



## 中國香港龍舟總會本地修訂競賽條例及比賽規則

第 5 修訂版  
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(2009 年 3 月 1 日初版)

[English text follows]

### 引言 (2018 年修訂)

- 1 除特別聲明外，自 2009 年 3 月 1 日起，由中國香港龍舟總會(2012 年 10 月之前名稱為香港龍舟協會)舉辦之各項大小本地比賽，包括香港國際龍舟邀請賽及香港國際龍舟錦標賽等，基本上採用本地修訂競賽條例及比賽規則之最新版本，沒有提及之任何部分，即表示依照國際龍舟聯合會最新版之競賽條例及比賽規則。以下(正文)為本會制訂之「本地修訂競賽條例及比賽規則」詳列各項與「國際競賽條例及比賽規則」有別之處，括號標示該項為本地特有之競賽條例及比賽規則，或/及從國際龍舟聯合會之競賽條例及比賽規則中修訂出來之原文出處。有關之國際競賽條例及比賽規則之完整版本，請自行到本會 [www.hkcdba.org](http://www.hkcdba.org) 或國際龍舟聯合會 [www.idbf.org](http://www.idbf.org) 之網站下載。
- 2 除此之外，由中國香港龍舟總會舉辦之各項本地比賽，也受賽會事前及臨場就有關比賽發出之章程、通告、備忘及領隊會議之決定事項所約束。
- 3 如本會提供之本地修訂競賽條例及比賽規則與國際龍舟聯合會最新版之國際競賽條例及比賽規則有分歧時，則以本會之本地修訂競賽條例及比賽規則中文版為準。

## 中國香港龍舟總會本地修訂競賽條例

### CR 1 宣告事項 (本地競賽條例)

- CR 1.1 任何賽隊或/及運動員如有嚴重違反競賽條例及規則 / 紀律之行為，大會有權直接取消該賽隊或/及運動員的出賽資格或/及所獲獎項。
- CR 1.2 任何賽隊在同一場比賽中接獲任何兩次正式警告，即被取消該場比賽資格。
- CR 1.3 如賽隊退出，或因無法控制之天氣問題令賽會需要取消比賽，所有參賽費用將不獲發還。
- CR 1.4 大會有權拒絕任何隊伍參賽，而不需作出任何解釋。

### CR 2 比賽級別

- CR 2.1 本地比賽之級別，年齡限制與計算方法，參閱各個別賽事之通告及章程。[參閱下文 CR 3.6 項] (本地競賽條例)

### CR 3 隊伍的組合

- CR 3.1 **每隊人數** 每艘標準龍最多可載划手 20 名或不少於 16 名划手，另須有鼓手、舵手各一名。小龍最多可載划手 10 名或不少於 8 名划手，另須有鼓手、舵手各一名。(IDBF CR 3.1 修訂)
- CR 3.2 **替補隊員** 只要合乎正常報名程序，標準龍及小龍比賽每支參賽隊伍替補隊員名額可依個別比賽規定而增加。(IDBF CR 3.7 修訂)(本地競賽條例 2011 年修訂)
- CR 3.3 **領隊** 每支參賽隊須有一位領隊，於該隊正在作賽並受賽事職員監管期間，須留在賽員集合處內，並負責與賽事職員聯絡。(本地競賽條例)
- CR 3.4 **教練** 每支參賽隊可有一位教練隨隊。已在報名表上正式登記之教練可於比賽時出任該隊之鼓手或舵手。(本地競賽條例)
- CR 3.5 **划手性別** 除標準龍混合組，小龍混合組及女子組外，其他組別之划手可不限性別。(本地競賽條例)
- CR 3.6 **鼓手 / 舵手之性別 / 年齡** 除女子組外，在其他所有組別擔任鼓手或舵手之人士可不限性別及年齡。女子組之划手、鼓手及舵手則依照 IDBF 規定之性別及年齡 限制執行。但本地各級比賽，船上所有運動員，必需年滿 12 歲。(本地競賽條例 2015 年修訂)
- CR 3.7 **混合組** 標準龍混合組最少有 8 名女划手，最多只可達 12 名女划手。小龍混合組最少有 4 名女划手，最多只可達 6 名女划手。(IDBF CR 2.1.3 修訂)(本地競賽條例 2015 年修訂)

## CR 4 代表資格 (本地競賽條例)

CR 4.1 所有划手必須為參加機構的全職僱員或該組織的會員，並須於參加表格內對此聲明作實，然後經由該機構或組織負責人簽署。

CR 4.1.1 任何划手如未獲所屬團體或隊伍代為呈交個人資料表格，則不得以該隊成員身份出賽。

CR 4.1.2 賽隊的鼓手或／及舵手，可不必是該機構的僱員或會員。

## CR 5 龍舟及設備

CR 5.1 **龍舟規格** 參賽隊伍所使用之龍舟(包括尾舵及鼓)，一律由大會供應及分配。(本地競賽條例 2011 年修訂)

