

國際龍舟聯合會
INTERNATIONAL DRAGON BOAT FEDERATION

The World Governing Body of Dragon Boat Sport'

Full member of GAISF



**IDBF COMPETITION REGULATIONS
and
Rules of Racing**

Rules of Racing

Edition 8.0

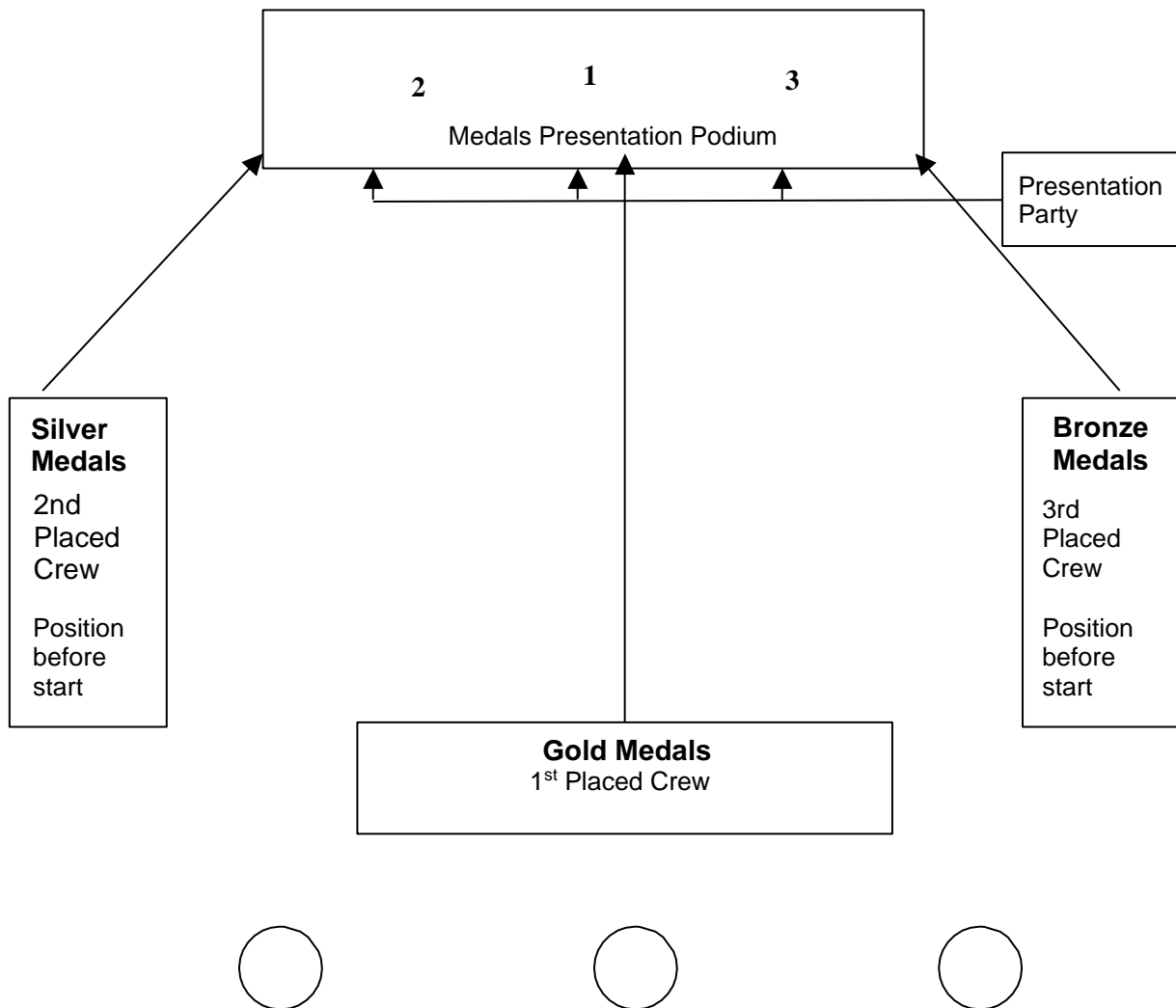
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LAYOUT FOR MEDAL PRESENTATION CEREMONY AREA

The medal ceremonies, at a World Championships Regatta, take place on the regatta course at least 20 minutes after the final to which they are applicable. This time space is to allow for any protests that may arise, from the competing crews concerning the result, once a race result has been officially notified.

The positioning of the presenters and recipients of medals at a Presentation Ceremony for a World Championship Regatta is as follows:



National or Territorial or Club Flags.

These flag poles can be sited behind the Presentation Podium or to either side

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INTRODUCTION

The Rules of Racing (Racing Rules) that follow have been formulated for use in IDBF Championships and other races at International level organised or sanctioned by the IDBF.

They are not intended to replace those already in use by National Dragon Boat Associations and DragonBoat Groups, in their own countries, or at International Races not under IDBF control, unless such organisations chose to use them.

The IDBF accepts and appreciates the fact that the design and competitive use of the Chinese Dragon Boat can and does, vary around the world. The established International Dragon Boat Races are mainly for Club based crews and the IDBF does not wish to change this traditional status quo.

