

# INTRODUCTION

The Dragon Boat BC Official Competition Rules and Regulations (CRR) have been developed for use at Canadian International Dragon Boat Festival Society (CIDBFS) Regattas.

In applying and interpreting the rules, or when confronted by situations not covered by the rules, every effort should be made to abide by the spirit of the CRR.

CIDBFS Regattas are held under the supervision of Technical Race Officials. One person may fulfill multiple positions. Technical Race Officials may appoint additional personnel as needed.

Race Director	Chief Judge	Race Referee
Starter	Head Marshall	

The following Race Officials are referred to as Supporting Race Officials.

Safety Boat Officers/Drivers	Boat Marshals	Dock Master
Finish Line Timers	Results Runners	Medical Staff

The CRR will be used for the following Regattas in 2025. Exceptions to the CRR for a specific Regatta will be declared in a separate document, or otherwise via public notice, applying only to that year's Regatta.

- Burnwater Youth Regatta (May 3, 2025)
- Burnwater Spring Sprint (May 3, 2025)
- Vessi 500 Championship (May 31, 2025)
- Concord Pacific Dragon Boat Festival (June 20-22, 2025)
- Harrison Dragon Boat Festival (July 26, 2025)
- FreshCo Richmond Dragon Boat Festival (August 23, 2025)
- Oddball Fall Classic (September 27, 2025)

# 2025 ADJUSTMENTS

Most changes in these rules are primarily housekeeping and clarifications. We highlight the following 2 adjustments that teams may be interested in. Teams are encouraged to closely review the rules for other adjustments beside these two rules that may impact their operations.

- Temporary exemption to the 26 person roster cap for non-Junior division teams for 2025 (expected to expire in future years), and temporary increase to 30 person roster cap; however, only 26 medals will be awarded.
- Women's Steersperson Exemption: Summer season races after June 30th do not require that Women's teams have a female steersperson; however, we highly encourage Women's teams to have a female steersperson.

# 1. DEFINITIONS

- CIDBFS - The Canadian International Dragon Boat Festival Society (dba Dragon Boat BC) is the non-profit organizer of CIDBFS Events.
- CIDBFS Regatta - Any event operated by CIDBFS, including but not limited to the Concord Pacific Dragon Boat Festival, FreshCo Richmond Dragon Boat Festival, Vessi 500 Championship, Oddball Fall Classic, Burnwater Sprint Sprint, and Burnwater Youth Regatta. In the context of a Festival, Regatta refers to the Festival's race program.
- Crew - Racers drawn from the Team Roster for a specific race.
- CRR - Dragon Boat BC Official Competition Rules and Regulations
- Division - a combination of age and gender categories (i.e. Premier Mixed, Premier Women, Junior Mixed, Open). Boat size designations may be added when necessary.
- Event - A group of races leading to and including a final, or a single racing final without preceding rounds (eg. Premier Mixed Division Qualifiers, Semi-finals, and Finals; Senior Cup; Guts and Glory Grand Final)
- Race Registrar - Main point of contact for race related services including but not limited to protests, results, advancements, race jury, Race Officials, and Race Organizers.
- Racer - Any individual listed on a Team Roster to race in an Event, including: paddlers, Drummers, and Steerspeople. Managers/Coaches are not considered as a Racer, unless they are paddling, drumming, or steering for the team within a specific Event.
- Racing Year - Year in which Event is held.
- Team - A set of individuals forming one group, agreeing to be internally organized and externally recognized as such including:
  - Team Captain - Individual designated by Team to be the Captain on the Team Roster.
  - Team Manager - Individual designated by Team to be the Manager on the Team Roster.
- Team Roster - A formal list of individuals submitted by a Team to the Race Registrar, listing the Racers, Captain, and Manager that will represent the Team at an Event. Individuals not listed on the Team Roster are not allowed to race.

## 2. GENERAL REGULATIONS AND ADMINISTRATION

### 2.1 Acceptance of CRR

All participants (Teams and individuals) agree to abide by the CRR as a condition of their participation in CIDBFS Regattas, Programs, or Events. All Racers, especially Captains, Drummers, Steerspeople, and Team Managers are required to read the CRR, be knowledgeable of its contents, and be governed accordingly.

### 2.2 CIDBFS Right to Decline or Alter Registrations

CIDBFS reserves the right to approve, decline, or require alterations for any registration in a CIDBFS Regatta, Program, or Event for any reason at its sole discretion.

## 2.3 Waivers

All Racers must read, accept, sign, and submit the CIDBFS waiver to the CIDBFS Office prior to participating in any CIDBFS Regatta, accepting the risk of participating in the event and waiving any right to any course of action against any or all of the sponsors, organizers, officials, and the CIDBFS for injuries or loss/damage to personal property.

All Junior Racers (12 -18 years old) must have their parent/legal guardian read, sign, and submit the CIDBFS Junior Informed Consent prior to participating in any CIDBFS Regatta, accepting the risk of participating in the event and waiving any right to any course of action against any or all of the sponsors, organizers, officials, and the CIDBFS for injuries or loss/damage to personal property.

Waivers will need to be re-signed annually.  
Racers without a valid waiver will not be permitted to race.