CR 5.2 **划槳** 參賽隊伍可使用已得到國際龍舟聯會(IDBF)認證的 202a 規格標準槳比賽，但賽會仍會作抽查。參賽隊如想使用未得到認證的划槳，務必於比賽一小時前把該等划槳全數送達「驗槳區」供賽會驗證。驗查後大會可能在槳桿上貼上標籤，及/或由檢錄裁判長簽署作實。未能通過驗證的划槳均不可在此賽事中使用，由賽會提供的划槳除外。賽隊有需要時，可使用大會提供的划槳。[參閱下文 7.2 項](本地競賽條例 2013 年修訂)

CR 5.3 **鼓棍** 參賽隊伍可使用自備的鼓棍參賽，但該等鼓棍必須符合大會規定。  
鼓棍長度：400mm 以下；  
鼓棍直徑：40mm 以下；  
鼓棍兩端：必須為半圓球狀，直徑不能大於棍身。  
若使用有別以上規定的鼓棍，必須先得檢錄裁判長批准。  
賽隊如被發現使用不符合大會規定的鼓棍，將被予以警告，並得立即更換。(本地競賽條例 2018 年修訂)

## CR 6 比賽距離及賽場

CR 6.1 **比賽距離** 中國香港龍舟總會本地比賽之比賽距離，參閱各相關賽事通告。(本地競賽條例)

## CR 7 一般管理及安全事務

- CR 7.1 賽隊制服** 比賽期內，參賽隊伍船上所有運動員上身必須穿著統一且同一版本的制服，該制服可以是背心或長/短袖上衣。[參考下文 7.2] (本地競賽條例 2015 年修訂)
- CR 7.2 標語、物資設計及贊助商廣告** 比賽期內，任何由參賽隊伍自備，帶進主辦單位管制範圍內之服飾、器材、旗幟、掛圖及其他隨行物資，其標誌、標語和設計均須合乎審美觀念及不能引起大眾不安或反感，或違反本地法律。參賽隊制服上之廣告尺寸不限，自攜划槳上之隊伍/個人/商業性名稱、標誌、標語、及其他廣告內容，總面積不能超過 20cm x 5cm 或 10cm x 10cm ( 即 100 平方厘米 )。 (IDBF CR 7.2.3 修訂)(本地競賽條例 2010 年修訂)
- CR 7.3 賽隊安全** 於會方安排的練習及比賽期間，賽員的安全概須自行負責，大會以至任何其他與賽事直接或間接有關人士或機構，對賽員或賽隊職員遭受的任何傷亡、財物之破壞或損失，均不須負責。穿著助浮衣與否由參賽隊自行決定，除非主辦單位事前公布另有安排，尤其 18 歲以下青少年組及展能組比賽。 (本地競賽條例 2015 年修訂)

## 中國香港龍舟總會本地修訂比賽規則

### R 1 賽事控制

- R 1.1 **競賽委員會** 在本會認可賽事中，競賽委員會成員包括：  
總裁判長 (Chief Official)  
終點裁判長 (Chief Judge)  
途中裁判長 (Chief Umpire)  
(IDBF R 2.4 修訂)(本地比賽規則 2018 修訂)
- R 1.2 **競賽委員會職能** (IDBF R 2.6 修訂)(本地比賽規則 2018 修訂)
- R 1.2.1 代表賽事籌備委員會主持及監督賽事。
- R 1.2.2 遇到惡劣天氣或任何致使賽事不能舉行的突發情況，延遲賽事安排及另擇比賽時間。
- R 1.2.3 審理抗議及處理賽隊之間的紛爭。處理就有關競賽條例及比賽規則的所有事宜。
- R 1.2.4 就有關違反競賽條例及比賽規則事宜作出決定。
- R 1.3 **仲裁委員會** 在本會認可賽事中，涉及競賽條例及比賽規則的最後決定權屬於仲裁委員會。仲裁委員會由三人至五人組成。經由賽事籌備委員會提名本會執行委員會成員、裁判委員會成員或/及本會認可人士出任。(IDBF R 2.7 修訂)(本地比賽規則 2018 修訂)

### R 2 賽隊操守

- R 2.1 **划手** 所有賽隊之划手在比賽過程中必須坐於座位上划船，不得以站立式或半蹲式划船。違者，該賽隊可被取消資格。(本地比賽規則)
- R 2.2 **舵手** 所有賽隊之舵手於比賽過程中使用尾舵，除調校航向及穩定艇隻外，不能用尾舵或/及划槳幫助推進以增加龍舟速度。違者，該賽隊可被取消資格。(本地比賽規則)
- R 2.3 **鼓手** 鼓手應坐在鼓手座位上。除了起步首 50 米可寬限外，一旦開始比賽，鼓手即應開始全力並有節奏地擊鼓，即在鼓皮上敲擊，直至比賽結束。違規賽隊將被警告或取消資格。(IDBF R 4.4 修訂)(本地比賽規則 2013 年修訂)
- R 2.4 **賽隊** 賽隊人員(包括參賽選手及隨行人員)未經許可，不能擅自進入賽事控制中心範圍，更不得對賽事職員無禮，如經證實可被給予警告或取消當天出賽資格。任何隊伍若被發現把大會為安全或管理或其他理由而安放在龍舟上、水面或陸地賽場上之器材、用品或設施故意損壞或丟棄，均會被取消當天參賽資格，並應作出合理賠償。(本地比賽規則 2013 年修訂)

