

Salem World Beat 2011 RULES AND REGULATIONS



The goal of the Salem World Beat Dragon Boat Race (SWBDBR) is safety and fairness while promoting multiculturalism at the Salem World Beat through performances food and fun

Races will take place on the Willamette River at Salem Riverfront Park. For a map, please consult www.worldbeatfestival.org.

Team Assembly: Teams will assemble at Salem Riverfront Park on the east bank of the Willamette River. Limited free parking is available in several local area parking lots near the park. A map and 5 "Drop Off" passes are included in your team welcome packet.

1.0 Team Registration for the Salem World Beat Dragon Boat Race

Only registered and paid teams will be allowed to participate in the race. Race Registration Packages were posted on the website prospective teams and for registering dragon boat teams through the deadline.

2.0 Conditions of Entry

All participants must agree to abide by the regulations stipulated by the SWBDBR as a condition of their participation in the event. Individuals and Teams must conform to all criteria and be able to satisfy and comply with all requirements, as in the Official Regulations. The SWBDBR, at its sole discretion, reserves the right to accept or refuse any entry of a Team or any registration of an individual to the Event. SWBDBR reserves the right to change rules and update rules from time to time as it requires. Such changes are at the sole discretion of SWBDBR.

2.1 Waivers:

All Team Members must sign a waiver release stating they have read the conditions of the Waiver and are aware of the risks associated with the Races, and accept the risk and waive any right they may have to any cause of action against any or all of the sponsors, organizers, officials and the SWBDBR for injury to person(s) or loss/damage to personal property. All Team Members must return a signed Waiver to their Team Manager, who is responsible for submitting it or them from all members of his or her Team to the Registrar by the date specified. *Anyone rostered on more than one team must sign a Salem Dragon Boat Race Roster/Waiver Form for each team.*

2.2 Team Rosters and Bracketing:

The names of all team members must be registered on the Official Team Roster. Only those racers listed on their respective team's roster can race for that team. Any Team which allows a non-registered person to participate as on that Team is liable for and is subject to disqualification from further participation in the SWBDBR Festival, at the absolute discretion of the SWBDBR Race Committee.

- Callers and tillers may be rostered on multiple teams, HOWEVER, the race will not be held up for a team waiting for their caller or tiller; the race director or appropriate race official may assign a caller or tiller to a team from the race caller/tiller pool to benefit both the race and the team.
- All paddlers rostered with a *women's team* may paddle for *one* other *mixed* team, but not for any other Women's teams.
- All women rostered with a *mixed team* may paddle for *one* other *women's* team, but not for any other mixed teams.
- All paddlers rostered with a mixed or women's team who are 18 years or younger may paddle for any High School team.
- *Anyone rostered on more than one team must sign a Salem Dragon Boat Race Roster/Waiver Form for each team.*

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The Head Dock Marshal will have a copy of each team's registered roster and will actively check team composition ensuring no one is unfairly "stacking" a boat. In other words, clubs fielding more than one team are prohibited from moving paddlers registered on one of their teams to any of their other teams (i.e., "club rostering") in violation of the above rules. Teams (and their paddlers) violating these rules will be subject to disqualification from racing at the determination of the Race Director(s). Stacking is considered cheating. **Please be advised this notification is your only warning.**

2.2A Final Racing Team Roster: A team member names are to be on the team roster for the actual competition. The official final racing team roster must be completed according to the registration instructions BEFORE the captains' team meeting on the day of the race.

Any infraction of the race regulations on the part of an individual team member(s), or by the team itself may result in the disqualification of the entire team from further participation in the event. Each team is entirely responsible for its own conduct and compliance with the Official Regulations. Any team allowing a non-registered individual to participate on that team may be subject to disqualification from further participation in the event.

2.2B Bracketing: Mixed teams will be assigned to a bracket Sunday afternoon based on their performance earlier that day. Seeds 1-4 will be the Capitol Division, seeds 5-8 will be the Governor Division, Seeds 9-12 will be the Senate Division, Seeds 13-16 will be the House Division, Seeds 17-22 will be the Ways and Means Division. Seeding will be based on place of finish with time as a tie breaker.

Once brackets are determined, individuals may paddle for other teams in the same or in a higher level but may not paddle for a team in a lower bracket.

