

CCPRC
Lowcountry Dragon Boat Shootout
Rules of Racing
2020

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INTRODUCTION

The Rules of Racing have been developed for use in the Lowcountry Dragon Boat Shootout (LDBS). Where appropriate, the LDBS Rules of Racing mirror the Rules of Racing as formulated by Major League Dragon Boat (MLDB) series events and International Dragon Boat Federation (IDBF).

The purpose of each rule is to ensure that all competitors have an equal opportunity and a safe environment in which to compete. In applying and interpreting the rules or when confronted by a novel situation not covered by the rules, every effort should be made to apply this principle.

All IDBF Rules apply unless specifically noted within this document. In case of conflict, the present IDBF rules prevail.

1. SCOPE

1.1. These Rules are for use at the Lowcountry Dragon Boat Shootout. All Charleston County Park and Recreation Commission (CCPRC) rules apply unless specifically noted within this document. In case of conflict, the present CCPRC rules prevail.

2. CONTROL OF THE COMPETITION

2.1. Race Officials: This event will be held under the supervision of the following Race Officials:

- Event Director
- Chief Official
- Timer
- Starter
- Referee
- Head Marshal

2.2. If circumstances permit, one person may function in two Race Official roles.

2.3. The Chief Official, in collaboration with the other Race Officials, shall:

- Conduct and supervise the race.
- Postpone or reschedule race in the event of inclement weather or unforeseen circumstances that make it impossible for the competition to take place.
- Hear any protests and settle any disputes between Crews.
- Decide on all matters concerning the Rules of Racing, including any infraction of the Rules.

2.4. Jury: The final authority relating to the Rules of Racing shall rest with the Race Jury. This Jury shall consist of a minimum of three (3) and up to a maximum of five (5) members as appointed by the Chief Official. Members of the Race Jury will only include Race Officials.

3. DUTIES OF THE RACE OFFICIALS

3.1. Chief Official: The Chief Official shall act as the Chairman of the Competition Committee.

The Chief Official shall:

- Observe and supervise the races and ensure that the Race Program is followed and runs to time.
- Fully brief all Race Officials before the start of the competition regarding their duties.
- Decide on all matters arising from the actual event as they relate to the Rules of Racing.

- Disqualify any Crew or competitor who behaves improperly or shows contempt by bad conduct or speech towards the Race Officials or any other persons, including spectators. The Chief Official or Event Director shall make contact.

3.2 Timer: Organize the Finish and shall record the order of the boats crossing the Finish Line independently.

The Timer shall:

- Operate photo-finish equipment to record finish order and times.
- Record times by means of electronic timing systems or in their absence, stopwatches.
- Before each race, ensure that the timing devices are set and in working order.
- Begin timing on a signal from the Starter. At least two stopwatches or electronic devices shall time each race.
- Compare the times recorded by each timing device, at the end of each race.
- Notify the Chief Official of the agreed times. In the event of a time not being recorded, then this will be shown in the results as No Time (NT). The time recorded for a Crew is secondary information and shall have no effect on the finish order of a race. If advancement is determined by time, a Crew without a recorded time must re-run the race to record a time for advancement.

3.3 Starter: The Starter is directly responsible for the efficiency of the starting facilities and procedures in conjunction with the Referee. The Starter shall resolve all questions concerning the start of a race and shall inform the Crews of their Racing Lanes in accordance with the Race Program.

The Starter shall:

- Communicate with the Chief Official before starting a race to confirm that all is ready at the Finish. When this confirmation is received, the Starter shall call the boats to their places on the Start Line.
- Check that the starting gun or other starting device is in good working order before carrying out the starting procedures in accordance with the Rules of Racing.

3.4 Referee: When the boats are in the Starting Area, the Referee shall be responsible for checking each Crew's attire, the number of competitors in each boat, and each Dragon Boat's number. The Referee will ensure that the composition of the Crews is correct (e.g., the number of females in a Mixed Crew).

The Referee shall:

- Bring the boats to the Start Line, when they are called forward by the Starter.
- Raise a red flag or provide verbal communication to Race Officials immediately in the event of a false start.
- Show a white flag or provide a verbal all clear to Race Officials at the end of the race if there is no infraction of the Rules. If there is an infraction of the Rules, a red flag must be shown and the circumstances reported to the Chief Official.

