



The Annual Bahamas International Dragon Boat Festival

Nassau, Bahamas

Official Rules and Regulations of Racing

TABLE OF CONTENTS

Introduction	6
R1.1 Control of the Competition	6
R1.2 Technical Race Officials	6
R1.3 Supporting Officials	6
R1.4 Competition Committee	7
R1.6 Race Jury	7
R1.8 Race Administration	7
R2. Duties of the Race Officials	8
R2.1 The Chief Official	8
R2.2 The Race Secretary	8
R2.3 The Chief Judge	8
R2.4 The Finish Line Judges	8
R2.5 The Timekeepers	9
R2.6 The Starters	9
R2.7 The Umpires	9-10
R2.8 The Chief Boat Marshal	10
R2.9 The Boat Marshalls	10
R2.10 The Safety Officer	10-11

R2.11 The Press Officer	11
R2.12 The Announcer	11
1. General Regulations and Administration	12
1.1.1 Participation Requirements	12
1.1.2 Waivers	12
1.1.3 Submission of waivers	12
1.1.4 Team Rosters	12
1.1.5 Mandatory Coordination & Safety Meetings	13
1.1.6 Complications and Disqualification	13
2. Crew and Team Composition	13
2.1 Crew Members	13
2.2 Broad Definition of a Dragon Boat Team	13
2.3 Types of Teams	14
2.3.1 Age-Based Categories	14
Adult, U-18, U-24, Senior A, Senior B, Senior C	
2.3.2 Gender-Based Categories	14
Mixed, Women's	
2.3.3 Open Crew	14
2.4 Individual Team Member Eligibility	14-15
3. Competition Format	15
3.1 Competition Structure	15
3.1.1 Divisions and Race Program	15
3.1.2 Special Events and Cups	15
3.2 Scoring and Determination of Winners	15
3.2.1 Heat Placement and Advancement	15
3.2.2 Penalties and Time Adjustments	15
3.3 Awards and Prizes	15
3.3.1 Eligibility	15
3.3.2 Sponsorship and Availability	15
3.3.3 Trophy Retention	15
4. Racing Regulations	16
4.1 Dragon Boats and Equipment	16
4.1.1 Approved Boats	16
4.1.2 Equipment Approval	16
4.1.3 Personal Flotation Devices (PFDs)	16

4.1.4 Paddles	16
4.1.5 Paddle Alterations	16
4.1.6 Paddle Straps	16
4.1.7 Seat Pads	16
4.1.8 Equipment Return	16
4.1.9 Rate Signaling and Electronics	16
4.1.10 Additional Equipment	16
4.2 Watercourse Description: Lanes, Distances, Markings	17
4.2.1 Race Course Location	17
(a) Racing Lanes	17
(b) Start Line	17
(c) Finish Line	17
(d) Entrance	17
(e) Run Out	17
(f) Dock Approach Area	17
(g) Warm-Up Area	17
(h) Boat Staging Area	17
(i) Out-of-Bounds Areas	17
5. Conduct of Crews	17
5.1 Race Officials	17
5.2 Sportsmanship	17
5.3 Outside Assistance	17
6. Marshalling and Embarking	18
6.1 Arrival and Team Assembly	18
6.2 Check-In and Line-Up	18
6.3 Crew Responsibility	18
6.4 Paddle Breakage/Equipment Failure	18
6.5 Boats	18
6.6 Embarking	18-19
6.7 Movement up the Course	19
6.8 Changes to Crew Numbers	19

6.9 Warm-up En Route to Boat Staging Area	19
7. Starts and Starting Procedures	19
7.1 Racing Lane	19
7.2 Starting Position	20
7.3 Starter's Commands	20
7.4 Starting Signals	20
7.5 Alternatives	20
7.6 False Starts	20
7.7 Course Umpires' Task	20
7.8 Course Umpire without a Boat	20
7.9 The Drummer's Task	20
7.10 Penalties	21
7.11 Jumping the Start	21
7.12 Damage to boats at the Start	21
7.13 Equipment Failure off the Start	21
7.14 Recall by the Course Umpire	21
8. Race Conduct	22
8.1 Correct Course and Clear Water	22
8.2 Drummer	22
8.3 Penalties	22
8.4 Umpire Warnings	22
8.5 Racing Lane	22
8.6 Wake Riding (Wash Hanging)	23
8.7 Overtaking	23
8.8 Collisions	23
8.9 Distress Signal	23
8.10 Boat Swamping, Deliberate Capsizes	23
8.11 Boat Damage	23-24
8.12 Turns	24
8.13 Turn Buoys	24
8.14 Turning Points	24

9. Finishes	24
9.1 Crossing the Finish Line	24
9.2 Dead Heats	24-25
9.3 Disembarking	25
10. Disputes, Protests, Disqualifications, and Appeals	25
10.1 Disputes	25
10.2 Racing Protests	25
10.3 Protest Fees	25
10.4 Action and Timings	25
10.5 Decisions	25
10.6 Disqualification	26
10.7 Appeals	26
10.8 Time Limit	26
10.9 Appeal Fees	26
10.10 Jury Meetings	26
10.11 Final Decisions and Appeals	26
BCDBA Disciplinary Code	26
General Conditions	26
Failure by crews to comply with the instructions of Officials	26-27
Time Penalties	27
Official Warnings	27-28
False Starts, Jumping the Start, Race Conduct	28
Verbal Abuse	28
Conduct likely to bring the sport into disrepute	29
Threat of violence or actual physical violence	29

INTRODUCTION

The following Official Rules and Regulations of Racing have been developed for use in all competitions sanctioned by the Bahamas Chinese Dragon Boat Association (BCDBA). They are based on the racing rules adapted from the Canadian International Dragon Boat Festival Society Race Committee (CIDBFSRC), Dragon Boat Canada (DBC), and the International Dragon Boat Federation (IDBF).

To ensure that local competitions are conducted fairly and consistently, it is essential to standardise the rules governing these events. These Rules and Regulations of Racing have been established with this goal in mind.

R1.1 Control of the Competition

Bahamas Chinese Dragon Boat Association-sanctioned races shall be held under the supervision of the following Technical Race Officials. These officials will be accredited through local officials certification programme or other international dragon boat federations such as IDBF, Pan American Dragon Boat Federation, Dragon Boat Canada or US Dragon Boat Federation.