## 2.4 Team Roster

Only those individuals listed on the Team Roster for an Event will be allowed to race for the Team listed on the roster. Any Team found to have non-listed individuals as Racers will be liable for any repercussions and may be subject to penalties, including: disqualification from the Event or Regatta, and/or re-allocation of medals. See Rule 5.5 for maximum number of Racers per Team Roster.

## 2.5 Timely Submission of Waivers and Rosters

Team Managers are responsible for submitting their Team's waivers and Team Roster to the CIDBFS Office through the Race Registrar by the date specified on the registration system or as otherwise indicated by the Race Registrar.

## 2.6 Manager/Steerspeople Meetings

If a Manager and/or Steersperson Meeting is held, each Team must send their Manager and/or Steersperson depending on the title of the meeting to attend.

## 2.7 Sportsmanship

Racers and Managers are expected to practice the principles of good sportsmanship at all times. Any Team or Racer who attempts to win a race other than through honorable means, deliberately breaks the rules, or disregards the spirit of the rules, will face penalties including disqualification from the Event and future Events.

## 2.8 Outside Help

It is forbidden for a Crew to receive any outside help or coaching, be accompanied by other boats along the course even if outside the Race Course, or receive communication of any kind from outside of the boat during a race. Breach of this rule will result in disciplinary action against the Team concerned.

## 2.9 Race Officials

Teams must follow the Race Official directions at all times from when a boat leaves the dock, to when it returns. Failure to do so may result in disciplinary action taken against the Team.

## 2.10 Higher Rule Standard

If, due to non-CIDBFS Race qualification requirements, a Team requires a different rule standard, they must notify the Race Registrar ahead of time. The Race Registrar and Race Director will determine CRR variances that will apply to the Team, if any.

## 2.11 Exception Process

Exceptions to the CRR will be formally provided in writing from the Race Director and will only apply for the specified Regatta, Event, or time frame. Teams must retain a copy of the exception notice during the Regatta.

# 3. SAFETY

## 3.1 Safety

Each Racer is responsible for their own safety at all times while engaging in activities related to practicing in and/or racing dragon boats.

Racers, particularly Drummers and Steerspeople, are responsible for their boat's safe movement, and are prohibited from practicing or racing if they are in any way impaired by alcohol, drugs, or other substances that adversely affect and impair perception, judgment, balance, reaction time, hearing, and/or vision.

Both the Team Manager and the Team Captain must ensure all of their Racers are:

1. Wearing an approved Personal Flotation Device (PFD) at all times while on the water (See Rule 4.1.3 on regulations on approved PFDs).
2. Suitably dressed for weather/water/race conditions, and Racers do not wear anything impeding their ability to escape from a capsized boat or swim unaided if in the water.
3. Able to swim at least 50 meters unaided while wearing a PFD and wet clothing.

## 3.2 All Access Teams

Racers requiring accessibility equipment or procedures are permitted to race subject to prior consultation/review by the Race Registrar and Race Director, to ensure that such procedures or equipment are safely accommodated within the Regattas operational standards. Exceptions to the CRR will be issued in writing by the Race Director as needed for accessibility purposes.

### 3.3 Steersperson

Steerspeople are responsible for watching for and actively avoiding hazards including marine traffic, floating debris, fixed obstacles, lines, tethers, rocks, shallows, dangerous marine and weather conditions. Steerspeople must remain standing from the moment the boat leaves the dock, to the moment the boat returns to the docks after the races. At no point are Steerspeople allowed to sit down.

### 3.4 Racers Seated

All Racers, except the Steersperson, must remain seated from the time they leave the docks, to the time they return back to the docks. Drummers may not stand.

### 3.4 Distress Signal

In the event of a Crew being in distress (i.e. Racer overboard, medical emergency), Racers must alert the Safety Boats and Race Officials by waving their hands or paddles above head height. Crews giving a distress signal without reasonable cause will be penalized.

### 3.5 Injuries

An injury sustained due to participating in a CIDBFS Regatta must be reported by a Team Manager to the Race Registrar immediately using an Incident Report Form (also available at the docks).

### 3.6 Overloading

If rough water conditions and/or the weight of the Crew may result in the boat taking on water, the Team Captain or Steersperson must decide whether to race with fewer paddlers to decrease the weight of the boat load and minimize the risk of swamping and sinking. It is the responsibility of the Team Captain to ensure that the Crew complies with the minimum and maximum Crew loads.

## 4. EQUIPMENT, RACE COURSE SPECIFICATIONS, AND EVENT FORMAT

### 4.1 Equipment

#### 4.1.1 Racing Fleet

CIDBFS Regattas generally use IDBF 1222 (BuK: 20 paddlers, Steersperson, Drummer) boats.

#### 4.1.2 Authorized Race Equipment

All boats and equipment (i.e. paddles, PFDs) for Regatta use by Teams are to be approved and/or provided by CIDBFS; no other equipment is authorized for use other than adaptive devices required by All Access paddlers that have been approved for usage by the Race Registrar.

#### 4.1.3 Personal Flotation Devices (PFDs)

Racers are permitted to use their own PFDs if they are certified by Transport Canada, Canadian Coast Guard, or Fisheries and Oceans Canada. Paddlers residing in the US and on a US Team may use US Coast Guard approved PFDs. Inflatable life jackets are not allowed in racing. Racers without approved PFDs will be warned, then disqualified if they ignore the warning.

