

R10 Racing Rules for 2000 metres Dragon Boat Races

Introduction

The rules that follow are primarily designed for Dragon Boat Races that take place on a defined Racing Course as part of a standard Dragon Boat regatta with all the normal rescue craft, race facilities, support services and qualified officials. However, local conditions may require the Chief Official to make adjustments to the regulations covering the Racing Course shown. For example, local conditions may affect the overall width of the Racing Course available. Any adjustments will be notified to the Team Managers by the Chief Official.

For long distance races that take place outside of these conditions, for example on large inland waters or the sea, additional local rules and regulations should be considered.

Definitions

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

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

See also the relevant sections of R7 Race Conduct.

Overview

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

R10.1 The Racing Course

- Shall be an oblong shape with two (2) straight sections and two (2) turns in one circuit of the Course. The complete distance should equal 2000m.
- The minimum length of the straight sections shall be 450-480m (depending upon width of turn).
- Each Turn shall be marked with a minimum of five (5) buoys.
- Two (2) buoys will mark the entry and exit into the turn (Lanes 1 and 6).
- A further three (3) buoys will mark the curved section of the turn (between lanes 2 to 5) which create the curve at either end of the course for the dragon boats to turn around.
- Each straight section must be marked down its length by a line of buoys, a maximum of 100 metres apart. This line of buoys indicates the left-hand side of the Racing Lane.
- Marker buoys must be placed at the 50m points going into, and out of, the turns. See Figure 1.
- The Course Umpires will be located at the 50m buoys to authorise which crew/s have/has 'right of way' going into the turns and the other umpires will be located in the centre of the turn.

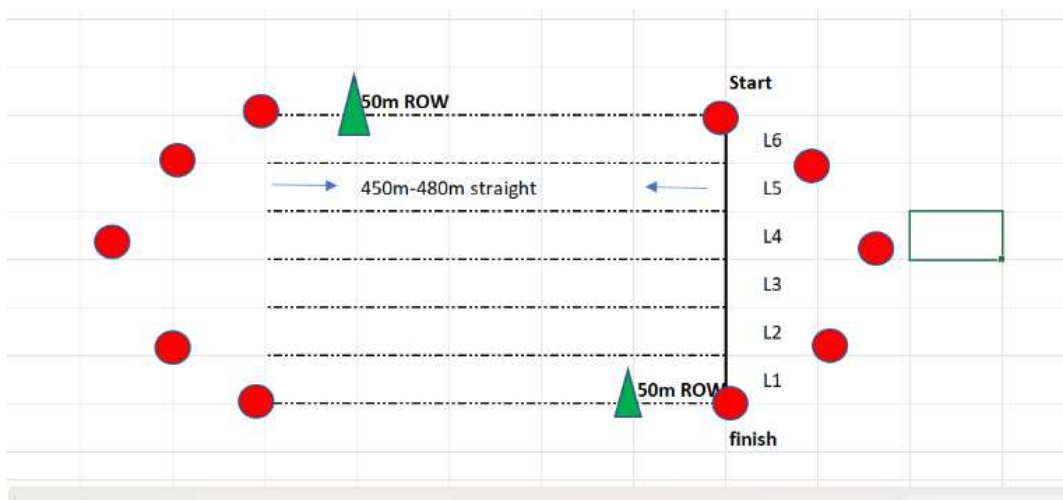


Figure 1: Layout for 2000m racecourse on a six-lane course (not to scale)

10.2 Turn Corridor

A second set of five (5) smaller buoys will be placed approximately 5 metres outside the turn buoys. These buoys together with the turn buoys indicate the 'Right of Way' corridor in which the turn should be completed. Any rights gained at the 50m buoy will be lost if the racing line the boat takes is wide and outside the turn corridor. If the boat goes outside the turn corridor the boat can only return to the racing line when it is safe and clear to do so.