R1.2 Technical Race Officials:

Chief Official		
Chief Judge	Chief Umpire	Race Secretary
Course Umpires	Starters	Chief Boat Marshal

R1.3 Supporting Officials:

The following Race Officials are deemed to be supporting officials and as such are not required to be accredited:

Boat Marshals	Timekeepers	Safety Officer
Boat Drivers	Finish-line operators	Medical Staff
Dock Master	Announcer	Results Runners
Boat holders		Press Officer

R1.4 Competition Committee For all BCDDBA-sanctioned races, the top technical management of the competition shall be in the hands of a COMPETITION COMMITTEE, which shall consist of the following officials:

Chief Official

Chief Judge

Chief Umpire

One additional Technical Race Official, nominated by the Chief Official, shall be appointed to the Competition Committee. This Official's duties must allow them to remain in the vicinity of the Finish Line at all times—for example, the Race Secretary.

R1.5 The Duties of the Competition Committee are:

R1.5.1 Conduct and supervise the races on behalf of the Organising Committee.

R1.5.2 In the event of inclement weather or unforeseen circumstances that prevent the competition from taking place, reduce the number of racers in the boat or reschedule the races for another time.

R1.5.3 Hear and resolve any protests or disputes between crews and make final decisions on all matters in accordance with the Official Rules and Regulations of Racing.

R1.5.4 Consult with other Race Officials as needed before reaching a decision on any alleged infraction of the Official Rules and Regulations of Racing.

R1.6 Race Jury At all BCDDBA-sanctioned race events, the ultimate authority on all matters relating to the Official Rules and Regulations of Racing shall rest with a Race Jury. This Jury shall be composed of a minimum of three (3) and up to five (5) members, all appointed officials from the BCDDBA.

R1.7 When a Jury is appointed at a BCDDBA Competition, all Race Officials and the Competition Committee shall be subordinate to the Jury.

R1.8 Race Administration The Race Administration provides clerical support to the Race Director and is responsible for producing technical information during the competition. This includes details such as the order of starting, heat draws, race results, and intermediate draws. The primary function of the Race Administration is to record and distribute this information to officials, competing crews, other interested parties, and the media.

R1.9 The number of personnel in the Race Administration will vary depending on the size of the competition and the skills and experience of the officials involved. The Administration may include both Technical and Supporting Officials, and the number of staff employed is at the discretion of the Technical (Race) Director. The Race Administration shall be headed by the Race Secretary.

R2. DUTIES OF THE RACE OFFICIALS

R2.1 The Chief Official The Chief Official shall serve as the Chair of the Competition Committee. Their responsibilities include observing and supervising the races, ensuring the Race Programme is adhered to and runs on schedule. Prior to the start of the competition, the Chief Official shall provide a comprehensive briefing to all Race Officials regarding their duties.

Additionally, the Chief Official shall:

R2.1.1 At BCDBA Races, make decisions on all matters arising from the event that are not covered by the BCDBA Official Rules and Regulations of Racing.

R2.1.2 At BCDBA Races, consult with the Chair of the Jury on any matters requiring clarification of the Official Rules and Regulations of Racing.

R2.1.3 Be responsible for enforcing the Disciplinary Code and may disqualify any crew or competitor who behaves improperly or shows contempt through misconduct or disrespectful speech towards Race Officials or any other individuals, including spectators.

R2.2 The Race Secretary The Race Secretary shall oversee the officials within the Race Administration and assist the Chief Official in managing the Race Programme by processing race results and organizing draws for intermediate rounds and finals as published. If any changes to the order or format of the programme are necessary, the Race Secretary will implement them in coordination with the Chief Official and the Technical (Race) Director. The Race Secretary may be supported by additional Officials as needed.

R2.3 The Chief Judge The Chief Judge shall oversee the other Race Judges and is responsible for organising the Finish Line and shall independently record the order of boats crossing the Finish Line, separate from other Finish Line Race Officials. The Chief Judge shall be positioned at the Finish Post with a clear line of sight across the Finish Line to the opposite post on the far side of the Race Course. The Chief Judge may also serve as the Chief Timekeeper.

The Chief Judge shall:

R2.3.1 Adjudicate and cast the deciding vote in the event of a disagreement between Judges regarding the finishing order of the boats.

R2.3.2 When photo-finish equipment is used, act according to the advice provided by the photo-finish operator.

R2.3.3 Notify the Chief Judges well in advance before a race starts and, after confirming with the Chief Official and Race Secretary, communicate the finishing order of the race.

R2.4 The Finish Line Judges The Finish Line Judges, when appointed, determine the order in which boats cross the Finish Line. Wherever possible, there should be one Judge assigned per boat in the race. Judges shall be positioned at the Finish Post with a clear line of sight across the Finish Line to the opposite post on the far side of the Race Course. Finish Line Judges may also serve as Timekeepers.

R2.5 The Timekeepers Timekeepers, when appointed, shall record the times of the boats as they cross the Finish Line. Ideally, there should be one Timekeeper for each boat in the race. The Timekeepers may also act as Judges. The Timekeepers serve as a back-up to the electronic timing equipment in use.

R2.6 The Starters There will be a Chief Starter and at least one Race Starter appointed by the Chief Official. The Chief Starter is directly responsible to the Chief Official for the efficiency of starting facilities and procedures, working alongside the Chief Umpire or designated Course Umpire assigned to oversee each start. The Chief Starter may also act as a Race Starter.

The Race Starter decides all matters concerning the start of a race and informs crews of their Racing Lanes according to the Race Programme. If the Starter is positioned to one side of the crews on the Start Line, they may also act as the Aligner, responsible for managing False Starts.

If the Starter is positioned behind the crews, then the presence of an Aligner who shall be responsible for managing false starts will be required.

The Starter shall:

- R2.6.1** Before starting a race, confirm with the Chief Official that all is ready at the Finish Line. Once confirmed, call the boats to the Start Line.
- R2.6.2** Ensure the starting gun or other starting device is in proper working order before commencing starting procedures in accordance with the Official Rules and Regulations.
- R2.6.3** Call the boats to the Start Line and align them on the Start Line.
- R2.6.4** When all the crews indicate readiness, raise a white flag, which remains raised until the race begins. In the event of a False Start, immediately lower the white flag and raise a red flag.