However, competition between crews selected to represent their country in legitimate International Competition, cannot effectively take place without an internationally constituted governing body, such as the IDBF, guiding such development and representing the interests of its members with other sports and organisations.

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

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

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

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

R1. GENERAL 总则

R1.1 Scope. 适用范

These Rules of Racing are primarily for IDBF Championships and IDBF organised or sanctioned International Races for National Crews. They should be used for IDBF Club Crew International Races, when practical to do so. Organisers of other Races may use them if appropriate, provided the words 'this competition is being run under the Racing Rules of the International Dragon Boat Federation' are published in the Programme.

R1.2 Disputes, Protests & Appeals. 围争议、抗议及申诉

Objections concerning the right of a competitor or crew to compete in IDBF World Championships is dealt with in Competition Regulation 8. Other disputes at Championship events or sanctioned International Races for example, a complaint concerning a race result, shall be referred to the Competition Committee (*under Rule 2.6.3*)

NOTE: The procedures concerning DISPUTES, PROTESTS, DISQUALIFICATIONS and APPEALS are detailed at the end of these Rules (*under Rule 9*).

R2. CONTROL OF THE COMPETITION 赛事管理

R2.1 Technical Officials (International) 赛事技术职员

IDBF Championships and, when the nature, extent and status demands, IDBF sanctioned international races shall be held under the supervision of the following Technical Race Officials, holding an International Race Officials Licence:

Chief Official

Chief Judge	Chief Umpire	Race Secretary
Course Umpires	Starter(s)	Chief Boat Marshal
Timekeeper(s)	Technical Director	Boat Marshals
Safety Officer	Race Administration	Anti-Doping Officer

(Aug 19)

R2.2 For IDBF International Races, if circumstances permit, one person may function in two of the above offices. Additional, non-IROL holding, officials may be appointed by the Race Director (Organiser) to cover such areas as photo-finish and aligning.

R2.3 Supporting Officials (National) The following Race Officials are deemed to be Supporting Officials and as such are not required to hold an International Race Officials Licence.

Photo-finish Operator	Boat Holders	Timing System Operators (Computers)
Aligners	Site Stewards	Results Runners
Safety Assistants	Boat Drivers	Press Officer
Announcer	Medical Staff	

R2.4 Competition Committee 赛事委员会

For IDBF Championship events and IDBF sanctioned races the top technical management of the competition shall be in the hands of a COMPETITION COMMITTEE, which shall consist of the following officials:

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

R2.5 For IDBF Championships the Chief Official; the Chief Judge and the Chief Umpire must belong to different IDBF Member Organisations and in addition the Chief Official must be a member of the IDBF Council or IDBF Competition & Technical Commission (C&TC). *(This Rule suspended for EDBF Championship Regattas, by a decision of the EDBF Board – Feb 2002)*

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

R2.6.1. Conduct and supervise the races on behalf of the Organising Committee.

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

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. 比赛陪审团

At IDBF Championships the final authority relating to the Competition Regulations and the Racing Rules, shall rest with a **CHAMPIONSHIP JURY**. This Jury shall consist of a minimum of three (3) up to a maximum of five (5) members from the IDBF Executive Committee and the Competition & Technical Commission, as nominated by the IDBF Executive Committee.

R2.8 IDBF President. The IDBF President (Aug 19) , or their nominee, shall be appointed as Chair of the Jury at a Championship event. For IDBF International Races a RACE JURY may be appointed by the Event Organiser consisting of Technical Race Officials, who hold IROLs and who are not officiating in the competition.

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

R2.10 Race Administration (Aug 19) 比赛秘书处

The Race Administration provides clerical support for the Race Director 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 赛事职员职责

R3.1 The Chief Official 赛事职员总管

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 IDBF International Races decide on all matters arising from the actual event which are not dealt with in the IDBF Regulations or Racing Rules.

R3.1.2 At IDBF 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 affect 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 总评判

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 site, 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 (Aug 19)

R3.7 The Timekeepers 总计时员

Timekeepers, when appointed, shall record the times of the boats as they cross the Finish Line.

Where possible there should be one Timekeeper for each boat in the race. The Timekeepers may also act as Judges. The Timekeepers provide back-up to electronic timing equipment being used. (Aug 19)

R3.8 The Starters 发号员

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 Aligners has been removed (Aug 19)

R3.10 The Umpires 赛道裁判

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*). (Oct 04).

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 Boat Marshal 赛艇总纠察

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

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.

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 Helm or Drummer in a women's crew.

R3.11.2 Call the crews forward from the Crew Assembly Area to the Boat Marshalling Area in sufficient time to ensure that all the crews in a race embark and reach the Starting Area in good time for their race.

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

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.

R3.12 The Boat Marshals. The Boat Marshals shall supervise the crews in the Crew Assembly area and ensure that all boats and equipment conform to the IDBF Boat Regulations and are compatible with all others in use at the competition. The Boat Marshals shall: -

- R3.12.1 Check that all boats and equipment are in good racing order before and after each race and that each boat has two spare paddles on boat, always. When race paddles are provided by the Organising Committee the Marshals shall ensure that a full set remains with each boat.
- 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 crews are in their correct racing colours and that competitors do not strap or fix themselves into the boat in any way, unless prior authority has been given by the Chief Official.
- R3.12.3 Ensure that each crew is embarked safely and that buoyancy aids are available and when necessary worn by those that require them.

