7.3 Premier Division

Must be a minimum of 12 years and up to any age group.

7.4 Senior A Division

All competitors must be aged **40** years or older in the calendar year of competition. The exception is the Drummer who must be a minimum of 12 years of age.

7.5 Senior B Division

All competitors must be aged **50** years or older in the calendar year of competition. The exception is the Drummer who must be a minimum of 12 years of age.

7.6 Senior C Division

All competitors must be aged **60** years or older in the calendar year of competition. The exception is the Drummer who must be a minimum of 12 years of age.



8 Racing Distances and the Racing Course

Standard or Small Boat Championships may be held over 200 metres, 250 metres, 500 metres, 1,000 metres and/or 2,000 metres in the Competition Classes and Divisions shown above.

8.1 Racing Course dimensions

For NZDBA National Championships and all other NZDBA Sanctioned events, the course shall be capable of providing a straight stretch of water as flat and as still as can be obtained over the race distance.

8.2 Lane Width and Number

The course at the start and finish shall permit a clear width of at least nine (9) metres for each dragon boat to race in. This width per boat shall be known as a Racing Lane.

Ideally, the width of a championship course should allow at least five (5) boats to race, in lanes from 13.5m to 15m wide lanes (maximum).

A return lane of at least 9 metres, on one or both sides of the Racing Lanes, should also be provided.

In a non-championship competition, the Racing Course shall be wide enough to allow boats to race in 9m lanes.

In all competitions Lane 1 shall be the lane nearest to the location of the Finish Line Judges.

8.3 Start and Finish lines

The Start and Finish lines shall be at right angles to the Racing Lanes. They shall be identified by fixed landmarks on both sides of the course.

8.4 Course Markings

Both the Start and Finish Lines shall be marked on the water by red flags or buoys at the point where these lines intersect the outer limits of the Course. That is, the extremes of the Racing Lanes.

A line of Buoys shall also be placed no more than 2 metres beyond the Finish Line. These buoys shall be marked with lane numbers that are clearly visible from the Finish Tower and to the approaching crews.

The 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. Each lane will be numbered at the Finish, with Lane Buoys.



8.5 Starting Bays and Pontoons

For NZDBA National Championships, Start Pontoons should be provided when possible, to ensure all teams get an even start.

For NZDBA sanctioned regattas where Start Pontoons cannot be used, a starting assembly area must be provided for each Racing Lane behind the start line. This may include a pre-start line approximately 10 metres prior to the start line for the sweeps to align to.

The Race Starter will align the front of each Dragon Boat on the start line, as best as possible in the conditions (wind and current).

8.6 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.

8.7 Turn Buoys

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

In Long Distance races that take place on enclosed water, such as water sports centre or lake, dragon boats may race out of their lanes from the start. In such races should Turning Points be necessary, then the radius of each turn should be at least 20 metres. Each Turning Point shall be marked by at least four flags or buoys, which shall be readily distinguishable from other course markings (See Racing Rules for races over 2,000 metres).

Additionally, a Turn corridor should be marked by smaller buoys that are 5 metres outside the main turning semi-circle.

8.8 Water Depth

Grade A Regatta Course: The depth of water for NZDBA National Championships should be a minimum of 3.0 metres, on a site where the bed of the Racing Course is proven to be uniform throughout – that is, a maximum 0.5 metre variance across the racing lanes.

This variation in depth uniformity must not compromise the minimum depth requirement of 3.0 metres.

This 0.5 metre variance can be disregarded if the depth of water is greater than 5.0 metres across all the racing lanes.



Grade B Regatta Course: For all other sanctioned regattas a minimum water depth of 2.5 metres is acceptable. It is still desirable that the bed of the Racing Course is uniform throughout - that is, a maximum 0.5 metres variance across the racing lanes.

9 Racing Fleet – Standard and Small Boat

RSOs introduced Small Boat racing from about 2012 as a way of assisting small and/or new clubs to compete in their own right, rather than paddlers joining a larger club.

While Small Boat (DB12 or "Tens") racing is treated as a legitimate racing class in its own right, the NZDBA prefers to promote and maintain strong competition in Standard Boat (DB22 or "Twenties") racing, with it regarded as the 'Championship' class. Clubs initially racing only Small boats, will be encouraged to recruit and develop into organisations which race in Standard boats.

Small boat entries at NZDBA National Championships will be accepted from larger and established clubs with an 'overflow' of paddlers from Standard boat racing, or with developing age categories.

NZDBA reserves the right to manage or review the Small boat and Standard boat competitions on an annual basis, and make adjustments in accordance with the goals and strategy of the Association.

9.1 Crew Composition

A *Standard Mixed* Crew has a gender mix as described in section 6.3, and the crew may include a maximum of four (4) Reserve paddlers.

A *Small Mixed* Crew has a gender mix as described in section 6.3 and may include up to two (2) Reserve paddlers.

Additional Classes, Divisions and Competition Categories may be introduced at the sole discretion of the NZDBA Board, as it sees fit, from time to time.

9.2 Entry Conditions to Small or Standard Crew

Any Club who is unable to field Standard Boats in the various Racing Classes may enter these specific Small Boat competitions, subject to approval from NZDBA Board.

Teams entering the Standard Boat Mixed Division may also enter a team or teams in the Small boat racing with the following limitations. A Standard boat Mixed crew can split down to form a Small boat Women's crew and a Small boat Open crew but not two (or one) Small boat Mixed crews.



In the Mixed Championship Races, where there are insufficient Women or Men available for a Mixed Standard Boat Crew, that is, when there are less than 18 paddlers in either an Open or Women's crew, the paddlers concerned may be used to form a Mixed Small Boat Crew. However, Teams entering both Small Boat Open and Women's Crews can only enter a *Standard Boat Mixed Crew*, not a *Small Boat Mixed Crew*.

9.3 Boats and Equipment

Boats. Only a matched fleet of ten or more IDBF approved specification dragon boats will be approved for use at the NZDBA Championships and sanctioned regattas.

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 being used at NZDBA Championships and sanctioned regattas should not exceed ten (10) kilograms. The Organising Committee is to ensure that all boats are within this weight differential and are to produce documentary proof of this fact to the Chief Official, before competition commences.

Note: For the NZDBA National Championship Regatta, where possible, every boat to be used (those owned by RSO's and individual Clubs) the boats should be weighed prior to the commencement of the event. Weights will be attached to the relevant boats to bring them all up to the weight of the heaviest boat. Sandbags should not be used, but other types of weight spread evenly throughout the boat.

At other sanctioned regattas boat weighing is not compulsory but may take place if requested by the Chief Official, prior to the regatta and provided that accurate weighting equipment is available

At NZDBA Dragon Boat Racing Championships sponsorship or advertising on dragon boats and equipment by an event sponsor is permitted subject to the conditions specified by NZDBA at the time.

General Equipment. Generally, additional equipment designed to be added to the boat or personal or miscellaneous equipment designed to enhance the performance of the boat or a crew member shall not be permitted in NZDBA events.

The exceptions to this are on board communications systems that operate purely between crew members, and seat cushions for individual paddlers, provided that they are made of a soft material, such as sponge



or foam, which does not effectively raise the height of a seat or seats in a boat.

Note: The sound volume of **on-board communications systems** must not be so loud that any instructions being issued by Race Officials are difficult for other crews to hear or cause significant distraction to other competitors.

The Chief Official shall decide on additional and miscellaneous equipment not specifically covered by these Competition Regulations.

Note: It is not the intention of this Regulation to exclude equipment enhancements such as, strapping to a paddle to assist grip, Velcro fasteners for seat pads, sponges or boat bailers, foot pads for competitors' comfort or other items that are not performance enhancing or a safety risk to members of the Crew.

Paddles. Only IDBF specification 202a paddles will be accepted at NZDBA Dragon Boat Racing Championships and sanctioned regattas. All paddles must carry the IDBF logo and registration number. If not, it will be at the discretion of the marshals to reject any paddles not carrying proper identification.

Personal Flotation Devices (PFDs) In the interest of crew safety, ALL Crew members (Paddlers, Sweep and Caller) must wear a PFD anytime they are on the water. Types of devices that are approved by the NZDBA are described in the NZDBA Personal Flotation Device (PFD) Policy. Devices must meet New Zealand Safety (NZS) standards and the relevant Maritime Laws (AS 4758 / ISO 12402).

Boat & Seat Straps and Strapping. In the interest of crew safety, no additional fixtures or fittings, such as straps to fasten a paddler into the boat or onto a seat are permitted. The Chief Official may relax this rule for physically disabled competitors, if adequate safety systems are provided to ensure that such crew members can easily be released from the boat and rescued in the event of the boat capsizing.

Wrist Straps to Paddles and Boat fasteners.

Straps are NOT allowed or any other fastening system that connects a competitor to a paddle or the boat, as such fittings constitute a safety hazard. Exceptions may be made for Adaptive Paddlers provided that any fastening to the wrist is of a 'quick release' nature and does not compromise the personal safety of the Adaptive Paddler concerned

Seat Pads. Dragon Boat Seat Pads (cushions) shall be made of a soft material, such as neoprene, of an approximate a maximum thickness of 15mm that will



compress easily when squeezed between finger and thumb. The width of the seat pad may vary in size and shape but shall approximate to the width of a paddling seat in the IDBF Standard International Racing Boat and should ideally not exceed 20cm in width and 40cm in length. Simple fastenings such as Velcro to attach to the seat are permissible.

Footwear. When racing, crew members may wear footwear that offers protection while walking around the event venue and the marshalling / crew loading areas. Examples of such footwear include neoprene dive boots / boat shoes / light weight sandals etc. Heavy footwear that might compromise the safety of a crew member in the event of a capsized boat must not be worn.