R2.7 The Umpires A Chief Umpire and a number of Umpires shall be appointed by the Chief Official. The Chief Umpire reports directly to the Chief Official and works closely with the Starter, Umpires, and Safety Boat crews. The Chief Umpire coordinates the activities of the Course Umpires and ensures the efficiency of all waterborne support staff. They are responsible for supervising crews moving on the course before and after each race. (The Chief Umpire may also serve as a Course Umpire.)

Course Umpires shall, whenever possible, follow each race in an Umpire's motorboat. During the race, Umpires ensure compliance with the Official Rules and Regulations of Racing.

The Course Umpire shall:

- R2.7.1** Display a white flag at the end of the race if no rules have been infringed. If an infraction occurs, display a red flag and report the details to the Chief Official. For breaches of the BCDBA Disciplinary Code occurring before or during the race, display a black flag and report the circumstances to the Chief Official.

R2.7.2 If an Umpire's boat is not used, one or more Umpires shall be stationed alongside the Race Course to ensure full compliance with the Official Rules and Regulations of Racing.

R2.7.3 Turning Points Umpires When a race is run on a course with one or more Turning Points, at least one Umpire must be stationed at each Turning Point. Any infractions of the Rules occurring at the Turning Points shall be reported to the Chief Official when the last boat has completed the turn for the last time in the race.

R2.8 The Chief Boat Marshal The Chief Boat Marshal is responsible for the efficient operation of the Crew Assembly and Boat Marshalling areas and directs the Race Officials working in these zones.

The Chief Boat Marshal shall:

R2.8.1 Confirm that crews have been correctly called to the Crew Assembly Area. Conduct random checks, authorized by the Chief Official, to verify competitor identities. Record the number of competitors in each boat against the Crew List and ensure crew composition complies with regulations (e.g., correct number of females in a Mixed Crew, no male Drummer in a women's crew).

R2.8.2 Call crews forward from the Crew Assembly Area to the Boat Marshalling Area in sufficient time to ensure that all the crews embark and reach the Starting Area promptly for their race.

R2.8.3 Ensure Boat Marshals check all personal paddles used by competitors for compliance with the competition's specifications.

R2.8.4 Verify that all crews are 'Fit to Race'. If any competitor or crew is deemed unfit, notify the Chief Official and ensure that they do not participate in the race.

R2.9 The Boat Marshals The Boat Marshals shall supervise the crews in the Crew Assembly area and ensure that all boats and equipment conform to IDBF specifications and have Regulations and are compatible with all others in use at the competition.

The Boat Marshals shall:

R2.9.1 Check that all boats and equipment are in proper racing condition before and after each race. When paddles are provided by the Organizing Committee, Marshals shall ensure that a complete set remains with each boat.

R2.9.2 Assign crews to boats according to the Race Programme and confirm that the correct crews are embarked in their designated boats before leaving the embarking area. Verify that crews are not strapped or fixed into the boat in any way unless prior authorization has been granted by the Chief Official.

R2.9.3 Ensure that each crew embarks safely and is wearing an approved floatation device.

R2.10 The Safety Officer The Safety Officer is responsible for all aspects of the safety of competing crews while they are on the water and on land.

The Safety Officer shall ensure that the following safety measures are planned and implemented:

- R2.10.1** Develop an Event Safety Plan covering emergency procedures and major incidents and communicate the details to all Crew Managers and Race Officials.
- R2.10.2** Ensure a sufficient number of trained rescue personnel and properly equipped rescue craft are available. Personal Flotation Aids (PFAs) must also be provided.
- R2.10.3** Ensure that arrangements for embarking and disembarking crews are suitable and adequate for the number of competitors involved.
- R2.10.4** Establish a water circulation plan and system and include these instructions in the materials issued to managers and officials.
- R2.10.5** Require completion of a Crew Information Sheet prior to racing, recording details of known weak swimmers and any relevant medical history (e.g., asthma, epilepsy) that may affect crew members on the water. This information must be noted on the Crew List held by the Chief Boat Marshal.
- R2.10.6** Establish an effective communication system between the Safety Officer, Safety Boats (rescue craft), and Umpires' boats, and ensure correct rescue procedures are followed in the event of a crew capsizing.
- R2.10.7** Personally ensure a headcount of crew members from any capsized boat is conducted when the crew returns to land, before any rescue craft are stood down.
- R2.10.8** The Safety Officer shall attend all Managers' and Race Officials' meetings to brief attendees on the safety systems and procedures in place. If, immediately before or during the competition, changes in weather, water conditions, or any other factors pose a hazard to the health and safety of competing crews, the Safety Officer shall advise the Chief Official to postpone, delay, or cancel one or more Races, or the entire competition, until it is safe to proceed.

R2.11 The Press Officer The Press Officer is responsible for providing comprehensive information about Dragon Boat Racing, the competition, specific crews, and individual races to media representatives before, during, and after the event. To fulfill this role, the Press Officer is authorized to request relevant information from Race Officials and Crew Managers of the participating teams.

R2.12 The Announcer The Announcer shall deliver a public information service throughout the competition. Under the direction of the Chief Official or Race Secretary, the Announcer will:

- Announce the start of each race and the order of crews at the start.
- Provide a running commentary on each race whenever possible.
- Announce confirmed race results, including the times recorded by each crew.

Between races, the Announcer should also provide appropriate information and music to enhance the event atmosphere.

1. General Regulations and Administration

1.1 Conditions of Entry

1.1.1 Participation Requirements

All participants must agree to comply with the regulations established by the BCDDBA as a condition of their involvement in the event. Both individuals and teams are required to meet all criteria and fulfill the requirements outlined in the Official Regulations. The BCDDBA reserves the sole right to accept or reject any team entry or individual registration at its discretion.

1.1.2 Waivers

Each participant must sign a Waiver acknowledging that they have read and understood the waiver conditions, recognize the risks involved in Practice Sessions and Races, and accept these risks. By signing, they waive any rights to pursue legal action against the sponsors, organizers, officials, or the BCDDBA for any personal injury or loss/damage to personal property. Minors (participants 17 years and younger) shall have a parent or guardian sign the Waiver.

1.1.3 Submission of Waivers

All Waivers must be signed online or printed, signed and submitted to the Registrar by the Team Manager who is responsible for the complete set of waivers for their team by the deadline specified on the BCDDBA's website.

