

3rd Leg, 2026 PDBF Philippine Dragon Boat Regatta



RULES OF RACING

EVENTS

Two hundred meters (200m) straight course

- Premier Open Standard Boat
- Premier Mixed Standard Boat
- Premier Women's Small Boat
- Senior-A Open Small Boat
- Senior-A Mixed Small Boat
- U24 Open Small Boat

RACE OFFICIALS

IDBF-certified race officials from the Philippine Dragon Boat Federation assisted by PDBF volunteer corps

CONDUCT OF CREWS

All crews must follow the directions of the race officials at all times during the duration of the races. Team Managers are required to relay and explain the Rules of Racing to the coaches, captains, officers, and all racers.

All competitors must comply in an honorable way with the rules. The race officials and the organizing committee have the discretion to disqualify or sanction any team that does not follow the rules and instructions of the race officials.

Failure by crews to comply with the instructions of race officials; verbal abuse between competitors and between competitors and officials; conduct by competitors and team officials likely to bring the sport and the federation into disrepute such as improper behavior and abusive criticism made onsite, in print, or online even after the competition; threat of physical violence or actual physical violence by competitors and team officials are considered misconduct congruent with violations of the IDBF Disciplinary Code and may be dealt with in accordance with paragraph 9, Article IV of the Articles of Incorporation of the PDBF.¹

Depending on the gravity of the offense, violations of the Code of Conduct will be meted out by penalties ranging from official warning, time penalty, disqualification from the racing class or the entire competition, or suspension from the federation. Each participating crew will be entirely responsible for its conduct and compliance with the rules of racing.

SAFETY

For safety, each crew member must be able to swim at least 100 meters and shall be solely responsible for his /her own safety during practice and racing. An approved personal flotation device / life jacket MUST BE worn by any racing crew member. Rescue/umpire boats shall be on the water for each race. Members of the organizing committee, race officials, hosts, and other individuals connected directly or indirectly with the race will not be liable for any incident such as death, injury, damage, or loss incurred during the race.

¹ Paragraph 9, Article IV (Membership) of the PDBF's Articles of Incorporation states that "The Board of Directors may suspend, expel, or otherwise discipline any member whose conduct is found to be detrimental to the best interest of the Federation."



The organizing committee, race officials and all event partners will not be responsible for any failure of equipment during the race. Each crew is advised to carefully check the boat, steering paddle, seats, drum, and drummer seat. While crew is being checked, drummer and helm may check the boat and its equipment for any damage. A maximum of two spare paddles are allowed to be brought by a team during the race.

EQUIPMENT

All boats and steering oars will be provided by the organizing committee. The allocation of the boats to the teams shall be at the sole discretion of the organizing committee. One set of six (6) boats and another set of four boats will be used for this race. The organizing committee will not be responsible for any failure of equipment during a race, and each crew is advised to carefully check the boat and steering paddle allocated to them before racing.

Participants must use paddles that are IDBF-compliant (202a). Personal floatation device (PFD) or life vest is required to be worn by all competitors when racing. Allowed PFDs are those that are worn over the shoulders and strapped across the body. Inflatable or belt-type PFDs are **NOT ALLOWED**. No IDBF-compliant paddles and PFDs will be provided by the organizers.

Crews may not make any modification or put additional equipment on the race boat. However, the following are allowed to be brought inside the boat:

- Any sitting pad or device for the paddlers that is foldable and made of soft material, not beyond 2cm x 40cm x 20cm is allowed.
- A plastic water bailer or foam may be brought inside the boat. Additional mechanical pumps or devices for removing water from the boat are prohibited.
- Go Pro and similar cameras are allowed.

Use of whistle is allowed only in emergency situations, not during racing. First offense will automatically be given 3 seconds time penalty. Second offense, outright disqualification. Live feeds while in a race by the racer is not allowed. Any camera that will be handheld during the race is prohibited. Any device that will be used for communication outside the boat is not allowed. Team that fails to follow these prohibitions for the first time will be given a verbal warning; second offense, three (3) seconds time penalty in the race concerned; third offense, disqualification from the racing class concerned.