#### 4.1.4 Paddles

Paddlers are permitted to use their own paddles, provided they conform to the IDBF 202a Racing Paddle specification. Paddlers using non-approved paddles will be warned, then disqualified if they ignore the warning.

#### 4.1.5 PFDs and Paddles

CIDBFS may lend PFDs and paddles for Racers to use during their race. Paddlers may not alter the supplied equipment, including (but not limited to) applying sticky or waxy substances, roughening or taping surfaces, or otherwise damaging equipment. Damaged or altered equipment may be charged back to responsible Teams, and Teams may face penalties. Borrowed PFDs and Paddles must be returned to the marshaling area immediately following each race.

#### 4.1.6 Seat Pads

Seat pads that compress easily when squeezed are allowed. The seat pad's width should match the boat seat's width, should not be more than 40cm long, and if using one or more seat pads, should not exceed a combined total of 15mm in height.

#### 4.1.7 CIDBFS Equipment

All CIDBFS equipment used during Races or Practice Sessions must be returned to the CIDBFS intact and fully; replacement or repair costs will be charged to a Team as determined by CIDBFS, should damage or loss be due to negligence.

#### 4.1.8 Rate Signaling and Communications

The drum and drum sticks provided may be used to signal the stroke rate. Audio amplification speaker systems are allowed for use only by Drummers and Steerspeople and only outside of the start sequence, and sound amplification systems may only amplify sound within the hull of the boat and not outwards like a megaphone.

Other signaling devices including: radio communications, electronics, and noise-making devices (i.e. whistles, rattles, air horns) are prohibited during a race. This rule may be varied for All Access Teams at the discretion of the Race Director.

### 4.1.9 Boat Alterations and Equipment Enhancing Performance

In general, any boat alteration or equipment that enhances boat or Racer performance are not permitted. The Chief Official will decide whether to accept alterations or equipment if they are not specifically covered in the CRR.

Note: This rule is not intended to exclude equipment like sponges/bailers or other items that do not enhance performance, or pose a safety risk.

## 4.2 Race Course Specifications

### 4.2.1 Race Course Support Area

The race course support area consists of the following areas:

- Dock Approach Area: Waters surrounding the dock area
- Warm Up Area: The distance from the docks to the Boat Staging Area for Crews to do their warm up paddle (warming up in other areas is prohibited)
- Staging Area: A position on the water close to the Entrance for boats to wait to be called to the Start Line. This may be marked by a buoy behind the Start Line.
- Out-of-Bounds: All other areas which boats are not permitted to enter during the race.

### 4.2.2 False Creek Race Course

The formal race course consists of the following areas East of Cambie Street Bridge:

- Racing Lanes: 10 meters wide, up to 500 meters long. Lanes have designated marker buoys. Lane 1 is closest to the North side of False Creek. Lane numbers may be on the left/North buoy (i.e. lane 1 marker on buoy will be on the left side of the racing lane) or at the end of the course.
- Start and Finish Lines: Visually determined surveyed plane using shore-based alignment marks; note that race course markers are guides subject to currents/drift/wind to approximately indicate the finish line.
- Entrance: Area immediately before the start line; may have floating markers
- Run Out: Area immediately after finish line for boats to stop

## 4.3 Event Format

### 4.3.1 Race Structure

The racing program is organized into different Events (composed of a mix of categories), which are scheduled based on the number of participating Teams and other practical considerations. CIDBFS reserves the right to determine the race format, and may add Events (including specialty races).

CIDBFS reserves the right to reorganize Events to ensure a balanced program. Initial lane placements are either randomized or determined by seeding. Advancements are determined by finish order, finish time, or adding times together depending on Event format. Events may vary between CIDBFS Regattas.

### 4.3.2 Awards and Prizes

Teams may be eligible for awards/prizes, if any, as determined by the CIDBFS. Any awards/prizes announced prior to the Event may be subject to change. Trophies or cups remain the permanent property of the CIDBFS unless otherwise specified.

## 5. CREW AND TEAM COMPOSITION

### 5.1 Gender Categories

- Mixed Teams: The drummer/steers are not counted in Mixed Team gender ratios.
  - Standard Boat: Minimum 8 female paddlers, maximum 10 male paddlers.
  - Small Boat: Minimum 4 female paddlers, maximum 5 male paddlers.
- Women's Teams: All Racers are female, including Drummer and Steersperson. This rule brings the Dragon Boat BC race rules into alignment with the IBDF standard rules of racing.
  - Exception: Women's Teams are encouraged, but are not required to have a female steersperson for the Summer season races that occur between July and September.
- Open Teams: No gender restrictions.

### 5.2 Age Categories

Ages are determined as of December 31 of the current calendar year. Age division Racers may be required to present identification to prove their age. Note that the Adult division name was formally changed to Premier in 2018, but Adult division may be used from time to time interchangeably and colloquially.

- Junior: All Racers at least 12 years old to 18 years old. Steersperson may be greater than 18 years old.
- 24U: Racers at least 12 years old, to 24 years old.
- Senior: All Racers except drummer at least 60.
- Premier: Racers at least 19 years old. Racers under 19 reviewed and approved on a case by case basis by the Race Director.
  - It is this rule's intent to allow youth paddlers time to develop before racing in the Premier division.