1.1.4 Team Rosters

All team members must be officially registered on the Official Team Roster. No individual may be listed on more than one team within the same racing division. Only those racers whose names appear on their team's official roster are eligible to compete for that team. Any team that permits an unregistered person to participate as a crew member may face disqualification from further participation in the BCDDBA Festival.

(a) Final Racing Team Roster:

Each team must submit a final roster consisting of ten to fourteen (10-14) members for the competition. The final roster must be submitted to the Registrar by the deadline specified on BCDDBA's website.. If changes are necessary after this deadline, a maximum of two substitutions may be made, provided the Race Registrar is notified in writing no later than 8:00 AM on the Saturday of the Festival. No roster changes will be accepted after this time.

(b) Festival Practice Roster:

Teams may optionally include up to 4 additional members on their practice roster to accommodate attrition or allow newcomers to try dragon boat racing. The maximum number of participants on the Festival Practice Roster is eighteen (18).

Any exceptions or modifications to these roster rules require prior written approval from the Race Director or Race Committee.

1.1.5 Mandatory Coordination & Safety Meetings:

Every Team Manager or their designated alternate is required to attend the Team Managers' coordination meeting, if such a meeting is scheduled. Similarly, every Steersperson must attend the safety coordination meeting, if held. The dates and locations for these meetings will be announced by the Race Registrar.

1.1.6 Compliance and Disqualification:

Any violation of the Race Regulations by an individual team member, the crew, or the team as a whole may lead to the disqualification of the entire team from further participation in the event. Each team is fully responsible for ensuring its members comply with the Official Rules and Regulations. Additionally, any team that permits an unregistered individual to participate as a crew member may also face disqualification from the event.

2. Crew and Team Composition

2.1 Crew Numbers

A team consists of the following 14-15 members:

- **1 Team Manager** (may also be a member of the racing crew)
- **14 Racers maximum**, which includes:
 - **1 Drummer**
 - **1 Steerer** (also known as steersperson, helms/person/man)
 - **10 Paddlers** drawn from the Official Team Roster
 - **Up to 2 Alternates** (spares, substitutes, or reserves)

One member of the Boat Crew must be designated as the Team Captain.

The normal Boat Crew complement for the BCDBA Festival competition is **14 racers**.

The minimum number required to race is **10** racers: the Drummer, the Steersperson, plus at least 8 Paddlers.

In cases of rough water conditions, the Chief Official may decide to reduce the size of teams to only 8-9 racers to minimize the risk of capsizing, swamping, or sinking.

It is the responsibility of the Team Captain and Steerer to ensure the crew always complies with minimum and maximum crew limits.

2.2 Broad Definition of a Dragon Boat Team (Crew)

In some competitions, team members are allowed to compete in multiple race events across different categories. For example, an individual may race as part of a registered Mixed Team and also compete in an Open or Women's Team. This means crews of various gender-based categories can be formed from registered Mixed team rosters. For instance, a registered Mixed Crew team could field both an Open crew and a Women's crew. However, each team would be a different team if one or more team member is different.

2.3 Types of Teams

2.3.1 Age-Based Categories:

Adult Boat Crew: The Team Manager and all crew members must be 18 years of age or older on the first day of competition..

Under-18 (U18) Boat Crew: The Team Manager must be 18 years of age or older. All crew members, except the Steersperson, must be under 18 years old but at least 14 years on the first day of the competition. Crew members under 18 require parental or guardian consent to participate and compete.

Under-24 (U24) Boat Crew: The Team Manager must be 18 years of age or older. All crew members, except the Steersperson, must be under 24 years old but at least 14 years old on the first day of the competition. Crew members under 18 require parental or guardian consent to participate and compete.

Senior A:

The Steersperson and all crew members must be 40 years or older as of first day of the competition year with the exception of the drummer who must be at least 14 years old. Proof of age is required for all team members on the roster for this race.

Senior B:

The Steersperson and all crew members must be 50 years or older as of the first day of the competition. The Drummer must be at least 14 years old. Proof of age is required for all team members on the roster for this race.

Senior C:

The Steersperson and all crew members must be 60 years or older as of the first day of the competition. The Drummer must be at least 14 years old. Proof of age will be required for every team member listed on the roster for this Cup Race.

2.3.2 Gender-Based Categories

Mixed Divisions: Applicable to Under-18, Under-24, Adult, and Senior categories.

Minimum of 4 and maximum of 6 paddlers of each gender.

Women's Crew: All paddlers and the drummer must be women. The Steersperson may be of either gender.

2.3.3 Open Crew: No gender or age restrictions apply.

2.4 Individual Team Member Eligibility

- 2.4.1 Crew members may participate on only one Mixed Crew, but they may also join a single-gender team (such as an Open or Women's Crew). A Steersperson may steer for more than one Mixed Crew but may only paddle for one Mixed Crew, and must be listed as a paddler on that Mixed Crew's roster.

- 2.4.2 Every team member is required to read, understand, and comply with the Official Rules & Regulations. Team Managers, Captains, Steerers, and Drummers must also be thoroughly familiar with these rules to ensure their team acts accordingly.

3. Competition Format

3.1 Competition Structure

- 3.1.1 The racing program is divided into various divisions as determined by the Race Committee, with limits on the number of teams per race and per division. The BCDBA reserves the right to reclassify teams to ensure a balanced program. The Race Committee develops the contest structure, race schedule, and competition program based on factors such as the number and type of teams entered, the minimum number of teams required for a division, and other logistical considerations. Formats may include total elapsed time or order of placement to determine advancement. The goal is generally for each team to race at least four times per race weekend.
- 3.1.2 The program may include local, domestic, or international events; exhibition and demonstration races; special category cups (such as health, inter-bank, or inter-law firm challenges, charity matches, celebrity/VIP challenges, or corporate-only events).

3.2 Scoring and Determination of Winners

- 3.2.1 Initial heat placements and lane assignments are randomized or based on seeding. Crew standings are determined by either order of finish or finish time, depending on the contest format. Advancement or elimination follows the competition structure, with the fastest teams placed in the middle lanes and subsequent teams assigned to outer lanes accordingly.
- 3.2.2 If a team receives a penalty resulting in a time adjustment, the revised time will be used to determine placement and standings.