3.0 Team Composition:

- All those listed on the roster and includes the team manager. The name and signature of every individual rostered with an accepted registered team will appear on a dated Salem World Beat Festival Race Waiver Form.
- *Captain:* One member of the team must be designated as team captain.
- *18 – 24 Paddlers:* does not include caller or steersperson (tiller). A maximum of 24 paddlers per roster, all teams are required to race with at least 18 paddlers on a boat during a race and may have no more than 20 paddlers. Must be at least 14 years of age.
- *1 Caller,* every boat on the water must have a caller at least 14 years of age; do not need to meet age or sex requirements of the division.
- *1 Tiller,* every boat on the water must have a tiller at least 14 years of age; do not need to meet age or sex requirements of the division. NOTE: only experienced tillers should be used at this race; *this course is unusually challenging to steer.* Teams with inexperienced tillers are advised to solicit more experienced tillers. Tillers causing collisions, or impeding the race may be excused.
- *Racers:* the caller, the paddlers and the steersperson (tiller).

4.0 Types of Teams

4.1 MIXED and WOMENS

- MIXED teams: must have a minimum of 8 female paddlers. Caller and tiller gender may be either.
- WOMENS teams: ALL paddlers must be female. Caller and tiller gender may be either.

4.2 General level of Skill, Experience, Involvement and Final Outcome

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Novice – Usually first time teams made up of racers with little or no racing experience. These teams typically practice about 16 sessions in the season leading up to the festival

Recreational – Returning teams, made up of racers, participating dragon boat race in previous years and wish to remain at a recreational level or first year teams which have practiced more than 16 times in the season leading up to the festival.

Competitive - Highest level of competition; teams which train seriously and regularly out of paddling clubs.

4.2A FINALS Divisions: Salem is Oregon's Capitol: Because of this, the finals divisions, consisting of mixed and womens teams, are called Ways and Means, the House, The Senate, The Governor and The Capitol and are progressively considered more competitive, meaning Ways and Means would probably have the largest number of *novice* teams while the Capitol Division will most like reflect more competitive teams. But ya never know!

4.3 Place of Team Origin

Local – teams from the Salem area.

Visiting – All teams from outside the local area – the Salem World Beat welcomes and thanks teams from Portland, Kent and Tacoma and looks forward to future racers from additional geographic areas.

5.0 Individual Team Member Responsibility

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

6.0 Team Sponsorship and Identity

6.1 Team sponsors are sponsors supporting individual teams and may not be considered a sponsor of the Race; SWBDBR is not obligated to individual team sponsors, and may refuse any commercial representation on the festival site and on the water venue.

6.2 There is no requirement for any team to have a team sponsor(s).

6.3 Representation of the organization responsible for the Team and its Sponsor(s) shall be limited to: clothing such as team uniforms, hats, headbands, pins.

7.0 Team Member Roles, Duties and Responsibilities

7.1 Team manager is responsible to alert the team on any last minute changes to the race schedule and to know when his or her team is next scheduled to report to the Check In point and expected to race and is responsible for: team conduct, communicating and distributing to all team members race and festival information, processing and submitting all required team forms, waivers, fees, team name/description, liaison with the Registrar and Race or Festival Officials, attending all specified meetings.

7.2 Team Captain CAPTAINS MEETING: 8:30 am and shall be responsible for: team conduct whenever the team is on the water or dockside, liaison and communication with race officials while team is on the water or dockside, altering or curtailing the practice and the routing of the boat should the weather or water conditions exceed the team's capabilities or put their safety in jeopardy, taking charge during an accident or mishap, reporting to dock or race officials on any damage to the boat, or loss/damage of equipment or boat accessories, Ensuring all changes to team seating positions or rotations with team members from shore take place **ONLY WHILE DOCKSIDE**. Team Captain is also responsible for providing 2 volunteers (see volunteer responsibilities below)

7.3 Steersperson (tiller) must ensure all the equipment the team needs is on the boat including 1 extra PFD and 2 extra paddles are on the boat and is responsible for: standing at all times at the boat steering station and watching for other marine traffic, floating debris, fixed obstacles, lines and tethers, rocks and shallows, and all other hazards to navigation and dangerous marine and weather