Sweep Hi-Viz Vests. The purpose of having the L2 sweeps wear either an Orange or Yellow Hi-Viz vest is to allow for easy differentiation between Level 2 and Level 3 (or higher) accredited Sweeps. This practice should be enforced at NZDBA sanctioned events and recommended at other events run by RSO's. At the NZDBA National Championships, all sweeps are minimum accreditation Level 3 so Hi viz vests need not be worn. The wearing of Hi-Viz vests is optional for sweeps and left to each individual sweep to choose to wear a vest or not.

Water Pumps. any type of pump which is designed to clear a boat of water is prohibited in the boat during a race.

10 Regatta Equipment – Boat/Lane Numbers

In all NZDBA Championships and sanctioned regattas, each dragon boat shall carry a vertical number board, which shall act as the boat identification number for the duration of the race.

This number shall also indicate the Lane Number of the Racing Lane in which the boat will race.

The Boat number Board shall be fixed to the bow of each Dragon Boat in such a manner that it can be clearly seen by the Finish Line officials. The minimum size of the Number for NZDBA Championships shall be 33 cm high x 23 cm wide on a Number Board measuring 60 cm high and 46 cm wide. The colour of the plate and the Number on it is not specified but the colour scheme should be such that the number can be clearly identified by the Finish Line officials over a distance of ninety (90) metres.



11 National Championships – Rules and Logistics

The annual NZDBA Nationals Championship shall be run to the standards specified by NZDBA.

NZDBA National Championships are held for Club Crews that are bona fide members of their RSO, and have competed at their regional championships. By exception and at the discretion of the NZDBA Board, club crews may qualify via another regional championship, if their RSO does not hold one.

By exception and at the discretion of the NZDBA Board, club crews from outside of New Zealand may be allowed to compete.

The club crews (including international crews) must be approved by the RSO (or State/NSO) in which the club crew is registered. Approval means that the club crew is a bona fide crew as described in these Rules, is financially sound and has a good disciplinary record.

Club Crews must compete wearing their “official local club colours”.

NZDBA reserves the right to include Representative racing, such as between RSO Regions or North versus South Island.

There must be a minimum of 3 crews confirmed as competing before that particular Competition Class or Division will be run. Refer to sections 6 and 7.

The following describes the parameters for running a National Championships.

11.1 Seeding Heats – Race Draw

The Race Draw will be circulated to competing teams as early as possible before the Race Day, bearing in mind that design of the Draw relies on all team entries being finalised.

Teams must ensure that they do not double-roster crew members in different divisions, categories or boat sizes. That is, the team entries must not rely on competitors (paddlers, Sweeps or Drummers) being listed in multiple crews. Loading and starting of races will not be delayed for crews waiting for one of more competitors to return from an earlier race.

The seeding of heats is semi-structured given that all attempts to meet the following criteria will be made:

- A preference for teams to have 6 races between appearances and a requirement of a minimum of 5 races between appearances.



- A preference that teams from one division race against teams from another division in heats.
- A preference that a team is seeded into a different lane in each heat round.

11.2 Seeding Finals

Where possible all teams will be seeded into a final, but no guarantee is made that the lowest qualifiers will be seeded.

Seeding is based on the cumulative race times from all heats in that distance. That is, we do not drop the slowest time.

The top final will always be seeded with 5 boats except where there are only 6 boats within a division in which case a bus-lane may be seeded.

Lower finals will also be seeded with 5 boats. Where there is a single remainder the lowest qualifier may be seeded into the bus-lane of the lowest final.

Where there is only one round of Heats, the seeding in the Finals is simply based on that race time. Where a boat does not finish, rule 11.6 shall apply. That is, the team is seeded in the lowest final.

Finals will be centre seeded as 3/4/2/5/1 as lane 3 being fastest qualifier and 1 being slowest. That is:
1st (fastest qualifier) is in **Lane 3**,
2nd fastest in **Lane 4**,
3rd fastest in **Lane 2**,
4th fastest in **Lane 5** and
5th fastest in **Lane 1**

11.3 Protests and Appeals

Protests (concerning the conduct of another crew) must be lodged within 15 minutes of a race. A protest against a race result must be made within 15 minutes of the result being officially posted.

The Race Commentator may announce provisional results. Where the protest is lodged after results are posted the Commentator will announce that the race is under protest and that race results may be subject to modification.

Anyone lodging a protest must pay a bond of \$100.

- If the protest is successfully upheld, the bond will be refunded.
- If there is insufficient evidence to either uphold a protest or dismiss it, the bond will be refunded.
- If the protest is NOT upheld, the bond will be forfeited.



The protest shall be documented on the Race Protest Form (see the end of these Rules).

The Chief Official and Competition Committee may use any or all of the following sources of evidence:

- Video footage from stationary on-course cameras.
- Video footage from Drone cameras.
- Reports from Race Officials (On and Off the water) who have anything to contribute.
- Statements from the team captains of each boat involved in any incidents.
- Other video footage may be considered only if it is available in a timely manner.

The decision of the Chief Official will be final in all protests and will be given as soon as possible after the protest is lodged.

Where parties are not happy with the decision of the Chief Official the protest will be held over for discussion by the board at the next NZDBA meeting. However, while this may have relevance to future meetings it will have no effect on race-day placings.

If a protest is upheld action may be taken by the Chief Official and Competition Committee:

- Protest upheld but considered to have no effect on outcome: notify parties, no penalties.
- Protesting boat 'held-up': the time for the boat that was held up may be adjusted according to 'Variance within Standard Deviation'. Boat at fault may be penalised or DQ'd depending on degree of fault.
- Protesting boat DNF due to the actions of another boat. The time for the boat that was held up will be calculated according to 'Variance within Standard Deviation'. The boat at fault will be penalised or DQ'd depending on degree of fault.

Other protests will be resolved in a manner considered 'fair' by the Chief Official and Competition Committee.

Further, an affected team may **appeal** against the outcomes of a protest made by the Chief Official and Competition Committee. An appeal must be activated within 20 minutes of the result of the protest being made. A Race Jury will be convened and will deliberate the appeal.

Any decision made by the Race Jury will be final.



Where parties are not happy with the final decision, the details of the appeal and the decision or outcome can be referred to the NZDBA board for discussion at the next NZDBA meeting.

11.4 Judges Protest

Any Race Official may lodge a protest.

Any penalties or DQs will be at the discretion of the Chief Official.

Where penalties are to be applied the team at fault will be informed, and given the opportunity to protest, prior to the penalties being applied and the amended results announced.

11.5 Penalties

Disqualifications (DQs) will only be applied where there is disregard for the rules of racing or the safety of participants, for example Failure to make all attempts to stop when on a collision course.

The maximum penalty for any other infringement is summarised in R10.12 and section 16.2 below.

11.6 DNFs

Where a boat Does Not Finish (DNF) for reason other than interference by another competitor, their time will be calculated by 'Variance within Standard Deviation plus penalty'.

That is; the standard calculation for time plus penalties to the degree the DNF boat is considered to be at fault.

Any added penalties are at the discretion of the Chief Official but must not exceed the maximum.

Calculated times are not subject to protest and adjusted time is final.

Any boat that DNF in all heats shall be seeded to the lowest final.

11.7 Recalculating times

The time adjustment is calculated by:

The Average variance between the Heats (in which the boat DNF) and the other heat where the variance is within standard deviation

This can easily be calculated in Excel as follows:

Column AA contains the variance between heats

Calculate: =stdeva(AA:AA)

Calculate for each variance in AA : =if(Abs(AA?<stdeva(AA:AA),AA?,"")

Calculate average of previous step

11.8 Change in racing conditions



Where race conditions change between rounds no action is necessary.

Where race conditions change midway through a round such that remedial actions are needed (such as removing the drummer or reducing the number of paddlers is required) the times for the fewer number of boats (i.e., the lesser of boat racing under old conditions or new conditions within a round) shall be adjusted.

Calculate 'Variance within Standard Deviation' for boat under original conditions.

Calculate 'Variance within Standard Deviation' for boat under changed conditions.

Adjust the smaller number of times by the difference between the two variances.

12 - section reserved



13 Turns Racing

NZ Teams are becoming increasingly interested in multi turn races as distinct from the straight line format. NZDBA in general follows the IDBF Rules of Racing, which allows certain areas of latitude. The following serves to describe which parts of those Rules are used in New Zealand Racing.

13.1 Start Sequence

At NZDBA Sanctioned events, the order of starting is based on the Finals time in the 500 metre races.

At the NZDBA Nationals, the order of starting the 2,000-metre race will be based on the 2,000 metre times recorded at the various qualifying Regional sanctioned events. However:

- If the 2,000m race at NZDBA Nationals is held **after** the standard boat (Nationals) 500m or 200m races have been run, the order of starting may be determined by the final ranking of standard boat crews in either the 500m (preferably) or 200m championships. The NZDBA Nationals Organising Committee will advise teams which of these options will be used prior to the commencement of the Championships
- If no Regional time is available for a crew(s), then that/those team(s) shall start at the back of the field. If there are multiple teams in a flight with no qualifying time from their Regional event, the order of starting will be based on 'best estimate' for those teams..

The slowest boat starts first, followed by the next slowest and so on, until the fastest boat starts last.

As per IDBF Rule 10 (see page 54, below) NZDBA uses a combination of "In Line Abreast" and "In Line Astern" (in pairs of boats).

Race Starter will line up boats from slowest boat closest to the line, fastest boat at the rear.

- The first pair of boats comes to a halt at a marked line (the "pre-start") approximately 20 metres before the actual Start Line.
- Boat 1 (slowest) will be in the 'lane' closest to the Race Starter, Boat 2 beside them.
- In behind 1 and 2, boats 3 and 4 are ready to move slowly forward, once the boat in front has started racing. With boats starting at 15 second intervals, this means Boat 3 has 30 seconds to move to the "pre-start".