3.3 Awards and Prizes

- 3.3.1 Teams are eligible for awards and prizes as determined by the BCDBA and subject to availability.
- 3.3.2 Awards or prizes announced prior to the Festival are dependent on event sponsorship and may change.
- 3.3.3 All trophies and championship cups remain the permanent property of the BCDBA, except for designated "keeper" cups which teams may retain.

4. Racing Regulations

4.1 Dragon Boats and Equipment

- 4.1.1 The racing fleet consists of IDBF-approved Champion brand dragon boats.
- 4.1.2 All boats and equipment used in racing, such as paddles and life jackets (also known as personal flotation devices [PFDs]), must be approved and/or provided by the BCDBA. No additional equipment is permitted, except for adaptive devices required for disabled paddlers, provided these devices and participation have been approved by the Race Director or Race Committee before the first official practice session.
- 4.1.3 Personal Flotation Devices (PFDs) Competitors may use their own PFDs if they are approved by U.S. Coast Guard or the Canadian Coast Guard. **Manual or auto-inflating life jackets are not allowed.** Competitors using non-approved PFDs will be warned, and if the warning is ignored, may be disqualified.
- 4.1.4 Paddles Competitors may use their own paddles if they conform to the IDBF Racing Paddle specification. Paddles that do not meet this specification will result in a warning, and continued non-compliance may lead to disqualification.
- 4.1.5 Paddle Alterations Paddlers are not allowed to alter supplied paddles in any way, including applying sticky or waxy substances, roughening, or taping the hand-grip surfaces. Friction tape and wax may only be used on personal paddles.
- 4.1.6 Paddle Straps Straps or strapping that attach a paddle to a paddler's wrist are not permitted.
- 4.1.7 Seat Pads Seat pads made of foam or similar materials are allowed up to 15mm (9/16 inch) thick, provided they compress easily when squeezed. The pad should approximate the width of the seat and not exceed 33cm in length.
- 4.1.8 Equipment Return All boats, supplied paddles, drums, PFDs, and other equipment used during practice and races must be returned to the BCDBA in good condition. Teams will be charged for repair or replacement costs if negligence is determined.
- 4.1.9 Rate Signaling and Electronics Only the provided drum and drumsticks may be used to signal stroke rate. A Cox Box speaker system is allowed for use by the drummer and steersperson. Other signaling devices, including radios, electronic items, and noise-makers (whistles, rattles, air horns, etc.), are prohibited during races. Stopwatches and GPS devices are allowed on the boat but may only be used for post-race information, not for setting rate or speed during the race.
- 4.1.10 Additional Equipment Generally, any additional equipment designed to enhance boat or crew performance is not allowed in BCDBA events. The Chief Official will decide on any equipment not specifically covered by these regulations.

4.2 Watercourse Description: Lanes, Distances, Markings

4.2.1 Race Course Location: The race course is situated on the waters of Goodman's Bay, Nassau, Bahamas.

- (a) **Racing Lanes:** There are multiple racing lanes, each 10 meters wide and up to 500 meters long. Each lane is marked by designated buoys and assigned a lane number. Lane #1 is closest to the beach of Goodman's Bay and Lane #4 is the farthest from land.
- (b) **Start Line:** Defined as a surveyed plane visually aligned using shore-based markers. Floating buoys, lines, and other water markers serve only as approximate guides and may shift due to currents and wind.
- (c) **Finish Line:** Marked by large buoys at each end or by a stretched line with individual buoys for each lane.
- (d) **Entrance:** The area just before the start line where boats slowly approach their assigned lanes to take their starting positions. This area may include tether lines, gates, or arrays of marker buoys.
- (e) **Run Out:** The zone immediately after the finish line where boats coast to a stop.
- (f) **Dock Approach Area:** Waters surrounding the berths and docking stations.
- (g) **Warm-Up Area:** A designated section of the watercourse where crews may perform short warm-up paddles. Warming up outside this area is prohibited.
- (h) **Boat Staging Area:** Located adjacent to the entrance area, where all boats gather to await their call to the start line. Often marked by a buoy positioned behind the start line.
- (i) **Out-of-Bounds Areas:** All other waters where dragon boats are not permitted to travel during the competition.

5. Conduct of Crews

- 5.1 **Race Officials** Crews must obey all instructions given by Race Officials throughout the competition. Failure to comply may result in disciplinary measures against the crew.
- 5.2 **Sportsmanship** Participants are expected to uphold the highest standards of sportsmanship at all times. Any crew or competitor who tries to win by dishonorable means, deliberately breaks the rules, or disregards the spirit of fair play will face disqualification from the current and future competitions.
- 5.3 **Outside Assistance** During a race, crews are prohibited from receiving any outside assistance or coaching, and no other boats may accompany them along the course—even outside the racing lanes. Violations will lead to disciplinary action against the crew involved.

6. Marshalling and Embarking

6.1 Arrival and Team Assembly

- 6.1.1. Teams should arrive on site at least 45 minutes to 1 hour before their scheduled race time. This allows sufficient time to complete all necessary preparations outlined below.

6.2 Check-In and Line-Up

- 6.2.1 Race schedules will be provided in advance to all Team Managers, who are responsible for knowing their team's race times and monitoring any schedule updates announced by Race Officials.
- 6.2.2 Teams must check in with the Marshal at least 20 minutes before their scheduled race start time. Late check-in may result in disqualification from that race round and placement in last position for the round.
- 6.2.3 Personal belongings are not permitted in the crew assembly area. Only teams scheduled to race next are allowed access.
- 6.2.4 Upon check-in, crews will be directed to collect paddles and properly fitting personal flotation devices (PFDs), which must be worn correctly at all times.
- 6.2.5 Crews will then proceed to the final line-up area, organizing themselves according to their seating order and standing behind their assigned lane marker while awaiting instructions.
- 6.2.6 When called, crews will move in single file down the ramp to the dock area, where they will be directed to their assigned boat.

6.3 Crew Responsibility It is the crew's responsibility to ensure that their dragon boat and all equipment are fully functional and water worthy. Boats and equipment must be thoroughly checked before embarking. The Race Organiser cannot be held liable for any boat or equipment failure once a crew has departed from the Boat Marshalling area.