### 5.3 Specialty Categories

Specialty Category Racers may be required to present documentation to prove their eligibility. Specialty categories include and are not limited to:

- Breast Cancer: All Racers diagnosed with breast cancer.
- Para-Dragon: At least 50% of Racers have a verified or documented long-term impairment.
- Post-Secondary: All Racers currently enrolled in at least 1 course in an accredited post-secondary institution.



## 5.4 Team Manager and Team Captains

All Teams must have a designated adult as Team Manager (does not have to be a Racer), and a designated Team Captain (must be a Racer listed on the Team Roster). The Team Captain and the Team Manager may be the same person. Both are authorized to speak and act on the Team's behalf.

The Team Manager is the primary point of contact for the Team, and is generally contacted for administrative and registration related issues. The Team Captain is a secondary point of contact for the Team, and is generally contacted for race-related issues.

## 5.5 Team Roster Limits

As a temporary exemption for 2025 to support teams rebuilding as a result of pandemic impacts, non-Junior Division teams may list a maximum of 30 Racers plus 1 Team Manager on their roster; however, medalling non-Junior Division teams will only be awarded a maximum of 26 medals. If the Manager is also a Racer, the Team may only list 30 Racers including their Team Manager.

This temporary rule change is meant to be to support teams in exceptional cases only, and will not necessarily apply for future seasons. We expect to revert to our normal roster maximum limit of 26 Racers for non-Junior teams once this exemption expires in the future.

Junior Teams may list a maximum of 30 Racers on their Team Roster plus 1 Team Manager on their Team Roster. If the Team Manager is also a Racer, the Team may only list 30 Racers including Team Manager. Junior Teams are reminded that Team Managers must be 19 or over.

For small boat races, Teams may list a maximum of 16 Racers plus 1 Team Manager on their Team Roster. If the Team Manager is also a Racer, the Team may only list 16 Racers including Team Manager.

## 5.6 Minimum/Maximum Paddler Numbers

Standard boats must carry at least 16 Paddlers, 1 Drummer, and 1 Steersperson unless otherwise formally exempted by the Race Director. Standard boats may carry a maximum of 20 paddlers, 1 Drummer, and 1 Steersperson, with no exceptions.

## 5.7 Double Rostering

### 5.7.1 Within a Division

Racers may steer or drum for multiple Teams in a Division as long as they are listed on the roster. Racers may not paddle for multiple Teams in one Division. The Race Director may exempt a team from this requirement for a steersperson or drummer in case of emergency at their discretion.

Races will not be held back for double-rostered individuals. Teams are responsible for ensuring that their Racers are ready at marshaling prior to their race time.

## 5.7.2 Across Different Divisions

Cross-rostering across different divisions is allowed. Races will not be held back for cross-rostered individuals. Teams are responsible for ensuring that their Racers are ready at marshaling prior to their race time.

Teams are advised against having racers participate in more than 2-3 divisions/specialty events. In all cases, races will not be held for racers across divisions/events. For example, racers should not be rostered for the Premier Mixed, Premier Women, 24U Cup, and Pride Cup simultaneously at the Concord Pacific Dragon Boat Festival, as turnaround times between races will not permit them to participate in all events.

# 6. MARSHALLING AND EMBARKING

## 6.1 Arrival On Site

Teams are required to be on site at least one hour before their first scheduled race time per day.

## 6.2 Marshaling

### 6.2.1 Race Schedule and Changes

The race schedule will be distributed in advance to all Team Managers, who are responsible for knowing when their Team is racing and to track schedule changes.

### 6.2.2 Marshaling Times

Teams must report to Crew Marshaling 30 minutes ahead of their scheduled Race Start Time.

For large CIDBFS Regattas like at the Concord Pacific Dragon Boat Festival/FreshCo Richmond Dragon Boat Festival, Race Officials may implement Pre-Marshaling (Crew verification more than 30 minutes pre-Race Start Time).

### 6.2.3 Roster Verification

The Crew's compliance with the Team Roster, and eligibility for certain Divisions may be verified at any time including but not limited to in Marshaling.

### 6.2.4 Personal Belongings

Personal belongings may not be left in Marshaling.

### 6.2.5 CIDBFS PFDs and Paddles

Crews will be directed by Race Officials to pick up paddles and PFDs at a suitable time; all Racers must wear an approved PFD in the correct manner.

## 6.2.6 Proceeding to Docks

Crews will proceed down to the dock when instructed, and directed to the proper boat.

## 6.3 Boarding And Casting Off

### 6.3.1 Loading

Once a boat is ready, the Crew will be instructed to load the boat for the lane they are assigned to; Crews must load in accordance with the Dock Master. Any water should be bailed out of the boat and the Dock Officials notified if there is any issue with the boat. After a final check by a Dock Official, the Crew will be permitted to pull away from the dock.

### 6.3.2 Proper Lanes

The Dock Master, Team Captain, Drummer, and Steersperson have a collective responsibility to ensure that Crews are correctly dispatched in boats with the correct lane number.