3.5 Head Marshal: The Head Marshal is responsible for maintaining the efficiency and safety of the marshalling area.

The Head Marshal shall:

- Confirm that the Crews have been correctly called forward to the Crew Assembly Area. Record the number of competitors in each boat against the appropriate Crew List and that Crews are in their correct racing colors. Ensure that the composition of each Crew is correct (e.g., the number of females in a Mixed Crew, no male drummer in a Women's Crew, etc.).
- Call the Crews forward from the Crew Assembly Area to the Boat Marshalling Area in sufficient time to ensure that all the Crews in a race embark and reach the Starting Area in good time for their race.
- Ensure that all competitors who are using their own equipment, paddles and/or personal flotation devices (PFDs), have their equipment checked to ensure that they are within regulations.
- Check that all Crews are 'Fit to Race' and if any competitor or Crew is not fit, notify the Chief Official and ensure that they do not race.
- Check that all boats and equipment are in good racing order before and after each race.
- Allocate Crews to boats according to the Race Program and ensure that the right Crews are embarked in the right boats before the Crews leave the embarking platforms. Check that competitors do not strap or fix themselves into the boat in any way, unless prior authority has been given by the Chief Official.
- Ensure that each Crew is embarked safely and that PFDs are properly worn by those that require them.

4. THE COURSE

4.1 Water Depth: All possible consideration will be given to the layout of the Racing Course so that there is no significant advantage between Racing Lanes. It is expected that the course bed is uneven and overall water depth varies due to environmental factors.

4.2 Race Distance: Race Distance will be 180 meters. Other distances may be added or the advertised distance(s) altered for safety reasons.

4.3 Course markers: Buoys shall mark the Start and Finish Lines. Start and Finish Line buoys will approximate the lines used by Race Officials as best as is possible, given limitations in course setting and conditions, but are not guaranteed to be exact.

Racing Lanes shall consist of visible buoys in a straight line corresponding to the color of the Start and Finish Line buoys, in intervals of no more than 100 meters down the length of the race course.

4.3.1 Additional buoys may be used to direct traffic flow throughout the venue. It is the responsibility of each Crew's steersperson to be aware of and respect the intended purpose of any buoy.

5. THE CREW

5.1 Crews can consist of up to a maximum of fourteen (14) people. A Crew Roster includes one (1) steersperson, one (1) drummer, ten (10) paddlers, and two (2) alternate paddlers. A Crew cannot substitute a steersperson or a drummer on a Roster in order to have more than the allotted twelve (12) paddlers.

5.2 Race Classes include: Community and Club. Race Divisions refer to: Mixed, Open, Women, Breast Cancer Survivor, All Cancer Survivor, University, Fitness Club Challenge. Divisions may also be further distinguished by age brackets: U18, Premier, and Senior. Crews are divided into Classes and Divisions (e.g., Club Premier Women Division, Community Senior Mixed Division, etc.).

5.3 Classes are defined as follows:

- Club: Applicable to Crews that participate in three (3) or more festivals per year. Clubs often charge membership dues and provide regular, organized practice sessions throughout the year.
- Community: Applicable to Crews that participate in less than three (3) festivals per year. Crew Roster may not have more than one person who is also a member of a Club.

5.4. Crew composition for Race Divisions is as follows (not all divisions may be offered):

- Mixed Crew: A Mixed Crew can have a maximum of 5 male paddlers. The drummer and steersperson can be either male or female.
- Open Crew: A Crew can be comprised of any number of male or female paddlers up to a total of 14. The drummer and steersperson can be either male or female.
- Women's Crew: All paddlers and drummer in the boat must be female. The steersperson can be either male or female.
- Breast Cancer Survivor: Applicable to Crews where all members are breast cancer survivors, excluding the steersperson. The steersperson may either be male or female.
- All Cancer Survivor: Applicable to Crews where all members are survivors of any type of cancer, excluding the steersperson.
- University: Applicable to Crews where all members are current university students, excluding the steersperson.
- Fitness Club Challenge: Applicable to Crews where all members are also members of the same gym, fitness center, studio or similar organization/business. The steersperson is excluded from this restriction.

5.4.1 Age Divisions are defined as follows (not all divisions may be offered):

- U18: Applicable to Crews where all members are 18 years old or younger, excluding the steersperson.
- Premier: Applicable to all Crews where there is no age distinction.
- Senior: Applicable to Crews where all members' 50th or later birthday falls in the year of the competition, excluding the steersperson.