6.4 Paddle Breakage/Equipment Failure Crews are advised to carry two (2) spare IDBF-approved paddles in each Dragon Boat during the competition. These may only be used 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 Umpires will call a re-start.

6.5 Boats Crews are not permitted to bring their own boats to a BCDBA-sanctioned Dragon Boat Race. Crews may not choose or reserve specific boats.

6.6 Embarking When called forward to Boat Marshalling or the Embarkation area, crews must embark according to the instructions of the Boat Marshals. The Boat Marshals will ensure that each crew embarks the boat allocated to them. Any water in the boat should be bailed out before departure.

The Dock Master is responsible for ensuring that crews are correctly identified and assigned to boats with the appropriate lane numbers.

6.7 Movement up the Course After a final inspection by a Dock Official, the crew will be authorized to cast off and leave the dock and proceed directly to the Start Area. Once clear of the dock, crews fall under the authority of the Race Officials and must follow their instructions. While transiting, crews must keep clear of the Racing Lanes and must not interfere with any race in progress. This includes refraining from moving down the course during a race until the competing crews have passed.

6.8 Changes to Crew Numbers Once a crew has loaded in a boat and left the boarding area, changes of crew members or additions to the number of racers will not be permitted unless expressly approved by the Chief Boat Marshal before departure. Such changes are exceptions and do not cover substitutions due to lateness or unexplained absence. Any approved changes must be promptly reported to the Chief Official by the Chief Boat Marshal.

6.9 Warm-Up En Route to Boat Staging Area

- 6.9.1 After leaving the dock, crews must proceed directly to the Boat Staging Area via the designated Warm-Up Area. Failure to do so may result in disqualification from the race round or a time penalty of up to five (5) seconds added to the team's final race time, affecting their standings and advancement.
- 6.9.2 Early arriving boats may be required to hold position at the Boat Staging Area while waiting for other crews. Due to the short intervals between races, it is essential that early crews remain nearby and do not take extended warm-ups elsewhere. This ensures fairness by providing all teams with comparable warm-up opportunities.
- 6.9.3 All crews must assemble at the Boat Staging Area at least three (3) minutes before their scheduled start time. No later than two (2) minutes before the start, crews will be called forward and assigned to their racing lanes by the Starter or Race Referees according to the published Race Grid.
- 6.9.4 Late Arrivals: If a crew arrives late to the start line without an approved reason, the Starter will take the following actions:
 - 1. First offense: issue a warning
 - 2. Second offense: impose a time penalty of up to 5 seconds
 - 3. Third offense: disqualify the crew from the racing class

7. STARTS and STARTING PROCEDURES

7.1 Racing Lane

Each crew must race in the lane assigned to its boat. If only one boat is present at the start of a scheduled race, that crew must paddle the course to record a qualifying time for the next rounds.

7.2 Starting Position

At the Start Line, the foremost part of each competing boat (including the Dragon Heads) must be aligned. For races starting from a pontoon or dock, Boat Holders will hold the sterns of the boats, or each Steerer will hold a rope attached to the starting position. In a BCDBA-sanctioned race, if a 'held' start is not possible, a 'free' start may be permitted.

7.3 Starter's Commands

When the **Starter** confirms that all boats are correctly aligned, the **Starter** will ask the crews, "**Are you ready?**" If a crew is **NOT READY**, the **Drummer** must immediately raise a hand above head height to signal the Starter.

7.4 Starting Signals

Once the Starter is satisfied that all crews are ready, they will give the starting signals by saying "**ATTENTION**" followed by "**GO**".

7.5 Alternatives

The word "**GO**" may be replaced by an **air horn, electronic starting signal, or another distinct sound**, as specified in the Race Programme. The interval between "**ATTENTION**" and "**GO**" (or its alternative signal) shall not exceed five (5) seconds.

7.6 False Starts

If a crew starts paddling after the word "**ATTENTION**" but before "**GO**," it is considered a False Start. It shall be considered a False Start when, before the starting signal sounds:

- (a) any boat is out ahead of the rest of the Start Line
- (b) any boat is already moving ahead and/or being paddled ahead after the "**ATTENTION**" command is given
- (c) any other condition arises that, in the opinion of the Referees or the Starter, compromises a fair start

The Starter will indicate this False Start by raising a red flag and immediately recalling the crews by shouting "**STOP, STOP, STOP**," sounding the air horn, or repeating the alternative starting signal as outlined in the Race Programme. A Course Umpire may assist in this process.

7.7 Course Umpires' Task

When positioned in a safety or umpire's boat, the Course Umpire will station 50 meters down the Racing Course from the Start Line. Upon seeing the red flag or hearing the recall signal, the Umpire's boat will cross in front of the competing boats, waving a red flag continuously until all boats have come to a complete stop.

7.8 Course Umpire Without a Boat If a boat is not available for the Course Umpire, the Umpire shall stand on the side of the Racing Course next to Lane 1. Upon seeing the red flag at the start or hearing the recall signal, the Umpire will wave a red flag to attract the crews' attention and, using a megaphone, will shout "**STOP**."

7.9 The Drummer's Task

The Drummer is responsible for watching the Starter and Umpire closely and must instruct the crew to **STOP** immediately when a False Start is called.

7.10 Penalties

After all crews have returned to the Start, the Starter will identify the crew responsible for the False Start and issue a warning.

If the same crew causes two (2) False Starts, the Starter may either exclude them from the race or apply a time penalty of five (5) seconds.

Any crew that fails to return promptly to the Start Line after a False Start may also be excluded or given a five (5) second time penalty at the Starter's discretion.

7.11 Jumping the Start

A crew is considered to have **jumped the start** if they anticipate the Starter's command "GO" so closely that no False Start can be called, but the Starter believes the crew has gained a material advantage over others. In this case, the Starter may impose **time penalties** ranging from two (2) to five (5) seconds on the offending crew(s).

Note: Time penalties under this rule are **not** part of the Disciplinary Code and should not be recorded against a crew's disciplinary points for False Starts.

7.12 Damage to boats at the Start If a crew, while in the Start Area, informs the Starter before being called forward to the Start Line that their boat or equipment has been damaged, the Starter may delay the race for up to five (5) minutes to allow the crew time to make repairs.

