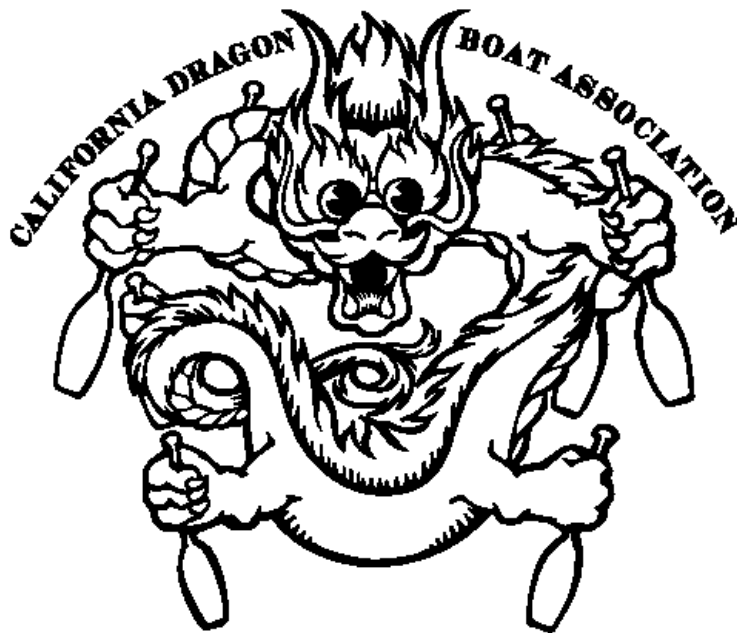


**THE 15TH ANNUAL KAISER PERMANENTE SAN FRANCISCO
INTERNATIONAL DRAGON BOAT FESTIVAL
2010**



Official Rules and Regulations

Revised April 12, 2010

**OFFICIAL RULES AND REGULATIONS
GOVERNING CALIFORNIA DRAGON BOAT ASSOCIATION (CDBA) RACES**

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1 RACE REGISTRATION

1.1 REGISTERING YOUR TEAM FOR THE FESTIVAL AND COMPETITION

The Race Registrar is responsible for issuing the Registration Package containing information for prospective teams and for registering dragon boat teams. Each Team must submit a completed Registration Form to the Registrar, accompanied by a check for the applicable fee payable to California Dragon Boat Association (CDBA). No personal checks will be accepted.

1.2 CONDITIONS OF ENTRY

All participants must agree to abide by the regulations stipulated by the San Francisco International Dragon Boat Festival (SFIDBF) as a condition of their participation in the event. Individuals and Teams must conform to all criteria and be able to satisfy and comply with all requirements, as set forth in the Official Regulations. The SFIDBF, at its sole discretion, reserves the right to accept or refuse any entry of a Team or any registration of an individual to the Event.

- 1.2.1 **Waivers:** All Team Members must sign a waiver release stating that they have read the conditions of the Waiver and are aware of the risks associated with the Races, and accept the risk and thus waive any right they may have to any course of action against any or all of the sponsors, organizers, officials and the SFIDBF for injury to person(s) or loss/damage to personal property.

All Team Members must return a duly signed Waiver to their Team manager, who shall be responsible for submitting them from all members of his or her Team to the Registrar by the date specified on the Calendar of Events and Deadlines.

- 1.2.2 **Mandatory Coordination and Safety Meetings:** Every Team Manager or his/her alternate must attend a Team Managers' coordination meeting; every steersperson must attend a safety coordination meeting. Both meeting dates and locations are to be announced by the Race Registrar.

- 1.2.3 Any infraction of the Race Regulations on the part of an Individual team Member(s), by the Crew or by the Team itself may result in the disqualification of the entire Team from further participation in the Event. Each Team is entirely responsible for its own conduct and compliance with the Official Regulations. Any Team which allows a non-registered individual to participate as a crew member on that Team may be subject to disqualification from further participation in the event.

2 TEAM AND TEAM MEMBER DEFINITIONS

- 2.1 **OFFICIAL DRAGON BOAT TEAM:** Consists of the following:

- (A) 1 Team Manager (may be part of the crew).
- (B) 26 Racers Maximum: The Drummer, the Steersperson and 20 Paddlers drawn from the Official Team Roster, with up to 4 Alternates (or spares, substitutes or reserves). One member of the Team must be designated as Team Captain. If Team Manager is also a racer, s/he must be listed as one of the 26 racers.
- (C) There must be a minimum of 16 Paddlers per Team.