CREW COMPOSITION

For standard boat events, maximum of 20 paddlers, four reserves, one drummer and one helm must be included in the line-up. Minimum of nine pairs and maximum of 10 pairs, excluding the drummer and helm, shall be allowed to load the boat. For small boat events, minimum of four and maximum of five pairs are required to load plus one pair of reserves, one drummer and one helm shall be allowed.

This notwithstanding, the organizers and race officials, at their discretion, may allow a different number of paddlers if the water and weather conditions become dangerous.

Additionally, a coach or captain may be included in the crew list. If playing, coach or captain must be included in the crew list as paddler, drummer or helm.



For the Senior A and U24 events, proof of age may be required to be pre-submitted on the deadline indicated in the Information Bulletin. In the Senior-A events, all crew members, except the drummer, must be at least 40 years of age during the competition year. This means that competitors must have been born in the year 1986 or earlier.

In the 24&Under event, all crew members, except the helm, must be 24 years old or younger on the competition year. This means that the competitors must have been born in the year 2002 or later.

Teams are expected to email on or before deadline set in the Information Bulletin, electronic copies of the proof of age such as but not limited to valid IDs and birth certificate of the participating crew. This notwithstanding, crews must bring printout of proof of age on race day for further verification. Checkers at the marshalling may likewise refer the crew back to the Secretariat if there appears to be a discrepancy between the player loading the boat and the one listed on the crew list or gallery.

Since this is a regatta race, which is the basis for the national ranking for PDBF clubs, all persons in the crew list, except the helm, must be listed members of the club or team where they are lined up. For transferees from one club to another, the database of PDBF athletes will be used as primary basis in determining team membership. In case of further question on team membership, a clearance from the originating team may be required. Such clearance must specifically state that the person concerned is cleared of liabilities from the originating team and is eligible to become a member of the club where he is lined up. PDBF Membership Rules will likewise apply.

No gender restriction applies to the Open category for all crew members, which means that female paddlers are allowed to participate in the Open event. In the Women's event, however, male racers cannot participate in the Women's category. This means that all crew members including paddlers, reserve paddlers, drummer and helm must be biologically female in the women's event.

For the Mixed category, no gender restriction is applied with respect to the drummer and helm. For the paddlers in the Mixed events, apart from the minimum number of paddlers (nine pairs for standard and four pairs for small boat), the crew loading the boat must be composed of a minimum of eight (8) paddlers and maximum of ten (10) paddlers for standard boat, and minimum of four (4) paddlers and a maximum of five (5) paddlers of each gender (Open and Women). For clarity, acceptable crew combinations of paddlers in Mixed events are as follows:

STANDARD BOAT MIXED

Paddlers	Drummer & Helm
10 non-female + 10 female paddlers	1 drummer + 1 helm of any gender
10 non-female + 9 female paddlers	1 drummer + 1 helm of any gender
10 non-female + 8 female paddlers	1 drummer + 1 helm of any gender
9 non-female + 10 female paddlers	1 drummer + 1 helm of any gender
8 non-female + 10 female paddlers	1 drummer + 1 helm of any gender
9 non-female + 9 female paddlers	1 drummer + 1 helm of any gender

SMALL BOAT MIXED

5 non-female + 5 female paddlers	1 drummer + 1 helm of any gender
5 non-female + 4 female paddlers	1 drummer + 1 helm of any gender
4 non-female + 5 female paddlers	1 drummer + 1 helm of any gender
4 non-female + 4 female paddlers	1 drummer + 1 helm of any gender



SUMMARY OF AGE & GENDER RESTRICTION
PER DIVISION & RACING CLASS

Division & Racing Class	Age (Min of 12 y.o.)			Gender (Min of 8 paddlers for DB12; Min of 18 paddlers for DB22)		
	Paddler	Drummer	Helm	Paddler	Drummer	Helm
Premier Open DB22	Any	Any	Any	Any	Any	Any
Premier Mixed DB22	Any	Any	Any	8-10/gender	Any	Any
Premier Women DB12	Any	Any	Any	F	F	F
Senior-A Open DB12	40 & up	Any	40 & up	Any	Any	Any
Senior-A Mixed DB12	40 & up	Any	40 & up	4-5/gender	Any	Any
24&U Open DB12	12 to 24	12 to 24	Any	Any	Any	Any

In case of a re-race, the number of paddlers and gender distribution cannot be changed, unless allowed by the chief official who may exercise discretion on the matter.