### 6.3.3 Transfer of Authority

Crews are under Race Official authority once clear of the dock.

## 6.4 Warm Up Enroute to Boat Staging Area

### 6.4.1 Warm Up Route

Crews must head immediately through the Warm Up Area to the Staging Area.

### 6.4.2 Time Frame for Arrival

Crews arriving early must wait for other boats at the Staging Area; early arriving boats should not do an extended warm up/go out of bounds unless directed. All Crews must be in the Staging Area about 3 minutes before the Start Time.

If a Crew arrives late in the Staging Area, the Starter may start a race without reference to absentees, or issue penalties at their discretion including assigning a team to the last position in the race.

## 7. STARTS AND STARTING PROCEDURES

### 7.1 Race Start Alignment

#### 7.1.1 Race Official Line Up

The Race Referees will signal the Crews to line-up in their lanes in the Staging Area 2 minutes before the start of the race; the race may start without your Crew if you ignore instructions.

### 7.1.2 Entry into the Starting Area

From the Staging Area, the Race Referees will call boats forward to take up positions at the Entrance to their lanes. When the Race Referee is satisfied that the boats are lined up in their lanes, the Race Referee will hand the race over to the Starter.

### 7.1.3 Held Starts

If boat restraining devices are used, the Steersperson should engage them at this point.

### 7.1.4 Alignment

The Starter will instruct all or individual boats to move forward, backward, or to hold in line with the Start Line. Steerspeople are responsible for following Starter orders, including keeping the boat stationary and from drifting; paddlers must draw, paddle forwards, or backwards under the direction of their Drummer or Steersperson only.

If a Crew fails to heed alignment calls, the Starter may: issue penalties including disqualification or start a race without reference to absentees.

### 7.1.5 Dead Slow Running Starts

The Starter, in consultation with Race Referees, can implement a “dead slow running start” should environmental conditions warrant. In this case, boats may be drifting forward while still being aligned. The Starter will start the race when all boats are relatively lined up (in the Starter’s opinion, under the best possible conditions for a fair start).

### 7.1.6 Damaged or Missing Dragon Head

If there is no dragon head or the head is substantially damaged, the forward-most part of the boat will be the reference for aligning that boat and determining the moment of finish.

### 7.1.7 Drummer Signals

Once the boat has approached the start line until when the Starter calls the “ATTENTION” command, a Drummer may raise a hand over their head to alert the Starter that their Crew has lost positioning. The Starter may allow re-positioning at the Starter’s discretion.

## 7.2 Starter Commands

The Starter will start the race when they are satisfied that all boats are aligned, with these cues:

1. “ARE YOU READY”
2. “ATTENTION,” when the Starter is satisfied that all Crews are ready. After “ATTENTION, the Drummer CANNOT raise a hand to signal that they have lost positioning.
3. Start signal (horn, “GO”, or other signal) will sound 1-5 seconds after “ATTENTION”.

If the Race Referees or Starter notices any paddle movement by a Crew's paddlers after the "ATTENTION" command, the Race Referees or Starter may issue penalties including disqualification. Paddle movement includes but is not limited to taking strokes or paddle sculling.

If the race uses a held start, tethers, or other boat restraining devices, they must be released and cast clear of the boat at the start signal. Audio amplifying speakers may not be used by Racers during the start sequence.

## 7.3 False Starts

False Starts are defined as any of the following occurring before the start signal:

1. any boat is out ahead of the rest of the Start Line
2. any boat is moving and/or being paddled ahead after the "ATTENTION" command
3. any condition that, in the opinion of the Referees or Starter, compromises a fair start

A Team that causes a False Start may be awarded a time penalty of up to 5 seconds by the Starter. A Team that causes 2 False Starts in a race may be disqualified.

## 7.4 Equipment Failure off the Start

### 7.4.1 Rerace Procedures and Criteria

If a Crew experiences equipment failure (i.e. broken Drummers seat or steering oar, dragon head coming off) up to 50 meters into the race, the race can be restarted if the Crew stops paddling immediately and Racers raise their arms fully in the air.

In this case, Race Officials will sound the Start Signal multiple times, call "STOP" on the loudspeakers, and Race Official boats will stop Crews who have not heard the stop signal.

### 7.4.2 Paddle Breakage

Paddle breakage does not count as equipment failure. Teams are allowed to bring 2 spare paddles on the boat, to be used only in the event of a paddle breakage.

# 8. RACE CONDUCT

## 8.1 During the Race

### 8.1.1 Line of Racing

Each boat should follow a straight line down the centre of their lane from the Start to Finish Line (Line of Racing). Crews deviate from their Line of Racing at their own risk.

Boats that deviate from their Line of Racing must follow Race Referee instructions to correct their Line of Racing (i.e. steer left/right, stop paddling, hold, go forward). A Crew that deviates from their Line of Racing due to involuntary steering error and corrects their error is not normally penalized unless another Crew is impeded or race result affected.

Close proximity to another boat is not necessarily grounds for a penalty unless, in the opinion of Race Officials, the result of the race has been materially affected.

### 8.1.2 Wash Riding

Crews are forbidden to “wash ride” in straight line races (paddling across a bow wave to increase boat speed by riding the forward face of the wave). To avoid wash riding, Crews should not deviate from their Line of Racing.