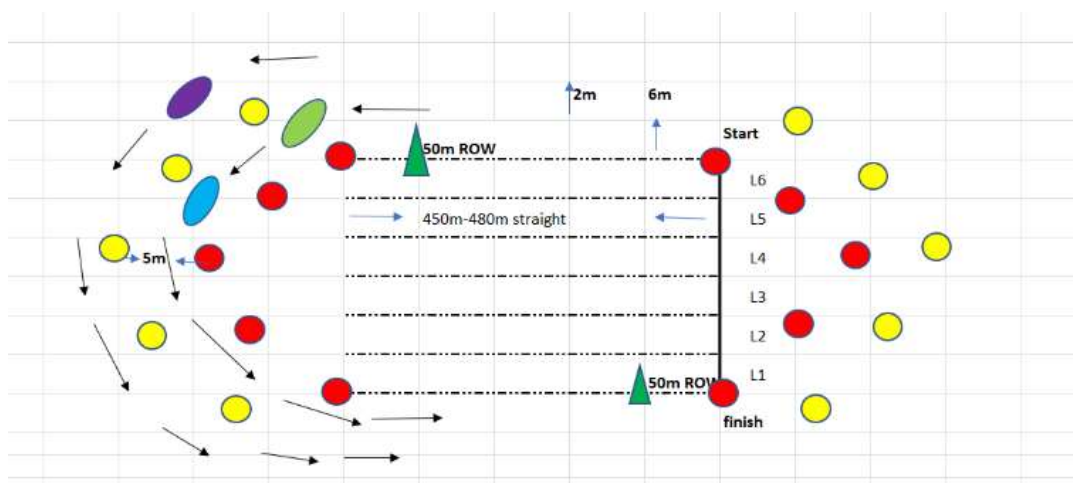


Figure 2: Layout for 2000m turn corridor.

Key:

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

R10.4 The Racing Lane and Line of Racing

- The Racing Lane over the straight sections of the course must 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.
- Boats racing down the straight section of the course must maintain six (6) metres of clear water from the lane buoys on the left-hand side (port) of the racing lane.
- Racing is in an anti-clockwise direction. Crews are not permitted to race on the inside of the lane buoys, except when overtaking after completing a turn.

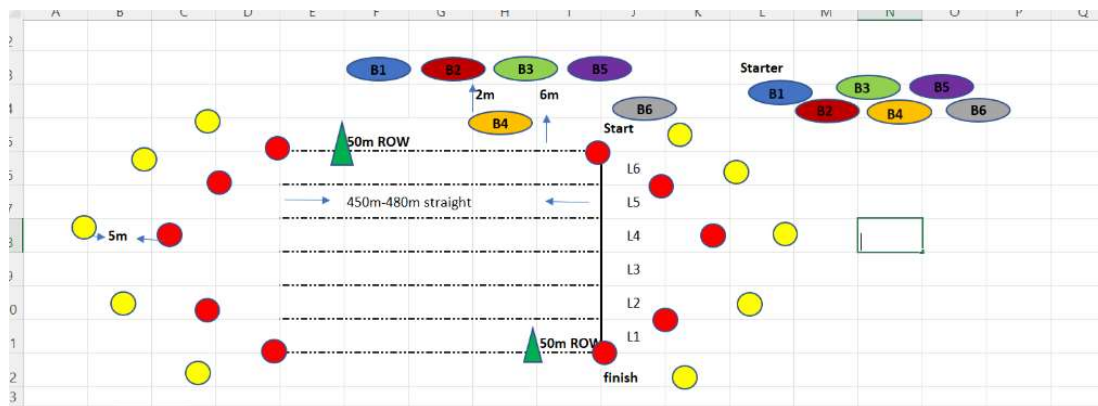


Figure 4: 6m line of racing rule

R10.3 Start position in a 2km race.

Boats will start slowest to fastest crews, in a staggered start and at intervals between 10-20 seconds as determined by AusDBF each AusChamps. (See rule R10.12 Starting Procedures and Formats.)