### R 3 集合登船

- R 3.1 集合時間及查證** 賽隊必須按比賽時間 30 分鐘前，到賽隊集合處集合並準備登船。裁判將會在賽隊集合處檢查運動員證，如有需要，運動員必須出示任何大會指定的證件。每隊領隊必須留在運動員集合處內，協助有關檢查。運動員若未能出示運動員證或/及任何大會指定的證件或其資料不符合，檢錄裁判長可根據情況取消該運動員參加該級別比賽的資格。(IDBF R 5.3 修訂)
- R 3.2 隊員人數變更** 隊員的替換或增加人數必須在船離開浮碼頭前得到浮碼頭裁判長的同意。隊員上船離開浮碼頭後，將不予批准。除非有例外，但不包括因不明原因缺席所導致的人員變更。如有此情況發生，浮碼頭裁判長必須立即向總裁判長報告。(IDBF R 5.7 修訂)(本地比賽規則 2018 年修訂)

### R 4 起步及起步程序

- R 4.1 起步區** 龍舟隊隊長及教練必須確保所有運動員熟知起步程序。全體隊員必須在比賽開始前至少 3 分鐘前在起點線後方或起步區集合。比賽開始 2 分鐘前，發令員或司線員根據賽道抽籤結果或賽會安排，召集賽隊前進入各適當賽道。(IDBF R 6.1 修訂)
- R 4.2 遲到** 對於在規定時間過後才到達起步區，或在召集時沒有到達起點線就位的賽隊，發令員有權發出一次正式警告，該警告與偷步警告效力相同。在規定時間過後，發令員有權不理會是否有隊伍仍未到達起步區而依時發出比賽起步號令。(IDBF R 6.2 修訂)
- R 4.3 起步位置** 各龍舟的起點線的位置，為船身最前部份（包括龍頭）排成一線為準。各舵手應依指示緊握起步位置上設置的專用把手或繩索。（在國際龍聯認可的國際賽事中，若不能執行「抓住」式起步方法，可用「自由」起步方法。）另外，當每條賽道安置有頭繩時，各賽隊之鼓手必須緊握頭繩以穩定龍舟。若賽會已在舵手跟前之右舷(船邊)漆上白點並宣布採用「白點對齊法」起步，則每隊舵手必需把該白點對齊起步浮台之最前端。(IDBF R 6.4 修訂)(本地比賽規則 2015 年修訂)
- R 4.4 上線對齊** 賽隊可用划槳輔助上線並令龍舟對齊起步線。但一旦發令員發出「ARE YOU READY」警惕賽隊時，則全部划槳動作均應立即停止。若發令員或途中裁判發現有賽隊的划槳仍有動作，發令員可判罰一次警告，該警告與偷步警告效力相同。(IDBF R 6.5 修訂)(本地比賽規則 2011 年修訂)

- R 4.5 發令員的號令** 當司線員把所有龍舟已正確排成一線後，發令員會高喊：「ARE YOU READY」，以警惕各賽隊準備。賽隊若未準備妥當，鼓手應立即把雙手高舉過頭，讓發令員清楚看到。（鼓手在發令員起步號令前不能舉手過頭，尤其在當賽隊依照發令員號令移向起點線時。）**在香港發令員的口令是以英文發出的。** (IDBF R 6.6 修訂)(本地比賽規則 2011 年修訂)
- R 4.6 起步信號** 當發令員認為各賽隊已準備就緒，即喊「ATTENTION」，跟著發出「GO」口令。「GO」令一發出，舵手才可鬆開繩索 / 把手，比賽正式開始。鼓手可以在「ATTENTION」口令後放開頭繩，但發令員可以按情況指示鼓手在「GO」口令/信號發出後才可鬆開頭繩。(IDBF R 6.7 修訂)(本地比賽規則 2018 年修訂)
- R 4.7 其他做法** 大會可改用秩序冊上註明的槍聲、電子起步信號或其他易於辨別的聲響來代替發令員「GO」口令。「ATTENTION」和「GO」這二個口令（或聲音訊號）之間相距的時間不應超過五秒鐘。(IDBF R 6.8 修訂)
- R 4.8 偷步** 賽隊在“ATTENTION”口令後，“GO”口令之前起步或有任何動作(鼓手除外，參閱上文 R 4.6 項)，即被視為偷步。司線員會舉起紅旗示意偷步。  
發令員立即連喊三次“STOP”的口令或發出第二聲槍響或重複其他出發信號以召回賽隊。途中裁判( 航道裁判 )協助此項工作。(IDBF R 6.9 修訂)
- R 4.9 處罰** 當所有賽隊返回起點後，發令員會對偷步的隊伍給予警告。任何賽隊在「重新起步」時偷步，會被發令員取消資格。這情況下，比賽繼續，發令員不會把賽隊召回重新再起步；也即是說在正常情況下，發令員只會為每場比賽舉行最多兩次起步。此外，凡遇偷步及 / 或發令員發出召回訊號，而又沒有立即依指示返回起點的賽隊會被取消資格。(IDBF R 6.12 修訂)