The Race Referee will determine if wash riding is taking place and notify a Crew during, or after a race of penalties including disqualification.

### 8.1.3 Collisions and Contact

Collision is defined as contact between two boats. Crews, especially Steerspeople, are responsible for taking all steps necessary to avoid collisions, or mitigate the effects of a collision. Steerspeople must maintain a constant lookout and communicate with their Crew to stop paddling, hold the boat, paddle backwards, or pull ahead to avoid collisions safely.

In the event of a collision, the Race Director may penalize or disqualify the offending boat(s), and if the result of the race is materially affected, order one or more boats to re-race. If one or more of the Crews involved could have taken corrective action to avoid a collision as determined by the Race Officials, the Crew(s) concerned will face additional penalties beyond that round of the Event including disqualification.

### 8.1.4 Steersperson at Fault

If a Steersperson is found to be at fault for causing a collision or materially impacting the race result for another Crew, the Steersperson may be disqualified from steering for the rest of the Regatta, and a Regatta-supplied Steersperson may be substituted. subject to availability. Crews may request a Regatta-supplied Steersperson if there are safety concerns, subject to availability.

### 8.1.5 Race Stopped in Progress

If a race is stopped in progress, the Starter and Race Referees will employ whatever means are at their disposal to stop boats including displaying a red flag, repeated sound signals, instructions through the loudspeaker system, and driving coach boats to inform boats. Steerspeople and Drummers should watch the Race Referees and instruct their Crew to act accordingly if a race is stopped in progress.

### 8.1.6 Drumming

Drummers are encouraged but not required to beat the drum from the fifty (50) meter mark of the race course onwards. Drumming is an important tradition in dragon boat racing. NOTE: This is a deviation from DBC/IDBF Rules where Drumming is mandatory after the 50m mark.

## 8.2 Race Finish Line

### 8.2.1 Finishing a Race

The boat completes the race only when the entire boat travels across the Finish Line, in the appropriate finishing area, in its assigned lane (if applicable), with all the Crew it started with aboard; the Crew must remain aboard until the boat returns to the dock.

### 8.2.2 Time for Finish

The Crew's finish time is taken when the nose of the dragon head reaches the Finish Line. If the boat does not have a dragon head, the most forward part of the boat will be used to determine the finish time.

If a staggered start is used, the time differential between staggered start times and any penalties or credits will be taken off or added to a Crew's finish time to calculate the Official Results.

### 8.2.3 Maintaining a Line of Racing

Once the boat passes over the Finish Line into the Run Out area, Steerspeople must remain in their lane, stop their boat, and not cut off other boats finishing by turning into other lanes.

## 8.3 Return to Docks

Upon completion of their race, Crews must remain in their boats, and then return to the dock under the instruction of Race Officials; lingering before spectators and crowds is prohibited.

Returning Crews may have to wait to be called into a boat berth; if this is the case, hold approximately 3 boat lengths away or as directed by the Dock Marshals. Crews will disembark in an orderly manner; all CIDBFS paddles/PFDs are to be returned promptly.

# 9. CIRCUIT (TURNS) RACE RULES

## 9.1 Team Rosters

If a Circuit Race is invitational or based on qualification from a previous race result, Crews must be drawn from the invited Team's Roster; no changes to the Roster are allowed.

## 9.2 Race Course

A Circuit Race is run with turns at the end of each straight section. The 2,000 M race is run on a 500 meter course, with a total of 4 straight sections/3 turns. A 1,000 M race may be run on a 500 meter course with a total of 2 straight sections/1 turn, or 4 straight sections/3 turns.

Turns are marked with at least 3 buoys and/or flags; 1 at the turn entry, turn apex, and turn exit. A Right of Way marker is placed 50 meters before the turn entry marker.

Markers will be placed to mark the innermost Race Course boundary to the left of boats.

## 9.3 Racing Lanes and Line of Racing

### 9.3.1 Spacing between Boats and Course Markers

The Line of Racing for the Race Course's straight segments is to the right of the Racing Course markers, with at least 3 metres between the boat and the Racing Course markers when a boat is being overtaken. The Steersperson is responsible for leaving appropriate distance between their boat and the Racing Course edge to allow for overtaking.

### 9.3.2 Direction of Racing

Racing will take place in a counter-clockwise direction.

### 9.3.3 Line of Racing

Crews should steer a clear course without interfering with another boat's forward motion.

Crews are not allowed to race on the inside of the buoys marking the left hand edge of the Race Course, except when avoiding a collision; overtaking a boat up to 50 metres after a Turn; or in the last straight of the race.

### 9.3.4 Clear Water

At least 2 meters of Clear Water must be maintained around each boat, measured as the distance between paddle blades. Teams must "give Clear Water" on Race Referee orders. If a Crew fails to give Clear Water and causes another boat to steer an unreasonably wide course or to avoid a collision, the Race Referee may issue penalties including disqualification.

## 9.4 Right of Way

A boat in front of another boat has right of way in that pairing. A boat without right of way cannot impede the forward movement of a boat with right of way. Right of way is given to the oncoming boat once any amount of overlap is achieved; the other boat must give way and maintain its Line of Racing.