R3.13 Safety Officer 安全官员

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 Floatation Aids 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 (Aug 19)

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 赛队操守

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 IDBF Disciplinary Code or, if appropriate, the disqualification of the competitor or crew concerned. **The Disciplinary Code, as published in the Annexes forms part of Rule 4 and should be read in conjunction with it.**

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 7.*

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 集合登船

R5.1 Crew Responsibility 赛队责任

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 划桨断裂或设备失灵

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

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** (Aug 19). 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.

R5.4 Boats 龙舟

A Crew will not be allowed to bring its own boat to an IDBF Championship. Crews will not be permitted to choose or reserve a boat.

R5.5 Embarking. 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. (*Crews using their own boats are responsible for providing their own Boat Numbers and for ensuring that they race with the correct Boat Number for the racing lane that was allocated to them in the Lane Draw*).

R5.6 Movement up the Course. After a crew has loaded, it must leave the boarding pontoon immediately 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 racers 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 出发及出发步骤

R6.1 Start Area 出发区 迟到

It is the Boat Captain's responsibility to make sure that each crew member is familiar with the starting procedures. All crews shall assemble behind the Start Line, or in a specially designated start area, 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:

- a. First Offence issue a warning
- b. Second Offence Issue a time penalty up to 5 seconds
- c. Third Offence be disqualification from the racing class (Aug 19)

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 起步位置

The position of the Dragon Boats on the Start Line shall be that the foremost part of the competing boats (which may include the Dragons Heads) shall be aligned. When races start from a pontoon or dock, Boat Holders shall hold the sterns of the boats. Alternatively, each Steerer shall hold a rope attached to the starting position. (In an IDBF sanctioned Race, when a 'held' start is not possible, then a 'free' start may be permitted).

R6.5 Aligning. The Boat Holders (Aug 19) will alter the position of the Dragon Boats in accordance with the Starters instructions, by physically moving the boats or by adjusting the length of rope available to the Steerers (*Helms*). 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 发号员的号令

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 起步信号

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 Steerers the pontoon 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 赛道裁判的任务

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 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 boat 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, adjacent to Lane.1 and on seeing the Red Flag, at the Start, or on hearing the re-call, the Umpire shall also wave a Red Flag to attract the attention of the competing crews and with the aid of a megaphone, the Umpire will shout '**STOP**'.

R6.11 The Drummers Task. It is also incumbent upon the Drummer to watch the Starter and Umpire and to instruct the crew to **STOP** when a False Start has been called.

R6.12 Penalties 处罚

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 在起步时发生船只损坏

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. 设备在起点处失灵

In the event of a crew experiencing equipment failure for example a broken Drummers Seat or Steering arm/oar (but not a paddle), off the start and up to fifty (50) metres after it, the race will be restarted, providing the crew concerned stops paddling immediately and both the paddlers and the Drummer raise their arms fully in the air. In this case the Starter will carry out the same procedures as for a False Start and in addition the Course Umpire's 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 Course Umpire 设备在起点处失灵

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

R7. RACE CONDUCT 比赛守则

Object: *Bye Law 3.4 states that the object of Dragon Boat Racing is to race crews over a defined course in the shortest possible time. Crews who in the opinion of the Chief Official do not race their defined course in the shortest (fastest) possible time, will face disciplinary action and may be disqualified from the Competition Class in question or from any another Competition class.*

R7.1 Correct Course and Clear Water 正确赛道及保持适当水面距

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.

R7.2 Penalties 处罚

A non-Disciplinary Code, Time Penalty of five (5) seconds may be awarded by a Course Umpire against a crew that leaves its Racing Lane/Line or impedes another crew, whether or not the action of the crew concerned has materially affected the result of the race. (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 比赛线

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 超船 撞船

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

R7.8 Boat Swamping, Deliberate Capsizes 船只损坏

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 IDBF Executive Committee, who may also recover the costs of boat repairs *from the crew(s) concerned.*

R7.10 Turns 转向

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 (2 metres) between boats, as defined in (*Rule 7.1*), must be seen by the Turning Point Umpire. (*See also Rule 10, 2000m Racing Rules*).

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 终点

R8.1 Crossing the Finish Line 穿过终点线

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

R8.2 Dead Heats 赛队名次相同

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 (Aug 19)

R8.3 Disembarking 下船

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 争议、

抗议、取消资格及申诉

R9.1 Disputes 争议

Disputes that arise during a competition between Crews, or between IDBF Member Organisations 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 比赛抗议

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 IDBF Championship events, all protests shall be made in writing and shall be accompanied by a **fee of 50 USD** (Aug 19), or the equivalent amount in the currency of the country in which the competition is being held. The fee shall be refunded if the protest is upheld. At all other events Protests may be made verbally and, at the Chief Officials discretion, a protest fee need not be paid.

R9.4 Action and Timings 行动及时限

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. (Aug 19)

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 取消资格

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 申诉 时限

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 IDBF Championships, all appeals shall be accompanied by a **fee of 100 USD** (Aug 19) or equivalent amount in the currency of the country in which the competition is being held. The fee will be refunded if the appeal is successful.