Congruent with IDBF Competition Regulation 2.2.2. against double rostering and Competition Regulation 4.3. on club crew representation, only those competitors who are members of the club that are entered in the gallery and other race forms will be permitted to race. Double rostering or crossing over of players across different teams shall not be allowed. A participant lined up for Team A in one category cannot be lined up for Team B of another category. Consider Team A and Team B as entirely different teams. No allowance will be made in the program or races delayed just to allow a competitor, including drummer and helm to participate in more than one (1) competition class.

The team manager cannot load/participate/join inside the boat during the race. The main function of a team manager is to manage and supervise the team OFF the boat. The team manager must accompany the crews to the assembly area for roll calls and other administrative matters. The team manager will be responsible for liaising with race officials up to the awarding/closing of the competition. Apart from the racers, only the team manager will be allowed entry into the boat loading area. Reserve players, coach or captain are not allowed to accompany the team members loading the boat. They may, however, assist team members during crew identity check outside of the marshalling tent.

Whether a racer is listed in the crew list as a paddler, drummer or helm, anyone in the crew list may take on any role interchangeably for the entirety of the races as long as said crew member is listed under the team, except when it violates the rule on age racing class or the restriction on gender distribution. This generally means that a racer who paddled in the heats is allowed to be the drummer in repechage, or a helm in semi-finals, and back as a paddler in the grand finals, as the crew may deem appropriate, as long as the crew composition requirement is still complied with. Borrowed helms are not allowed to drum nor paddle for the borrowing team.

For valid reasons as may be determined by the chief official, crew changes may be allowed before the start of the first race of the day. A maximum of four (4) persons per standard boat crew and maximum of two (2) persons for small boat crew may be allowed to be changed. After the first race has begun, no further change in the crew list will be allowed, except when allowed by the chief official. To replace a crew member, report any requested crew change to the secretariat within the period allowed. Team managers are advised to print all final race forms before coming to the race site. The team must be ready to submit its final crew list should there be any technical difficulty with the printing during the race so as not to cause delay.



A steersperson may be allowed to steer for another team as long as it will not cause delay in the races and the steersperson is registered with another team. If not registered in any team, the helm must be approved by the race organizers. A borrowed helm cannot paddle or drum for the borrowing team, whether erroneously listed as a helm in that team or not. Steerspersons are not allowed to paddle, pry, or make any motion to help propel the dragon boat that they are steering during the race. The organizer reserves the right to disallow a steersperson from participating in the race, even if designated by the team, if the organizers believe that the steersperson is not competent to handle the steering and ensure safety of the team. The paddling style is sitting only (fully-seated). Standing, kneeling, squatting of paddlers are also not allowed.

The drummer must always remain seated for the entire duration of the race. For the first 50 meters, drumming is optional. However, after the 50-meter mark, active drumming is required until the team finishes the finish line. Failure to observe this requirement will be given a verbal warning for the first offense, time penalty of three (3) seconds for the second offense, and disqualification from the racing class concerned for the third offense.

MARSHALLING

All crews must assemble at the crew assembly area at least two races prior to their scheduled race.

Crew identity checks will be carried out by race officials in the crew assembly area, with reference to the CREW LIST (primary reference), PDBF ID, and/or CREW GALLERY. Once the crew has been checked, no member of the competing crew will be allowed to leave the marshalling tents, except the drummer and helm who may quickly check the boats and equipment that they will use. Any administrative task that needs to be carried out must be undertaken by the team manager, non-competing crew or support crew. Drummers may borrow a stick from the boat marshall, but must leave their PDBF ID with the chief boat marshall, claimable after the drum stick has been returned.