## R 5 比賽守則

- R 5.1 撞船** 在撞船事件中犯規船隻可被取消比賽資格。無論撞船事件對比賽結果有否造成實質性影響，大會一律不作重賽安排。各隊有義務避免撞船。若總裁判長認為如一支或多支賽隊採取糾正行動，例如停槳，可避免發生撞船事件，但該賽隊當時並無採取糾正行動，可判其犯規並取消該場成績；嚴重者可能取消其參加整個比賽的資格。(IDBF R 7.7 修訂，2013 年修訂)

## R 6 終點

R 6.1 **衝過終點線** 當龍舟最前面的部分(龍鼻)穿過終點線,而且龍舟上的人數與出發時相同,則算該龍舟完成了比賽。(IDBF R 8.1 修訂)

## R 7 長途賽 (本地比賽規則 2011 年新增)

R 7.1 **定義及前言** 所有長途賽 (即任何 2000 米或以上的比賽,包括環繞賽或折返賽),因應本地情況,以下述之條文作指引變通執行,以取代 IDBF 規則第 10 項關於長途賽所有各條。以下有關長途賽之各條本土規則,應交叉參考,也應參考 IDBF 之國際規則第 7.1、7.6、7.7、7.8、7.10 及 7.11 條一併閱讀。(本地比賽規則)

R 7.2 **競賽航線** 參賽隊不會因佔用內線 (即航道左側) 而受罰,但某隊如在被超前或有可能被超前時,龍舟因突然改變航線而令別隊受干擾,可被判罰時 5 至 30 秒;如實質上已影響賽果,有關隊伍可被取消比賽資格。(本地比賽規則)

R 7.3 **超船** 一隊龍舟可於任何時候從左邊或右邊超越別船,包括彎位區段,但必須能確保兩船之間保持至少 2 米空檔距離。比賽途中划槳當作龍舟一部分。無論直道還是彎道區段,若一隊的「舵手」已被別隊「龍頭」追平或超前,就必須主動保持合理航線以避免碰撞;如一隊的「鼓手」已被別隊「舵手」超前,該隊被實質上視為已被超前,則必須避讓(give way)。所謂「避讓」,乃指主動減速退讓及/或轉向退讓,視乎情況而定,大前提是不能阻礙別隊前進或引起碰撞。參考上下文。(本地比賽規則,2015 修訂)

R 7.4 **轉彎** 若兩隊或以上一同入彎,在彎道區段各隊應一直保持入彎前一刻本身與賽道之相對位置,直到離開彎道區段為止;但若改變航線而不令別隊受任何干擾則除外。凡沒有繞過指定浮標,每次可被判罰加時最多 10 秒作懲罰。若某隊在同一次轉彎時連續兩次沒有繞過指定浮標而明顯得益,總裁判長有權取消其比賽資格。(本地比賽規則)

R 7.5 **阻礙及碰撞** 若發生碰撞或阻礙,引發碰撞或阻礙之隊伍可被罰時 5-30 秒,若引起其他參賽者安全受威脅等嚴重情況,可被罰取消比賽資格。總裁判長有權決定判受害一隊減時最多 20 秒作補償。參看上文航線部分。(本地比賽規則)

R 7.6 **起步安排** 主辦單位可決定為環繞賽每 15 秒或 30 秒出發一艘龍舟,其他長途賽也採可用「同時起步」方式。口令跟直道賽相同。(IDBF R 10.8 & R 10.9 修訂)



## R 8 爭議、抗議、取消資格及申訴

- R 8.1 爭議** 在比賽期間，若賽隊之間或賽隊與賽會之間發生爭議，應通知總裁判長，但由競賽委員會負責處理，程序與處理抗議事件相同。(IDBF R 9.1 修訂)(本地比賽規則 2018 修訂)
- R 8.2 比賽抗議** 若有賽隊欲在賽後就另一隊伍的行為提出抗議，應由領隊在賽後十五分鐘內通過總裁判長向競賽委員會提出。如對比賽成績提出抗議，抗議的時間為比賽結果正式公布後的十五分鐘內為限。(IDBF R 9.2 修訂)(本地比賽規則 2018 修訂)
- R 8.3 抗議費** 賽事中，所有抗議均應以書面形式提出，並須同時繳納伍佰港圓作為抗議費用。若抗議有效，此費將退還。(IDBF R 9.3 修訂)
- R 8.4 申訴** 領隊收到競賽委員會爭議或抗議決定後，可就決定結果向仲裁委員會提出申訴。賽隊如被取消比賽資格或不滿競賽委員會就其隊伍所涉爭議或抗議做出的裁決，該領隊應在接到競賽委員會書面通知後的二十分鐘內向仲裁委員會主任提出申訴。(IDBF R 9.7 & R 9.8 修訂)(本地比賽規則 2018 修訂)
- R 8.5 申訴費** 凡提出申訴，均應以書面形式提出，並須同時繳納壹仟港圓作為申訴費。若申訴有效，此費將獲退還。(IDBF R 9.9 修訂)(本地比賽規則 2018 修訂)
- R 8.6 最終裁決及申訴** 仲裁委員會的裁決為最終裁決。(IDBF R 9.11 修訂)

( 完 )



## Amendments for HKCDBA Competition Regulations and Rules of Racing

Edition No.5  
Effective from 1<sup>st</sup> April 2018  
(First published 1<sup>st</sup> March 2009)