R9.10 Jury Meetings 陪审团会议

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 最终裁决及申诉

At IDBF Championships the decision of the Jury is final. At other IDBF Competitions a crew has the right of appeal to the IDBF Executive Committee against a decision of the Competition Committee or where one is appointed, the Race Jury.

R9.12 IDBF Executive Committee 国龙联合会执行委员会

All appeals to the IDBF Executive Committee must be made through a crews IDBF Member Organisation, where one exists, within thirty (30) days of the date when the competition was held.

Each appeal must be addressed to the IDBF Secretary General and accompanied by a **fee of 50 USD** (Aug 19). The IDBF Executive Committee shall make the final decision.

R.10 Racing Rules for Dragon Boat Races over 2000 Metres 二千米以上龙舟比赛的比赛规则

舟比赛的比赛规则

(Racing Rule 10 was fully revised in September 2002 and further updated in September 2003, 2006, 2007 and 2015, and 2019)

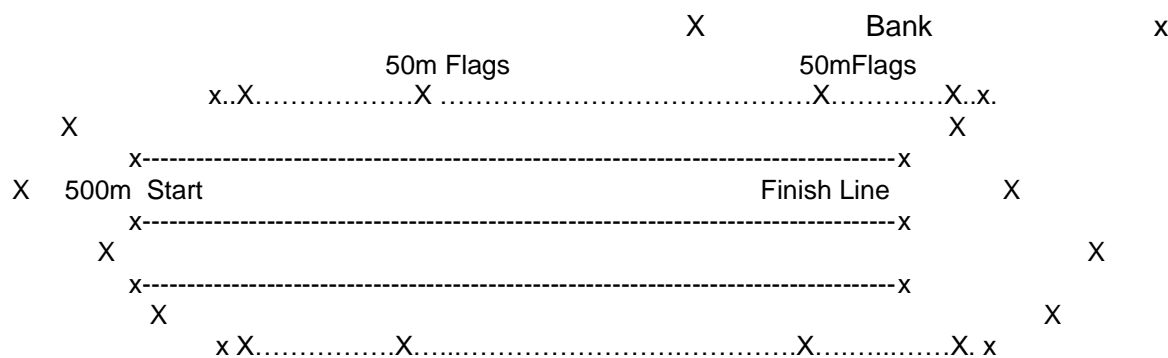
The rules that follow are primarily designed for Dragon Boat Races that take place on a defined Racing Course as part of a standard Dragon Boat Regatta with all the normal rescue craft; race facilities; support services and qualified officials. However local conditions, for example the overall width of the Regatta Course, may require the Chief Official to adjust the regulations covering the Racing Course shown below. Any such 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 Rules 7.1, 7.6, 7.8, 7.10 and 7.11

R10.1 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 to 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.
- b. 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.
- c. 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.
- d. 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*) (Aug 19)



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. (Sep 07)*

R10.2 Turn Corridor. A second set of three (3) smaller buoys will be placed approximately 5 metres outside the turn buoys. These buoys together with the turn buoys indicate the corridor in which the turn should be completed. Any rights gained at the 50m buoy will be lost if the 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. (Aug 19)

R10.3 The Racing Lane and Line of Racing. 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. (Aug 19)

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 R10.5.1*)

R10.4 A Crews 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 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 R10.5*) 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:
 - 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 (Aug 19)

R10.5.2 Establishing Right of Way (ROW) (Aug 19) An overtaking boat gains right of the inside racing line when it has established an overlap with the boat being overtaken at the 50m marker buoy. 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.
- 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 proceeding boat (*boat being overtaken*) to maintain its racing line and maintain clear water (2 metres) between the two boats.

R10.5.4 Overtaking in turn corridor (Aug 19)

- a. Where a leading boat makes a wide entry or exit within the turn corridor, a boat following, that has not obtained an overlap, may attempt to pass on the left if there is sufficient space on the inside to maintain clear water (2 metres) between the boats.
- b. 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.
- c. 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. (Aug15)

R10.5.5 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.

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

R10.6 Last 500m. 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. 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. (Aug 19)

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 R10.5.5*) 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 (*R10.4.3*). When a collision between boats occurs then (*Rule 7.7*) will apply, except that re-racing will not take place.

R10.7.1 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. (Aug 19)

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. Boats shall normally be started at intervals, that is, a 'staggered' start, line astern (*see 10.92*) using the normal start commands of 'Are You Ready', 'Attention', 'Go'. The time interval between each crew starting shall be determined by the standard of the crews racing and the prevailing water and weather conditions.

In any event, when the order of starting is the slowest crew starts first, the time interval between crews should be a minimum of ten (10) seconds and not more than thirty (30) seconds. In every kind of starting order, the Start Time of each crew shall be when the front most part of the boat actually crosses the Start Line and must be recorded by the Starter (or Starters Assistant) and Chief Judge. For a staggered start boats may be lined up ready to start in one of two different formats.

R10.9.1 In Line Abreast. Crews should first be 'seeded' according to ability, the slowest crew starting first and the fastest last. Crews should be placed in a line next to each other along (or in a line behind) the actual Finish Line, facing up the normal Racing Course towards the normal Start Line.