- Each boat must be essentially stationary on the pre-start line, when it's their turn to start.
- Race Starter will announce their start as "Team 1 starts in 5, 4, 3, 2, 1, <beep>"
- The Boat can then accelerate through the "actual" Start Line. Race timing does not begin until the foremost part of the boat crosses the actual start line.
- Boats start at fifteen second intervals. This includes the count-down sequence.

13.2 Right-of-Way Umpire (50 metre Flag)

A Water Umpire (plus an assistant) shall be positioned where they have a clear view of the point 50m before the start of each turn. Ideally, an Umpire will be in a powered boat just on the inside of the 50m marker so that they can clearly call to each crew (via loudhailer) who has right of way going into the corner. They will observe:

- whether leading boats (along a straight) allowed overtaking boats sufficient clear water to overtake on the left prior to reaching the 50m marker.
- what (standardised) calls were made to each boat, and
- whether the Sweep acknowledged the call.

13.3 Turn Umpire (apex of the turn circle)

A Turn Umpire shall be positioned where they have a clear view of the boats completing the turn, on the inside of the Turn buoys. For Turn 2, this can be done by Race Officials at the Start Line.

They will also observe the path and behaviour of boats throughout the turn. An assistant will make written notes of proceedings, including:

- whether crews maintained 'Clear Water' between boats,
- what (standardised) calls were made to each boat,
- whether the Sweep acknowledged the call,
- whether any buoys were ridden over (or if boats passed inside the buoys),
- whether boats stayed within the turn corridor or moved outside of it after entering the turn.

If a crew passes over a buoy (that is, the buoys disappear from sight) then the crew is deemed to have passed to the left of the buoy, hence the above penalty(s) apply.



14 - section reserved



15 Localisation of IDBF Rules of Racing

These (NZDBA) Rules of Racing generally follow those specified by IDBF.

A notation beside the Rule number will indicate where an IDBF rule has been materially amended or added to these (NZDBA) Rules of Racing. The notation will appear like this: **R20. Control of the Competition (NZ amendment)** or R5.3.1 **(NZ addition)**.

The "R1.2" etc. in the following correlates to the IDBF (and AusDBF) Rule number.

R1. General

These Rules of Racing are primarily for NZDBA Dragon Boat Racing Championships and NZDBA organised or sanctioned events. Organisers of other events may use them if appropriate, provided the words "this competition is being run under the NZDBA Rules of Racing" are published in the Programme.

R1.2 Objections concerning the right of a competitor or crew to compete in NZDBA Championships are dealt by NZDBA Board, based on the above, including sections 9 and 11. Other disputes at NZDBA Championships or sanctioned events (for example a complaint concerning a race result) shall be referred to the Competition Committee (under section 11.3 above, and Rule R2.6.3 below).

R2. Control of the Competition

R2.1 Technical Race Officials. NZDBA Championships and (when the nature, extent and status demands) NZDBA sanctioned events shall be held under the supervision of the following Technical Race Officials, holding an IDBF or NZDBA Race Official (RODA) accreditation.

- Chief Official
- Technical Director
- Chief Judge
- Chief Umpire
- Race Secretary
- Race Administration
- Water Umpires(s)



- Starters(s)
- Chief Boat Marshall
- Time Keeper(s)
- Safety Officer

R2.2 If circumstances permit, one person may function in two of the above positions. Additional non NZDBA official positions, may be appointed by the Organising Committee (organiser) and Technical Director, in consultation with the Chief Official, to cover such areas as photo-finish.

R2.3 Supporting Officials The following Race Officials are deemed to be Supporting Officials as such as not required to hold either an IDBF or NZDBA Officials accreditation:

Safety Officer, Boat holders, Boat Aligners, Photo finish operator, Camera Operators, Timing System Operator (computer), Boat Drivers, Results Runners, Medical Staff, safety Assistants, Announcer and Support staff – volunteer coordinator

R2.4 Competition Committee For the NZDBA National Championship and 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 Water Umpire

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

R2.5 Not used (where Chief Official; Judge and Umpire have to come from different regions).

R2.6 .The duties of the Competition Committee are to:

R2.6.1. Conduct and supervise the races on behalf of the Organising Committee, who run the even on behalf of the NZDBA Board of Management.

R2.6.2. In the event of inclement weather or unforeseen circumstances which make it impossible for the competition to take place; either postpone the event/races and re-arrange them for another time OR Cancel the event/races.

R2.6.3 Hear any protests and settle any disputes between crews. Decide on all matters concerning the Competition Regulations and Racing Rules.



R2.6.4 Consult with the Race Officials, as necessary, before making a decision regarding any infraction of the Racing Rules.

R2.7 Race Jury (at NZDBA National Championships) shall consist of a minimum of three (3) up to a maximum five (5) members from the NZDBA Board and/or RODA, as nominated by the NZDBA Event Director. The NZDBA Chair OR their nominee shall be appointed as Chair of the Jury at the National Championships. The members of the Race Jury should belong to as wide a representation of the different RSOs as possible.

R2.8 For NZDBA sanctioned events a Race Jury may be appointed by the Event Organiser consisting of Race Officials, who hold IDBF or NZDBA (RODA) official accreditation and who are NOT officiating in the competition.

R2.9 When a Jury is appointed at an NZDBA Competition, all Race Officials and the Competition Committee shall be subordinate to the Jury.

R2.10 Race Administration

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

R2.11 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 Administration may consist of both Technical and Supporting Officials, therefore the number of people employed in the Administration is left to the discretion of the Technical (Race) Director.



R3. Duties of the Race Officials

R3.1 The Chief Official

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

R3.1.1 At NZDBA sanctioned events decide on all matters arising from the actual event which are not dealt with in the NZDBA Regulations or Racing Rules.

R3.1.2 At NZDBA National Championships consult with the Chair of the Jury on matters where clarification of the Racing Rules is needed.

R3.1.3 The Chief Official shall be responsible for implementing the Disciplinary Code and additionally may disqualify any crew or competitor who behaves improperly or shows contempt by bad conduct or speech towards the Race Officials or any other persons, including spectators

R3.2 The Race Secretary.

The Race Secretary shall supervise the work of the officials in the Race Administration and assist the Chief Official to effect the Race Programme by processing the race results and draws for the intermediate rounds and finals as published. If changes must be made to the order or format of the programme, the Race Secretary will carry out this task in conjunction with the Chief Official and the Technical (Race) Director. The Race Secretary may be assisted by a number of other Officials.

R3.4 The Chief Judge

The Chief Judge is responsible for organising the Finish Line and Judges and shall record the order of the boats crossing the Finish Line independently of any Finish Line Race Officials. The Chief Judge shall be situated at the Finish Post with a clear line of sight, over the Finish Line, to the other post directly opposite, on the far side of the Regatta Course. The Chief Judge may also act as Timekeeper. The Chief Judge shall:

R3.4.1 In the event of a difference of opinion between Judges over the placings of the crews, adjudicate and have a casting vote.

R3.4.2 When photo-finish equipment is used, act on the advice provided by the photo finish operator.

R3.4.3 Notify the Chief Judges in good time before a race starts and after confirming with the Chief Official, and Race Secretary the finishing order of the



race. The Chief Judge may also be the Chief Timekeeper.

R3.5 has been merged with R3.4 and **R3.6** has been deleted

R3.7 The Time-keeper.

Timekeepers, when appointed, shall record the times of the boats as they cross the Finish Line. At NZDBA National Championships and other NZDBA sanctioned events there must be at least two forms of timekeeping. Usually this will be a primary electronic system and a manual backup.

Electronic timing must be accurate to at least 1/100th of a second.

R3.8 The Starter

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

R3.8.1 Before starting a race communicate with the Chief Official to confirm that all is ready at the Finish. When this confirmation is received the Starter shall call the boats to their places on the Start Line.

R3.8.2 Check that the starting gun or other starting device, is in good working order before carrying out the starting procedures in accordance with the Rules of Racing

R3.9 Boat aligner are generally not employed.

R3.10 The Water Umpires.

There will be a Chief Umpire and a number of Umpire's appointed by the Chief Official. The Chief Umpire is directly responsible to the Chief Official and shall work with the Chief Starter; the Umpires and the Safety Boat crews. The Chief Umpire shall coordinate 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 Umpire shall see that the Racing Rules are complied with. The Course Umpire shall:

R3.10.1 Show a White flag, at the end of the race if there is no infraction of the Rules. If there is an infraction of the Rules, a Red flag must be raised immediately, and the circumstances reported to the Chief Official. When a breach of the IDBF Disciplinary Code has occurred, before or during the race, the Umpire will show a Black (or Dark Blue) flag and report the circumstances to the Chief Official. When a red flag is raised during the race it provides an opportunity for the crew to correct the infringement.

R3.10.2 When an Umpire's boat is not used, then one or more Umpires shall be placed alongside the Regatta Course in such a way that they can fully ensure that the Racing Rules are being fully complied with.

R3.10.3 Turning Points Umpires. When a race is run on a course with one or more Turning Points, at least one 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 The Chief Marshal

The Chief Marshal shall be responsible for the efficiency of the Crew Assembly area and shall direct the work of the Race Officials working in this area. The Chief Marshal shall:

R3.11.1 Confirm that the crews have been correctly called forward to the Crew Assembly Area; carry out any random checks, authorised by the Chief Official to confirm the identity of competitors. Check that crews are in their correct racing colours. Record the number of competitors in each boat against the appropriate Crew List and ensure that the composition of each crew is correct. For example, the number of females in a Mixed Crew and that there is not a male Sweep or Drummer in a women's crew.

R3.11.2 Call the crews forward from the Crew Assembly Area to the Boat Loading 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.