### **Preamble** (Revised 2018)

1. Since 1<sup>st</sup> March 2009, unless specified, all local regattas organized by Hong Kong Dragon Boat Association (HKDBA, renamed in October 2012 as Hong Kong China Dragon Boat Association, HKCDBA), including Hong Kong International Dragon Boat Races and Hong Kong International Dragon Boat Championships, shall be governed by the latest version of HKCDBA Competition Regulations and Rules of Racing. The following are Local Competition Regulations and Rules of Racing introduced by the HKCDBA, specially amended for local events. Such amendments illustrate and highlight the discrepancies between IDBF and HKCDBA Competition Regulations and Rules of Racing. Notes in brackets signify whether it is unique for Hong Kong events and/or amendments from specific IDBF Competition Regulations and Rules of Racing. Items NOT mentioned in the local Competition Regulations and Rules of Racing means those of IDBF will prevail. For the full and original text of IDBF Competition Regulations and Rules of Racing, please download from our website [www.hkcdba.org](http://www.hkcdba.org) or IDBF website [www.idbf.org](http://www.idbf.org).
2. In addition, all Hong Kong competitions organized by HKCDBA will also be governed by bulletins, notices, memorandums announced and decision making in team manager meeting on or before the race.
3. In case of any contradiction between Competition Regulations and Rules of Racing stipulated by HKCDBA and the latest version of IDBF, the Chinese version of this document of Amendments for HKCDBA Competition Regulations and Rules of Racing (should be referred to.

## **Amendments for HKDCBA Competition Regulations**

### **CR 1 Notices (Local Reg.)**

- CR 1.1** Any team and/or crew that fails to observe the Rules and Regulations herein or spirit of sportsmanship, the Organiser reserves the rights to disqualify the crew and/or the team from the race, and/or from receiving any prizes or medals.
- CR 1.2** Any team or crew that receives 2 official warnings in the same race shall be disqualified from that race.
- CR 1.3** The entry fee paid is non-refundable should the crew decide to withdraw from the races or should the races be cancelled for reasons beyond the Organiser's control.
- CR 1.4** The Organiser reserves the right to refuse the entry of any crew in the races at its sole discretion.

### **CR 2 Racing and Competition Classes (Local Reg.)**

- CR 2.1** Bulletins of each individual HKDCBA event should be referred to for age limit, definition and classification of Competitions. (Refer 3.6 below)

### **CR 3 Crew and Team Composition**

- CR 3.1 Crew Numbers** A Standard Dragon Boat may carry up to 20 paddlers or not less than 16 paddlers. A Small dragon boat may carry up to 10 paddlers or not less than 8 paddlers. Each boat must carry one drummer and one steerer. (Amendment IDBF CR 3.1)
- CR 3.2 Crew Reserves** As long as entry requirements and procedures are observed, a Standard Dragon Boat or a Small Dragon Boat may include the designated number of reserve crew members as specified by the event organiser. (Amendment IDBF CR 3.7) (Revised 2011)
- CR 3.3 Team Manager** Each crew must have a Team Manager, who must be present in the Crew Assembly Area during the time that the crew is racing and is under the control of Race Officials. The Team Manager will be responsible for liaising with Race Officials. (Local Reg.)
- CR 3.4 Team Coach** Each crew may have a team coach, who, if officially registered with the team in the entry form, may act as drummer or steerer of the team. (Local Reg.)

**CR 3.5 Gender Restriction** Except for the Mixed class in Standard boats, Mixed class in Small Dragon Boat races and Women's class in Small Dragon Boat races, all paddlers have no gender restriction. (Local Reg.)

**CR 3.6 Gender / Age of Steerer / Drummer** Except Ladies' Categories, age and gender of steerers or drummers of all other classes and categories will not be restricted. Paddlers, drummers and steerers in Ladies' categories must comply with restrictions regarding age and gender as specified in IDBF Rules and Regulations. However, all members of the crew on a racing boat must be 12 years old or over. (Local Reg. Revised 2015)

**CR 3.7 Mixed Team Composition** A mixed crew in Standard Dragon Boat shall race with at least eight female paddlers, up to a maximum of twelve. A Mixed Small Dragon Boat carry at least 4 female paddlers, up to a maximum of six. (Amendment IDBF CR 2.1.3) (Local Reg. Revised 2015)

#### **CR 4 Representation (Local Reg.)**

**CR 4.1** All paddlers must have been continuous full-time employees of the company or bona-fide members of the organization at time of submission of bio-data, and make declaration for authenticity in the registration form. Designated representative should sign the application to verify.

CR 4.1.1 Persons for whom a bio-data form has not been submitted will not be permitted to race.

CR 4.1.2 A crew may have a drummer and/or steerer who is/are not employee(s) of the company or member(s) of the organisation.