- a. **Starting Position.** The slowest crew should be positioned on the 'right of the line' looking up the course, that is facing the Racing Line. On the start command the first crew shall race straight ahead into the Line of Racing, six (6) meters **to the right of** the buoys marking the Racing Lane.
- b. **Crossing the Course.** The second boat to start and subsequent boats may steer straight ahead on their start command, even if this means that they are racing to the left of the buoys marking the Racing Lane. However, Crews doing this must then move diagonally across the course in a Line of Racing until they have reached a point on the course that is to the **right** of the buoys marking the main Racing Lane (*see R10.3.1*)

- c. **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 always they maintain 'clear water' between themselves and all other boats.*

R10.92 In Line Astern. Crews should be 'seeded' as in (R10.9.1). If conditions allow all boats will be lined up, one behind the other. They will move to the start when called in turn. *Normally the slowest seeded crew will start first opposite the main Racing Lane and behind the Finish Line of the main Racing Course.*

At the discretion of the Chief Official the fastest seeded crew may start first.

- a. **Late at the Start.** Failure to be at the Start Line on time will **not** prevent the Starter from starting the next crew in the line. Crews must steer a straight course from the start, down the Line of Racing (see R10.9.1a).

R10.10 Mass Start. When the race venue and the number of competing crews allow, a Mass Start may be used, providing that, in the opinion of the Chief Official, the crews are of a standard to ensure that undue congestion will not occur at the Turns or collisions between boats, particularly in the first 300 metres of the race, are unlikely to occur. In a Mass Start race crews will be randomly allocated Start Numbers. The lowest number will start opposite the main Racing Lane and the highest to the far left of the line. Crews will line up 'In Line Abreast' but all crews will start on the same starting instruction.

R10.11 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

Rules 11 – 13. Spare Rule 备用

R14. ADOPTION OF THE IDBF RULES OF RACING 国龙联合会比赛规则的通过

R.14.1 Concluding Provision. These Rules of Racing were updated, by the IDBF Competition and Technical Commission (C&TC) in 2000, from those adopted on 1st January 1997 and were subsequently notified to the 8th IDBF Congress in 2001. These Rules of Racing were further updated by the C&TC in 2002 and 2003, approved by the IDBF Council in October 2003, under Article 43 of the IDBF Statutes and notified to the 9th IDBF Congress on 31st October 2003. The 4th Edition of the IDBF Rules of Racing were introduced on the 1st January 2004.

R14.2 *The Rules of Racing were further amended in 2006 and 2007 and notified to the 11th IDBF Congress on 21 September 2007. This 5th Edition, with updates made following the 8th World Dragon Boat Racing Championships, held in Penrith, Sydney, will take effect from the 1st January 2008 and remain in force for a minimum period of four (4) years, as laid down in Article 29 of the IDBF Statutes.*

R14.3 *The Rules of Racing were further amended in 2015 and notified to the 15th IDBF Congress on 24th August 2015. This 7th Edition, with updates will take effect from the 1st January 2016 and remain in force for a minimum period of four (4) years, as laid down in Article 29 of the IDBF Statutes.*

R14.4 *The Rules of Racing were further amended in 2019 and notified to the IDBF Congress on 26th August 2019. This 8th Edition, with updates will take effect from the 1st January 2020 and remain in force for a minimum period of four (4) years, as laid down in Article 29 of the IDBF Statutes*

R4. ANNEX to RACING RULE 比赛规则第4条附件

IDBF DISCIPLINARY CODE FOR CHAMPIONSHIP AND INTERNATIONAL REGATTAS

]]国龙联合会锦标赛及国际赛事纪律守则

General Conditions.

1. The Disciplinary Code that follows is intended for use at IDBF Championships and IDBF sanctioned International Regattas and covers the following areas of misconduct:
 - 1.1. Failure by crews to comply with the instructions of race officials.
 - 1.2. Verbal abuse between competitors and between competitors and officials.
 - 1.3. Conduct by competitors, team officials and race officials likely to bring the sport into disrepute, such as improper behaviour and abusive criticism.
 - 1.4. Threat of physical violence or actual physical violence by competitors, team officials or race officials.
2. The IDBF Executive Committee under the authority of Article 44 of the IDBF Statutes 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 IDBF Championship event. The period of an event includes misconduct at any time from the day of arrival of a crew at the regatta location to the day of departure, and to incidents that may occur on or off of the competition site, before during and after the actual races.

Failure by crews to comply with the instructions of Officials.

3. Time Penalties of between 1-5 seconds, added to a crew's actual time in a race, may be awarded by the Chief Official against crews, for example, as follows:
 - 3.1 Failure to leave the embarking area when instructed to by the Boat Marshals.
 - 3.2. Failure to obey the instructions of an Umpire.
 - 3.3 Failure to come under Starter's Orders when required to do so.
 - 3.4 Failure to return to the embarking area when required to do so.

Time Penalties.

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

Official Warnings.