- 2.1.1 **Team Roster:** The names of all Team Members must be registered on the Official Team Roster. Only those racers listed on their respective Team's roster can race for that Team. Any Team which allows a non-registered person to participate as a Crew Member on that Team may be subject to penalties and/or disqualification from further participation in the SFIDBF. A paddler may only appear on one co-ed roster and one men's team roster or one women's team roster (except for special races – i.e., those races outside of the novice, recreational and competitive division(s) e.g. masters or cancer survivors). A team member may be listed on multiple rosters as a drummer, steerer, or manager only.
- 2.1.2 **Final Racing Team Roster:** A maximum of 26 names is to roster for the actual competition. The Official Final Racing Team Roster must be submitted to the Registrar by the deadline specified in the Calendar of Events and Deadlines issued by the Registrar. Paddlers are permitted to be listed on only one (1) team roster.
- 2.1.3 **Variations** to the foregoing Roster Regulations are permitted only with the prior written approval from the Race Directors.
- 2.1.4 **Other Team Roles:** Many teams often involve people in roles other than those listed above, for example, Team Coach, Warm Up Leader, Support Boat Crew, Assistant Team Captain, however, these functions are not officially recognized as part of an Official Team.

2.2 TYPES OF TEAMS

2.2.1 Age Basis

- (A) **Adult Boat Crew:** Team Manager must be 19 years of age or older as the first day of race weekend.
- (B) **Junior Boat Crew:** Team Manager must be 19 years of age or older as of the first day of race weekend and all racers must be at least 13 but less than 19 years of age as of the first day of race weekend (18 years old or younger) and currently enrolled in high school. Those crewmembers below the age of 19 require their parent or guardian's consent in order to participate and compete.
- (C) **Masters Boat Crew:** all racers must be 40 years of age or older as of the first day of race weekend.
- (D) **Senior Masters Boat Crew:** all racers must be 55 years of age or older as of the first day of race weekend.
- * Exceptions to the Adult, Masters and Senior Masters age basis of the crew must be made in writing to the SFIDBF race committee 21 days prior to the first day of the races.

2.2.2 Gender Composition Basis

- (A) **Men's (Open) Crews and Women's Crews:** Men's (Open) crews may consist of all male paddlers. Women's crews must consist of all female paddlers. The gender of the steersperson and drummer may be either male or female (e.g. Men's crew may have a female drummer. Gender-based teams can be stand alone teams or are permitted to be drawn from multiple mixed-team rosters. For example, two mixed teams with at least 10 men and 10 women each could field an all men's team and/or an all women's team. The SFIDBF permits a paddler to compete in one mixed division team (novice, recreational or competitive) and one single gender team.
- (B) **Mixed Crews:** boat crew must be comprised of at least 8 female paddlers with the balance of the crew being of either gender. **The drummer or steersperson does not count towards the minimum 8 female paddlers.** All Junior Crews are included under this category.

2.2.3 **Level of Crew Skill, Experience, Involvement and Commitment**

- (A) **Novice:** beginners, limited or minimum exposure to paddling sports e.g. outrigger, marathon/sprint canoe
 - (i) three or less practice sessions during the dragon boat season
- (B) **Recreational:** Some experience, regularly involved in paddling sports
 - (i) local teams having more than three (3) practice sessions during the dragon boat season
- (C) **Competitive:** very highly committed, elite high performance, etc.
 - (i) local outrigger teams
 - (ii) year round dragon boat teams

The Race Committee reserves the right to place teams into their most compatible division. e.g. if there no Competitive division exists, experienced high performance teams will be placed in the Recreational division.

2.2.4 **Place of Team Origin**

- (A) **Local:** teams based within the San Francisco Bay Area (within 150 miles of San Francisco)
- (B) **Visiting:**
 - (i) North American- teams from beyond the San Francisco Bay Area, but within North America including Hawaii
 - (ii) Offshore- overseas team from beyond North America

2.3 **INDIVIDUAL TEAM MEMBER ELIGIBILITY AND FITNESS FOR DRAGON BOAT RACING**

2.3.1 A registered Team Member is defined as any person who is

- (A) Listed on the Final Racing Team Rosters of a team that is duly registered and in good standing with the SFIDBF and
- (B) Of the age prescribed below by the date of the first day of competition

2.3.2 Every Team Member is required to read a set of the Official Rules and Regulations, be knowledgeable of its content, and abide by the same. Every Team Manager, Captain Steersperson, and Drummer is also required to be knowledgeable of the Official Rules and Regulations in order that their respective team can act accordingly.

2.3.3 **Swimming Ability:** Each Crew Member is required to be able to swim 100 meters while wearing a PFD; it is the responsibility of the Team Manager and Team Captain to ensure that all members of their team are able to comply with this regulation.

2.3.4 Paddlers with physical restrictions (disabilities) are permitted to race on the same team with more able bodied paddlers, and to compete alongside other teams in their Division as part of an integrated crew, subject to prior consultation with the Registrar and a review by the Race Committee to ensure that the nature of the disability and any adaptive procedures, appliances or supporting devices can be accommodated within the facility, safety and operational standards of the Event.

2.3.5 Entire Teams/members competing under exceptional circumstances may also apply to enter the competition and will be placed in the most compatible Division at the discretion of the Race Committee.