7.13 Equipment Failure off the Start

If a crew experiences equipment failure—such as a broken Drummer's seat or steering arm/oar (but not a paddle)—from the start line up to fifty (50) meters down the course, the race will be restarted **provided that the crew immediately stops paddling AND both the paddlers and the Drummer raise their arms fully in the air to signal the problem.**

In this case, the Starter will follow the same procedures as for a False Start. Additionally, the Course Umpire's motorboat will quickly proceed down the course to stop any crews who may not have heard the recall signal.

7.14 Recall by the Course Umpire

The Course Umpire may interrupt a properly started race if unforeseen circumstances occur that materially affect the race, such as:

Adverse conditions causing boats to be swamped,

A collision between boats caused by water conditions, or

Breakage of a steering arm or oar affecting the race.

This interruption will be signaled in the same manner as a False Start, even if the boats are more than 50 meters from the Start Line. In such cases, the Chief Official may order a re-run of the race, which could include timed runs down a single lane if time permits. If a re-run is not possible, the results may be determined by a count-back of previous times recorded by the affected crew(s) during the competition.

8. RACE CONDUCT

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

8.1 Correct Course and Clear Water Each boat must follow a straight line down the course or stay centered within its marked Racing Lane, from the Start Line to the Finish Line. Crews are responsible for steering and assume all risks if they leave their Racing Lane or deviate from their Line.

Even when crews are within their Lanes or following their racing Line, there must be at least two (2) meters of clear water around each boat. For this rule, the boat includes the crew's paddles, so the clear water refers to the space between paddle blades of adjacent boats.

Crews must give **clear water** when instructed by the Course Umpire.

For races over one thousand (1000) meters, crews may deviate from their Racing Lanes or Lines without penalty, provided they do not impede other crews and maintain clear water around each boat.

8.2 The Drummer must remain seated on the designated drummer's seat and, once the boat has cleared the Starting Area (defined as 50 meters from the Start Line), **must actively beat** the drum throughout the race. This means the drumstick must be seen striking the drum skin (top or side) at short, regular intervals. Failure to actively beat the drum will lead to disciplinary action against the team.

8.3 Penalties

A Course Umpire may impose a **non-disciplinary time penalty of five (5) seconds** on any crew that leaves its Racing Lane or Line or impedes another crew, regardless of whether the race result was materially affected.

If a crew goes Off-Line due to an involuntary steering error and leaves its Racing Lane while correcting the error shall not normally be penalized under this Rule unless another crew is impeded and the race result is materially affected.

8.4 Umpire Warnings

Course Umpires follow each race in motorboats to monitor the course taken by each Dragon Boat. Any crew failing to stay within its Racing Lane or Line will receive a warning from an Umpire.

If warnings are ignored, the crew risks disqualification if the Umpire judges that the crew impeded another or gained an unfair advantage that materially affected the race result. Alternatively, a five (5) second time penalty may be applied.

Time penalties under this rule are not part of the Disciplinary Code and should not be recorded as disciplinary offenses.

8.5 Racing Lane

Umpires may be stationed at the ends or sides of the course to maintain a clear line of sight across the Race Course and determine the actual Racing Line taken by crews.

If an infraction occurs, the Umpire will report it to the Chief Official.

8.6 Wake Riding (Wash Hanging)

In races of 1000 meters or less, it is prohibited for a crew to wake ride—that is, to gain speed advantage by paddling across the bow wave of another boat and “riding” the forward face of the wave.

The Umpire following the boat will decide if wake riding has occurred and inform the Chief Official who will determine the appropriate action.

8.7 Overtaking When one boat is overtaking another during a race, it is the responsibility of the overtaking boat to provide at least **two (2) meters of clear water** to the boat being overtaken. Conversely, the boat being overtaken **must not alter its course** in a way that obstructs or makes it difficult for the overtaking boat(s) to pass.

8.8 Collisions

In the event of a collision involving two or more boats, the Umpires must report the incident to the Chief Official. The Chief Official may:

Disqualify the offending boat(s), or

If the race result has been materially affected, order a re-run of the race for one or more boats before the next competition round.

If the Chief Official determines that one or more crews could have avoided the collision **by taking corrective action (such as stopping paddling) but failed to do so, those crews will be disqualified from the competition class and may face disqualification from the entire competition.**

8.9 Distress Signal If a crew is in distress (e.g., a crew member falls overboard), the Drummer or Helm must alert Rescue Boats and Umpires by waving red flags vigorously above head height.

If no flags are available, the crew shall use the International Distress Signal:

Extend arms horizontally to the sides,

Raise arms vertically crossing above the head,

Return arms to the horizontal position,

Repeat this motion until Rescue Boats respond.

Note: A distress signal given without just cause may result in penalties.

8.10 Boat Swamping, Deliberate Capsizes If, in the opinion of the Chief Official, a boat has been deliberately swamped or capsized by its own crew or another crew during a race, the Competition Committee may disqualify the crew(s) involved from the competition.

8.11 Boat Damage If the Chief Official believes a boat has been deliberately damaged by its own crew or another crew during a race, the Competition Committee may disqualify the crew(s) responsible. Additionally, the Competition Committee may recommend a fine to be imposed by the Jury.

If no Jury is appointed, the Competition Committee may refer the matter to the BCDDBA Executive Committee, which can also recover the costs of repairs from the crew(s) concerned.

8.12 Turns In races with Turning Points, boats must pass the buoys to port (left) in a counterclockwise direction. When multiple crews make a turn at the same point:

A crew on the outside line must leave sufficient room for a crew on the inside line, maintaining at least two (2) meters of clear water between boats as observed by the Turning Point Umpire.

The inside boat must follow as closely as possible the course marked by the turning buoys.

8.13 Turn Buoys Touching a turn buoy or having less than two (2) metres of clear water during a turn is not grounds for disqualification unless, in the Umpire's opinion, a material advantage has been gained by the crew.

8.14 Turning Points Once a turn has been reached, all boats must maintain their assigned station throughout the turn to ensure safety and fairness. When two crews are negotiating a turn side-by-side, it is the responsibility of both crews—including the inside crew even if they are overtaking—to avoid any contact with the other boat. This responsibility is especially critical as the boats exit the turn where the risk of collision is higher.

Upon exiting a turn, the inside boat, regardless of whether it is overtaking by virtue of holding the inside racing line, **must not steer in a way that could cause a collision** with another boat. Careful and respectful steering is essential to maintain safety and competitive integrity.