5. Warnings may be verbal or using a Black Flag (or Dark Blue Flag if a Black Flag is not available). When a Flag is used then the procedure will be as follows: -
 - 5.1 **WARNING 1.** When an offence has occurred, a Black Flag will be raised by the Official and the offence notified to the crew. The Black Flag will then be lowered. If the crew does not respond within a short time, then the 2nd warning will be given.
 - 5.2. **WARNING 2.** The Black Flag will be raised again and stay raised until the Crew Captain has acknowledged the offence. The Race Official will then report the offence to the Chief Official. (Boat Marshals will report to the Chief Marshal).
6. When a Time Penalty has been awarded by the Chief Official the initials TP will be annotated against the time shown for the crew concerned on the Results Sheet and on any scoreboard used at the regatta site. There is no appeal against Time Penalties.

False Starts Jumping the Start, Race Conduct.

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

Verbal abuse between Competitors and between Competitors and Officials

8. Verbal abuse by competitors against Race Officials will be dealt with as follows: -
 - 8.1. Verbal abuse occurring between crews whilst proceeding to the Start or after the Finish of a race will be dealt with by the Course Umpires in accordance with paragraph 5 above. In addition to Time Penalties, the Chief Official may award Penalty Points for verbal abuse of between 1-3 points per offence. A crew that collects 4 points during a competition will be excluded from the Race Distance in question. A crew that collects 6 or more points will be excluded from the remainder of the competition
 - 8.2. Verbal abuse occurring between crews whilst under Starter's Orders will be dealt with by the Starter, who may award Time Penalties without reference to the Chief Official. The award of Penalty Points always remains with the Chief Official.
 - 8.3. Verbal abuse by competitors directed at a Race Official will be dealt with by the Race Official first warning the competitor(s) or Crew Captain of the crew concerned that an offence under this Disciplinary Code is likely to occur. If the abuse continues, the Race Official will inform the person or persons concerned that an offence has occurred and report the matter to the Chief Official. A minimum of 2 Penalty Points will be awarded by the Chief Official in such circumstances and the Team Leader informed of the award. Appeals may be made against Penalty Points.

Conduct likely to bring the sport into disrepute.

9. Any conduct likely to bring the sport into disrepute, such as behaviour considered to be unacceptable in public, aggressive behaviour to members of the public or social bad manners, *or any action (or lack of action) that compromises the safety of a crew or individual whilst on the water*, will be reported to the Chief Official who will take action under this Disciplinary Code and report the matter to the Competition Jury, where one exists. The Jury must record the details of the incident *and may sanction a non-competitor* or disqualify a competitor or crew from taking any further part in the competition, irrespective of any previous action that may already have been taken, during the competition, against the person or persons concerned.
10. If during an IDBF 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 IDBF Anti-Doping Policy, the competitor concerned shall be excluded by the Jury, from taking any further part in the Championships under this paragraph of the IDBF Disciplinary Code. The Chair of the Jury shall report the exclusion and the reasons why, to both the IDBF Executive Committee and the IDBF Member Association to which the competitor belongs, for them to decide what further action, if any, is to be taken. The competitor concerned is also to be informed of the Jury's action.
11. At an IDBF Championship Regatta, the decision of the Jury is final. At an IDBF sanctioned event, an appeal against the decision of the Jury may be made to the IDBF Administration for consideration by the IDBF Executive Committee.

Threat of violence or actual physical violence

12. Any threat of violence or actual violence occurring during the period of an event between any participants will be reported to the Chief Official. The Chief Official will disqualify the person or persons concerned and the crew from taking any further part in the competition. The Chief Official will also report the matter to the Jury as above. The Jury will investigate the circumstances surrounding the incident and make a written report to the IDBF Executive Committee who may take further action against the IDBF Member concerned under (*IDBF Bye- Law 8*)

Spare Page

参见比赛规则第 R9.1条

Rule of Racing R9.1 Refers

IDBF RACING PROTEST FORM 抗议

Event Name:	
Date:	
Racing Class:	Category:
Race Number:	Lane Number:
Team Name:	

Protest Details:

Protests must contain the Racing Rule Number that you consider has been infringed. The Protest will automatically be rejected unless the Racing Rule concerned is quoted.

Team Manager:	Date:
Signature:	Time:

Race Administration use Signature	Time:
Fee received: \$ 20	

Competition Committee's Decision.

Details:

Protest Accepted:	Protest Denied:
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Signed: (Chief Official)	Time:	Date:
Signed: (Team Manager)	Time:	Date:
Protest fee refunded:	Protest fee kept:	

国龙联会赛事申诉表
IDBF RACING APPEAL FORM

Event Name:	
Date:	
Racing Class:	Category:
Race Number:	Lane Number:
Team Name:	

Appeal Details:

Provide the reason that you consider the Competition Committee's decision should be reviewed by Race Jury

Provide Race Rule number that you consider the infringement concerns

Team Manager:	Date:
Signature:	Time:

Race Administration use

Signature	Time:
Fee received: \$ 50	

Racer Jury's Committee's Decision.