2.4 **SAFETY CONDITIONS**

- 2.4.1 Each Team Member is solely responsible for his or her own safety at all times while engaging in activities relating to practicing in and racing dragon boats; the proper wearing of Personal Floatation Devices (PFD's) is required of every Crew Member at all times on board dragon boats. PFD's must be non-inflatable US Coast Guard approved class III or greater.
- 2.4.2 Any injuries sustained as a result of participating in the practices or races must be reported immediately to the Dock Master, and the Team Manager must submit an injury/incident report to the SFIDBF immediately following the injury. Injury/incident Report Forms are available at the dock and information/registration desk.
- 2.4.3 Refer to Detailed Team Member Roles, Duties and Responsibilities section for safety-related details.

2.5 **TEAM SPONSORSHIP AND IDENTITY**

- 2.5.1 The SFIDBF retains all rights to advertising, sponsorship and commercial representation for the Event.
- 2.5.2 Festival Sponsors are sponsors who are directly supportive of the Festival, such as Cup and Boat sponsors, contributors, etc. They will be acknowledged and represented as Sponsors of the Dragon Boat Festival and Races.
- 2.5.3 Team Sponsors and sponsors supportive of individual Teams and may not be considered a sponsor of the Festival. SFIDBF is not obligated to individual Team Sponsors, and may refuse any commercial representation on the festival site and on the water venue.
- 2.5.4 It is not a requirement for any Team to be supported by a Team Sponsor(s).
- 2.5.5 Where the involvement of an individual Team Sponsor is determined not to be in the best interest of the SFIDBF or the Festival Sponsor(s), the SFIDBF may refuse entry of the supported Team to the Event unless an alternative Team Sponsor is acceptable.
- 2.5.6 Commercial or promotional activities such as distribution or sales of materials or goods for the benefit of any Team Sponsor, Teams or individuals will not be permitted to actively solicit sales e.g. T-shirts. Only SFIDBF shirts may be sold.
- 2.5.7 Team Sponsorship- representation and promotion of team Sponsor(s) will only be permitted subject to prior agreement with the SFIDBF.
- 2.5.8 Representation of the organization responsible for the Team and its Sponsor(s) shall be limited to:
 - A. Clothing such as team uniform, hats head bands, pins, etc.
 - B. One freestanding team flag/banner not exceeding twenty (20) square feet in area.

2.6 DETAILED TEAM MEMBER ROLES, DUTIES AND RESPONSIBILITIES

Team Manager shall be responsible for:

- A. Team conduct under the Official Rules and Regulations
- B. Communicating and distributing to all team members race and festival information, dance tickets, etc.
- C. Processing and submitting all required team forms, waivers, fees, team name/description
- D. Liaison with the Registrar and Race or Festival Officials
- E. Attending all specified meeting and practices

Team Captain shall be responsible for:

- A. Team conduct whenever the Team is on the water or dockside
- B. Liaison and communication with Race Officials while team is on the water or dockside
- C. Altering or curtailing the practice and the routing of the boat should the weather or water conditions exceed the crew's capabilities or put their safety in jeopardy
- D. Taking charge during an accident or mishap
- E. Reporting to Dock or Race Officials on any damage to the boat, or loss/damage of equipment or boat accessories
- F. Ensuring that all changes of crew seating positions or rotations with team members from shore take place ONLY WHILE DOCKSIDE

Steersperson shall be responsible for:

- A. Standing at all times at the boat steering situation and keeping a proper lookout for other marine traffic, floating debris, fixed obstacles, lines and tethers, rocks and shallows, and all other hazards to navigation and dangerous marine and weather conditions
- B. Knowing the boat crew commands to call out and how to steer/control to maneuver the boat so as to avoid colliding with floating or fixed objects and to avoid damaging the dragon boat and in particular, any of its attachments
- C. Knowing the marine rules of the road and collisions avoidance practices when in the proximity of recreational and commercial vessel traffic and while racing
- D. Knowing the designated marine areas (practicing, racing, out of bounds) and the associated procedural rules for approaching and leaving the dock, warming up, racing down the course keeping within the designated lane, etc.
- E. Practicing the entire team in the emergency "crash stop" maneuver to avoid collisions and ramming, and establishing effective communications signals with the Drummer
- F. Stopping the boat and signaling to Race Officials immediately in the event that any crew members(s) suffers an injury or other mishap
- G. Being familiar with how to inch the boat forward into position at the start line without drifting onto an adjacent lane(s)
- H. Attending a review meeting on practice and race operational procedures

Drummer shall be responsible for:

- A. Directing the actions of the paddlers in coordination with the steersperson to control the movements of the dragon boat in all directions (forward, sideways, pivoting, turning, backing), whenever underway, docking and pushing away from dock, starting, racing finishing and particularly for stopping to avoid collisions
- B. Knowing the boat crew commands to call out
- C. Keeping a proper lookout aft (rearward facing direction)
- D. Complying with the requests of Race Officials and Referees
- E. Ensuring the boat is brought into the correct, marked racing lane for competition

- F. Ensuring that no noise makers, whistler, electronic aids or amplifying devices are employed to signal within or communicate with the boat, other than the drum and drum sticks provided

Drummer and Steersperson must both be competent at calling commands to control and halt the boat, for if either one of them falls overboard, it will be up to the remaining individual to take charge of the boat.