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conditions, knowing the boat commands to call out and how to steer/control to maneuver the boat so as to avoid colliding with floating or fixed objects and to avoid damaging the dragon boat and any of its attachments in particular, knowing the marine rules and collisions avoidance practices when in the proximity of recreational and other vessel traffic while racing, knowing the designated marine areas (practicing, going to the start line, racing, out of bounds) and the associated procedural rules for approaching and leaving the dock, warming up, racing down the course, keeping within the designated lane, etc., practicing the entire team in the emergency —crash stop maneuver to avoid collision and ramming, and establishing effective communications signals with the caller, stopping the boat and signaling to race officials *immediately* in the event any team member(s) suffers an injury or mishap; the tiller must be skilled in positioning at the start line without drifting onto an adjacent lane(s), and must properly position the boat in the assigned lane at the start and during the race. **Failure to do so may result in penalty or disqualification.**

7.4 Caller is responsible for: directing the actions of the paddlers in coordination with the steersperson to control the movements of the dragon boat in all directions (forward, sideways, pivoting, turning backing), whenever underway, docking and unloading, starting, racing, finishing and particularly for stopping to avoid collisions, watching (rearward facing direction), complying with the requests of race officials ensuring the boat is brought into the correct, marked racing lane for competition ensuring no noise makers, whistlers, electronic aids or amplifying devices are employed to signal within or communicate with the boat, other than the drum and drum sticks provided.

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

7.6 Volunteers: All teams are asked to provide 2 volunteers to work one half-day shift on Sunday. Out of consideration for those volunteers, all teams are requested to leave their tent areas clean and orderly. All volunteers must check in with the volunteer coordinator prior to their assigned volunteer shift. Any “no-show” volunteers without replacement will result in the team not racing unless a replacement volunteer is in the assigned task and at the assigned time. If a volunteer does not serve the full amount of time for the assigned task, the team’s results during that time may be reported as “did not place because of a rule violation.” It is the responsibility of the Team Captain to provide replacement volunteer(s) if the team’s volunteer(s) is/are unable to work.

8.0 Equipment

8.1 Boats; Four fiberglass buk boats will be used with two boats in a typical. Teams are cautioned to move smoothly, without any sudden changes of weight or direction in loading, unloading and operation of these boats – they are very sensitive to shifts of weight and direction.

8.2 Paddles; The Salem World Beat Festival will provide paddles to participants who do not bring their own. Personal paddles must be IDBF-approved and fit into a paddle template. Wood and carbon fiber paddles are acceptable. Paddlers will be allowed to apply wax or other grip-assisting substances to their personally-owned paddles but **should not apply wax or other substances to race-supplied paddles** (this includes applying wax to the hands before using a race-supplied paddles). Teams will carry at least two extra paddles. These may only be used in the event that a paddle breakage occurs during a race.

8.3 Lifejackets (PFDs); The Salem World Beat Festival will provide lifejackets to participants who do not bring their own. Personal PFDs must be U.S. Coast Guard approved and may not include self-inflating jackets. (Competitors may also PFDs approved by the Canadian Coast Guard (CCG) or Department of Fisheries and Oceans (DFO), except for —self inflating jackets) **ALL LIFEJACKETS ARE EXPECTED TO BE SECURE AND TIGHT ENOUGH TO STAY IN PLACE SHOULD IT BE REQUIRED TO WORK AS A FLOTATION DEVICE IF A TEAM MEMBER ENDS UP OVERBOARD OR IN THE WATER.** Volunteers and race officials will be checking these for your safety, your understanding and courtesy are expected.

8.4 Seat pads (butt pads); the use of seat pads is permitted.

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8.3 Water bottles; any water bottles must be left on the dock during the races.

9.0 Competition Structure

9.1 Race Divisions: Salem is Oregon's Capitol: SEE 4.2

The SWBDBR reserves the right to ensure a balanced program. The Race Committee develops a contest structure, race schedule and competition program by taking into account such factors as the number and type of teams entered, minimum number of teams needed to form a separate division, and other practical considerations.

9.2 Lane assignments/bracketing Lanes will be marked as established by the race officials and communicated to the teams at the pre-race team briefing. In the case of a collision, the team responsible for the collision will be penalized. The penalty will be determined in each case based on: the severity of the collision, whether it had any material effect on race outcome, and any extenuating circumstances

The starting order for the first round of heats will be determined by random and posted at least 24 hours prior to the race. After the first round of heats, heat composition will be assigned based on the results of previous heats in such a way that teams will not be consistently racing with the same teams. Lane assignment will be based on the teams' earlier performances: the highest-ranked team will race in lane 1, the second-highest in lane 2.