When **more than two crews** are negotiating the same Turning Point simultaneously, crews on the outside lines must leave sufficient room for crews on the **inside lines** to safely follow the course marked by the turning buoys. This means maintaining at least **clear water between the paddles** of adjacent boats throughout the turn to prevent interference or accidents.

Conversely, crews on the **inside line** must not obstruct or create difficulties for crews holding their position on the outside line—for example, by steering excessively wide around the Turning Point to block or impede others.

If, in the opinion of the Chief Official, a crew fails to steer safely and responsibly around a turn, **time penalties may be imposed** against the offending crew(s) to uphold fairness and safety standards.

9. FINISHES

9.1 Crossing the Finish Line A boat is considered to have finished the race when the foremost part of the boat crosses the Finish Line with the same number of racers as it started with. (Note: The Dragon's Head, when attached, is considered part of the boat.)

9.2 Dead Heats If two or more boats cross the Finish Line simultaneously, the following procedures apply:

- a. **In a Final:** The boats involved shall be awarded the same placing.
- b. **In Heats, Repechages, or Semifinals:** If the race program allows, both crews will advance to the next round.

- c. If there are insufficient lanes to accommodate both crews and the race program permits, both crews may be given the opportunity to race off (a re-race to determine placement).
- d. If both crews decline the race-off or the race program does not allow it, the crews' previous race times (if applicable) may be used to determine advancement or placement.

9.3 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.

10. DISPUTES, PROTESTS, DISQUALIFICATIONS and APPEALS

10.1 Disputes Any disputes arising during the competition between crews or between IDBF Member Organisations must be addressed to the **Chief Official** and will be handled by the **Competition Committee** in the same manner as a formal protest.

10.2 Racing Protests If a crew wishes to lodge a protest after a race regarding the conduct of another crew, the **Crew Manager** must submit the protest to the Chief Official through Race Administration.

Protests must be made within fifteen (15) minutes after the race ends.

Protests against race results must be lodged no later than 15 minutes after the official posting of the results.

10.3 Protest Fees

At BCDBA-sanctioned race events, all protests must be submitted in writing and accompanied by a fee of 25 USD (or equivalent local currency). This fee will be refunded if the protest is upheld.

At other events, protests may be made verbally, and the Chief Official may waive the protest fee at their discretion.

10.4 Action and Timings When a protest is lodged, the Chief Official must immediately notify all parties involved and convene a meeting of the Competition Committee to discuss the matter. Except in exceptional circumstances, the Committee should resolve the protest within thirty (30) minutes.

To assist in making an informed decision, the Chief Official may review timing equipment, live streaming footage, and drone recordings before determining any penalties.

10.5 Decisions

Once the Competition Committee reaches a decision, it must inform all parties involved in writing, including the reasons for the decision. The Chief Official will personally hand the written decision to the Crew Manager(s) concerned. The Crew Manager(s) must acknowledge receipt by signing the Chief Official's copy and recording the time, which is important in case of any further appeal to the Jury.

10.6 Disqualification If a crew is disqualified from a race or competition, the Competition Committee must document the decision and reasons on a Disqualification Notice. The Chief Official must deliver this notice to the Crew Manager, who must acknowledge receipt by signing and noting the time on the Chief Official's copy.

10.7 Appeals This acknowledgement is the start of the period in which the Crew Manager(s) may appeal to the Jury, against the decision of the Competition Committee.

10.8 Time Limit When a Jury has been appointed, an appeal against a decision of the Competition Committee shall be addressed to the Chairman of the Jury and handed in no later than twenty (20) minutes after the Crew Manager(s) has been informed, in writing, by the Competition Committee of any disqualification or dispute involving their crews.

10.9 Appeal Fees For BCDDBA Championships, all appeals shall be accompanied by a fee of **US \$50.00**. The fee will be refunded if the appeal is successful.

10.10 Jury Meetings The Chairman of the Jury shall allow a further twenty (20) minutes to elapse, for any necessary investigations to take place, before calling a meeting of the Jury to debate the appeal. Only in exceptional circumstances should this take longer than thirty (30) minutes for any one appeal.

The Chairman shall then inform the Competition Committee and the Crew Manager(s) concerned of the Jury's decision and reason why, in writing, within ten (10) minutes of a decision being reached.

10.11 Final Decisions and Appeals At BCDDBA Championships the decision of the Jury is final.

BCDDBA DISCIPLINARY CODE

FOR CHAMPIONSHIP AND INTERNATIONAL REGATTAS

General Conditions

1. The Disciplinary Code that follows is intended for use at BCDDBA Championships and BCDDBA sanctioned International Regattas and covers the following areas of misconduct:-

1.1. Failure by crews to comply with the instructions of race officials.

1.2. Verbal abuse between competitors and between competitors and officials.

- 1.3. Conduct by competitors, team officials and race officials likely to bring the sport into disrepute, such as improper behaviour and abusive criticism.
 - 1.4. Threat of physical violence or actual physical violence by competitors, team officials or race officials.
2. The BCDDBA Executive Committee lays down the following disciplinary action, which is to be taken in the event of any of the above forms of misconduct occurring during the period of a BCDDBA Championship event. The period of an event includes misconduct at any time from the day of arrival of a crew at the regatta location to the day of departure, and to incidents that may occur on or off of the competition site, before during and after the actual races.

Failure by crews to comply with the instructions of Officials

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

Time Penalties

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

Official Warnings

5. Warnings may be verbal or through the use of a Black Flag (or Dark Blue Flag if a Black Flag is not available). When a Flag is used then the procedure will be as follows:-

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

False Starts, Jumping the Start, Race Conduct

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

Verbal abuse between Competitors and between Competitors and Officials

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

Conduct likely to bring the sport into disrepute

9. Any conduct likely to bring the sport into disrepute, such as behaviour considered to be unacceptable in public, aggressive behaviour to members of the public or social bad manners, or any action (or lack of action) that compromises the safety of a crew or individual whilst on the water, will be reported to the Chief Official who will take action under this Disciplinary Code and report the matter to the Competition Jury, where one exists. The Jury must record the details of the incident and may sanction a non-competitor or disqualify a competitor or crew from taking any further part in the competition, irrespective of any previous action that may already have been taken, during the competition, against the person or persons concerned.

Threat of violence or actual physical violence

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