R3.11.3 Ensure that all competitors who are using their own paddles have their paddles checked, by the Crew Marshals, to ensure that they are to the specification, if any, laid down for the competition.

R3.11.4 Check that all crews are 'Fit to Race' and if any competitor or crew is not fit, notify the Chief Official and ensure that they do not race.

R3.11.5 (NZ addition) Ensure that sufficient PFDs are available for crews that do not own their own sets and that all competitors are wearing an approved PFD before proceeding to Crew Loading.

R3.12 The Chief Crew Loader and Boat Marshals.

The Chief Crew Loader shall supervise the crews in the Crew Loading 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 Crew Loader shall:

R3.12.1 Ensure the Boat Marshalls check that all boats and equipment are in good racing order before and after each race. This includes the bailing of water from boats that have returned to the loading area.

R3.12.2 Allocate crews to boats according to the Race Programme and ensure that the right crews are embarked in the right boats before the crews leave the embarking platforms. Check that competitors do not strap or fix themselves into the boat in any way, unless prior authority has been given by the Chief Official.

R3.12.3 The Boat Loaders will oversee crew safety while each crew is embarking.

**R3.13 Safety Officer**

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

R3.13.1 That an Event Safety Plan is made to cover emergency procedures and major incidents and that the details are communicated to all Crew Managers and Race Officials.

R3.13.2 That a suitable number of trained rescue personnel and properly equipped rescue craft are available. That Personal Flotation Devices are available.

R3.13.3 That the arrangements for embarking and disembarking crews are suitable and adequate for the number of competitors involved.

R3.13.4 That a water circulation plan and system has been established and included in the instructions issued to managers and officials.

R3.13.5 That a Crew information sheet is completed prior to a crew racing which records the details of known weak swimmers and any medical history, such as asthma, epilepsy, which may adversely affect a crew member whilst on the water. Such information may be annotated on a crews Crew List, held by the Chief Boat Marshall.

R3.13.6 To establish an effective communication system between the SO; the Safety Boats (rescue craft) and the Umpires' boats and to ensure that the correct rescue procedures are adopted in the event of a crew capsizing.

R3.13.7 The Safety Officer shall be personally responsible for ensuring that a headcount 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.

R3.14 The Safety Officer shall attend all Managers and Race Officials meetings to brief those present on the safety systems and procedures in operation. If immediately before, or during the competition, a change in the weather; or if water conditions, or any other factor constitutes, in the opinion of the Safety Officer, a hazard to the health and safety of the competing crews, then he (or she) shall advise the Chief Official to postpone, delay or cancel, one or more races, or the competition in its entirety, until it is safe to race.



R3.15 Press Officer has been removed

R3.16 The Announcer.

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



R4. Conduct of Crews (NZ amendment)

R4.1 Direction 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 NZDBA Disciplinary Code or, if appropriate, the disqualification of the competitor or crew concerned.

The Disciplinary Code - as published in Section 16 of these Rules of Racing - forms part of Rule R4 and should be read in conjunction with it.

R4.2 Any Dragon Boat Crew or competitor who attempts to win a race by other than honourable means, or who deliberately breaks the Racing Rules, or who disregards the honourable nature of the rules shall face disqualification from the competition – see also Racing Rule R7.

R4.3 It is forbidden, during a race, for a crew to receive outside help, or coaching, or be accompanied by other boats along the course, even outside the Racing Lanes. Such acts will result in disciplinary action being taken against the crew(s) concerned.

R4.4 The Drummer. The Drummer shall sit on the drummer's seat provided and once the boat has cleared the Starting Area, which is deemed to be 50 metres from the Start Line, must actively beat the Drum throughout the race. That is, **the Drum must be clearly seen to be struck** with a Drumstick on the drum skin (top or side) at short, regular intervals. Failure to actively beat the Drum will result in **disciplinary action** being taken against the crew concerned.

R5. Marshalling/Embarking

R5.1 Crew Responsibility

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

R5.2 Paddle Breakage/Equipment Failure

Crews may carry two (2) spare paddles, of the approved design for the event, in each Dragon Boat they use during the competition. These may only be used 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 Reporting to Crew Assembly Area

Crews must report to the Crew Assembly Area and be ready to embark at the time stated in the Race Programme. This will normally be **3 to 4 races prior** to the **scheduled start time**. Crew identity checks may be carried out by Race Officials in the Crew Assembly Area and competitors must, if so checked, be able to produce the required competition identity card on request. Failure to do so may result in the disqualification of the competitor concerned from that competition class, at the Chief Officials discretion.

R5.3.1 Identifying Competitors (NZ addition)

For NZDBA Sanctioned events where photo ID cards are not used, the Event Director may require all team Managers to provide a digital portrait photo list of all members on their Crew Lists, to allow verification at the Crew Assembly Area (Marshalling). These photo lists shall be emailed to the RSO secretary at least ten days before the commencement of the regatta.

R5.4 Boats. (NZ amendment) Crews will not be permitted to choose or reserve a boat. See also section 9.3 above.

R5.5 Embarking. (NZ amendment) When called forward to Boat Marshalling or the Embarkation Pontoons (docks) crews must load in accordance with the instructions of the Boat Marshals, who will ensure that each crew is loaded into the boat allocated to them in the Racing Lane draw.

R5.6 Movement up the Course. After a crew has loaded, it must leave the boarding pontoon as directed by Boat Marshals, and proceed directly to the start area. Transiting crews must keep clear of the Racing Lanes and must not interfere with a race that is in progress. This includes moving down the course during a race until the crews racing have passed by.

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 Marshal, before the boat leaves the pontoon. Such changes shall be by exception and do not include the changeover or addition of competitors due to lateness or unexplained absence. Any such decisions must be notified immediately to the Chief Official by the Chief Boat Marshal.



R6. Starts and Starting Procedures

R6.1 Start Area. It is the Boat Captain's responsibility to make sure that each crew member is familiar with the starting procedures. All crews shall assemble in the designated 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 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 be disqualified from that race distance.
- Fourth Offence, be disqualified from all further racing at that regatta.

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. (NZ amendment) The position of the Dragon Boats on the Start Line shall be that the foremost part of the competing boats (which may include the Dragon's Head) shall be aligned. When races start from a pontoon or dock, Boat Holders shall hold the sterns of the boats. Alternatively, each sweep shall hold a handle or rope attached to the pontoon.

Alternative arrangements may include use of an overhead rope that the Drummer (or Sweep) holds until the Start Signal. If a 'held' start is not safe or practicable, then a 'free' start may be permitted.

R6.5 Aligning. The Boat Holders will alter the position of the Dragon Boats in accordance with the Starters instructions, by physically moving the boats or by adjusting the length of rope available to the 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 (see R6.6) then all movement of paddles in the water must stop. If movement of a crews paddles in or on the water is then observed, by the Starter or a Course Umpire, the Chief Official shall give a Time Penalty, as for Jumping the Start (see R6.13).



R6.6 Starters Commands. When the Aligner is satisfied that all the boats are correctly aligned, the Starter shall alert the crews by saying 'Are you ready' if the crew is NOT READY then the Drummer must immediately raise a hand above head height to indicate the situation to the Starter.

R6.7 Starting Signals. When the Starter is satisfied that all crews are ready, the starting signals of the word 'ATTENTION' followed by the word 'GO' the Aligners Assistants will release the sterns of the boats or the Sweeps the pontoon handles or ropes, as appropriate.

R6.8 Alternatives. The word 'GO' may be replaced by a gun shot, electronic starting signal or other distinct sound, as specified in the Race Programme. The interval between the words 'ATTENTION' and 'GO' (or sound signal) shall not exceed five (5) seconds.

R6.9 False Starts. If a crew starts after the word 'Attention' and before the word 'Go' it has made a False Start. The Starter shall indicate a False Start by raising a red flag. The Starter shall immediately recall the crews by shouting 'STOP', 'STOP', 'STOP', or by a second gunshot or by repeating the alternative starting signal as published in the Programme. A Course Umpire may be asked to assist with this task.

R6.10 Course Umpires Tasks. When the Course Umpire is in a safety or umpires' boat, it shall be placed 50 metres down the Racing Course from the Start Line on the opposite side to the Starter. On seeing the Red Flag or on hearing the re-call signal, 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.

R6.10.1. If a boat for the Course Umpire is not available, then an Umpire shall stand on the side of the Racing Course. On seeing the Red Flag at the Start, or on hearing the re-call, the Umpire shall also wave a Red Flag to attract the attention of the competing crews and with the aid of a megaphone, the Umpire will shout 'STOP'.

R6.11 The Drummers Task. It is also incumbent upon the Drummer to watch the Starter 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 crew responsible for the False Start and warn them of the offence. If the same crew causes two (2) False Starts, the Starter may exclude them from the race, or alternatively award a 'Time Penalty' of five (5)



seconds to the offending crew. Any crew that fails to return to the Start Line immediately after a False Start may also be excluded from the race or alternatively awarded a five (5) seconds 'Time Penalty' at the Starters discretion.

R6.13 Jumping the Start. When a crew 'jumps the start', which for the purpose of the Rules of Racing, means that a crew has anticipated the Starters word of Command GO to the extent that a 'False Start' cannot be called but in the opinion of the Starter a material advantage has been gained by the crew or crews, concerned over the others, the Starter may award 'Time Penalties' of from two (2) up to a maximum of five (5) seconds against the crew or crews in question. (Time Penalties given under this Rule are not part of the Disciplinary Code and for a False Start must not be recorded against a crew's disciplinary points total).