9.3 Penalties If a team incurs a penalty and a time penalty is applied to its actual finish time, the adjusted time will alter the final placement and standing of that team.

10.0 Racing Regulations

10.1 Personal paddles (including Carbon Fibre paddles) are permitted, as long as they meet race qualifications of dimension or requirements (see section 8.2).

10.2 Paddlers are not permitted to alter the supplied paddles in any way, including, but not limited to, applying sticky or waxy substances to the shaft, roughening, or taping the hand gripping surfaces. (see also section 8.2)

10.3 All boats, paddles, drums, PFDs and any other equipment used during the races must be returned to the SWBDBR intact and in full; replacement costs or repair of such equipment will be charged to the responsible team should negligence be determined by the SWBDBR .

10.4 Signaling devices including radio communications or other electronic signaling items and any noisemaking devices shall not be used by any team during the races.

10.5 Only the drum and drumsticks provided shall be used to signal the stroke rate. Whistles, rattles, air horns, or any other noise making devices are prohibited form use.

10.6 All paddlers must wear their team wristband for the duration of the race. Paddlers will not be allowed to race without their team wristband on their wrist. Failure to comply with this rule may result in disqualification.

10.7 All paddlers must remain seated for the duration of the race. Kneeling or standing is not permitted.

The SWBDBR Race Committee, who set and administer the policies, rules and regulations governing these activities. They register teams; work with associations, marine operations and support, safety, operation of the races, and all matters pertaining to the running of the racing program. The interpretation of policies, rules and regulations rests with the SWBDBR, who hold the final authority over their applications, and whose decisions are final.

11.0 Watercourse Description: Lanes, Distances, Markings

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11.1 Race Course The race course is approximately 470 meters long as established by the race director and described in the captain's meeting. Lane 1 is the easternmost lane, closest to the park. Lane 2 is the westernmost lane, farthest from the park. The start and finish lines will be marked with buoys on the outsides of lanes. A single buoy between lanes will mark the halfway point of the race. NOTE: THIS YEAR THE RACE COURSE MAY CHANGE FROM PREVIOUS YEARS DUE CONDITIONS GIFTED TO US BY MOTHER NATURE – The water has been unusually high and fast. Please realize your safety is our first priority.

11.2 Start Line: Note that floating buoys and any other markers on the watercourse serve only as guides and approximate indicators of the true standard and are subject to current drift and wind, etc.

11.3 Finish Line: Similar to the Start Line description *It is important for racers to keep racing until the tail of the boat is past the last buoy*, in other words, don't stop before you have completely finished the course.

11.4 Entrance: The area immediately preceding the start line towards which the dragon boats slowly approach the entrance to their assigned lane to take up a starting position.

11.5 Run Out: The area immediately after the finish Line in which the dragon boats coast to a stop after crossing the line.

11.6 Dock Approach Area: The waters immediately surrounding the various berths and docking stations. Each team should bail the boat out as they approach the dock: upon arrival at the dock, each Dragon Boat must be substantially free of water and be ready for the next race. Please remove all water bottles and butt pads. Teams should approach the docks at a dead slow pace so as to avoid collision damage.

11.7 Out-of-Bounds Areas: All other waters in which dragon boats are not permitted to traverse during the Competition.

11.8 Man overboard: in the case of an individual falling off the dragon boat, that team must stop paddling and retrieve their teammate. All dragon boats must cross the finish line with everyone they began the race with. The heat will not be rerun and no time penalty will be assessed in addition to the time lost in the retrieval.

11.9 Emergency Procedures In the event of a dragon boat swamping or capsizing, the following shall apply:

- The tiller will retain charge of the team until rescue personnel arrive.
- The tiller will immediately determine if any persons are trapped in the dragon boat and act accordingly.
- Each team member must ensure the team members immediately in front, behind, and beside, are not trapped in the dragon boat.
- Each team member must follow directions given by the tiller, until such time as rescue personnel arrive, at that point each team member must follow directions given by rescue personnel.
- The team must hold onto the dragon boat. Individuals must not swim to shore unless instructed to do so by rescue personnel.
- Upon ensuring no persons are in distress, the rescue personnel may direct the team to swim the dragon boat to shore, with or without towing assistance by the rescue personnel.