Details:

Appeal Accepted:	Appeal Denied:
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Signed: (Chair of Race Jury)	Time:	Date:
Signed: (Team Manager)	Time:	Date:
Appeal fee refunded:	Appeal fee kept:	

Appendix 1 – Amendments 2019

Delete preamble: The IDBF Rules of Racing, as now published in this Fifth Edition, have been revised and updated, following the 11th IDBF Congress on 21st September 2007. All amendments, revisions and additions to the Third Edition of 2001, and Fourth Edition of 2004 are shown by a month/year date in brackets. Where the number of a Racing Rule has been changed, due to new Rule being introduced, the old Rule number is shown in brackets after the current one. (The amendments and additions to the 2nd Edition of 1997, are highlighted by a vertical line shown in the right-hand margin of the current text). Any **Rules of Racing introduced by the IDBF Council, in 2006 or 2007, are shown in italic writing and marked in brackets with the month/year.**

Amended R2.1 Technical Officials

- a) Change 'Judge' to Chief Judge
- b) Delete 'Race Recorders'
- c) Move 'Boat Marshalls' from R2.3 Supporting Officials to R2.1 as part of Technical Officials
- d) Move 'Safety Officer' from R2.3 Supporting Officials to R2.1 as part of Technical Officials
- e) Add Race Administration to R2.1 Technical Officials
- f) Add Anti-Doping Officer to R2.1 Technical Officials

Amended R2.9 'Executive President' to 'President'.

Replace the word 'Chairman' with 'Chair' to make it non gender specific where it appears throughout the document

Amended R2.10 - Replace the word 'Race Secretariat' with the 'Race Administration' it is more descriptive to the function of the role and clearly distinguishes away from the role of Race Secretary. Once upon time due to the size the role would have been incorporated together, however with the size of the Championships the roles have clearly grown and are quite separate. And where it appears all through the document

Replace R3.5 'The Finish Line Judges' to simply 'Chief Judge'

Amended R3.7 Timekeepers. Add: 'Timekeepers provide back-up to electronic timing equipment being used'

Deleted R3.15 'Press Officer'

Amended R5.3 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 '**20-30 minutes**' before the race time

'**20-30 minutes**' to '**3 to 4**' races prior to scheduled start time. This makes it easier for competitors to follow if the schedule is behind or ahead, they need to count races rather than look at watches for time.

Amended R6.2 Late Arrivals. The Starter may warn a crew arriving late in the start area and if such a warning is given it shall have the same effect as one given for a False Start, for that race. Alternatively, the Starter may take action under the IDBF Disciplinary Code and issue a warning(s), or award, if appropriate, a Time Penalty of up to five (5) seconds to any crew arriving late in the Start Area, or for failing to come up to the Start Line when called. The Starter may start a race without reference to absentees.

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 be disqualification from the racing class

Amended R6.4 Change the word 'Aligners Assistants' to 'Boat Holders' out on the start pontoon

Amended R8.2 Dead Heats. The front portion of each boats bow will be clearly marked to assist the Judges in determining the finish order. If two (2) or more boats reach the Finish Line at the same time they shall get the same classification. In the event of a dead heat for a place which determines advancement to the next round, the crews concerned may be required to race-off in accordance with (CR

10.7), but only if there are insufficient lanes on the racing course to allow the dead-heated crews to race again in the next round.

Change to: 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
- e. 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 (Aug 19)

Amended **R9.3 Protest Fees.** Change the protest fee from USD\$20 to USD\$50

Amended **R9.4 Action and Timings. Add:** The Chief Official may utilize timing equipment and footage from live streaming and drone footage before deciding what penalties may be awarded.

Amended **R9.9 Appeal Fees.** Change the appeal fee from USD\$50 to USD\$100

Amended 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. The minimum length of the straight sections shall be 500 metres. Each Turn shall be marked with a minimum of *six (6)* buoys, that is, one (1) at each end of each straight section; one (1) at the apex of each turn; *one on the approaching side of the apex buoy and two buoys after the apex buoy, to indicate the curve of the turn. The buoys coming out of each turn should follow an asymmetrical line towards the exit racing lane. (See extracts below from Competition Regs 6.8 and 6.9, concerning Turn Buoys)*

Change to R10.1 The Racing Course shall be of a circulatory nature having two straight sections and two turns in one circuit of the Course. The length of the straight sections will depend on the venue and shall be approximately 500 metres. Each Turn shall be marked with a minimum of five (5) buoys. Two to these buoys will mark the end and beginning of the straight sections. A further 3 buoys will mark the curved section of the turn.

New Regulation R10.2 Turn Corridor. A second set of three (3) smaller buoys will be placed approximately 5 metres outside the turn buoys. These buoys together with the turns 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.

Amended R10.2 The Racing Lane and Line of Racing. 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 a minimum of two-thirds of its width. **The Line of Racing** for crews racing down a straight section of the Course, *is deemed to be at a point which gives at least six (6) metres of clear water* from the buoys marking the left of the Racing Lane – see also *R10.3.1. (Sep 06)*

Change to: **R10.2 The Racing Lane and Line of Racing.** 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.

Amended R10.3.1 It is incumbent on the Steerer, when not overtaking another boat to maintain a distance of at least six (6) meters, *of clear water*, from the buoys on the boat's left (port) side, thus allowing crews who may be overtaking on the port side to have *as much space as possible*, in which to overtake.