For the Senior-A Open, Senior-A Mixed, and U24 Open Small Boat events, the officials at the Marshalling area may request to see a government-issued ID where the date of birth is clearly indicated to verify the age of the crew member. For this purpose, by joining this event, it is understood that crews are consenting to the sharing of their personal details contained in official documents such as IDs and birth certificates to the race organizers and that these personal information may be shared with another person when their age is put forth as an issue, thereby waiving confidentiality of personal information as may be contained in pertinent laws. Those not willing to share these information are advised to not enter the competition. This notwithstanding, the organizers and race officials ensure the competitors that no copy of the ID or personal document of the competitor whose age is in question will be given to anyone outside the organizing committee and the race officials, electronically or in print, and will only be shown or exhibited to the concerned party, if necessary. Competitors are not allowed to take pictures of any other competitor's ID or document containing personal information during this process.

Additionally, the race organizers may review the results and crew composition for these categories post-event. Should there be any discrepancies between the age provided by the paddler, and their actual age as verified using competent IDs, documents and other relevant proofs, so much so as to disqualify the racer concerned by reason of age, the organizer reserves the right to recall any and all awards given to the team in question. If the discrepancy is discovered, the offending team will face outright disqualification from the event as a result of intentional dishonesty.

All crews must embark according to the boat marshals' instructions. All crews must use the boat and lane allocated by the organizing committee. None of the crews will be permitted to choose which boat to use and must race in the lane allocated to their boat.



After a crew has embarked, the boat must leave the loading immediately and proceed to the starting area.

All crews proceeding to the starting area must keep clear of the race course and must not interfere with any race that is in progress. When there is an ongoing race, crews approaching the starting line are advised not to paddle and drummers not to drum to avoid confusing the competing crews and the race officials concerned. Boats proceeding to the starting area must keep away from the race course until all the boats that are taking part in the preceding race have passed.

STARTING PROCEDURE

The starter will be stationed outside Lane 0, about 50 meters away from the nearest lane, bearing the same angle as the finish tower. To aid in hearing the calls of the starter, one umpire boat will be stationed outside of Lane 6 where a megaphone will emulate or echo the actual commands of the starter.

All crews must be positioned in the allocated lane at least three (3) minutes before the start of each race. This may be adjusted by the race officials accordingly. Teams are advised not to stay too far away from the starting line.

All crews in the starting area must follow the instructions of the starter. The dragon boats must be positioned in the starting line with the foremost part of the competing boats (which may or may not include the dragon head) aligned.

Boat holders on pontoons will be positioned at the starting line. In case pontoons cannot be installed, ropes for the drummer and helm will be provided so both of them can have something to hold on to during alignment. The drummer may call its crew to assist in complying with the alignment instructions. In case the water becomes too rough for the pontoons to hold, races may be running starts. For the purpose of this regatta, "running starts" is defined as a starting procedure wherein boats have varied starting motion, from dead or zero movement to very slow movement forward, primarily due to water or wind condition, and not due to intentional effort on the part of the paddlers to "jump start" the motion of the boat to gain advantage. Boats may move forward while still being aligned. In this scenario, the starter may start the race when all boats are relatively lined up, or if in the opinion of the starter, they are under the best possible conditions for a fair start.²

In case of running starts, teams are advised to make a slow approach at least 20 meters before the starting line, as may be instructed by the starter and/or umpire. It is easier to align through a slow approach than to paddle back. Once the starter sees that the boats are more or less aligned, he will alert the crews to hold their position by saying "All boats hold/stop." This command may or may not be called and is not considered part of the official starting call. All movement of paddles in the water must stop or paddles must be used to stop the boat's movement. At this point, a white flag will be raised signaling that the race is about to start.