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12.0 Program of Competition and Last Minute Changes

12.1 CAPTAINS MEETING: 8:30 am. Team Captains and tillers should both attend.

12.2 The Race Officials reserve the right to call meetings of Team Officials to emphasize procedures, go over any program adjustments or resolve any last minute concerns.

12.3 Teams should plan to be on site at least one hour before their scheduled time to race.

Races will commence 9:00 am on Sunday. Teams should be ready to marshal 30 minutes prior to their scheduled race time. Please note these times are subject to change, and no race will wait for teams that are not ready to start on time. The Chief Marshal will organize the marshaling process. Teams and individuals must yield to the requests of the Chief Marshal. During marshalling, the Head Dock Marshal will observe team composition and may at any time call for a roster-check. Any stacking behavior, racing non-rostered paddlers, will be considered unsportsmanlike and penalized accordingly.

On the dock, teams must follow the instructions of the Dock Marshal and volunteers. After leaving the dock, the boat should proceed towards the start line without interfering with any ongoing race.

12.4 Should it be necessary to alter the schedule, a notification will be posted as soon as possible.

13.0 Good Sportsmanship

13.1 If, in the opinion of the Referee, a boat is deliberately swamped or capsized, the Race Officials reserve the right to disqualify the team from any official standing and may disqualify the offending team from further participation in the SWBDBR Festival. If the team deliberately damages a boat or its equipment, the SWBDBR reserves the right to impose a financial and/or disciplinary penalty.

13.2 Participants are at all times to practice the principles of good sportsmanship. Any team or competitor who attempts to win a race by other than honorable means, or who deliberately breaks the rules, or who disregards the honorable nature of the rules shall face disqualification of the whole team from the competition.

13.3 Unsportsmanlike conduct or behavior includes, but is not limited to, disregard for the World Beat Festival principles of fairness or safety; failure to heed an instruction from a Race Official or volunteer; delaying the start of a race without just cause; racing non-rostered paddlers (stacking); use of obscene language or gestures; or abusive behavior toward any Race Official, volunteer, competitor or spectator. The Team Captain is responsible for the conduct and behavior of his or her team. At the discretion of the Race Directors, unsportsmanlike conduct or behavior by a team or a rostered team member may result in a time penalty, disqualification from a heat or disqualification from the races. Race Officials include: Race Directors, Starter, Course Marshal, Timekeeper, Finish Line Judges, Dock Marshal and Chief Marshal.

14.0 General Sanctions - Penalties Arising From Racing

14.1 The Race Committee may penalize, dismiss, or disqualify a team individual at any time for reported:

- Violation of safety procedures,
- Participating or attempting to participate in on-water activities while under the influence of drugs or alcohol
- Violating rules
- Demonstrating poor sportsmanship, conduct or behavior
- Willfully, recklessly or negligently damaging or losing equipment

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- Disobeying reasonable requests or instructions made by officials on their designates
- Infraction of stated rules and regulations,
- Unsportsmanlike conduct, - disobeying reasonable requests or instructions from Race Officials,
- Misrepresentation of the Race/Event or the Race/Event Organization.

14.2 Penalties may include:

- Disqualification from any official standing and/or awards
- Disqualification of Team member(s) or entire Team from further participation in races
- Requirement for financial reimbursement for damaged or lost equipment
- Disqualification of Team member(s) or the entire team from participation in future Races
- At the officials discretion, a time penalty

15.0 Racing Protests and Appeals.

15.1 Protests by teams will be limited to race conduct and race rule infractions only. A Race Appeals Panel consisting of race officials will decide on all protests.

15.2 On water race officials will signal any race rule infractions, fouls, or disqualification which they have observed while a race is underway to the Finish Line Judge and the offending team(s) will be notified of the specific infraction.

15.3. If a team wishes to lodge a protest, the Team Captain must provide the Race Directors with the written protest within 30 minutes after the team reaches the dock after the disputed heat. The cost of lodging a protest is \$25, which must be paid to the Race Directors in cash at the time of lodging the protest. **A copy of the Protest Form will be available at the Command Tent.**

15.4 A team may protest:

- Illegal paddle/seat/PFD used by another team
- A team not complying with the roster rule
- Collision initiated by another team during the race

15.5 A team may **not** protest:

- Boat/lane assignment
- Interference from another boat that **did not** result in a collision
- A collision with course markers

15.7 When a protest is lodged, the Race Directors will summon the Race Committee, consisting of: the Starter, the Course Marshal, the Timekeeper and the Finish Line Judge(s). Team Captains and members will not be present during any deliberations. The Race Committee will obtain all pertinent information, including any official video footage, and render a decision. No unsolicited video footage will be considered.