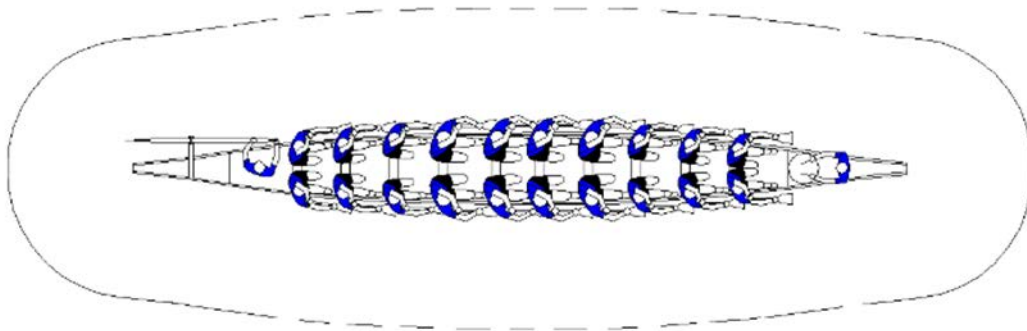
R6.14 Damage to boats at the Start. If a crew, whilst in the start area indicates to the Starter before being called forward to the Start Line, that it has suffered damage to its boat or equipment the Starter may delay the race for a maximum of five (5) minutes to allow the crew some time to effect a repair.

R6.15 Equipment Failure off the Start. In the event of a crew experiencing equipment failure for example a broken Drummers Seat or Steering arm/oar (but not a paddle), off the start and up to fifty (50) metres after it, the race will be restarted, providing the crew concerned stops paddling immediately and both the paddlers and the Drummer raise their arms fully in the air. In this case the Starter will carry out the same procedures as for a False Start and in addition the Umpire's motorboat will proceed quickly down the course and stop any crews who may not have heard the re-call signal.

R6.16 Recall by the Water Umpire. The Umpire may interrupt a correctly started race, if unforeseen circumstances occur, for example, adverse conditions in one or more Racing Lanes resulting in boats being inadvertently swamped, or a collision between two boats, caused by the water conditions, or the breakage of a steering arm/oar, that materially affects the whole race. This shall be done in the same manner as for a False Start (even if the competing boats are more than 50 metres from the Start Line). In such circumstances the Chief Official may order a re-run of the race, even to the extent of timed runs down one lane, if time permits, or if it does not a count-back of the previous times recorded during the competition by the crew or crews concerned.

R7. Race Conduct

R7.1 Correct Course and Clear Water. The correct course for each boat is a straight 'line' down the course or down the middle of its marked Racing Lane, from the Start Line to the Finish Line. Crews are responsible for their steering and leave their Racing Lane or deviate from their 'line' at their own risk. Even when crews are in their Racing Lanes or following a racing 'line', at least two (2) metres of clear water must be maintained around each boat. For the purpose of this Rule, the boat includes the crew's paddles and therefore the 'clear water' is between paddle blade and adjacent paddle blade. Crews must 'give clear water' when told to by the Course Umpire. 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.



Lane/Line or impedes another crew, whether or not the action of the crew concerned has materially affected the result of the race.

A crew that has gone 'offline' due to an involuntary steering error and in correcting the error leaves its Racing Lane, shall not normally be penalised under this Rule unless another crew is impeded and the race result materially affected.

R7.3 Umpires Warnings. The Course Umpires 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 Penalties 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 also be stationed at the ends or down the sides, or both, of the

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

R7.5 Wake Riding (Wash Hanging). In races of 1000 metres or less, it is forbidden for a crew to 'wake ride' that is, to gain an advantage from the wake or wash of another boat by paddling across the angle of its bow wave and gaining an increase in speed by 'riding' the forward face of the wave. The Umpire following the boat shall decide if wake riding (wash hanging) has occurred and notify the Chief Official accordingly, who will decide what action to take.

R7.6 Overtaking. When a boat is overtaking another boat in a race, it is the duty of the overtaking boat to give clear water (2 metres) to the boat it is overtaking. Similarly, the boat being overtaken is not allowed to alter its course to make difficulties for the overtaking boat or boats.

R7.7 Collisions. In the event of a collision between two (2) or more boats the Umpires must report the circumstances to the Chief Official, who may disqualify the offending boat(s) or, if the result of the race has been materially affected, order one or more boats to re-race, before the next round of the competition. When in the opinion of the Chief Official one or more of the crews involved could have avoided the collision by taking corrective action, for example, to stop paddling, but did not do so, then the crew or crews concerned will be disqualified from the competition class concerned and may face disqualification from the whole competition.

R7.7.1. 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 waving vigorously, above head height, the red flags carried in the boat for this purpose. If no flags are in the boat then the International Distress Signal shall be used, that is, the arms shall be placed in the outstretched position (horizontal to the sides of the body) and then raised to the vertical position crossing above the head and returning to the horizontal position, repeated until the Rescue Boats respond. A Distress Signal given by a crew without just cause, will result in action being taken against the crew under the Disciplinary Code

R7.8 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.

R7.9 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 fine may be imposed on the crew or crews by the Jury. If a Jury is not appointed, the Competition Committee may make such a recommendation to the NZDBA Board of Management, who may also recover the costs of boat repairs from the crew(s) concerned.

R7.10 Turns. When a race is run on a course with Turning Points, the buoys shall be passed to port (left) in an anti-clockwise direction.

When more than one crew is making a turn, at the same Turning Point, then a crew on the outside line must leave room for a crew on an inside line. That is, clear water between boats, as defined in Rule 7.1 must be seen by the Turning Point Umpire. (see also Rule 10.4.2 – 2000m Racing Rules). A crew on the outside line may pass the crew on the inside *so long* as the crew on the outside maintains clear water from the inside crew throughout the manoeuvre, and they do not move into the direct line of the inside crew.

R7.11 Turn Buoys. In making a turn the inside boat shall follow as closely as possible, the course marked by the buoy(s) at the Turning Point. A crew will not be disqualified for touching a Turn Buoy, or for having less than two (2) metres of clear water, unless in the opinion of the Umpire, a material advantage has been gained. (See also Rule 10, 2000m Racing Rules).

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 it as started the race. The Dragons Head, when in position, forms part of the boat.

R8.2 Dead Heats. If two (2) or more boats reach the Finish Line at the same time:

- a. In a Final they shall be awarded the same placing.
- b. In Heats, Reps, Semis - If the program allows both crews would move forward to the next round.



- c. If there are insufficient lanes to move both crews forward and if the race programs permit, both crews are offered the opportunity to race off.
- d. Should both crews decline the opportunity to race or the race program doesn't allow then consider their previous race time (if applicable) may be used.

R8.3 Disembarking. Once a crew has finished a race it must return immediately to the Boat Marshalling area and disembark. A crew is not released from the directions of the marshalling Officials until all members of the crew have left the Crew Assembly Area.

R9. Disputes, Protests, Disqualifications and Appeals

R9.1 Disputes. Disputes that arise during a competition between Crews, or between RSOs or Clubs 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 Crew Manager must lodge the protest with the Chief Official (via Race Administration). Such a protest must be addressed to the Competition Committee and made within fifteen (15) minutes of the end of the race. A protest against a race result must be made no later than 15 minutes after the result is officially posted.

R9.3 Protest Fees. At NZDBA Championships events, all protests shall be made in writing and shall be accompanied by a fee of NZ \$100. The fee shall be refunded if the protest is upheld.

R9.4 Action and Timings. When a protest is made, the Chief Official must immediately notify any other party involved in it and call a meeting of the Competition Committee to discuss the protest. Only in exceptional circumstances should the Competition Committee take longer than thirty (30) minutes to consider any one protest. The Chief Official may utilize timing equipment and footage from live streaming and drone footage before deciding what penalties may be awarded.

R9.5 Decisions. After reaching its decision the Competition Committee must inform all the parties involved in writing of its decision and of the reasons for the decision. The Chief Official shall hand the decision to the Crew Manager(s) involved, who must then acknowledge receipt of it by signing the Chief



Officials copy and recording the time in case of any further appeal to the Jury.

R9.6 Disqualification. In the event of a crew being disqualified from a race or competition, the Competition Committee must record their decision and the reasons why in writing on a Disqualification Notice. The Chief Official must hand this notice to the Crew Manager concerned and who must acknowledge receipt of the Notice by signing the Chief Officials copy and endorsing it with the time of receipt.

R9.7 Appeals. This acknowledgement is the start of the period in which the Crew Manager(s) may appeal to the Jury, against the decision of the Competition Committee. In non-championships where a protest has been dealt with verbally, the Chief Official may give the disqualification and the reason why, verbally to the Crew Manager(s) concerned.

R9.8 Time Limit. When a Jury has been appointed, an appeal against a decision of the Competition Committee shall be addressed to the Chair of the Jury and handed in no later than twenty (20) minutes after the Crew Manager(s) has been informed, in writing, by the Competition Committee of any disqualification or dispute involving their crews.

R9.9 Appeal Fees. For NZDBA Championships, all appeals shall be accompanied by a fee of \$100. The fee will be refunded if the appeal is upheld.

R9.10 Jury Meetings. The Chair of the Jury shall allow a further twenty (20) minutes to elapse, for any necessary investigations to take place, before calling a meeting of the Jury to debate the appeal. Only in exceptional circumstances should this take longer than thirty (30) minutes for any one appeal. The Chair shall then inform the Competition Committee and the Crew Manager(s) concerned of the Jury's decision and reason why, in writing, within ten (10) minutes of a decision being reached.

R9.11 Final Decisions and Appeals. At NZDBA Championships the decision of the Jury is final. At other NZDBA Sanctioned events a crew has the right of appeal to the NZDBA Board of Management against a decision of the Competition Committee or where one is appointed, the Race Jury.

R9.12 NZDBA Board of Management. In the first instance any appeals must be made to the crew's RSO within fourteen (14) days of the date when the competition was held. The RSO shall review and provide a decision to the appeal within twenty one (21) days. If the crew is still not satisfied with the outcome, they shall forward the appeal to the NZDBA Secretary, within seven (7) days of the RSO decision.