- Boats must steer a straight course down the Line of Racing, during the whole of the race, except when overtaking or when crews have started a race in 'Line Abreast (see Rule 10.8.1).
- The Sweep, when **NOT** overtaking another boat, must maintain a distance of at least six (6) meters of clear water from the lane buoys on the boat's left (port) side, thus allowing crews overtaking on the port side to have as much space as possible in which to overtake.

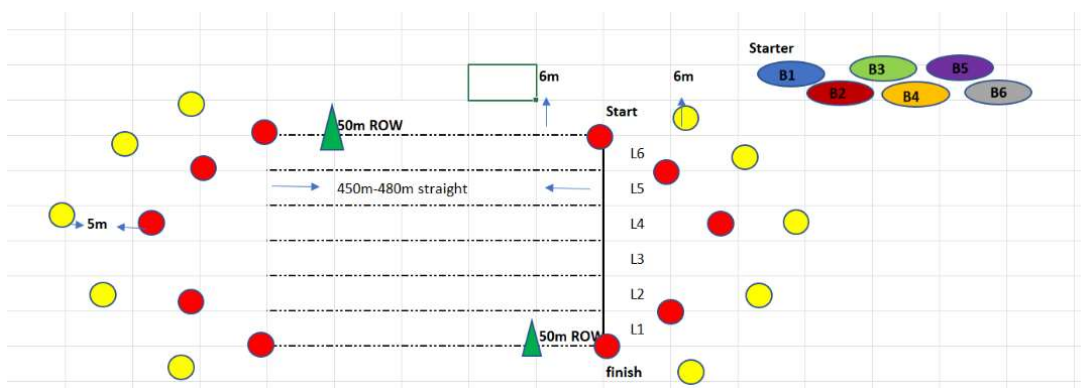


Figure 3: Layout for 2000m start position.

R10.5 Turns

The following rules apply to turns and overtaking:

- The turning buoys must be on the left of the boat when racing in an anti-clockwise direction.
- The boat must maintain their racing line throughout a turn and must ensure that there is clear water around the boats (*paddles, dragon head, dragon tail*), which is defined in R7.1 as a distance of 2 metres between paddles, dragon head and tail.
- If the 'lead boat' has been given ROW at the 50m, they shall have priority moving to and through the turn corridor. The boats following shall either travel on the outside of the corridor or follow the lead boat through the corridor.
 - Should the 'lead boat' veer outside of the turn corridor and their racing line, they lose priority (ROW) and cannot re-enter the turn corridor and must finish the turn outside their corridor.
- As boats exit the turns, they must maintain their racing line and continue down the straight, until there is clear water for overtaking.
- Boat/s must complete each turn/apex with the marker buoys on their left side (port). Boats will not be penalised for touching the buoys.
- A boat that turns inside a turn buoy with no acceptable reason shall be given a time penalty in accordance with the following schedule:
 - Missing 1 buoy – 5 seconds
 - Missing 2 buoys – additional 10 seconds (in addition to the previous 5 second penalty) total 15secs
 - Missing 3 buoys – additional 15 seconds (in addition to the previous 15 second penalties) total 30secs
 - Missing 4 or more buoys – Disqualification
- When a crew has completed its final turn and is on the last 500m straight of the race, the crew may cross into the main racing course. Crews must cross the finish line between lanes 1 and 6, otherwise a time will not be recorded.