Crews disregarding another Crew's right of way may be penalized. An Official will be stationed 50 metres before turn entry markers to announce right of way and inside lane for the turn. Right of way does not have to be announced by the Race Official for it to be in effect.

## 9.5 Overtaking

Overtaking may take place on the left side of the overtaken boat if there is overlap, or on the right hand side of the overtaken boat if there is clear water. Non-compliance by excessively impeding the overtaking boat's Line of Racing may lead to a 20 second penalty.



## 9.6 Starting Procedures

### 9.6.1 Safety Meeting

A mandatory Team Captain/Steersperson Safety Meeting is held prior to the race.

### 9.6.2 Start Order, Procedures, and Commands

Crews are generally seeded with the slowest Teams first. Crews will be placed in a line next to each other (or behind) faced towards the normal Start Line.

Boats will normally be started at 10 second intervals, or as otherwise announced during the Safety Meeting. A staggered start using the normal start sequence is used.

The first Crew will be positioned to maintain 6 metres of clear water within the Race Course, looking up towards the first turn. On the start signal, the first Crew will proceed ahead and maintain clear water. Other boats will follow on their start signal. Crews positioned to start outside of the Race Course must merge into the Race Course within the race's first 300 metres.

## 9.7 Turns

### 9.7.1 Proper Conduct

Steerspeople must ensure that turn markers are passed in a counterclockwise direction on the left side of the boat. Boats may steer as close as they wish to the markers, without impacting the forward motion or safety of another boat, and while maintaining clear water.

A Crew that turns inside of a turn marker (on the boat's right) will be levied a time penalty per missed marker. A Crew that consistently misses markers may be disqualified.

### 9.7.2 Multiple Boats in a Turn

When two or more Crews are negotiating a turn beside each other, all Crews must hold their lines through the turn: a Crew on an outside line must leave room for a Crew in the middle, and the middle Crew must leave room for a Crew on the inside line. When exiting a turn, the inside boat must not steer in a manner that is likely to cause a collision with another boat.

A boat must not create difficulty for another boat during the turn by not providing space for them to turn or forcing them to take an unreasonably wide turn. All Crews are responsible for avoiding contact with other Crews during, and coming out of the turn.

### 9.7.3 Forfeiting Right of Way during a Turn

A boat taking a wide turn or deviating from their line of racing forfeits their right of way.

## 9.8 Final Straight

Crews may take any Racing Line and enter the inside of the Race Course on the last straight section after the final turn marker, as long as it is safe to do so and there are no oncoming boats.

## 9.9 General Penalties and Time Bonus

If a boat impedes or collides with another boat, is not steered safely, or has violated the CRR, they may be awarded penalties including time penalties or disqualification by Race Officials.

Time penalties may be awarded if a boat has impeded the forward motion of another boat, or causes another Crew to stop paddling. If a Crew's race time has been adversely affected by the actions of another Crew, the Race Officials may award (when confirmed that time has been lost through an obstruction or impediment of the Crew concerned) a Time Bonus.

# 10. RACE REFEREES

## 10.1 Race Referees

Race Referees follow each race to ensure the race's safe conduct once boats are clear of the docks. The Race Referees are empowered to:

1. instruct a Crew or multiple Crews to stop paddling; Crews may continue the race at the Referee's discretion (i.e. in the event of an impending collision)
2. issue warnings to any Crews that fail to keep within its Line of Racing
3. penalize offending Team(s) with a time penalty on their current heat or next heat time
4. disqualify and stop offending Team(s) but allow other Crews to continue uninterrupted
5. stop the race and penalize or disqualify the offending Crew; the Race Referees will then direct other Crews back to the Start Line for a rerace.

## 10.2 Interference

If, in the opinion of a Race Referee, a boat not participating in the race interferes with the race and affects the race results, the Race Referee can order the race to be rerun.

## 10.3 Flags and Notice of Penalty

Referees will raise a White Flag if no penalties are levied and a Red Flag otherwise. If a penalty is levied during a race, the affected Crew will be notified at the end of the race.

## 10.4 Announcement of Results

Official Results are announced through designated result boards or sheets. Unsolicited videos, photos or verbal submissions, course fouls, or other matters have no official status or bearing on results.

Results become official 15 minutes after they're posted if there are no protests or outstanding issues.

# 11. PENALTIES

## 11.1 Responsibility for Penalties

Each Team is responsible for its own conduct and CRR compliance. Penalties may be incurred by, and applied against Crews, Teams, Racers, and other participants.

Refunds, credits, and transfers will not be provided if a Crew, Team, Racer, or other participant is penalized, disqualified, or banned from racing.

## 11.2 Time Penalties

If a Team incurs a time penalty, it will be applied to their finish time. The adjusted time will be used to determine the race's results and awards or advancements.

## 11.3 Warnings

If warnings are ignored, the Crew(s) concerned may be awarded penalties at the discretion of the Race Officials if, in their opinion, the Crew has impeded another Crew, obstructs race operations, has gained an advantage, has or risks putting the sport and/or Regatta in disrepute, or has materially affected the race result.

## 11.4 General Penalties and Remedies

### 11.4.1 CRR Infractions and General Misconduct

Race Officials may impose penalties on Teams for reasons including but not limited to: violating safety procedures; CRR infractions; failing to follow Race Official instructions; abuse against a Racer, Volunteer, or Official; unsportsmanlike conduct during or outside of racing; or equipment damage/loss.