#### **CR 5 Dragon Boat and Equipment**

**CR 5.1 Dragon Boat Standard and Model** All boats (including the steering oar and drum) used by competitors shall be provided by the Organiser. (Local Reg. Revised 2011)

**CR 5.2 Paddles** Competitors in HKCDBA Competitions shall be permitted to use their own paddles provided that they conform to the IDBF Racing Paddle specification (202a) and bear the IDBF approval mark. However, these paddles may still be checked by random inspection. If competitors prefer to use non IDBF approval mark paddles otherwise, they shall take them all for proper checking and get approval from the Organizer at the "Paddle Checking Area" one hour before the race. As such, the Chief Marshal or his delegate will put on a sticker or sign on these paddles. Only IDBF approved 202a standard paddles or those approved by the Organizer at the venue are allowed to be used in HKCDBA Competitions, with exception of paddles provided by the Organizer. The Organizer shall provide paddles for the crew upon request. [see also 7.2 below] (Local Reg. Revised 2013)

- CR 5.3 Drum Stick** The crew shall be permitted to use its own drum stick provided that it conforms to the Organizer's specification as follows:  
Length of the drum stick: less than 400mm;  
Diameter of the drum stick: less than 40mm;  
Both ends of the drum stick: shall be in half sphere shape which diameter shall not exceed that of the drum stick itself.  
Use of drum stick not conform to the above criteria, must be permitted by Chief Boat Marshall in advance.  
Warning shall be issue to a crew by using a non-approval drum stick.  
(Local Reg. Revised 2018)

## **CR 6 Racing Distances and The Racing Course**

- CR 6.1 Racing Distances** Please refer to Notice of Race of each individual HKCDBA Competition. (Local Reg.)

## **CR 7 General Administration and Safety Matters**

- CR 7.1 Crew Uniforms** The crew shall be all in standard uniforms of the same version, i.e. recognizable unified racing vest for the upper body, be it singlet, short-sleeve or long during the race. [ see also 7.2 below]  
(Local Reg. Revised 2015)
- CR 7.2 Slogans/ Team Material Design /Advertising** During the period of a competition, logos, slogans and design of all items brought along by the team into official areas controlled by the organizer, including clothing, equipment, flags, banners, charts, hangings and other belongings, should be unobtrusive and tasteful (that is, the design should not cause obvious offence to the public). The size of sponsors name, logos and advertising on a Racing Vest is unlimited. All personal names, team names or commercial names, as well as logos, slogans, and other part of the design and advertisement, appearing on private racing paddles must be able to be contained in a box measuring 20cm x 5cm or 10cm x 10cm (i.e. 100 cm<sup>2</sup>).  
(Amendment IDBF CR 7.2) (Local Reg. Revised 2010)
- CR 7.3 Crew Safety** Teams are primarily held responsible for the safety of their own crews during the race or official training arranged by the Organizer. During such period, The Organizer, and related parties or individuals who affiliate directly or indirectly with the HKDCBA Competition, shall not be responsible for any fatal incidents or injuries, damages or loss of personal belongings of individual competitors or their teams. Wearing buoyancy aids or not is at the discretion of the team, unless it is announced otherwise by the organizer, especially in under-18-year-old events and para-dragon events.  
(Local Reg. Revised 2015)

## **Amendment for HKCDBA Rules of Racing**

### **R 1 Control of The Competition**

#### **R 1.1 Competition Committee**

For HKCDBA sanctioned races, which shall consist of the following officials:

CHIEF OFFICIAL

CHIEF JUDGE

CHIEF UMPIRE

(Amendment IDBF R 2.4) (Local Rules Revised 2018)

#### **R 1.2 The duties of the Completion Committee are to:** (Amendment IDBF R 2.6) (Local Rules Revised 2018)

R 1.2.1 Conduct and supervise the races on behalf of the Organising Committee.

R 1.2.2 In the event of inclement weather or unforeseen circumstances which make it impossible for the competition to take place; postpone the races and re-arrange them for another time.

R 1.2.3 Hear any protests and settle any disputes between crews. Decide on all matters concerning the Competition Regulations and Rules of Racing.

R 1.2.4 Making decision regarding any infraction of the Competition Regulations and Rules of Racing.

#### **R 1.3 Race Jury** At HKCDBA Championships the final authority relating to the Competition Regulations and the Racing Rules, shall rest with a CHAMPIONSHIP JURY. This Jury shall consist of a minimum of three (3) up to a maximum of five (5) members from the HKCDBA Executive Committee and the Race Official Committee or/and Authorized Persons, as nominated by the Organising Committee.

(Amendment IDBF R 2.7) (Local Rules Revised 2018)

### **R 2 Conduce of Crew**

#### **R 2.1 Paddler** All paddlers shall perform the whole race in sitting position on the paddlers seat; neither stand-up nor squat down position is prohibited. Any competitor offending this rule will result in disqualification of the whole team. (Locals Rule)

#### **R 2.2 The Steerer** During the race, the job of the steerer is primarily steering for direction and stabilizing the boat. The steerer is prohibited to assist paddling or use the rudder for sculling to accelerate the boat speed. Failure to conform this rule will result in disqualification of the team. (Locals Rule)

**R 2.3 The Drummer** The drummer shall sit on the designated drummer's seat throughout the race. The drummer must actively beat the drum with reasonable rhythm throughout the race, except inside the 50m equipment zone. That is, the drum must be clearly seen to be struck with a drum stick on the drum skin. Failure to conform this rule will result in warning or disqualification of the team.  
(Amendment IDBF R 4.4) (Local Rules Revised 2013)