3 COMPETITION PROGRAM

3.1 GENERAL

Responsibility for the Race rests with the SFIDBF Race Committee, who sets and administers the policies, rules and regulations governing these activities. It is responsible for working the associations, registration of teams, marine operations and support, safety, operation of the races, and all matters pertaining to the running of the racing program. The interpretation of policies, rules and regulations rests with the SFIDBF Race Committee, who holds the final authority over their application, and whose decisions are final.

3.2 COMPETITION PROGRAM STRUCTURE

- 3.2.1 The racing program is organized into a number of different Divisions, as determined by the Race Committee, with the maximum number of teams entered into the Race and number of teams participating within each Division similarly set. The SFIDBF reserved the right to reclassify teams in order to ensure a balanced program. The Race Committee develops a contest structure, race schedule and competition program by taking into account such factors as the number and type of teams entered, minimum number of teams needed to form a separate division, and other practical considerations. Contest can be structured where, for example, total elapsed time can be used in lieu of an “order of placement to advance” style of tournament. Generally, there is the objective of enabling teams to race at least three times per Race Weekend.

3.3 SCORING AND DETERMINATION OF WINNERS

- 3.3.1 Crew placements in the initial heats and lane assignments shall be randomized or based on a seeding method; subsequently, the standing of the Crew will be determined either by finish order or by elapsed time; each Team will advance or be eliminated in accordance with the structure of the scheduled competitive rounds.
- 3.3.2 If a team incurs a penalty and a time penalty is applied to its actual finish time, then the adjusted time will be used to alter the order of finish placement and the resulting standing of that team.

4 RACE REGULATIONS

4.1 RACING EQUIPMENT

- 4.1.1 All boats and equipment for use in racing by teams (i.e. paddles, drum, life jackets/PFD's) are to be approved and/or provided by the Race Committee; no additional equipment will be authorized for use, other than any adaptive devices required to facilitate participation by disabled paddlers, provided such participation and adaptive devices have received the approval of the Race Committee prior to the Race Weekend.
- 4.1.2 Seating pads no thicker than one inch made of foam or other materials are allowed to be used or taken on board dragon boats by any Crew Members.
- 4.1.3 Paddlers are not permitted to alter the supplied festival paddles in any way, including, but not limited to, applying sticky or waxy substances to the shaft, roughening, or taping the hand gripping surfaces.
- 4.1.4 All boats, paddles, drums, PFD's and any other equipment used during the practice sessions and races must be returned to the SFIDBF intact and in full; replacement costs or repairs of such equipment will be charged to the responsible team should negligence be determined by the SFIDBF.
- 4.1.5 Signaling devices including radio communications or other electronic items and any noisemaking devices shall not be used by any Team during the races.
- 4.1.6 Only the drum and drumsticks provided shall be used to signal the stroke rate. Whistles, rattles, air horns, or any other noise making devices are prohibited from use.
- 4.1.7 Paddles must be of approved manufacturers (Grey Owl, Upper Canada paddle, Burnwater, ZRE) or meet IDBF specifications. Paddles constructed with carbon fiber, kevlar and/or other materials are acceptable as long as they meet IDBF specifications. Race Officials reserve the right to disqualify any paddle.
- 4.1.8 Paddlers may bring their own PFD's as long as they are US Coast Guard approved Class III or greater. Inflatable PFD's are not allowed.

4.2 WATERCOURSE DESCRIPTION: Lanes, Distances, Markings

- 4.2.1 The Race Course consists of the following designated areas on the water of Clipper Cove, Treasure Island:
 - (A) **Racing Lanes:** 500 meters in length (though shorter course lengths may be used for the novice division and/or depending on conditions). Each lane has a designated number, with lane number 1 closest to the Finish Line judge stationed on the shore to the south of the racing lanes.
 - (B) **Start Line:** The start line will be on the north-east end of the course.
 - (C) **Finish Line:** A surveyed plane determined visually by sighting across shore and or water-based alignment marks. Flags, stretched lines and any other markers on the watercourse serve only as guides and approximate indicators of the true standard are subject to current drift, wind, etc.
 - (D) **Run Out:** The area immediately after the Finish Line in which the dragon boat coast to a stop after crossing the line.

- (E) **Dock Approach Area:** The waters immediately surrounding the various berths and docking stations.
- (F) **Warm Up Area:** A designated portion of the watercourse in which crews can do a short warm up paddle.
- (G) **Out-of Bounds Areas:** All other waters in which dragon boats are not permitted to traverse during the Competition.

4.3 **DAILY PROGRAM OF COMPETITION AND LAST MINUTE CHANGES**

- 4.3.1 The times of the first race of the day are generally as follows, but are subject to change:
 - (A) Saturday commence at 8:00 am
 - (B) Sunday commence at 8:30 am
- 4.3.2 The Race Officials reserve the right to call meetings of Team Officials to emphasize procedures, go over any program adjustments or resolve any last minute concerns.
- 4.3.3 Team should plan to be on site at least forty-five minutes to one hour before their schedule time to race; there are a number of stages that Teams must pass through in order to be properly prepared or a successful race, and they are spelled out below.
- 4.3.4 Should it be necessary to alter the schedule, a notification procedure will be established. It is the responsibility of the Team Manager/Captain to be alert for any last minutes changes to the race schedule and to know when his or her Team is next scheduled to report to the Check In point and expected to race.