5.5 All Crew members must sign a waiver before participating in each event and must wear a LDBS issued wristband with the assigned team number clearly displayed, at all times.

5.6 Each paddler shall only be registered under the name of one Crew and may not compete for any other team. In no case shall any Crew members paddle for more than one team.

6. CONDUCT OF CREWS

6.1 Crews must follow the directions of the Race Officials at all times during the competition. Failure to do so may result in the disqualification of the competitor or Crew concerned.

6.2 Any Crew or competitor who attempts to win a race by other than honorable means, or who deliberately breaks the Rules of Racing, or who disregards the honorable nature of the rules shall face disqualification from the competition.

6.3 It is forbidden, during a race, for Crews to receive outside help, or coaching, or be accompanied by other boats along the course, even outside the Racing Lanes. Such acts will result in disciplinary action being taken against the Crew(s) concerned.

6.4 Position in Boat: Once a Crew has embarked, all paddlers and the drummer will be seated on the seats provided. All racing will be done with paddlers and drummer seated in the boat. Paddlers and drummer will remain seated until they return to the dock to disembark.

7. MARSHALLING/EMBARKING

7.1 Crew Responsibility: It is a Crew's responsibility to ensure that the dragon boat and its equipment are fully functional and water-worthy. Boats and equipment must be carefully checked before embarking. CCPRC shall not be held responsible for any boat or equipment failure once a Crew has embarked and left the Boat Marshalling area.

7.2 Paddle Breakage/Equipment Failure: Crews are advised to carry one (1) spare paddle, of the approved design for the event, in each dragon boat they use during the competition. Paddles may not be strapped to any racer. These may be used only in the event that a paddle breakage occurs during a race. If any other equipment failure happens within fifty (50) meters of the Start Line, the Starter or Referee will call a re-start.

7.3 Marshalling: Crews must report to Marshalling and be ready to embark at the time stated in the race schedule. This will normally be 20-30 minutes before the race time. Race Officials in the Marshalling Area may carry out Crew identity checks and competitors must, if so checked, be able to produce photo IDs. Failure to do so may result in the disqualification of the competitor concerned from that competition class, at the Chief Official's discretion.

7.4 Boats: Crews are not permitted to supply their own boat. All boats will be provided and Crews will race in the boat assigned to the Crew for that race.

7.5 Embarking: When called forward to Boat Marshalling, Crews must embark in accordance with the instructions of the Boat Marshals, who will ensure that each Crew is embarked in the boat allocated to them in the Racing Lane draw.

7.6 Movement up the Course: After a Crew has embarked, it must leave the boarding area immediately and proceed directly to the Start Area. En-route Crews must keep clear of the Racing Lanes and must not interfere with a race that is in progress. This includes moving down the course during a race until the Crews racing have passed by.

7.7 Changes to Crew Members: Once a Crew has embarked and left the boarding area, changes of Crew members or additions to the number of racers in the boat will not be permitted unless expressly agreed to by the Chief Marshal, before the boat leaves the boarding area. Such changes shall be by exception and do not include the changeover or addition of racers due to lateness or unexplained absence.

8. STARTS AND STARTING PROCEDURES

8.1 Start Area: It is the Crew Captain's responsibility to make sure that each Crew member is familiar with the starting procedures. All Crews shall assemble behind the Start Line, or in a designated Start Area, at least three (3) minutes before their Start Time. No later than two (2) minutes before the actual start time, the Crews will be called forward and placed into Racing Lanes, by the Starter or Boat Holder, in accordance with the published Lane Draw.

8.2 Late Arrivals: The Starter may warn a Crew arriving late in the Start Area and if such a warning is given, it shall have the same effect as one given for a False Start, for that race. The Starter may choose to award a Time Penalty of up to five (5) seconds to any Crew arriving late in the Start Area, or for failing to come up to the Start Line when called. The Starter may start a race without reference to absentees.

8.3 Racing Lane: A Crew must race in the lane allocated to its boat. In the event that only one boat remains at the start of a scheduled race, that Crew will be required to paddle the course to register a qualifying time for participation in subsequent rounds.

8.4 Starting Position: The position of the dragon boats on the Start Line shall be that the foremost part of the competing boats (which may include the dragon's head) shall be aligned. When races start from a dock, Boat Holders shall hold the stern of the boats. When a "held" start is not possible, then a "free" start may be permitted.