The NZDBA Board of Management shall make the final decision.

R10. Racing Rules for 2,000 metres Dragon Boat Races

The NZDBA rules for 2,000m races are closely aligned to the current rules, as set out in the *IDBF Competition Regulations & Rules of Racing. RULES OF RACING. Currently Edition No.8 - Issue 1 - Effective 01 January 2020.*

Any rule numbers referred to within the following section relate to IDBF rules, not NZDBA rule numbers.

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, for example the overall width of the Regatta Course, may require the Chief Official to make adjustments to the regulations covering the Racing Course shown. Any adjustments will be notified to the Crew 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.*

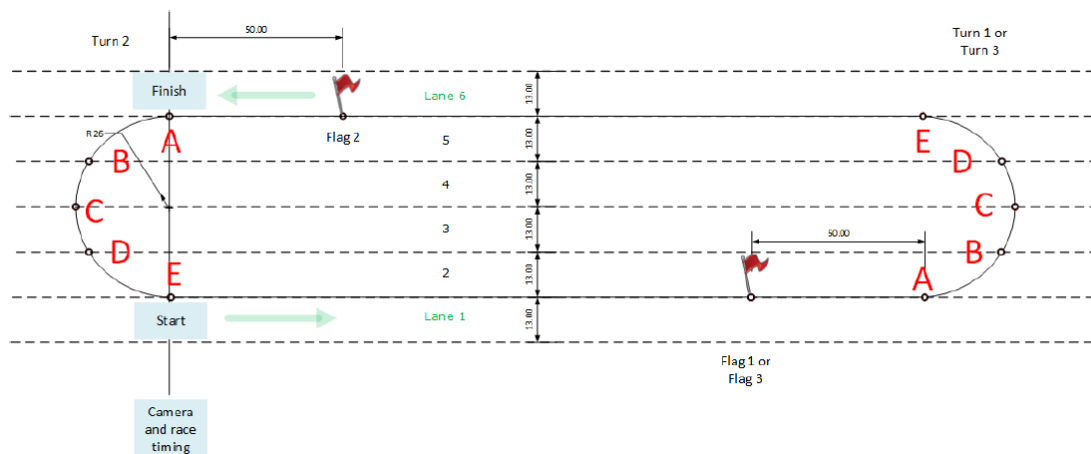
Rule 10, should be read in conjunction with Racing Rules 7.1, 7.6, 7.8, 7.10 and 7.11.

R10.1 The Racing Course.

The Racing Course shall be of a circulatory nature having two straight sections and two turns in one circuit of the Course.

- a. The length of the straight sections will depend on the venue and shall be approximately 450 metres.
- b. Each Turn shall be marked with a minimum of five (5) buoys.
- c. Two of these buoys will mark the end and beginning of the straight sections.
- d. A further 3 buoys will mark the curved section of the turn.
- e. Each straight section must be marked down its length by a line of buoys, a maximum of 100 metres apart. This line of buoys shall constitute the left-hand side of the Racing Lane.
- f. The Turn Buoys marking the start and finish of each Turn may be included in this total (but see

- Comp Reg 6.9 below) as may the buoys marking the edge of the normal Racing Course.
- g. The Racing Lane shall be marked at the 50m points, approaching each turn, on both sides (outside edges) of the course with Red Flags (total 4) mounted on larger buoys than the lane marker buoys of which the inside edge Red Flag buoys can be a part (see R10.4.1).



Competition Regulations 6.8 and 6.9 - extracts

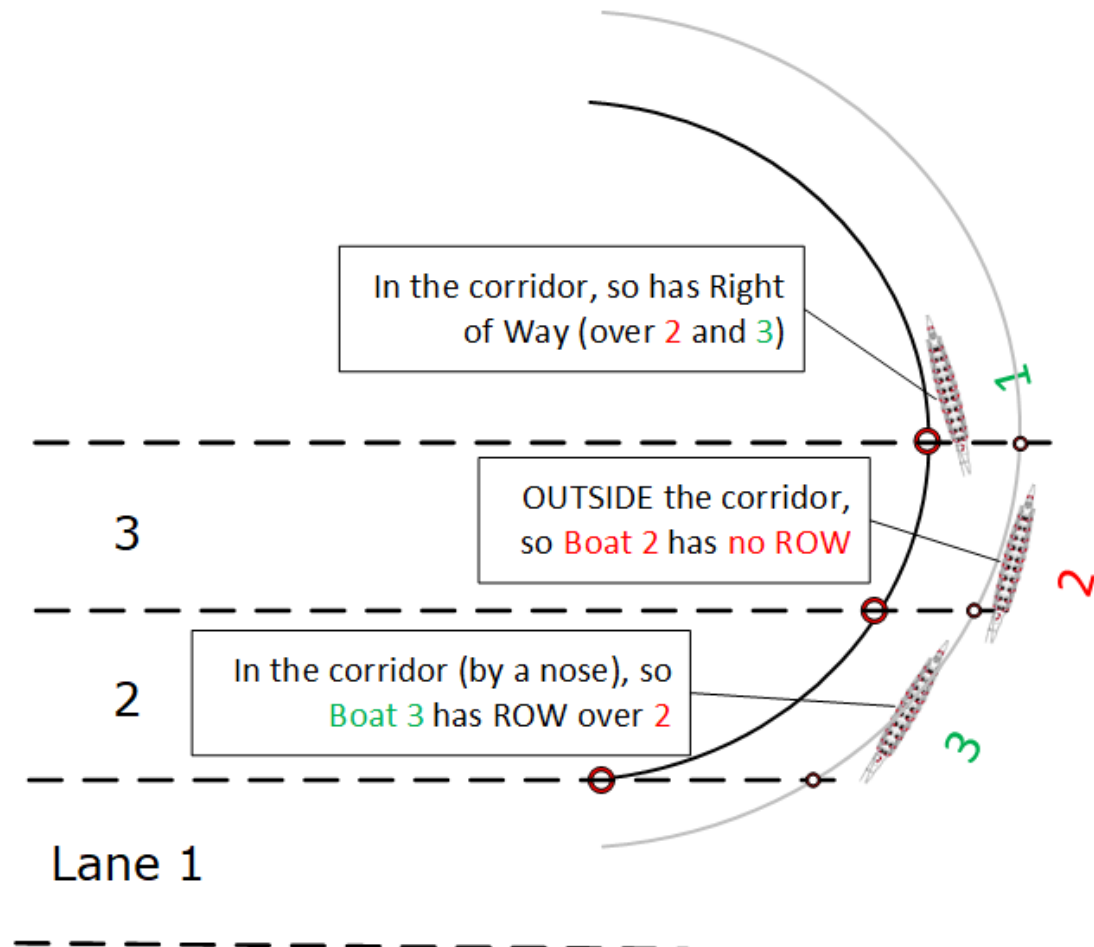
CR 6.8 Turn Buoys ... Where a race takes place outside the normal Racing Course, that is the area formed by the Racing Lanes, then Turning Points, as defined below, must be used and additional Racing Rules for such races will apply.

CR 6.9 Turning Points. In Long Distance races that take place on enclosed water, such as a water sports centre or lake, dragon boats may race out of their lanes from the start. In such races should Turning Points be necessary, then the radius of each turn should be at least 50 metres. Each Turning Point shall be marked by at least six flags or buoys, **which shall be readily distinguishable from other course markings.**

Note: 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.

R10.2 – Turn Corridor.

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





R10.3 – The Racing Lane

The Racing Lane over the straight sections of the course shall be a minimum of ten (10) metres wide, with a water depth of at least three (3) metres over the full course of its width.

R10.3.1 Racing shall take place in an anti-clockwise direction. Crews are not permitted to race on the inside of the buoys marking the left-hand edge of the Racing Lane, except when overtaking after completing a Turn (see R10.4.1).

R10.4 – Crew position in a Line of Racing

Crews must steer a straight course down the Line of Racing, during the whole of the race, except when overtaking or when crews have started a race in 'Line Abreast' (see Rule 10.8.1).

R10.4.1 It is incumbent on the Steerer when being overtaken to give clear water (move to the right) and allow the boat on the left side (being the faster boat) space to come through and overtake. The slower boat will be penalized if they do not give clear water and hold up a faster boat.

R10.4.2 Crews taking other Lines of Racing to overtake must observe the spirit of Racing Rule 7.1 (page 37 or thereabouts) but especially concerning 'clear water' between boats. If a crew ignores the intention of the 2 metre rule and in so doing causes any other boat(s) to steer an unreasonably wide course to maintain their Line of Racing or avoid a collision, then a non- Disciplinary Code, **Time Penalty of 5-10 seconds** may be awarded by the Chief Official. When a crew that is being overtaken (see R10.4) alters its course and makes difficulties for the overtaking boat, the same Time Penalties may be awarded by the Chief Official.

R10.5 Overtaking.

Overtaking will be carried out to the left of the boat being overtaken, except when the width of the Racing Lane allows crews to overtake in clear water to the right of the boat (see R10.4.2).

R10.5.1 Overtaking in Turns (see also R7.1 and R7.11)

- a. The Turning Buoys will be on the left in an anti-clockwise direction.
- b. A boat should always maintain the racing line throughout a turn.
- c. A crew will not be disqualified for going close to, or for touching, a Turn Buoy. However, a crew that turns inside a Turn Buoy with no acceptable reason

shall be given a time penalty in accordance with the following schedule. Note, for the purposes of this rule, if the buoy disappears beneath the boat, the boat will be deemed to have passed **INSIDE** the buoy, even if the buoy does not re-appear to the right of the boat.