4.4 **GOOD SPORTSMANSHIP**

- 4.4.1 If, in the opinion of the Referee, a boat is deliberately swamped or capsized, the Race Officials reserve the right to disqualify the Crew from any official standing and may disqualify the offending team from further participation in the SFIDBF; and if a boat or its equipment is deliberately damaged by the crew, the SFIDBF reserves the right to impose a financial and/or disciplinary penalty.
- 4.4.2 Participants are at all times to practice the principles of good sportsmanship. Any crew or competitor who attempts to win a race by other than honorable means, or who deliberately breaks the rules, or who disregards the honorable nature of the rules shall face disqualification from the competition.

4.5 **PENALTIES ARISING FROM RACING**

- 4.5.1 Penalties may be imposed by the Race Committee on a Team or its members for reported:
 - (A) Violation of safety procedures
 - (B) Infraction of stated rules and regulation
 - (C) Unsportsmanlike conduct
 - (D) Disobeying reasonable requests or instructions from Race Officials
 - (E) Willful damage to or loss of equipment and boats
 - (F) Violation of sponsorship rules
 - (G) Misrepresentation of the Race/Events or the Race/Events Organization

- 4.5.2 Penalties may include:
- (A) Disqualification from any official standing and/or awards
 - (B) Disqualification of Crew Member(s) or entire Team from further participation in the races
 - (C) Requirement for financial reimbursement for damaged or lost equipment
 - (D) Disqualification of Crew Member(s) or entire team from participation in future Races
 - (E) Addition of time to race result

- 4.5.3 Penalties will be assessed as follows:

- (A) Penalties will be assessed under the complete discretion of the head race official as follows: minor 2 sec, major 5 sec, severe 10 sec. Some examples are as follows:
- a. Minor: lane infraction, late to the starting line, late marshalling
 - b. Major: False start, failing to comply with officials' commands, roster non-compliance, unsportsmanlike conduct.
 - c. Severe: Blatant disregard to safety, gross unsportsmanlike conduct.

4.6 **RACING PROTESTS AND APPEALS**

- 4.6.1 Protests by teams will be limited to race conduct and race rules infractions only. A Race Appeals Panel consisting of Race Officials will decide on all protests.
- 4.6.2 On Water Race Officials will signal any fouls or disqualifications to the Finish Line Judge by raising a red flag and notifying offending team(s) of the specific infraction. The Finish Line Judge will withhold the results of the race and notify:
- (A) Scoreboard Officials to post a notice indicating that the race results are being appealed
 - (B) The public announcement that the race results are being appealed until a release is given from the Race Appeals Panel
- 4.6.3 A protest may only be lodged by the Team Captain within fifteen minutes of his/her team returning to the dock after the completion of the race, to the Head Race Official. No complaints may be aired to any race official than the Senior Race Official. Participants must refrain from any interaction with the race officials that may interfere with race officiating.
- 4.6.4 All protests must be submitted in written form along with \$50 Cash to the Head Race Official or designated Race Appeals Panel.
- 4.6.5 Upon accepting the protest, the Race Appeals Panel will immediately convene a meeting together with all parties for a hearing and make its decision, which will be final and binding on all parties concerned. The Race Appeals Panel will then notify the Finish Line Judge to release the adjudicated race results.
- 4.6.6 If a team has not trained its own steersperson, the SFIDBF will make all efforts to provide a steersperson for the team. The SFIDBF will not be held liable for the steersperson's skill/competency. The supplied steersperson will become a part of that team. A team therefore cannot protest lane violation/disqualification's by its steersperson.

5 RULES OF RACING COMPETITION

5.1 ARRIVAL ON SITE AND TEAM ROUND UP

5.1.1 Teams need to get themselves rounded up at some meeting point on site at least forty-five minutes before their schedule Race Start Time and get organized; use the washroom facilities as time since facilities are not available once teams report to check in. Adjust uniforms, do warm up exercises and stretching, review race strategy, etc. Plan for extra time to move around the site since it will be congested.

5.2 CHECK IN AND LINE UP

5.2.1 The scheduled times when teams are to race will be determined in advance and will be distributed to all Team Managers, whose responsibility is to know when his or her Team is next expected and scheduled to compete, and to keep track of any changes to the scheduled announced/posted by Race Officials.

5.2.2 Teams must report in to the Crew Marshall at Check-in no less than thirty minutes prior to their scheduled race time. Failure to do so may result in the disqualification and the removal of the team from that round of competition with relegation to the position of last place for that round.

5.2.3 Each paddler must wear a wristband designated for their team during co-ed competition. Up to but no more than 3 paddlers wearing non-matching bracelets are allowed to compete as part of the crew. No Recreational or Competitive division paddlers are allowed on Novice teams and no Competitive paddlers are allowed on Rec teams. However, novice paddlers may compete in recreational and competitive divisions.