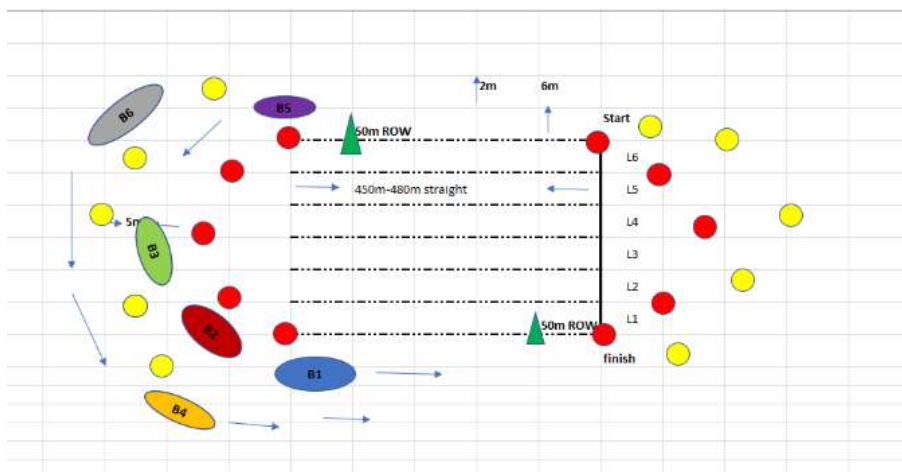


Figure 5: exiting the turn.

10.6 Right of Way (ROW)

- The Course Umpires will signal which boat has right of way going into the turn. A boat with no overlap must not attempt to overtake on the inside by aggressive steering but should follow the preceding boat through the turn. Crews must not overtake once they have passed the 50m buoys going into the turns.
- The boat on the inside racing lane will have right of way (*ROW*) going into the turn if they have the overlap at the 50m marker buoy. The overlap is defined when the head of a dragon boat is level with the steering arm of the boat being overtaken.
- Crews on the right (*starboard*) going into the turns must make room for the crews on the left (*port*) to complete the turns safely and keeping the required distance of clear water around the boats which is defined in R7.1 as a distance of 2 metres between paddles, dragon head and tail.

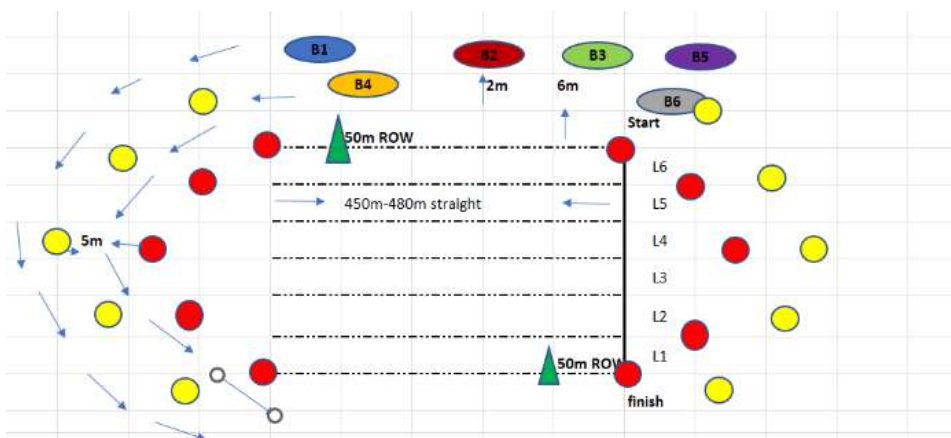


Figure 6: 50m inside overlap

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

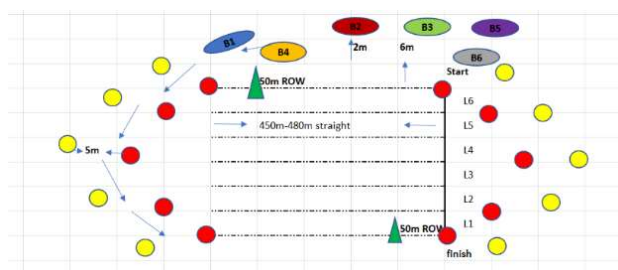


Figure 7a: 50m no overlap B4 follow in corridor

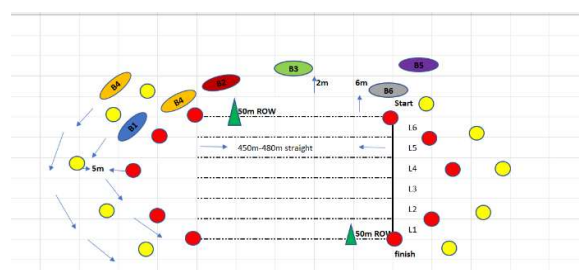


Figure 7b: 50m no overlap B4 outside of corridor.