8.5 Boat Holding: When available, Boat Holders will alter the position of the dragon boats in accordance with the Starter's or Referee's instructions by physically moving the boats or by adjusting the length of rope available to the steersperson.

A Crew may assist in this aligning by moving the boat using their paddles to position the boat on the Start Line, however once the Starter has alerted the Crews then all movement of paddles in the water must stop. If the Starter or any Official observes movement of a Crew's paddles in or on the water, the Chief Official shall give a Time Penalty, as for "Jumping the Start".

8.6 Drummer Signals: Once the boat has approached the Start Line, a drummer may raise a hand over his head to alert the Starter that his Crew has lost positioning. The Starter may allow re-positioning to occur at the Starter's discretion. *Note: this is a deviation from the IDBF Rules. Crews racing internationally should make themselves aware of the IDBF process. See the IDBF document Rules & Regulations R6.6*

8.7 Starter's Commands: When the Starter is satisfied that all the boats are correctly aligned, the Starter shall alert the Crews by saying "Are You Ready?" or "All Boats Hold".

8.8 Starting Signals: When the Starter is satisfied that all Crews are ready, the starting procedure will begin with the word "ATTENTION" followed by the word "GO" (or sound signal). The Boat Holder (if used) will release the stern of the boats or the Steersperson the ropes as appropriate.

The word "GO" may be replaced by a gunshot, electronic starting signal or other distinct sound, as specified in the Race Program. The interval between the words "ATTENTION" and "GO" (or sound signal) shall not exceed five (5) seconds.

8.9 False Starts: If a Crew starts after the word "ATTENTION" and before the word "GO", it has made a False Start. Referee, or Starter shall indicate a False Start by raising a red flag.

The Starter shall immediately recall the Crews by shouting "STOP", "STOP", "STOP", or by a second gunshot.

8.9.1 Course Officials: When the Race Officials are in a safety or official's boat, it shall be placed 50 meters down the Racing Course from the Start Line. On seeing the Red Flag or on hearing the recall signal, the Course Officials boat will cross the course in front of the competing boats and a Course Official will wave a red flag. This will continue until all the boats have come to a stop.

8.9.1.1 If a boat for the Race Officials is not available, then a Referee shall stand on the side of the Racing Course, adjacent to Lane 1 and on seeing the red flag at the Start, or on hearing the recall, a Course Official shall also wave a red flag to attract the attention of the competing Crews and with the aid of a megaphone, the Referee will shout "STOP".

8.9.2 Drummer's Task: It is the drummer's responsibility to watch the Officials and to instruct the Crew to STOP when a False Start has been called.

8.9.3 Penalties: Once all the Crews have returned to the Starting Area, the Starter will identify the Crew or Crews responsible for the False Start. The Starter, at their discretion, will give the Crew a warning, exclude them from the race, or alternatively award a Time Penalty.

8.10 Jumping the Start: When a Crew 'Jumps the Start', which for the purpose of the Rules of Racing, means that a Crew has anticipated the Starter's word of Command GO to the extent that a 'False Start' cannot be called but in the opinion of the Starter a material advantage has been gained by the Crew or Crews concerned over the others, the Starter may award 'Time Penalties' from two (2) seconds up to a maximum of five (5) seconds against the Crew or Crews in question.

8.11 Damage to Boats at the Start: If a Crew, whilst in the Starting Area indicates to Race Officials before being called forward to the Start Line, that it has suffered damage to its boat or equipment, the Starter may delay the race for a maximum of five (5) minutes to allow for necessary repairs.

8.12 Equipment Failure off the Start: In the event of a Crew experiencing equipment failure (e.g., a broken Drummer's Seat or steering arm/oar, but not a paddle) off the start and up to fifty (50) meters after it, the race will be restarted, providing the Crew concerned stops paddling immediately and both the paddlers and the drummer raise their arms fully in the air. In this case the Starter will carry out the same procedures as for a False Start and when possible the Course Officials/Safety Boat will proceed quickly down the course and stop any Crews who may not have heard the recall signal.

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

9. RACE CONDUCT

9.1 Correct Course and Clear Water: The correct course for each boat is down the race course within the marked Racing Lane, from the Start Line to the Finish Line. Crews are responsible for their steering and for leaving their Racing Lane, or deviating from their 'line' at their own risk. Even when Crews are in their Racing Lanes or following a racing 'line', at least two (2) meters of clear water must be maintained around each boat. For the purpose of the Rule, the boat includes the Crew's paddles and therefore the 'clear water' is between paddle blade and adjacent paddle blade.