5.2.4 Personal belongings are not to be brought into the crew assembly area and only those teams in a forthcoming race are allowed through.

5.2.5 Once reported in, crews will be directed by Race Officials to pick out PFD's; all crew must select the proper size PFD and wear it in the correct manner.

5.2.6 Crew will then be directed to the final Line Up area where they will form up according to their preplanned order of seating in the boat, and behind the appropriate lane number marker to await being called down or directed to the dock.

5.2.7 When instructed, crews are to proceed to the dock area, where they will be directed to the proper boat.

5.2.8 Each paddler may bring only one paddle and the crew can bring only two extra paddles as spares.

5.3 BOARDING AND CASTING OFF

5.3.1 Once a dragon boat is ready, the Crew will be summoned to get on board; Crews must board in accordance with the Dock Master and are not permitted to choose the boat to be used, nor the lane they are to race in; any water should be bailed out of the boat.

- 5.3.2 After a final check out by a Dock Official, the Crew will be permitted to cast off and pull away from the dock.
- 5.3.3 It is the responsibility of the Dock Master to ensure that all of the right crews are correctly identified and dispatched, in boats bearing the correct lane number.
- 5.3.4 Once clear of the dock, all crews come under the authority of the Referees, and must comply with their directions.

5.4 **WARM UP ENROUTE TO START LINE AREA**

- 5.4.1 Upon clearing the dock, all crews are to head without delay to the Start Line Area, via the Warm Up Area. **FAILURE TO PROCEED DIRECTLY COULD RESULT IN DISQUALIFICATION FROM THE ROUND OF COMPETITION OR TO THE AWARDED OF A TEN SECOND PENALTY; TO BE ADDED TO THE OFFENDING TEAMS' FINAL RACE TIME RESULTS**, thus affecting its standing and advancement in the competition structure.
- 5.4.2 It may be necessary for early arriving boats to hold steady at the Start Line while waiting for the rest of the late arriving boats to join them; because of the shortness of time between races, it is critical that early arriving boats stay put and don't wander away for an extended warm up, this will also help to ensure fairness in terms of all crews having comparable opportunities to warm up.
- 5.4.3 While waiting at the Start Line, Steersperson should actively assess the wind conditions and direction when the boat is being lined up squarely for the start.
- 5.4.4 Where there are fewer than four contenders in a round of competition, the Dock Master must confirm the numbers of the vacant lanes to the Starter and to the Finish Line Judge prior to the race being started.
- 5.4.5 In the event that there is no dragon head or the head is seriously damaged, the most forward part of the affected boat will be the reference for aligning that boat and determine the moment of finish.
- 5.4.6 The starter may assess a penalty to any boat that does not respond to commands given or is deemed to be needlessly causing a delay.

5.5 **STARTING SEQUENCE**

- 5.5.1 The Starter in the starting line motor boat controls the count down to the air horn that is to signal the start of the race.

“Drummers, are you ready?” Last chance for drummer and steerspersons to indicate that they are not ready by energetically waving their hand overhead.

“Attention Please”

Horn

- 5.5.2 The Starter has the right to start the boats at any time. It is the responsibility of the crew to be at the start line when the race starts.
- 5.5.3 The Starter will make all reasonable efforts to evenly line up the boats prior to the race start. It is the Steerer's responsibility to line up evenly at the start line.
- 5.5.4 All boats will be asked to come to a complete and total stop (or to the best of ability given weather conditions) at the starting line. Failure to do so will result in the awarding of a time penalty.
- 5.5.5 The Finish Line Judge MUST confirm with the Starter that Finish Line has copied and the start; all radio traffic must be silenced during the starting sequence in order that this critical signaling not be interfered with.

5.6 RACING UNDERWAY

- 5.6.1 The correct course for each boat is a straight line from its starting position to the finish. Each boat must attempt to remain in its correct lane, keep clear of and not interfere with the other boats in the race, and generally keep their distance from boats in the adjacent lanes, subject to the instructions of the referees.
- 5.6.2 Boats must attempt to not cross beyond the outside boundaries of the course as defined by outer marker flags.
- 5.6.3 Any boat failing to keep to its proper course or heading off course will be warned by the Referee and must comply immediately with the Referee's orders to take corrective action to move to a satisfactory position e.g. "Go left/right," "Turn hard left/right," "Stop paddling," "Hold your boat," etc. If you are going to collide, you must stop your boat. The boat may resume racing after it has stopped to have a finish time.
- 5.6.4 Keeping with IDBF regulation, the Drummer must try to actively beat the drum from the start of the race entirely through to the finish. Drumming is a very essential part of dragon boat racing.
- 5.6.5 It is forbidden for a crew to "wash hang" or "ride wash," that is to gain advantage from the wash of another boat by paddling across the angle of its bow wave or stern wake to gain advantage by riding the forward face of the wave of wake. The referee following the field shall decide if wash hanging is taking place, signifying a foul and calling the offending crew.
- 5.6.6 When one boat is in a position to overtake another boat during a race, it is the duty of the boat overtaking to keep clear of the boat being overtaken at all times; similarly, the boat being overtaken must not alter course to make difficulties for the overtaking boat.
- 5.6.7 Crews shall be responsible for taking all action necessary to avoid colliding and minimizing impact with other boats and crew. Steersperson, who are facing forward must be able to command the boat effectively and send signals to their drummers, who are facing rearward; they must remain vigilant and maintain a proper constant lookout for impending collisions, reacting as follows:
- (A) Stop the paddling ("Let her run") to lose speed
 - (B) Stop the boat from ramming another ("Hold the boat") to QUICKLY lose speed
 - (C) Start back paddling the astern ("Back paddle") as in a "crash stop"
 - (D) Quickly pull ahead and maneuvering out of harms way if this can be done safely.