10.7 Overtaking

- It is the responsibility of the Sweep when being overtaken to give clear water (*move to the right*) and allow the boat on the left side (*being the faster boat*) space to come through and overtake. The slower boat will be penalized if they do not give clear water which may hold up a faster boat.
- When overtaking, or being overtaken, if a crew ignores the intention of rule (R7.1 *Correct Course and Clear Water*) (ie the 2 metre clear water rule between boats) and in so doing causes other boat(s) to steer an unreasonably wide course to maintain their line of racing or avoid a collision, then a time penalty of 5-10 seconds may be awarded by the Chief Official to the offending crew.
- If a crew that is being overtaken alters its course and makes it difficult for the overtaking boat, then a time penalty of 5-10 seconds may be awarded by the Chief Official to the offending crew.
- Boats must overtake on the left side (*port*) of the boat being overtaken except when the width of the racing lane allows boats to overtake on the right (starboard) of the boat being overtaken (*if there is clear water to do so*), such as during the first 300m and final 500m of the race.
- Boat/s being overtaken (before the 50m ROW buoy) must move to the right and allow the overtaking boat sufficient room to overtake on the left (*inside racing lane*) ie give room for the overtaking boat to maintain its racing line throughout the turn. It is incumbent on *all* sweeps to maintain clear water between boats (*paddles, dragon head and tail*) of their own boat and other boats in the race. (See rule R7.1 *Correct Course and Clear Water regarding distance between paddle blades and other boats.*) Crews not complying with this rule will receive an automatic time penalty of twenty (20) seconds. **A boat being overtaken must not steer in a manner that is likely to cause a collision with another boat. The boat overtaking must not steer in a manner that is likely to cause a collision.**

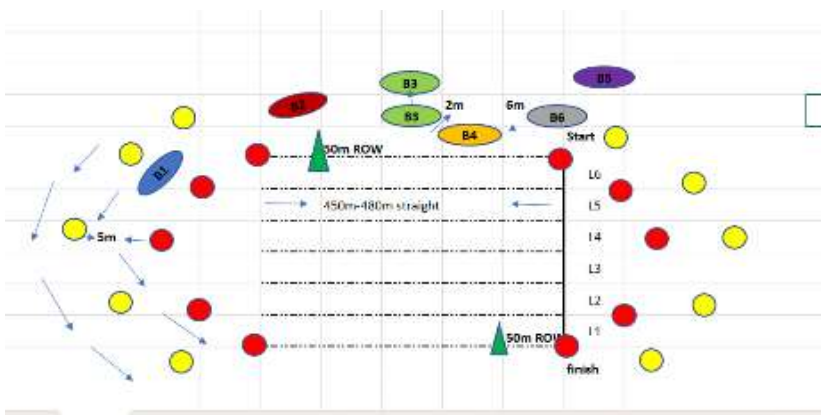


Figure 8: overtaking before the 50m.

- Where the leading boat makes a wide entry or exit within the corridor (see R10.2), the following boat, that has not obtained an overlap, may attempt to pass through on the left if there is sufficient space on the inside to maintain clear water between the boats. During this manoeuvre, and throughout the turn, the leading boat does not relinquish right of way to the following boat and the following boat will not assume right of way over the leading boat. The following boat must always respect and provide necessary right of way and clear water to the leading boat throughout the turn. In this case, any contact or interference with the leading boat shall result in a time penalty to the following boat of up to 20 seconds.