- i.) Missing 1 buoy – 5 secs
- ii.) Missing 2 buoys – additional 10 secs (in addition to the previous 5s penalty) total 15secs
- iii.) Missing 3 buoys – additional 15 secs (in addition to the previous 15s penalties) total 30secs
- iv.) Missing 4 or more buoys – Disqualification.

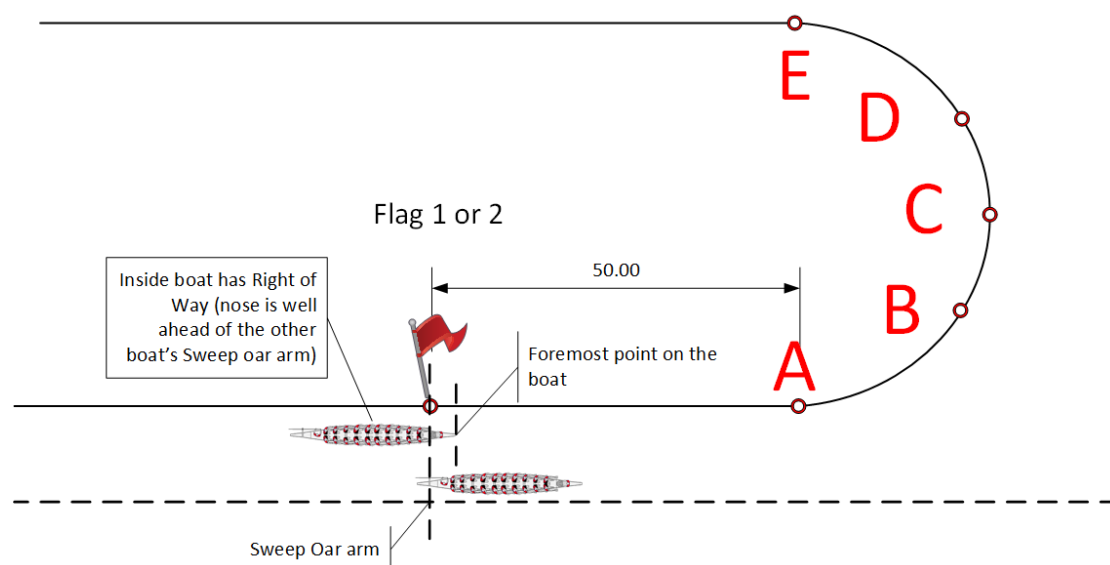
See graphic in 10.2 Turn Corridor above.

R10.5.2 Establishing Right of Way (ROW) (NZ amendment)

An overtaking boat gains “right” of the inside racing line when it has established an overlap on the left of the boat being overtaken at the 50m marker buoy.

An *overtaking* boat that establishes an overlap on the right with the boat *being overtaken* **DOES NOT** gain rights of the inside racing line. These rights remain with the boat on the inside of the turn.

The overlap is defined as the head of a dragon boat level with the steering arm of the boat being overtaken.



The boat being overtaken must give room for the overtaking boat to maintain its racing line throughout the turn and ensure that there is clear water between paddles. Clear water is defined in (R7.1) as a



distance of 2 metres between paddle blades. Crews not complying with this rule will receive an **automatic Time Penalty of twenty (20) seconds.**

- a. A boat being overtaken must not Steer in a manner that is likely to cause a collision with another boat. The boat overtaking must Steer in a manner that avoids a collision.
- b. 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.
- c. A boat that has not obtained an overlap may choose to overtake on the right of the preceding boat but must allow the preceding boat (boat being overtaken) to maintain its racing line and maintain clear water (2 metres) between the two boats.

R10.5.3 Overtaking on the Outside of a Turn (NZ Addition)

Where a leading boat has rights, and is within the turn corridor, a boat following may attempt to pass on the right, so long as they remain outside the Turn Corridor.

During this manoeuvre, and throughout the turn, the inside boat does not relinquish right of way to the outside boat and that boat will not assume right of way over the inside boat.

The outside boat must always respect and provide necessary right of way and clear water (2 metres) to the inside boat throughout the turn. The boat overtaking must steer in a manner that avoids a collision.

R10.5.4 Overtaking in turn corridor (NZ Amendment)

Where a leading boat makes a wide entry or exit within the turn corridor, a boat following, that has not obtained an overlap, may not attempt to pass on the left.

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 (2 metres) 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.

**R10.5.5 Manoeuvres that compromise safety or fair racing**

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

R10.5.6 A crews race time that has been adversely affected by the actions of another crew, that is, when an Umpire has confirmed that time has been lost through an obstruction or impediment of the crew concerned, a Time Bonus, of up to 20 seconds, may be awarded.

The method used to calculate any time bonus will be based on the estimated number of boat lengths lost. Each boat length lost equates to a time bonus of 4 seconds up to a maximum of 20 seconds.

R10.6 Last 500m. (NZ amendment)

When a crew has completed its final turn and is in the last 450m straight of the race, it may cross into the main Racing Course, that is, inside the left hand edge of the Racing Lane and take any Racing Line down the last 450m. Overtaking on either side of another boat is permitted during the last 450m provided that clear water (2 metres) is given to any other boat on the Racing Course. The crew has finished the race when the foremost part of the boat crosses the line, with the same number of crew members in it, as started the race.

R10.7 Impeding / Collisions

If during the course of the race a boat impedes or collides with another boat the Chief Official shall apportion blame (see also R10.4.5 - disqualification when crew safety is compromised.) 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 Bonus may also be awarded to the impeded boat as allowed for under R10.5.6. When a collision between boats occurs then Racing Rule 7.7 will apply, except that re-racing will not take place.

R10.7.1 (NZ amendment) It is the responsibility of the boat which has lost control or steered incorrectly to avoid a collision at all costs and that may mean 'STOP PADDLING' do not keep going. Crews who do not 'STOP PADDLING' in the opinion of the Chief Official may be awarded a time penalty. The sweep may need to call for the crew to 'BRAKE' or 'HOLD



WATER' to slow the boat more quickly to avoid colliding with another boat.

R10.8 Course Umpires

To assist the Chief Official in implementing these rules and other Rules of Racing in general, Course Umpires both on-water and land based should be positioned around the Racing Course to allow 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.

R10.9 Starting Procedures and Formats (NZ amendment)

Boats will be started at intervals of **15** seconds, that is, a 'staggered' start, line astern (see 10.8.2) **or** in pairs abreast, using the normal start commands of 'Are You Ready', 'Attention', 'Go'.

The order of starting is that the slowest crew starts first and the fastest crew will start last. Any crews that are not seeded will start last after the fastest qualifier.

Each boat will come to a halt, and The Race Starter will start the boats on a "Pre-Start Line" approximately 20 metres before the Start Line.

The Start Time of each crew shall be when the boat crosses the Start Line.

On the start command the first crew shall race straight ahead into the Line of Racing 6 meters to the right of the buoys marking the Racing Lane.

Crossing the Course. The second boat to start and subsequent boats may steer straight ahead on their start command, even if this means that they are racing to the left of the buoys marking the Racing Lane. However, Crews doing this must then move diagonally across the course in a Line of Racing until they have reached a point on the course that is to the **right** of the buoys marking the main Racing Lane (see R10.3.1).

300 Metre Rule. This crossing to the Racing Lane must be completed within 300 metres from the start of the race. *During this time*, crews may pass on either side of a boat they are overtaking, provided that at all times they maintain 'clear water' between themselves and all other boats.

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.



A crew that turns inside of a Turn Buoy, that is a buoy is passed to starboard (on the Right of the boat) shall face a Time Penalty as per R10.5.1.

R10.11 Crew Times, Placings and the Race Winner. When a staggered start is used, the record of Start Times will be compared against the Finish Times recorded for crews. The resulting Time Differential will be used to calculate a crew's actual Race Time. Any race Time Penalties incurred by a crew, will then be added to give a crew its Gross Race Time.

R10.12 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 Raced 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.

**R10.12 How Time Penalties are Awarded**

Infringement	Penalty
Rule 10.4.1 Failure to move to the right to allow overtaking on the left.	(Up to 20 seconds per offence)
Rule 10.4.2 Breach of 2m rule	5 – 10 seconds
Rule 10.5.1 Missing Turn Buoys:	
Missing 1 buoy	5 secs
Missing 2 buoys	additional 10 secs (in addition to the previous 5s penalty) total 15secs
Missing 3 buoys	additional 15 secs (in addition to the previous 15s penalties) total 30secs
Missing 4 or more buoys	Disqualification
Rule 10.5.2 Failure to give ROW in Turns	Automatic penalty of 20 seconds
Rule 10.5.4 Contact or Interference with lead boat in turn	Penalty of up to 20 seconds
Rule 10.5.5 Dangerous overtaking manoeuvre that endangers safety or materially affects the outcome of the race	Offending crew will be disqualified
Rule 10.5.6 Crews time has been adversely affected by the actions of another crew	Time bonus equivalent to time lost (calculated)
Rule 10.7 Collisions (or Failure of crews to stop paddling to avoid a collision)	Penalty of up to 30 seconds to offending crew. Time bonus may be awarded to affected crew



16 NZDBA Disciplinary Code

The Disciplinary Code that follows is intended for use at NZDBA Dragon Boat Racing Championships and NZDBA 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 NZDBA 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 NZDBA Dragon Boat Racing Championships. The period of an event includes misconduct at any time from the day of arrival of a crew at the regatta location to the day of departure, and to incidents that may occur on or off the competition site, before during and after the actual races.

16.1 Failure by crews to comply with the instructions of Officials

Time Penalties of between 1 and 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.



16.2 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 first warning, then the Crew Captain must be told by the Race Official concerned, that a second warning has been given and that a report will be made to the Chief Official. The Chief Official is not compelled to award Time Penalties but as a minimum must inform the Team Leader of the crew concerned that any further instances of misconduct will result in disciplinary action being taken against them.