- 5.6.8 All paddlers must be seated on the dragon boat benches while paddling. No “high kneel” or paddling while standing is allowed.
- 5.6.9 Steerspersons must stand while steering. Steering from a seated position is not allowed.
- 5.6.10 Non racing items are not permitted on the boats: including but not limited to water blasters, confetti, noise makers, etc. One team flag/banner is permitted as long as it does not interfere with the officials’ field of vision.

5.7 **PROPER FINISH OR DNF**

- 5.7.1 Each boat must attempt to finish in her assigned lane, within the defined boundaries of the course, with the crew fully intact. However, if a boat finishes outside of her lane but did not impede the progress of another boat, the finish will be ruled fair.
- 5.7.2 The time of the boat’s finish will be taken at the instant that the nose of the Dragon Head reaches the finish line and a visual recording will be taken to provide an official record of the order of finish of each race.
- 5.7.3 Failure to finish within the proper lane and the finish impeded the progress of another boat; the team that went off course will be relegated to a last place finish. The boat whose course was interfered upon will be relegated to a position as determined by the Referee. The referee will take into account the position of the boat relative to the other boats in the race.
- 5.7.4 All members of the crew present at the starting line must be on board the dragon boat at the finish line.

5.8 **RETURN TO BASE**

- 5.8.1 Upon completion of their race, crews must remain in their boat, and the boats must be brought back to the dock without delay since all boat are needed immediately for use in the next race; lingering before the spectators and crowds is prohibited for this reason.
- 5.8.2 Returning crews may have to wait their turn to secure a place to berth at the dock, and should take up a holding position where directed by the Boat Marshals. Crews shall be directed to a berth by a Dock Official and must disembark in an orderly manner; all paddles/PFD’s are to be returned promptly.
- 5.8.3 The Team Captain only may lodge a protest concerning infraction of rules of conduct of other crew’s, immediately following the race, either to an On Water Referee (preferable since they are in radio contact) or within fifteen minutes of arriving back at the docking area to a Senior Race Official.

6 RACE OFFICIATING AND RESULTS

6.1 REFEREEING AND DISQUALIFICATION

- 6.1.1 Referee will follow each race to observe the course taken by each boat. Above all other matters, the Referee shall first be concerned with the safety of all participants. The jurisdiction of the Referee extends over the race and all matters connected with it, from the time of directing boats to the start through to the finish. The Referee shall have equal power to judge, stop the race, caution or disqualify any crew or competitor, and is the sole judge of a boat's own water and proper course during the race. His/her decisions in all case shall be final.
- 6.1.2 Failure by a crew to comply with the Referee's instructions may result in further disciplinary action, including disqualification from the remaining competition. A Referee may, at his discretion, disqualify a team without stopping the race.
- 6.1.3 Whenever it is deemed appropriate to disqualifying a crew arising from an infraction of the rules governing the race underway, the crew shall be advised at the time of the infraction/ disqualification.
- 6.1.4 It shall be considered a Foul when, after the race has commenced, any competitor by his paddle, boat or person comes in contact with the paddle, boat or person of another competitor; or deliberately steers into another boat- whether such boat is or in not on its correct course and lane- unless such contact is so slight as to not interfere with the race, in the Referee's estimation.
- 6.1.5 In the event of a foul or impending collision or any other infraction of the rules during a race, a Referee shall be empowered to:
- (A) Instruct crews to stop paddling; continuation of the race and resumption of paddling by the affected crews will be at the discretion of the Referee; for example, this option may be used in the event of an impending collision.
 - (B) Disqualifying the offending team(s)- in which case the crews must cease paddling and not complete the race- yet allow the rest of the race to continue uninterrupted at his or her discretion in spite of the disqualification.
 - (C) Stop the race, and at his/her discretion, disqualify the offending crew; teams other than any which has been disqualified shall then be directed back to the Start Line to start the race over.
- 6.1.6 At the conclusion of each round of competition, the Referee will radio the Head Race Official, and/or finish line if any foul or disqualification occurred.
- 6.1.7 The Finish Line Judge shall declare the Official Order and Time of Finish results for each boat that properly crosses over the Finish Line, whose decision is final. Unsolicited videos, photos or verbal accounts pertaining to any disputed finish(es), course fouls or any other matters have no official status or bearing on the adjudication.
- 6.1.8 If a rerace is required, it is the responsibility of each team to be present for the rerace, if a team cannot be available for the rerace, the team shall be relocated to a last place finish or be disqualified.