9.1.1 Penalties: A Time Penalty of five (5) seconds may be awarded by the Chief Official against a Crew that leaves its Racing Lane/Line or impedes another Crew, whether or not the action of the Crew concerned has materially affected the result of the race. A Crew that has gone 'off line' due to an involuntary steering error and in correcting the error leaves its Racing Lane, shall not normally be penalized under the Rule unless another Crew is impeded and the race result materially affected.

9.1.2 Warnings: The Referee shall follow each race to observe the course taken by each dragon boat. A Referee will warn any boat that fails to keep within its Racing Lane/Line. If such warnings are ignored, the Crew(s) concerned risk disqualification from the race if, in the opinion of the Referee, the Crew has impeded another Crew or has gained an advantage thereby, which has materially affected the result of the race. Alternatively, a Time Penalty of five (5) seconds may be awarded.

9.1.3 Racing Lane Officials: Racing Lane Officials may also be stationed at the ends or down the sides, or both, of the race course in such a position as to have a clear 'line of sight' down and across the race course, in order that they can determine the actual 'Racing Line' that a Crew is taking. If an infraction of the Racing Rules occurs, the course Officials shall report the matter to the Chief Official.

9.2 Collisions: In the event of a collision between two (2) or more boats, the Officials must report the circumstances to the Chief Official, who may disqualify the offending boat(s) or, if the result of the race has been materially affected, order one or more boats to re-race before the next round of the competition. When in the opinion of the Chief Official, one or more of the Crews involved could have avoided the collision by taking corrective action (e.g., to stop paddling) but did not do so, then the Crew or Crews concerned will be disqualified from the competition class concerned and may face disqualification from the whole competition.

9.2.1 Cease Paddling: In the event of a collision between two (2) or more boats, and when boats are in close proximity or touching due to the collision, all paddlers in the affected boats must cease paddling immediately. Paddling by affected boats is prohibited until a minimum of 2 meters of clear water is attained around each of the boats involved.

9.2.2 Distress Signal: If a Crew is in distress (e.g., a Crew member is lost overboard) then the members of the Crew shall alert the Safety Boat(s) and Officials. The International Distress Signal shall be used, that is, the arms shall be placed in the outstretched position (horizontal to the sides of the body) and then raised to the vertical position crossing above the head and returning to the horizontal position, repeated until the Rescue Boat(s) respond. A Distress Signal given by a Crew without just cause may result in the Crew being disqualified from the whole competition.

9.3 Boat Swamping, Deliberate Capsizes: If, in the opinion of the Chief Official, a boat has been swamped or capsized deliberately by its own actions, or another Crew during the course of a race, the Competition Committee may disqualify the Crew or Crews concerned from the competition.

9.4 Boat Damage: If in the opinion of the Chief Official, a boat has been damaged by its Crew deliberately or by another Crew during the course of a race, the Competition Committee may disqualify the Crew or Crews concerned from the competition. On recommendation of the Competition Committee, the Jury may impose a fine on the Crew or Crews.

10. FINISHES

10.1 Crossing the Finish Line: A boat has finished the race when the foremost part of the boat crosses the Finish Line with the same number of Racers in it as at the start of the race. The dragon's head, when in position, forms part of the boat.

10.2 Dead Heats: The front portion of each boat's bow will be clearly marked to assist the Judges in determining the finish order. If two (2) or more boats reach the Finish Line at the same time, they shall get the same classification. In the event of a dead heat for a place that determines advancement to the next round, the Crews concerned may be required to race-off, but only if there are insufficient lanes on the racing course to allow the dead heated Crews to race again in the next round.

10.3 Disembarking: Once a Crew has finished a race it must return immediately to the Boat Marshalling area and disembark. A Crew is not released from the directions of the Marshalling Officials until all members of the Crew have left the Crew Assembly Area.

11. DISPUTES, PROTESTS, DISQUALIFICATIONS AND APPEALS

11.1 Disputes: Disputes that arise during a competition between Crews shall be addressed to the Chief Official and dealt with by the Competition Committee in the same way as Protests.