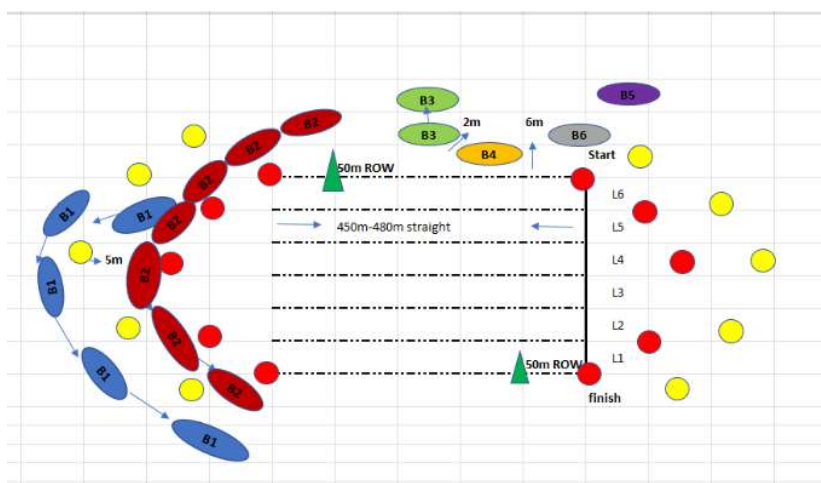


Figure 9: veering outside the corridor

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

A boat must maintain its racing line throughout each turn.

R10.8 Endangering Other Crews

If the Chief Official is of the opinion that any racing manoeuvre by any crew, or the lack of clear water between boats, has endangered the safety of another crew or materially affected the result of the race, the offending crew may be disqualified or penalised.

R10.9 Time Deduction Bonus

When an Umpire has confirmed that a crew has been adversely affected and time has been lost through the obstruction or impediment of another crew, a Time Deduction Bonus of up to 20 seconds may be awarded to the adversely affected crew.

R10.10 Impediment / Collision

If during the race a boat impedes or collides with another boat the Chief Official shall apportion blame. See also rule R10.8 Endangering Other Crews. If the Chief Official decides that a boat has impeded the forward motion of another boat, or that the crew in the impeded boat had, by necessity, to stop paddling, then a Time Penalty of up to thirty (30) seconds may be awarded to the impeding crew. A Time Deduction Bonus may also be awarded to the impeded boat as allowed for under rule R10.9 Time Deduction Bonus. When a collision between boats occurs then rule R7.7 Collisions, will apply, except that re-racing will not take place.

R10.11 Course Umpires

To assist the Chief Official in implementing these rules and other Rules of Racing in general, Course Umpires, both waterborne and land based, should be positioned around the Racing Course to afford full observation and supervision of the crews in the race. A Boat with an Umpire should be stationed inside each Turning Point to observe the crews negotiating the Turn Buoys.

R10.12 Starting Procedures and Formats

Boats shall normally be started at intervals, that is, a 'staggered' start, line astern (see Figure 3) using the normal start commands of 'Are You Ready', 'Attention', 'Go'.

The time interval between each crew starting shall be determined by the standard of the crews racing and the prevailing water and weather conditions. The order of starting is that the slowest crew starts first, and the fastest crew will start last (any crews that are not seeded will start after the fastest qualifier), the time interval between crews should not be less than ten (10) seconds or more than twenty (20) seconds. In every kind of starting order, the Start Time of each crew shall be when the front most part of the boat crosses the Start Line and must be recorded by the Starter (or Starter's Assistant) and passed to the Race Secretary. For a staggered start boats may be lined up ready to start in one of two different formats.

R10.11.1 In Line Abreast

Crews should be placed in a line next to each other along (or in a line behind) the actual Finish Line, facing up the Racing Course towards the normal Start Line.

- The slowest crew should be positioned on the 'right of the line' looking up the course, that is facing their Racing Line. On the start command, the first crew shall race straight ahead into the Line of Racing 6 meters **to the right (starboard)** of the buoys marking the Racing Lane.
- The second boat to start and subsequent boats may steer straight ahead on their start command.
- **30 Metre Rule.** Crossing the course to the Racing Lane must be completed within 30 metres from the start of the race. DR10.11.2 In Line Astern Crews should be 'seeded' as detailed above. If conditions allow, all boats will be lined up one behind the other. They will move to the start in turn, when called. Normally the slowest seeded crew will start first, facing the Racing Lanes and behind the Finish Line of the Racing Course. At the discretion of the Chief Official the fastest seeded crew may start first.