In addition to time penalties laid out in R10.12, the following summarises the penalties that may apply:

Infringement	Penalty
Rule 6.2 For crews who arrive late to the start line (without an approved reason), the Starter will:	a. First Offence - Issue a warning. b. Second Offence - Issue a time penalty up to 5 seconds. c. Third Offence - Disqualification from the racing class.
Rule 6.12 False starts For crews who cause a False start:	If the same crew causes two (2) False Starts, the Starter may exclude them from the race, or alternatively award a 'Time Penalty' of five (5) seconds to the offending crew. Any crew that fails to return to the Start Line immediately after a False Start may also be excluded from the race or alternatively awarded a five (5) seconds 'Time Penalty' at the Starters discretion.
Rule 6.13 For crews who 'Jump the Start' the Starter may award Time Penalties	From two (2) up to a maximum of five (5) seconds against the crew or crews in question.
Rule 7.2 Crew that leaves its Racing Lane/Line or impedes another crew	Penalty of five (5) seconds may be awarded by a Course Umpire
Rule 7.7 Failure by a crew to take corrective action to avoid a collision	Offending crew will be disqualified from the competition class.



Infringement	Penalty
<p>Rule 7.8</p> <p>Where a boat has been swamped or capsized deliberately by its own, or another crew, during a race.</p>	Competition Committee may disqualify the crew or crews concerned from the competition
<p>Rule 7.9 Where a boat has been damaged by its crew deliberately, or by another crew during a race.</p>	Competition Committee may disqualify the crew or crews concerned from the competition. In addition, on the recommendation of the Competition Committee, a fine may be imposed on the crew or crews by the Jury
<p>Rule 16.1 Failure by Crews to comply with the instructions of Officials. Includes:</p> <ul style="list-style-type: none">- Failure to leave the embarking area when instructed by the Boat Loading Marshals- Failure to obey the instructions of a 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 of between 1 and 5 seconds, may be added to a crew's actual time in a race by the Chief Official

16.3 Official Warnings

Warnings may be verbal or through the use of a Red Flag. When a Flag is used then the procedure will be as follows:

- Warning 1. When an offence has occurred, a Red Flag will be raised by the Official and the offence notified to the crew. The Red Flag will then be lowered. If the crew does not respond within a short time, then the 2nd warning will be given.
- Warning 2. The Red Flag will be raised again and stay raised until the Crew Captain has acknowledged the offence. The Race Official will then report the offence to the Chief Official. (Boat Marshals will report the Chief Official).

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



16.4 False Starts, Jumping the Start, Race Conduct

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

16.5 Verbal abuse between Competitors (or Competitor/Official)

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

- Verbal abuse occurring between crews whilst proceeding to the Start or after the Finish of race will be dealt with by the Course Umpires in accordance with paragraph above. In addition to Time Penalties, the Chief Official may award Penalty Points for verbal abuse of between 1-3 points per offence. A crew that collects 4 points during a competition will be excluded from the Race Distance in question. A crew that collects 6 or more points will be excluded from the remainder of the competition.
- Verbal abuse occurring between crews whilst under Starter's Orders will be dealt with by the Starter, who may award Time Penalties without reference to the Chief Official. The award of Penalty Points always remains with Chief Official.
- Verbal abuse by competitors directed at a Race Official will be dealt with by the Race Official first warning the competitor(s) or Crew 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.

16.6 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 Competition Jury. The Jury must record the details of the incident and may sanction a non-competitor or disqualify a competitor or crew from taking any



further part in the competition, irrespective of any previous action that may already have been taken, during the competition, against the person or persons concerned.

If during the NZDBA 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 DFSNZ (Drug Free Sport NZ) and NZDBA Anti-Doping Policy, the competitor concerned shall be excluded by the Race Jury, from taking any further part in the Championships. The Chairman of the Race Jury shall report the exclusion and the reasons to the NZDBA Board for them to decide what further action, if any is to be taken. The Competitor concerned is also to be informed of the Jury's action.

At NZDBA Championships, the decision of the Jury is Final. At NZDBA sanctioned events, an appeal against the decision of the Jury may be made to the NZDBA Board for consideration.

16.7 Threat of violence or actual physical violence

(NZ Amendment) Any threat 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(s) concerned from taking any further part in the competition.

The Chief Official may also disqualify the team(s).

The Chief Official will also report the matter to the Jury as above. The Jury will investigate the circumstances surrounding the incident and make a written report to the NZDBA Board who may take further action against the Member concerned.



17 Approval/changes

Signed by

Chair (NZDBA)

Secretary (NZDBA)

Treasurer (NZDBA)

Evan Roper

Brooke Hargreaves

Jennie Colver

Health & Safety, Chair of OC

Equipment Director

Comms/ Technology

Andrew Watson

Meri Gibson

Ricky Greaves

Coaching Development

Development Director

Special Interests

Caleb te Kahu

Steve Monk

Margot Munif

Strategy

Chris Stone

**17.1 Record of Amendments**

v	Date	Section	Summary of significant changes
1.0	March 2014	All	Initial Issue
2.0	6-March-2019	2 , 7	Rename Grand Dragons etc to Senior A , B , C . Date is taken from 1-June of the year of the event.
		9.2	Remove restriction on entering Standard/Small boat in the same Class (gender)
		11	NZDBA may allow overseas team to race in finals for medals (such as Oceania medals)
		11.2	Race draw, no double rostering
		13.3	Umpires on the 50m Flag should be in a powered boat inside the flag. They will record commands given and infringements on a standardised form. Boats passing over a buoy incur the same infringement as passing inside the buoy.
		10.3(e)	Overlap at 50m mark is from the foremost tip of inside boat versus Sweep oar arm of outside boat.
3.0	10-March-2021		Incorporate changes from IDBF Rules (Edition 8.0 issued 1-Jan-2020). Copy in all IDBF text, for completeness.
			Updated definitions (competitor, Under 24s, Umpire)
		5	Align of titles of Race Officials.
		6	Racing Classes allow for non-binary gender
		7	The qualification for any particular age category is based on the age of the competitor in the calendar year of competition. Add Junior C. Youth renamed to Under 24 (and simplified). For Seniors, all competitors (except Drummer) must be aged x years or older in the calendar year of competition.
		8.2, 3	Provide at least 5 lanes. Start and finish line are identified by fixed landmarks.
		8.5	Preference is for use of Start Pontoons. Otherwise, include a pre-start line approximately 10 metres prior to the start line.
		8.7	Add a turn corridor, 5m wide.
		9.2	Removal of rule where Small Boat are primarily for new and developing Clubs who have not taken part for at least 4 years.
		9.3	Equipment specifications added (Paddles, PFDs, Strapping, Seat Pads, Footwear, Sweep Hi-Viz Vests and Water Pumps)



11	Crews must have competed at their regional championships, as well as being bona fide members of their RSO. At NZDBA discretion crews may qualify via another Regionals.
11.1	Teams will race in Divisional Heats (not mixing divisions between heats).
11.2	Lane orders by qualifying times.
11.3	Refine the Appeals process (including the Form)
13.1	Process for determining 2k start order. Description of pre-start, in pairs
13.2, 3	Describe the roles of Turns Umpires (Flag and Apex)
15	"Localisation of IDBF Rules" now includes all the IDBF text. Use of NZDBA titles/roles etc.
R6	Late arrival at start line (4 times) results in DQ from regatta.
R10	Description of race course, graphics for ROW, Turn Corridor. Clarification of behaviour in a turn.
16.6	Drug Free Sport NZ may require doping tests.

18 Race Protest Form

Team Name:								
Manager or Captain:				Sweep:				
Heat or Race:	Race time:	Lane Number:	Protestor:					
Protest Details: (use columns at right to indicate lanes etc)			6	5	4	3	2	1
Witness(s):								
Signature: Team Manager/Captain:					Time:			
FOR NZDBA USE ONLY - Race Control								
Assigned Race Official:					Start @ :			
Race Official Signature:					Decision@ :			
Fee (NZ\$100 CASH) Received by:								
Verdict/ penalty:								



19 Race Protest / Appeal procedure

As per NZDBA Rules of Racing 11.3, Protests must be lodged within 15 minutes of the end of a race or after results are posted (IDBF R9.2).

Any team lodging a protest must pay a bond of \$100, which will be refunded if the protest is upheld.

Also, any Race Official may lodge a protest.

Penalties or DQs are at the discretion of the Chief Official. If penalties are applied the team at fault will be informed, and given the opportunity to protest, prior to the penalties being applied and the amended results announced.

The decision of the Chief Official will be final.

All results will be delivered as soon as possible.

If a protest is upheld the Chief Official will:

- **Protest upheld but considered to have no effect on outcome:** notify parties, no penalties.
- **Protesting boat 'held-up':** the time for the boat that was held up may be adjusted according to 'Variance within Standard Deviation'. Boat at fault may be penalised or DQ'd depending on degree of fault.
- **Protesting boat DNF due to the actions of another boat:** the time for the boat that did not finish will be calculated according to 'Variance within Standard Deviation'. The boat at fault will be penalised or DQ'd depending on degree of fault.

Other protests will be resolved in a manner considered 'fair' by the Chief Official.

Any **appeal** against the **protest** must be lodged within 20 minutes of the delivery of the decision.

A Race Jury will deliberate the appeal.

Any decision made by the Race Jury will be final.

If parties dispute the **appeal**, it will be held over for discussion at the next NZDBA Board meeting. While this may impact on *future* events it will have no effect on race-day placings.

19.1 Penalties

DQs will only be applied where there is disregard for the rules of racing or the safety of participants, for example Failure to make all attempts to stop when on a collision course. The penalty for any other infringement are summarised in R10.12 (page 53) or 16.2 (page 55).