

Henley Winter Series Rules. Revised September 2018

HENLEY WINTER SERIES - RULES AND RACE CONDUCT

Rules notes

The Henley Winter Series is run under the BDA Race Permit Scheme.

If an incident or situation should arise that is not covered by the attached Rules, Henley Dragon Boat Club will seek guidance from the British Dragon Boat Racing Association (BDA) Rules of Racing.

Formalities

1. Crews will not be permitted to race without their Crew Manager and Helm first attending the Crew Manager and Helm's Meeting.

2. Crews will not be permitted to race without prior submission of a completed Entry Form and Crew List and full payment having first been made. Crew Lists must be submitted to the Event Organiser before boats leave the landing stage.

Crew composition

3. Helms must be confident and competent of executing the race, in particular the turns, and qualified to a minimum of BDA Basic Helm standard. Crew Managers must certify that these conditions are met on the submitted Crew List.

4. Numbers of Paddlers: 10-man dragon boat: Minimum 6 & Maximum 10 paddlers
 20-man dragon boat: Minimum 14 & Maximum 20 paddlers.
 OC6: Full crew

5. **Open Racing:** The 2017 /2018 Henley Winter series will be run as an '**OPEN**' race series.

6. All Dragon Boat crews must carry a drummer who must actively beat the drum for the duration of the race.

7. The minimum age for competitors is 12 years on the race day. Parental permission must be given in writing for all competitors under 16 years of age. A separate person on the boat must be designated to be responsible for each junior paddler and must sit adjacent to them.

8. All crew members must be able to swim 50m in the clothing they will be racing in.

9. All paddlers racing for a club in the Club competition must be full members of the club otherwise the crew must enter as a composite crew.

Dragon Boats and Equipment

10. Buoyancy Aids must be worn by all competitors.

11. UK River licences must be displayed on all boats – Temp licences are available from Henley Dragon Boat Club at a cost of £8.50 each. Boats not already licensed for UK Rivers will be charged this fee on top of the race entry fee.

12. A £10 fee will be charged for any boats or crews not affiliated to the BDA. We will forward this full amount to the BDA.

13. Clear Race numbers must be displayed on all boats and safely secured.

14. Standard size and specification heads, drums and tails must be fitted on all dragon boats.

15. Dragon boat crews must use the Standard Dragon Boat and the Racing Dragon Boat paddle, as defined by the BDA.

16. Crews wishing to take part in the race in any other type of boat or using different specification paddles should inform the Event Organiser when submitting their entry form.

Henley Winter Series Rules. Revised September 2018

17. If, in the opinion of the Event Organiser or Chief Official, the equipment being used will give the crew an advantage over use of the Standard Dragon Boat or Racing Dragon Boat Paddle, a handicap (time penalty) may be applied. If a handicap is to be applied, the Event Organiser will inform the Crew Manager in advance of the event.

Before the Start

18. Crews should launch from the Eyot Centre, cross onto the other side of the river (Oxon side) and warm up upstream towards Marsh Lock (see map in Appendix 1).

19. Crews should assemble just below Marsh Lock in start order and follow instructions of the Start Marshal.

20. Crews will be called forward one-by-one by the Start Marshal and set off at a minimum of 45 second intervals. The race start will be a rolling start and timing will begin as a boat crosses the start Line at the Eyot Centre.

The Race Course

21. Racing shall take place in an anti-clockwise direction around the circular course. The Start & Finish is at the landing stage at the Eyot Centre (see map in Appendix 1).

22. This is a River Thames race. Crews must keep to the right hand side of the river unless overtaking.

23. Starting downstream crews should proceed under the right arch (arch 2) of Henley Bridge. Slowest crew to stick near the bank.

24. Continue, passing Leander & Upper Thames rowing clubs towards Temple Island. Extreme caution when passing the Rowing Clubs. Expect rowing crews to turn in front of you at these points.

25. Turn anti-clockwise around Temple Island. **Note:** Revised turn system introduced from November 2012

26. Proceed back upstream.

27. Pass under the right arch (arch 4) of Henley Bridge. The centre arch of Henley Bridge is generally left clear for river traffic and should only be used if it is impractical to use the correct arch i.e. another craft is using that arch.

28. Stay in the right hand channel continue past the islands.

29. At the top of the last island (with Marsh lock in view) turn anti-clockwise & return downstream to the finish at the Eyot Centre. Extreme caution when passing Henley Rowing Club.

Safety

30. There will be 2 Safety launches covering the course – one in the middle section of the course and one near Top Island. These launches will be in radio contact with the Race Organiser and Chief Official

31. Although it is incumbent on the Event Organisers to provide a rescue service, the Crew Manager and Helm are primarily responsible for the safety of their crews. When on the water the Helm must take responsibility for the crews' safety. The Crew Manager and the Helm are responsible for ensuring that all their competitors are:

- a. Suitably dressed for the weather, water and race conditions
- b. Water competent and able to swim at least 50 metres in wet competition clothes, unaided
- c. "Fit to race" at all times during the competition
- d. Fully briefed on safety procedures including the capsizing routine, buddy system and basic commands
- e. Fully aware of the Henley Winter Series Rules of Racing.

Henley Winter Series Rules. Revised September 2018

32. Marshals will be stationed along the course and at the turns. Marshals will act as Course Umpires where required and will report to the Chief Official. Video will be taken of the crews at the turn points.