15.8 If the protest is successful, the protest fee will be returned to the Team Captain of the protesting team immediately.

15.9 If another team feels a Race Committee decision was made on the basis of incomplete information, the Team Captain of that team may submit an appeal within 20 minutes of the Race Committee's decision. The cost of lodging an appeal is \$25, which must be paid to the Race Directors in cash at the time of lodging the appeal. A copy of the Appeal Form will be available at the

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Command Tent. If an appeal is lodged, the Race Committee will reconvene and consider any new information and render a decision. If the appeal is successful, the appeal fee will be returned to the Team Captain of the appealing team immediately.

16.0 Marshalling/Embarking

16.1 Arrival on Site and Team Assembly

Teams need to assemble themselves on site 30 - 60 minutes before their schedule Race Start Time and get organized; use the washroom facilities, adjust uniforms, do warm up exercises and stretching, review race strategy, etc. Plan appropriately since marshalling areas are congested.

16.2 Check In and Line Up

The scheduled times when teams are to race will be determined in advance and will be distributed to all Team Managers, who are responsible for keeping track of any changes to the schedules announced/posted by Race Officials.

Teams must be mustered to report to Marshalling at approximately thirty minutes ahead of their scheduled race time in order to get ready. Personal belongings are not to be brought into the assembly area. When instructed, teams will proceed down the ramp to the dock area, where they will be directed to the proper boat.

16.3 Boarding and Casting Off

Once a dragon boat is ready, teams must board at the direction of the Dock Master and are not permitted to choose the boat to be used, nor the lane they are to race in; any water should be bailed out of the boat. After a final check out by a Dock Official, teams may pull away from the dock.

16.5.1 Boat Call Up and Alignment for the Start

After leaving the dock, racers should proceed without delay toward the start line without interfering with an ongoing race. Dragon boats should turn around and align themselves with their assigned lane well behind the start line; they will be instructed to pull forward. The Starter will communicate only with the callers and tillers. If any team is not ready to start, that caller or tiller must hold his or her hand clearly in the air.

The Starter, in consultation with the Course Marshal, is empowered to implement a dead slow running start should wind or current conditions warrant; this would involve the dragon boats creeping ahead while all aligned.

At no time shall the nose of any dragon boat cross ahead of the Start Line. Boats doing so risk disqualification.

16.6 Starting Sequences

Upon hearing the starting horn, each team shall proceed to the finish line directly along the middle of its racing lane, without crossing out of its racing lane, without encroaching on the side of its racing lane, and without riding the wake of another dragon boat.

After a fair start, the Course Marshal will follow the dragon boats down the course, and if necessary and where possible, direct tillers to maintain the middle of their lanes. If a dragon boat appears to be losing directional control, is crossing out of its lane, is encroaching on the side of its lane, or is riding the wake of another dragon boat, the Course Marshal, may either stop that dragon boat, or any or all other dragon boats, so as to avoid possible collisions. If progress of a dragon boat is affected by another dragon boat, the Course Marshal will either halt the race and issue a restart, or offer the offended team the opportunity to run the course again in a later heat.

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Chase boats will be instructed to avoid following the Dragon Boats so closely they cause wakes interfering with the race.

Only the drum and drum sticks provided or team members' voices may be used to signal the stroke rate. Noise making devices (such as horns/whistles) as well as voice magnification systems are prohibited. The Course Marshal may assess penalties for failing to abide by this rule. All paddlers must remain seated for the duration.

After each start, the Starter will raise a flag of one of three colors.

- A white flag indicates the start was good.
- A red flag (accompanied by three blasts of the horn) indicates that the boats should stop paddling and return to the start line; it is the callers' duty to watch for red flags and instruct their teams accordingly. Failure to do so may result in penalties.
- A black flag indicates that one or more teams have been disqualified but that all teams should continue racing.

All callers must be familiar with these signals! Ignorance of the rules will in no case reduce any penalties incurred.

False starts and equipment failure:

Where one or more teams begin paddling after the "Attention, please," call and before the sounding of the horn, a "false start" will be declared.