11.2 Racing Protests: In the event of a Crew wishing to make a protest following a race, concerning the conduct of another Crew, the Crew Manager must lodge the protest with the Chief Official. Such a protest must be addressed to the Competition Committee in writing and made within fifteen (15) minutes of the end of the race in question. A protest against a race result must be made no later than fifteen (15) minutes after the result is officially posted.

11.3 Protest Fees: All protests shall be made in writing and shall be accompanied by a fee of \$50.00. This fee will be refunded if the protest is successful.

11.4 Action and Timing: When a protest is made, the Chief Official must immediately notify any other party involved in it and call a meeting of the Competition Committee to discuss the protest. Only in exceptional circumstances should the Competition Committee take longer than thirty (30) minutes to consider any one protest.

11.5 Decisions: After reaching its decision, the Competition Committee must inform all the parties involved in writing of its decision and of the reasons for the decision. The Chief Official shall hand the decision to the Crew Manager(s) involved, who must then acknowledge receipt of it by signing the Chief Official's copy and endorsing it with the time of receipt in case of any further appeal to the Jury.

11.6 Disqualification: In the event of a Crew being disqualified from a race or the competition, the Competition Committee must record their decision and the reasons why in writing. The Chief Official must hand this notice to the Crew Manager concerned who must acknowledge receipt of the notice by signing the Chief Official's copy and endorsing it with the time of receipt.

11.7 Appeals: The acknowledgement of receipt of submission is the start of the period in which the Crew Manager(s) may appeal to the Jury against the decision of the Competition Committee.

11.8 Time Limit: An appeal against a decision of the Competition Committee shall be addressed to the Chairman of the Jury and handed in no later than fifteen (15) minutes after the Crew Manager(s) has been informed, in writing, by the Competition Committee of any disqualification or dispute involving their Crews.

11.9 Appeal Fees: A fee of \$50.00 shall accompany all appeals. The fee will be refunded if the appeal is successful.

11.10 Jury Meetings: The Chairman of the Jury shall allow a further fifteen (15) minutes to elapse for any necessary investigations to take place, before calling a meeting of the Jury to debate the appeal. Only in exceptional circumstances should this take longer than thirty (30) minutes for any one appeal.

11.11 Final Decisions and Appeals: The decision of the Jury is final.

12. ADDITIONAL AND MISCELLANEOUS EQUIPMENT

12.1 Generally, additional equipment designed to be added to the boat or personal or miscellaneous equipment designed to enhance the performance of the boat or a Crew member shall not be permitted.

The exceptions to this are onboard communications systems that operate purely between Crew members, and seat cushions for individual paddlers, provided that they are made of a soft material, such as sponge or foam, which does not effectively raise the height of a seat or seats in a boat (see IDBF regulations).

Team Uniforms, protective head gear, footwear and eyewear are permitted.

The Chief Official shall decide on additional and miscellaneous equipment not specifically covered by these Rules of Racing.

Note: It is not the intention of the Rule to exclude equipment enhancements such as fasteners for seat pads, sponges or boat bailers, foot blocks and pads for competitors' comfort or other items that are not performance enhancing or a safety risk to members of the Crew.

12.2 Paddles: All paddles must meet the most current IDBF standard.

12.3 Personal Flotation Device (PFD): All paddlers, drummers, and steerspeople must wear a Coast Guard Approved personal flotation device. Inflatable PFDs are permitted.

12.4 Water Pumps: The carrying of any type of pump in the boat, during a race, which is designed to clear a boat of water, is prohibited.

12.5 Straps and Strapping: In the interest of Crew safety, no additional fixtures or fittings, such as straps to fasten a paddler into the boat or onto a seat, are permitted. No strapping of any kind that attaches a paddle to a paddler in any way is permitted.

12.5.1 The Chief Official may relax this rule for physically disabled competitors, if adequate safety systems are provided to ensure that such Crew members can easily be released from the boat and rescued in the event of the boat capsizing.

12.5.2 Wrist Straps to Paddles and Boat fasteners. Wrist to Paddle Straps are NOT allowed or any other fastening system that connects a competitor to a paddle or the boat, as such fittings constitute a safety hazard. Exceptions may be made for Adaptive Paddlers provided that any fastening to the wrist is of a 'quick release' nature and does not compromise the personal safety of the Adaptive Paddler concerned.

12.6 Seat Pads: Dragon Boat Seat Pads (cushions) as described in Rule 12.1 shall be made of a soft material, such as neoprene, of a maximum thickness of 15mm that will compress easily when squeezed between finger and thumb. The width of the seat pad shall approximate to the width of a paddling seat.