Change to: **R10.3.1** 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

Amended R10.4.1 Overtaking in Turns (see also R7.1 and R7.11) The turning buoys will be on the left in anti-clockwise direction.

A boat should at all times maintain the racing line throughout a turn and must ensure that there is clear water between paddles, which is defined in R7.1 as a distance of 2metres between paddle blades.

A crew will not be disqualified for touching a Turn Buoy, or for having slightly less than two (2) metres of clear water between the buoy and paddles.

A crew that turns inside a Turn Buoy shall be given a Time Penalty of up to 5 seconds, per offence. A crew that consistently turns inside more than two turn buoys may be disqualified from that race. (Aug 15)

Change to: 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:
- d. Missing 1 buoy – 5 secs
- e. Missing 2 buoys – additional 10 secs (in addition to the previous 5s penalty) total 15secs
- f. Missing 3 buoys – additional 15 secs (in addition to the previous 15s penalties) total 30secs
- g. Missing 4 or more buoys – Disqualification (Aug 19)

Amended R10.4.4 Steering wide in turns Where a leading boat makes an excessively wide entry or exit in the turn, a boat following, that has not obtained an overlap, may attempt to pass through on the left if there is sufficient space on the inside to maintain clear water between the boats.

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

The following boat must respect and provide necessary right of way and clear water to the leading boat at all times 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.

Change to: R10.5.4 Overtaking in turn corridor (Aug 19)

- a. Where a leading boat makes a wide entry or exit within the turn corridor, a boat following, that has not obtained an overlap, may attempt to pass on the left if there is sufficient space on the inside to maintain clear water (2 metres) between the boats.
- b. 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.
- c. 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. (Aug15)

Amended R10.6 Impeding / Collisions. Add: R10.7.1 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. (Aug 19)

Amendments 2006/2007

Amendments 2006/2007 – The Rules of Racing 2000 Metre Races

R10.1. 2nd para, last 4 lines.....*The Racing Lane shall be marked at the 50m points, approaching each turn.....*

Amendment – 250m, changed to 50m and “approaching each turn” added for clarity.

R10.2 Amendment. - Amended words in italics made for clarity

Last 3 lines **The Line of Racing** for crews racing down a straight section of the Course, *is deemed to be at a point which gives at least six (6) metres of clear water from*

R10.3.1 Amendment. - Amended words in italics made for clarity

It is incumbent on the Steerer of at least six (6) meters, *of clear water*, from the buoys on the boat’s left (port) side, thus allowing crews..... to have as *much space as possible*, in which

Amendments. - Amended words in italics made for clarity, words in Red deleted – not objective,

R10.4 Overtaking. Overtaking on the **right is permitted after the Start** within the first 300metres of a race (see R10.8.1) and in the last 500 metres of a race (see R10.5.2) **without restriction and also immediately** after coming **out of a turn**. *Overtaking on the right at all other times is subject to ‘clear water’ being available to the overtaking crew – see R10.3.2. No overtaking on the right is permitted once the front of an overtaking boat has passed the 50m Red Flag buoys, marking the approach to a Turn. See R10.42, concerning ‘holding their station’.....*

R10.4.1 When **approaching** a Turn, that is after the 50m Red Flag Buoys have been reached,.....

R10.4.2 A crew overtaking on the **right** (outside)as described in R10 4. **See also R10.5.1concerning a crew’s position during a turn.**

R10.4.3 A boat about to be overtaken in the boat being overtaken *and, especially when exiting a turn, must not Steer in a manner that is likely to cause a collision with another boat. When the Steerer of the overtaking boat is level with or has passed the Drummer in the boat being overtaken, then that boat is deemed to have been ‘overtaken’ The overtaken boat must then give way and maintain its station.*

R10.5 Turning b. **A crew will not be disqualified for touching a Turn Buoy, or for having less than two (2) metres of clear water or subject to R10.5.1, overtaking coming out of a turn, unless in the opinion of the Turning Point Umpire, a material advantage has been gained or**

R10.5.1 Turning Points. Once a turn has been reached, all boats must maintain their station through the turn. *When two crews are negotiating a turn together, that is the crews are adjacent to each other, it is the responsibility of the inside crew – even if in an overtaking position, to avoid making contact with the crew to the right (starboard) of their boat, especially when the boats are coming out of the turn. When exiting a turn, the inside boat, whether overtaking by virtue of holding the ‘inside racing line’ or not, must not Steer in a manner that is likely to cause a collision with another boat. When more than two crews are making a turn,*

R10.6 Impeding / Collisions. If during the course of the race a boat impedes or collides with another boat, the Chief Official shall apportion blame *but see also R10.4.5 - disqualification when crew safety is compromised.* If the Chief Official decides

R10 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 below. Any such adjustments will be notified to the Crew Managers by the Chief Official. (Sep 07)

10.5.d 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 of up to 5 seconds, per offence. A crew that consistently turns inside of a buoy in a race (that is, more than twice) may in addition, face disqualification from the race in question. (Sep 07)

R10.8.2.... Normally the slowest seeded crew will start first opposite the main Racing Lane and behind the Finish Line of the main Racing Course. At the discretion of the Chief Official the fastest seeded crew may start first. (Sep 07)