R10.11.3 Late at the Start

Failure to be at the Start Line on time will not prevent the Starter from starting the next crew in the line. Crews must steer a straight course from the start, down the Line of Racing – see R10.11.1 In Line Abreast.

R10.11.4 Mass Start

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

R10.12 Crew Times, Placing and the Race Winner

When a staggered start is used, the record of Start Times will be compared with the Finish Times recorded for crews. The resulting time differential will be used to calculate a crew's actual race time. Any race Time Penalties incurred by a crew will then be added to give a crew a Gross Race Time.

When a mass start is used the lapsed time between the Race Start Time and a crew's Finish Time will be a crew's Race Time, to which any Time Penalties will be added to give the Gross Race Time.

The Gross Race Time will determine a crew's final race position.

The Race Winner shall be the crew with the fastest (lowest) Gross Race Time.

R10.13 How Time Penalties are awarded

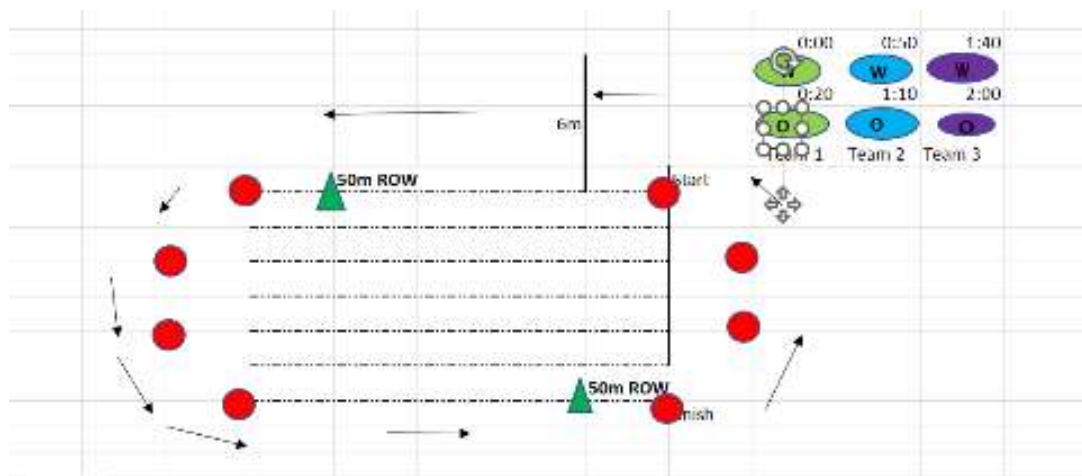
A)	Missing 1 buoy around the turn	5 seconds
B)	Missing 2 buoys around the turn	10 seconds PLUS the 5 seconds for missing 1 buoy = 15seconds
C)	Missing 3 buoys around the turn	15 seconds PLUS the 15 seconds for missing 2 buoys = 30 seconds
D)	Missing 4 buoys around the turn	Disqualification
E)	Collision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

Annex 1 to Part 2 - Rules for 100m Relay Racing

The rules for 100m relay racing are as detailed below:

1. Straight line rules of racing apply, ie stay in the centre of lane, drummers must drum, etc.
2. All the standard rules of racing will apply.
3. Women's crews will start off at the finish line.
4. Opens crews will start off at the start line.
5. Both opens and women starts will be from a standing start, no rolling start, otherwise time penalties will be given.
6. The opens crews cannot start until the two drummers are level. The umpires located at the men's end of the course will drop a flag to indicate when the men can leave.
7. It is the responsibility of the drummers to watch the umpire drop the flag. There will be an umpire located on each side and an umpire allocated per team (men/women).
8. Any opens team which departs before the flag is dropped will be awarded a false start and therefore incur a time penalty.
9. Results are based on times, ie adding the women's and opens' times together. Crews will need to work hard in both heats.
10. All umpires will wear Go Pros to allow the officials to review any changeovers if there are any queries.

Annex 2 to Part 2 – Team Pursuit Rules



State v State – Team Pursuit Rules

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