**R 2.4 Conduct of Crews** All members of a team, including athletes and team officials, must not enter the Race Control Area without permission and shall not behave offensively or disrespectfully towards Race Officials. They should not discard, or vandalize material, or equipment, or facilities put on the boat, race course, or any part of the venue for the event without approval by the organiser. Any proven case may result in warning or disqualification.  
(Local Rules Revised 2013)

### **R 3 Marshalling and Embarking**

**R 3.1 Marshalling and Identification Check** A crew must be reported to the crew assembly area 30 minutes before the time of its race and be ready to embark the boat. Crew identity checks may be carried out by Race Officials at any time and crew members must be able to produce identification upon request. In particular the Team Manager must be present in the Crew Assembly Area with his crew in order to assist with identification checks when required. All competitors who fail to present the official identification or persons for whom a bio-data form has not been submitted will not be permitted to race. The Chief Marshal, considering actual circumstances, may exercise his/ her discretion and authority to disqualify such competitor(s).  
(Amendment IDBF R 5.5)

**R 3.2 Changes to Crew Numbers** Once a crew has loaded in a boat and left the boarding pontoon, changes of crew members including additions to the number of racers in the boat, will not be permitted unless expressly agreed to by the Chief Boat Marshal, prior to the boat leaves the pontoon. Such changes shall be only by exception. Any crew change including addition of racers due to unexplained lateness or absence will not be above the exception. The decisions made on any exceptional change must be notified immediately, to the Chief Official by the Chief Boat Marshal. (Amendment IDBF R 5.7) (Local Rules Revised 2018)

## **R 4 Starts and Starting Procedures**

- R 4.1 Start Area** It is the responsibility of the Boat Captain and Team Coach to make sure that each crew member is familiar with the starting procedures. All crews shall assemble behind the Start Line, or in a specially designated start area, at least 3 minutes before their Start Time. No later than 2 minutes before the actual Start Time the crews will be called forward and placed into Racing Lanes, by the Starter or Aligner, in accordance with the published Lane Draw or the Organizer's arrangement. (Amendment IDBF R6.1)
- R 4.2 Late Arrivals** The Starter may warn a crew arriving late in the start area or the crew delaying its arrival at the start line after the assembly time. 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 start a race without reference to absentees. (Amendment IDBF R 6.2)
- R 4.3 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 Dragons Heads) shall be aligned. Each Steerer shall hold a designated handrail or rope attached to the starting position. (In an IDBF sanctioned Race, when a 'held' start is not possible, then a 'free' start may be permitted). In addition, if each racing lane is attached with a bow rope, each Drummer shall hold the rope in order to stabilize the boat. If the organizer has put a white dot on the starboard side gunnel right in front of the steer and has indicated each team should have this dot align with, but not before, the front edge of the starting pontoon, each team must act accordingly. (Amendment IDBF R6.4) (Local Rules Revised 2015)
- R 4.4 Aligning** A Crew may assist in aligning by moving the boat using their paddles to position the boat on the Start Line. However, once the Starter has alerted the crews by saying "ARE YOU READY", then all movement of paddles in the water must stop. If movement of a crew's paddle (s) in water is then observed by the Starter or a Course Umpire, the Starter shall give a warning and such warning shall have the same effect as one given for a False Start, for that race. (Amendment IDBF R6.5) (Local Rules Revised 2011)



- R 4.5 Starters Commands** When the Aligner is satisfied that all the boats are correctly aligned, the Starter shall alert the crews by saying “ARE YOU READY”, if the crew is NOT READY then the Drummer must immediately raise both hands above head height to indicate the situation to the Starter. (the Drummer is forbidden to raise any one hand above head prior to this instruction, especially once crews are under Starter’s orders, when moving to the Start Line) The Starters Commands in Hong Kong shall be given in English.  
(Amendment IDBF R6.6) (Local Rules Revised 2011)
- R 4.6 Starting Signals** When the Starter is satisfied that all crews are ready, the starting signals of the word “ATTENTION” followed by the word “GO”. The Steerers should only release the pontoon ropes or start handrail, as appropriate, after such start signal.  
Drummer can release the bow rope after the word “ATTENTION”, Starter should give instruction to the drummer release the bow rope after the 「GO」 signal, depending on actual situation. (Amendment IDBF R6.7) (Local Rules Revised 2018)
- R4.7 Alternatives** The word “GO” may be replaced by a gun-shot, electronic starting signal or other distinct sound, as specified in the Race Programme. The interval between the words “ATTENTION” and “GO” (or sound signal) shall not exceed 5 seconds. (Amendment IDBF R6.8)
- R 4.8 False Starts** If a crew (Except drummer, refer R 4.6 above) starts or shows any athletic movement after the word “ATTENTION” and before the word “GO”, it has made a False Start. The Aligner 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 gun-shot or by repeating the alternative starting signal as published in the Programme. An Umpire (the Course Umpire) will assist with this task.  
(Amendment IDBF R 6.9) (Local Rules Revised 2018)
- R 4.9 Penalties** Once all the crews have returned to the start, the Starter will identify the crew or crew responsible for the False Start and warn them of the offence. Any crew that makes a false start in the re-start will be disqualified. However, in such cases, the race will carry on. In order words, each race shall have no more than one re-start. In addition, any crew that fails to return to the Start Line immediately after a False Start or whenever the starter calls for a restart, may also be disqualified from the race.  
(Amendment IDBF R 6.12)