33. Crews must follow the directions of the Race Officials and Marshals at all times during the competition. This includes responding to any requests to give way to other Crews.

34. Helms should be aware of other craft & river users (especially rowers and pleasure craft) and familiarise themselves with the code of water practice used by the rowing clubs on this stretch of the Thames.

35. Extreme caution should be exercised when passing under Henley Bridge in both directions.

36. At all times at least 2 metres of clear water must be maintained between boats (including heads and tails). This is especially important on the turns. For the purpose of this rule, the boat includes the crews' paddles and therefore 'clear water' is between paddle blade and adjacent paddle blade.

37. If during the course of the race a boat impedes or collides with another boat the Marshals will report the circumstances to the Chief Official, who shall apportion blame. If the Chief Official decides that a boat has impeded the forward motion of another boat, or that the crew in the impeded boat had, by necessity, to stop paddling then a Time Penalty may be awarded to the impeding crew.

38. At all times safety should take priority over race positions and common sense should be used to avoid collisions and other incidents. When, in the opinion of the Chief Official, one or more of the crews involved could have avoided the collision by taking corrective action (e.g. stopping paddling) but did not do so, then the crew or crews concerned may be penalised or disqualified.

39. Should an incident occur on the water all boats in the vicinity should render assistance until a safety boat or Marshal arrive at the scene.

Overtaking

40. Travelling **Downstream** – The slower boat should stick near to the Berkshire (right hand) bank. Overtaking crews should pass on their **left**, with the stream. Travelling **Upstream** – Slower crews should stick to the right hand channel but move out to the centre of the river if being overtaken - overtaking should be carried out on the **right** (nearer the Oxon bank). This allows Overtaking crews to have the advantage of slower flowing water on the upstream section.

41. A boat is considered to be overtaking when its head is level with or has passed the Helm of the boat being overtaken. The boat being overtaken must not alter its course to make difficulties for the overtaking boat(s).

42. A boat is considered to have overtaken when the Helm of the overtaking boat is level with or has passed the Drummer in the boat being overtaken; at this point the overtaken boat must give way.

The Turns

43. The "Turn Priority Point" will be marked on either side of the river, 50m from the end of each of the turn islands. These turn priority points will be marked and a Marshal will be standing at this point to monitor the boats.

44. Turns will be governed on the same basis as turns in an IDBF 2000 meter dragon boat race situation.

45. There will be 2 Marshals stationed at each turn – one at the Turn Priority Point and one at the turn itself. Video recording will take place of the turn points.

46. **NOTE WELL:** The Turn Priority Point is the line at which the Helm of Crew A and head of Crew B will be compared to determine whether Crew B is overtaking Crew A. See point 41 above.

Henley Winter Series Rules. Revised September 2018

47. Officials have been given the responsibility of instructing crews as to who has priority on the turn to provide clarity. The commands will be "Boat X has Priority", "Boat X Keep Wide" and "Boat X, Give Water". The command 'Give Water' will usually imply holding back or going wide. X will be the number of the boat in question. The helm nearest the Marshal may relay the instruction to other helms if necessary.

48. If a boat crosses the Turn Priority Point and there is no overlap with another boat then the Boat should take the normal line of racing

49. If at the Turn Priority Point there is an overlap with another Boat but the second boat is not yet considered to be overtaking (i.e. Boat head is not yet level with/in front of the Helm of leading Boat) then leading Boat should take the normal Line of Racing around the turn. The overlapping (but not overtaking) Boat should drop back if necessary to allow leading Boat to take its line. Following Boat may then follow leading Boat around the normal Line of Racing, or take the outside line.

50. If two or more boats approach the Turn Priority Point together and one is considered to be overtaking the other, the overtaking crew should take the inside line and the slower crew the outside line around the turn. The Marshall at this point will call to the slower boat "Boat X keep wide"

51. When more than one crew is making a turn at the same time, it is the duty of the crew on the outside line to leave room for the crew(s) inside to follow the line of the turn in safety, which is maintaining at least 2 metres clear water between the paddles of the boats.

52. Similarly a crew on the inside line must not make difficulties for a crew on an outside line by, for example, steering unnecessarily wide around the turn.

53. If, in the opinion of the Chief Official, a crew has not attempted to steer in a safe manner around a turn, then Time Penalties may be awarded against the offending crew.

Disputes, Protests, Disqualifications and Appeals

54. Time penalties, or disqualifications in serious incidents, may be imposed for crews who in the opinion of the Chief Official fail to comply with these Rules and/or instructions of Race Officials.

55. A protest against a race result must be made by the Crew Manager to the Chief Official within 15 minutes of the reading of the results.

56. If a crew wishes to make a protest concerning the conduct of another crew during the race, the Crew Manager must lodge the protest with the Chief Official within 15 minutes of the end of the race.

57. Two time penalties within one Series will result in disqualification of the crew from the Henley Winter Series event for the current series.

58. An appeal against a decision by the Chief Official must be made by a Crew Manager to the Event Organiser within 20 minutes of the issue of the decision to the Crew Manager(s). The Event Organiser will then hold a meeting of the Race Jury to debate the appeal and will inform the Crew Manager(s) concerned of the Jury's decision.

59. The decision of the Race Jury is final.

60. A map of the course will be displayed at the Crew Managers meeting.