13. REGISTRATION

13.1 Each Crew Manager must complete check-in on Race Day at Race Headquarters for their team. Check-in consists of confirming the official Crew list and receiving racing wristbands for each Crew member on the official Crew list.

13.1.1 Every Crew member listed on the official Crew list will be given a racing wristband. This includes all paddlers, drummer, and steersperson. Racing wristbands must be worn at all times during race day. Any Racer that loses a wristband must report to Race Headquarters and provide government-issued identification in order to receive a replacement wristband.

13.1.2 Any Racer not listed on the official Crew list is not registered and is not eligible to participate. Any discrepancies must be addressed prior to the start of competition. Any new Racer must sign/agree to the assumption of risk form in order to be added to the official Crew list and to receive a racing wristband.

13.2 The official Crew list must not exceed fourteen (14) Racers. For teams wishing to add additional Racers beyond the allowable capacity, one Racer must be removed from the official Crew list.

13.3 In order for a Crew Manager to check in, at least nine (9) Racers must be listed on the official Crew list.

14. AWARDS

14.1 Medals and trophies will be awarded as follows for divisions with three (3) or more Crews entered by the close of registration:

- Club Divisions: Medals will be awarded to the top three teams in each division (Gold, Silver, Bronze).
- Community Division: Medals will be awarded to the top three teams in each division (Gold, Silver, Bronze).

14.2 Special recognitions may be awarded to Crews qualifying for divisions combined due to not meeting the minimum entries required by close of registration (e.g., a Crew initially registered as Community Senior Mixed, but competed as Community Premier Mixed due to lack of other entries in that division).

15. COMPETITION REGULATIONS

15.1 Organizers reserve the right to exclude any participant who is deemed by the Race Officials to be under the influence of alcohol or drugs.

15.2 Organizers reserve the right to exclude any participant or team for behavior deemed inappropriate or for verbal or physical abuse of staff or volunteers. Only the Chief Official or Event Director may make this decision.

15.3 Crews are expected to respect the rules of the Venue. Unless specifically stated, the following rules apply:

- No BBQ or cooking devices allowed.
- No alcohol allowed unless purchased from an on-site licensed vendor.
- All cars must be parked in designated parking areas. Absolutely no vehicles are allowed in the Athletes' Village.

15.3.1 No team member or team will solicit or sell merchandise or services within the Athletes' Village. All solicitation and/or sales in other areas of the venue must be approved by CCPRC prior to the event day.

15.3.2 Teams may hang team banners within the confines of their Athletes' Village site. No banners or signs may be hung on the outside of tents or structures with corporate logos that are not official sponsors of the event.

15.3.3 Crews in violation of any of the above rules will be given ten (10) minutes to rectify the situation. If not rectified within ten (10) minutes, a Time Penalty or disqualification from the event may be assessed at the Chief Official or Event Director's sole discretion.

15.4 All Crew members on the official Crew list of an event are required to agree to the assumption of risk by signing a waiver form (in paper or digital form) prior to being allowed to embark in a boat. It is the Crew Manager's responsibility to ensure that all Crew members on the official Crew list have signed/agreed to the form.

Any Crew member caught racing before the close of acceptance of penalties and appeals, who has not signed/agreed to the form will have a (0.25) second Time Penalty assessed to their Crew's time for all races for which the Crew member participated without a completed waiver and risks the disqualification of their Crew from the race or the entire event should the form not be signed/agreed to upon discovery of the missing form.

15.5 At all events, Crews are responsible and liable for all damage to boats and other equipment that is deemed to have been caused by the intentional or negligent acts or inaction of a Crew. CCPRC is entitled to full reimbursement from the Crew for the costs of repairs or replacement, as determined by CCPRC.

15.6 Drones are not allowed unless the owner/operator meets the following criteria:

1. Provides proof of proper insurance and certification from aviation authority.
2. Is associated with media, sponsor, vendor, or relevant party.
3. Is granted permission from CCPRC in advance.

If permission is granted, at no time is the drone to be flown within 50 feet of a person, vehicle, boat, or tent, and at no time can it be flown over any of those.

CCPRC reserves the right to grant, withhold or revoke permission at any time for any reason. Unauthorized use can lead to disqualification from the event for the entire team.