This will be announced by the **raising of the red flag and three consecutive blasts of the horn**. Callers must be alert to these signals and command their boat to return to the start line. The first false start by a team in a given heat will be a warning; the second false start by the same team in the same heat will result in a 10 second penalty to be added to the offending team's time on that heat. If more than one team false-starts, the team that began paddling first will be the one penalized.

No penalties will be assessed if a false start was caused by an error by the Starter. The Starter will immediately raise the red flag and sound the horn three times and re-start the race. The Starter is urged to remember next to safety, fairness is the highest priority of this race. The Starter should also raise the red flag and sound the horn blasts if unforeseen wind or waves gave one team a significant unfair advantage off the start. The Starter should in all cases inform all boats of the reason for the re-start.

In the case of an equipment failure (E.g., the till breaks, the drum falls off) within the first part of the race (ca. 50 meters) the caller or tiller of any team may halt the race by raising both hands above the head. The Starter must watch for this signal from all teams. The heat will be re-run immediately after the equipment failure is addressed.

17.0 Race Conduct

17.1 Race Underway –

17.1 Proper Lane

The correct course for each boat is a straight line from its starting position to the finish. Each boat must remain in its correct lane, keep clear of and not interfere with the other boats in the race, and maintain their distance from boats in the adjacent lanes,

Any boat failing to keep its proper course or heading off course will be warned and must comply immediately to take corrective action to move to a satisfactory position e.g.

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- Go left/right,
- Turn hard left/right,
- Straighten out,
- Stop paddling,
- Hold your boat,
- Go forward.

17.2 Overtaking

Tillers of teams overtaking another team must maintain clear water between the paddles of their boat and the other boats in the race, ideally, of two meters. If a team intentionally encroaches on another boat's clear water space, causing the other boat(s) to steer an unreasonably wide course to maintain their Line(s) of Racing or to avoid collision, then a time penalty or disqualification may be assessed against the offending team at the discretion of the Course Marshal.

Teams are responsible for taking all action necessary to avoid colliding and minimizing impact with other boats and teams. Tillers, because they are facing forward, must be able to command the boat effectively and send effective signals to their drummers, who are facing rearwards; they must remain vigilant and maintain a proper constant lookout for impending collisions and maneuvering out of harms way if this can be done safely.

A boat about to be overtaken must not alter its Line of Racing once the drummer (bow) of the overtaken boat is level with or has passed the tiller (helm) in the boat being overtaken. When the tiller of the overtaking boat is level with or passed the caller in the boat being overtaken then the overtaken boat must give way to the overtaking boat.

17.3 Proper Finish or DNF

Each boat must finish in its assigned lane, within the defined boundaries of the course, with the team fully intact. The boat is deemed to have completed the race only when the entire boat travels across the finish line, with all the crew it started with aboard. The team must remain aboard for the full duration of the race and through to the return to the dock.

The time of the boat's finish area will be taken at the instant that the nose of the Dragon Head reaches the finish line and a visual recording will be taken to provide an official record of the order of finish of each race.

Failure to finish within the proper finish can result either in relegation of the team to last place in the round or in being assigned a race result of DNF (Did Not Finish).

17.3 Return to Base

Upon completion of their race, teams must remain in their boats, and the boats must be brought back to the dock without delay since all boats are needed immediately for use in the next race. Teams will be directed by a Dock Official and must disembark in an orderly manner; all paddles/PFDs are to be returned promptly.

18. Race Officiating

18.1 Disqualification

Above all other matters the safety of all participants is first. Failure by teams to comply with the instructions may result in further disciplinary action, including disqualification from the remaining competition.

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RULES AND REGULATIONS

Once a race has commenced any competitor by his paddle, boat or person must not contact with the paddle, boat or person of another competitor; or deliberately steer into another boat – whether such boat is or is not on its correct course and lane – unless such contact is so slight as to not interfere with the race.

In the event of an impending collision or any other infractions of the rules during a race, a race official shall be empowered to:

- Instruct crews to stop paddling; continuation of the race and resumption of paddling the affected team will be at the discretion of the official; this option may be used in the event of an impending collision.
- Disqualify the offending team(s)—in which case the team must cease paddling and not complete the race – yet allow the rest of the race to continue uninterrupted in spite of the disqualification.
- The Finish Line Judge shall declare the official order and time of finish results for each boat that properly crosses over the Finish Line. Unsolicited videos, photos or verbal accounts pertaining to any disputed finish(es), course fouls or other matters have no official status or bearing on the adjudication.