## **R 5 Race Conduct**

**R 5.1 Collisions** In the event of a collision between 2 or more boats the Chief Official may disqualify the offending boat(s). No matter whether result of the race has been materially affected, the Organizer will not re-race the competition. All teams have obligation to avoid collision. When in the opinion of the Chief Official one or more of the crews involved could have avoided the collision by taking corrective action, for example, to stop paddling, but did not do so, then the crew or crews concerned will be disqualified from the competition class concerned and in serious cases may face disqualification from the whole competition.(Amendment IDBF R 7.7) (Local Rules Revised 2013)

## **R 6 Finishes**

**R 6.1 Crossing the Finish Line** A boat has finished the race when the foremost part of the boat (The nose of Dragon Head) crosses the Finish Line with the same number of Racers in it as started the race. (Amendment IDBF R 8.1)

## **R 7 Long Distance Races (Local Rules Added 2011)**

**R 7.1 Definition & Preface** All long distance races ( i.e. any race over 2000 meters in length over, including those of circular or retrace nature ), in consideration of local condition, should be administrated and regulated under local rules as stipulated below. Such local rules shall replace all terms in R10 of IDBF Rules of Racing. Such local rules should be read in cross reference to each other and, should also be read in conjunction with IDBF Rules 7.1, 7.6, 7.7, 7.8, 7.10 and 7.11. (Local Rules)

**R 7.2 The Racing Lane and Line of Racing** A crew's occupation of the inner side (left side) of the course will NOT result in penalty. However, when a crew is being overtaken or is likely to be overtaken and alters its course and makes difficulties for the other boat, a penalty of 5 to 30 seconds may be awarded. If such impeding materially affects the result, the crew may be disqualified. (Local Rules)

- R 7.3 Overtaking** Overtaking can be carried out to the left or right of the boat (port or starboard side) of the boat being overtaken, including the turns. However, the overtaking crew must be sure it can maintain a clearance of at least 2 meters between itself and the boat being overtaken. During the race, paddles are considered part of the crew. No matter in the straight sections or the turns, a boat to be overtaken must maintain its course once the Head of the overtaking boat is level with or has passed the Steerer in the boat being overtaken, and must not steer in a manner that is likely to cause a collision with another boat; When the Steerer of the overtaking boat is level with or has passed the Drummer in the boat being overtaken, then that boat is deemed to have been “overtaken”. The overtaken boat must then give way and maintain its station. “Give way” means reducing speed and/or going aside, depending on specific situation, with the main objective to actively avoid collision and impeding. Rules below should also be referred to. (Local Rules Revised 2015)
- R 7.4 Turning** When more than one boat are approaching the turn, all boats shall maintain their station through the turn, that is, maintain the relative position of its own boat with the first inner buoy marking the turn. A crew that turns inside of a Turn Buoy (that is a buoy is passed to starboard) shall face a Time Penalty of 10 seconds, per offence. A crew that turns consecutively inside of 2 Turn Buoys may be disqualified. (Local Rules)
- R 7.5 Impeding / Collision** If this happens, the crew causing impeding or collision may be awarded time penalty of 5 to 30 seconds or Disqualified when crew safety is compromised. The Chief Official may award the impeded team a Time Deduction Bonus of maximum 20 seconds. (Local rules)
- R 7.6 Starting Procedures and Formats** The Organizer can decide to start each boat at intervals of either fifteen or thirty seconds, in the format of “staggered start”. Mass start can also be adopted. Starting commands should be the same as straight course races. (Local rules)

## **R 8 Disputes, Protests, Disqualifications and Appeals**

- R 8.1 Disputes** Disputes that arise during a competition between Race Teams and/or between Organiser shall be addressed to the Chief Official and dealt with by the Competition Committee, in the same way as a Protest. (Amendment IDBF R 9.1) (Local Rules Revised 2018)
- R 8.2 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 and made within fifteen (15) minutes of the end of the race. A protest against a race result must be made no later than 15 minutes after the result is officially posted. (Amendment IDBF R 9.2) (Local Rules Revised 2018)
- R 8.3 Protest Fees** At the competitions, all protests shall be made in writing and shall be accompanied by a fee of HK\$500. The fee shall be refunded if the protest is upheld. (Amendment IDBF R 9.3) (Local Rules)
- R 8.4 Appeals** The decision on dispute/protest as informed to the Team Manager(s) is appealable. The Team Manager with the acknowledgement may appeal to the Jury against the decision of the Competition Committee. Such appeal shall be addressed and handed in to the Chairman of the Jury no later than twenty (20) minutes after the Team Manager(s) has been informed, in writing, by the Competition Committee of any disqualification or dispute involving their crews. (Amendment IDBF R 9.7 & R 9.8) (Local Rules Revised 2018)
- R 8.5 Appeal Fees** All appeals shall be made in writing and shall be accompanied by a fee of HK\$1,000. The fee will be refunded if the appeal is successful. (Amendment IDBF R 9.9) (Local Rules)
- R 8.6 Final Decisions and Appeals** The decision of the Jury is final. (Amendment IDBF R9.11) (Local Rules)

(The End)