6.2 FALSE STARTS

- 6.2.1 It shall be considered a false start when, as the air horn sounds:
- (A) Any boat is out ahead of the rest of the aligned boats or ahead of the start line
 - (B) Any boat is already moving ahead and/or being paddled ahead
 - (C) Any other condition arises that, in the opinion of the Referees or the Starter, compromises a fair start; excepting the following mishaps:
 - (i) Dragon boat, steering blade, paddles or any other part of the vessel becomes entangled with any tether lines, restraining mechanism, lines or floating markers.
- 6.2.2 If a team causes a false start and no safety provisions are compromised, the referee will allow the race to continue and the offending team will be subject to a 10 second time penalty being added to their overall race finish time, and the additional time will affect their standings and advancement accordingly. NO RESTART will be called. Any Team that has caused two false starts may be subject to disqualification
- 6.2.3 Should a false start be declared, and in the opinion of the Referee, constitutes a safety hazard, the Starter and Referee will employ whatever means necessary to stop all crews from paddling, including:
- (A) Displaying a red flag
 - (B) REPEATED blasts from horn or other noise makers
 - (C) Giving verbal instructions through megaphone
 - (D) Making hand signals; throat cutting gestures with a flat palm
 - (E) Crossing the course ahead of the bows of the dragon boats; or coming alongside

6.3 CAPSIZING AND COLLISIONS

- 6.3.1 Should a boat(s) capsize, the crew must remain with their boat, check for their buddies, await rescue and take a head count, then repeat same every 30 seconds until all are recovered and accounted for:
- (A) Confirm that PFD's are properly fastened and stay together with the boat
 - (B) Do not attempt to swim ashore
 - (C) Minimize body heat loss by holding still and huddling together
 - (D) Reassure panicking crew
 - (E) Arrest severe bleeding; support injured crew
 - (F) Provide weak swimmers with additional buoyancy e.g. handful of paddles
- 6.3.2 Other boats must stay clear of the area and allow motorized rescue and recovery craft room to maneuver; crews must not take action which could result in their also capsizing and complicating the accident situation.
- 6.3.3 Should a collision occur between a boat and a fixed, floating or hard object, crews must quickly determine whether and participant has sustained a serious injury and alert Referee by signaling with their paddles held vertically, high up in the air.
- 6.3.4 Should a collision occur before the 50 meter mark, all boats will be informed by the official to stop paddling and restart the race.
- 6.3.5 Should a collision occur after the 50 meter mark, the race will continue.

6.4 MAN OVERBOARD

- 6.4.1 In the event of any crew member goes overboard or falls off the drum seat, the dragon boat should be stopped immediately and NOT TURN INTO THE PATH of any oncoming boats in the adjacent lanes; should the steersperson go over the side, the drummer must take command of the boat and bring it to an immediate stop.

6.5 LOSS OF STEERING OR BOAT CONTROL

- 6.5.1 If the steersperson loses control of the boat and the boat starts to swerve out of its lane and/or into oncoming traffic, the Drummer and Steersperson must work together to stop the paddling, if it is safe to stop and the stopped boat won't cause difficulties to the other oncoming boats.
- 6.5.2 Any team that loses control and goes into another lane will be either relegated to a last place finish or disqualified.
- 6.5.3 Each team is responsible for training its own steersperson. The SFIDBF will provide steerspersons, however, the SFIDBF shall not be held responsible for the competency of the steersperson.

7 FESTIVAL HOUSE RULES

- 7.1 All individuals on or associated with a Team are asked to refrain from playing warm-up music, bag piping, drumming and the likes adjacent to the Festival performance stage and Crew Marshaling and Dock Areas, where such noisier expressions of Team enthusiasm are likely to interrupt or interfere with the race operations and activities.
- 7.2 Teams are not permitted to sell T-shirts or other items on or near the Festival since this contravenes conditions with Festival Sponsors and suppliers.
- 7.3 The SFIDBF, its staff and volunteers will not be responsible for lost or stolen articles left in any area of the site.
- 7.4 Teams are strongly encouraged to have a team first aid kit made up and available, with supplies such as band-aids, treatment for blisters and other common paddling ailments, sunscreen and sunburn lotions, etc.
- 7.5 Please report any vendor or persons claiming to be affiliated with the SFIDBF and authorized to sell products, services, plans or other solicitations. For example, individuals who claim to be authorized to take videos of team racing in order to sell to team members. Solicitation and other unauthorized activity are not permitted at the festival.
- 7.6 Crewmembers, particularly, Drummer and Steerspersons must be aware that they have responsibilities for the safe control of their dragon boat and should never head out on the water if are in any way impaired by alcohol, drugs, and other substances that adversely affect and impair their judgment.