Penalties include:

- time penalties added to the Crew's time in a current or future race within the same Regatta
- disqualification of Racer(s) or entire Team from further participation in a race, Event, or Regatta
- disqualification from any official standing and/or awards
- financial reimbursement for damaged or lost equipment
- notification of home club of penalty and letter of warning
- banning Racer(s) or Team from participating in future Events

CIDBFS reserves the right to pursue additional action or refer a case to competent authorities at its sole discretion in addition to penalties as described within the CRR.

### 11.4.2 Start Line Misconduct

Race Officials may impose penalties for Start Line misconduct, including but not limited to: arriving late to Staging Area; failing to heed Start Line alignment calls; or causing a False Start.

A Team that engages in Start Line misconduct as described may be issued a time penalty of up to 5 seconds by the Starter. A Team that engages in Start Line misconduct twice in a race may be disqualified from that round of racing.

### 11.4.3 Racing Penalties

In a straight line race:

- Deviating from the Line of Racing: Time penalty of up to X seconds applied to the current race, depending on the degree to which another Crew has been impeded or race result has been affected.
- Wash riding: Time penalty of up to 5 seconds applied to the current race.
- Collisions: Time penalty of up to X seconds applied to the current race, imposed on the offending Crew(s). Additional penalties beyond the current round of the Event may apply if one or more of the Crews involved could have taken corrective action to avoid a collision, up to and including disqualification from the Regatta or future Regattas.
- Failing to finish in the proper area or assigned lane: Time penalty of up to X seconds applied to the current or next race.

In a circuit race:

- Failing to give clear water: Time penalty of 5 to 10 seconds applied to the current race, if causing another Crew to take a wide course or causing a collision.
- Failing to give right of way entering a turn: Time penalty at discretion of Race Referees applied to the current race, depending on the degree to which another Crew has been impeded or race result has been affected.
- Failing to give right of way during a straightaway (overtaking): Time penalty of 20 seconds applied to the current race, if impeding another Crew's forward motion.
- Missing turn markers: Time penalty of 5 seconds per turn marker applied to the current race. A Crew that consistently misses markers may be disqualified from the current race.
- Collisions, unsafe steering, impeding the forward motion of another boat, causing another Crew to stop paddling, and other CRR violation: Time penalty of up to 30 seconds applied to the current race. Time award of up to 20 seconds granted to a Crew whose race time has been adversely affected by the actions of the offending Crew(s).

Race Officials may compound penalties up to disqualification from the current or future Events and Regattas, based on the frequency and severity of offenses. Other racing penalties may be imposed on Teams for breaches of CRR at the discretion of the Race Officials.

## 12. PROTESTS AND APPEALS

### 12.1 Racing Protests and Appeals

#### 12.1.1 Grounds for Protest

Protests by Teams will be limited to race conduct and race rule infractions only.

A Team may protest: illegal equipment used by another Team; Team Roster violations; wash riding by another Crew; Collision initiated by another Crew(s) during the race; or race results.

A Team may not protest: boat/lane assignment, or interference from another boat that did not result in a collision.

### 12.1.2 Pending Results due to Protest

The Race Director will withhold the Official Race Results and notify officials to post a notice to announce that race results are under review by the Race Jury if a protest is received.

### 12.1.3 Filing a Protest

A protest must be filed in writing using the appropriate Protest form by the Team Captain or Team Manager to the Race Registrar, along with a \$50 CAD protest fee (in cash- fee returned if protest upheld) within 15 minutes of the incident in question, or within 15 minutes of the preliminary result being published in the case of protests regarding results.

Affected Teams will be notified, and their Team Manager must remain in contact with the Race Registrar until the Protest is resolved.

### 12.1.4 Adjudication and Announcements

A Race Jury consisting of Race Officials and Race Committee representatives will judge all protests.

After receiving the protest, the Race Jury will convene a hearing with all parties before making its decision, which will be final and binding on all parties concerned. The Race Jury will release the adjudicated race results and announce the decision over the public address system.

## 12.2 Re-Race Rules

At the Official's discretion, a re-race may be ordered when

- there is a False Start called by the Starter
- there is a collision within the first 50 meters of the race
- there is equipment breakage, other than paddle, within the first 50 meters of the race

Except under extraordinary circumstances and as initiated by Officials, there are no grounds for re-races once boats have passed the 50 meter mark. Re-races are not held for turns races.

# Racing Protest Form

Team Name \_\_\_\_\_ Race Number \_\_\_\_\_ Lane Number \_\_\_\_\_

Protest Details \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Team Manager Signature \_\_\_\_\_ Team Manager Name \_\_\_\_\_

Date \_\_\_\_\_ Time Submitted \_\_\_\_\_ AM / PM

Registrar Signature \_\_\_\_\_ Time Received \_\_\_\_\_ \$50 Fee Y / N

Race Committee Decision \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Committee Signature \_\_\_\_\_ Time Issued \_\_\_\_\_ AM / PM

Team Manager Signature \_\_\_\_\_ Time Received \_\_\_\_\_ AM / PM