Starter's Commands. When the starter is satisfied that all the boats are correctly aligned, the starter shall alert the crews by saying 'ARE YOU READY.' If the crew is **NOT READY**, the drummer must immediately raise a hand above head height to indicate the situation to the starter. The drummer is forbidden to take such action prior to this instruction, especially in crews under starters orders, when moving to the start line. **Mere discomfort or imperfect racing condition, including being too close to the race buoys, is not a ground to raise a hand and delay the starting procedure.** It must be a condition that would prohibit the crew from starting the race safely such as boat equipment failure, or a medical emergency that would require medical attention on a crew member.

² Lifted from Dragon Boat BC (Canada) 2018 Official Rules and Regulations



When the starter announces the start, the red flag will be lowered and a white flag will be hoisted by the starter and/or umpire. The starting commands are (1) **"ARE YOU READY?,"** (2) **"ATTENTION,"** and then the starting (3) AIR HORN or **"GO"** will be called. Crews may do the "Paddles Up" or "Ready" position between "ARE YOU READY" and "ATTENTION." At this point, paddles may be in or out of the water (wet or dry start). However, no movement of the paddle is allowed between "ATTENTION" and the AIR HORN or "GO." After the AIR HORN or command "GO," the white flag will be lowered quickly which also signals the start of the race. At this point, paddlers must already start paddling. The time interval between "ATTENTION" and the AIR HORN or "GO" will not exceed five (5) seconds.

False Start. If any member of the crew pulls a paddle in the water or starts paddling after the word "ATTENTION" and before the AIR HORN or the command/signal "GO," the crew has committed a false start. The starter shall indicate a false start by raising a RED FLAG again and successively sounding the airhorn. The starter shall immediately recall the crews by shouting **"STOP, STOP, STOP,"** or continuously sound the airhorn. The Course Umpire will also assist in this task. A warning will be given to the crew that committed the first false start.

Any crew that fails to return to the start line immediately after a false start may also be excluded from the race or alternatively awarded five (5) seconds 'Time Penalty' at the Starter's discretion.

Once all the crews have returned to the start following a false start, the Starter will identify the crew/s responsible for the False Start and warn them of the offense. If a second false start is committed by any crew within the same race, the race will not be stopped. However, the crew that commits the second false start will be disqualified from that race outright, except during the finals heat. In case of a false start in the finals heat, the team that committed the second false start will automatically be the last finisher for that specific race.

It is the drummer's task to watch the aligner and the umpire and to instruct the crew to STOP when a false start has been called.

Jumping the Start. When a crew 'jumps the start', which for the purpose of the Rules of Racing, means that a crew has anticipated the starter's command "GO" to the extent that a 'False Start' cannot be called but in the opinion of the Starter a material advantage has been gained by the crew or crews, concerned over the others, the Starter may award 'Time Penalties' from one (1) second to a maximum of three (3) seconds against the crew or crews in question. (Modified R6.13 of the IDBF Rules of Racing, Edition 9 effective Jan 1, 2025)

Damage to boats at the start. While at the start area and before being called forward to the starting line, a crew that indicates to the aligner that it has suffered damage to its boat or equipment, the starter may delay the race for a maximum of five (5) minutes to allow the crew time to remedy/repair the same.

Equipment failure off the start. In the event of a crew experiencing equipment failure, for example a broken drummer's seat or steering oar (but not a paddle), off the start and up to the 50-meter mark, the race will be restarted, provided the crew concerned stops immediately and both the paddlers and the drummer raise their arms fully in the air. In this case, the starter will carry out the same procedures as for a false start. In addition, the course umpire's boat will proceed quickly down the course and stop any crew that may not have heard the recall signal.



The course umpire may interrupt a correctly started race if unforeseen circumstances occur. Examples of these circumstances include adverse conditions in one or more racing lanes resulting in boats being inadvertently swamped, or a collision between two boats caused by the water conditions, that materially affect the whole race. This shall be done in the same manner as for a false start (even if the competing boats are more than 50 meters from the start line). In such circumstances, the Chief Official may order a re-run of the race, even to the extent of timed runs down one lane, if time permits, or if there is no time, account back the previous times recorded during the competition by the crew or crews concerned only and the other crew maintaining their completed times in the affected race. (*Reworded IDBF RR6.16*)

It is the responsibility of the team manager or the captain to explain clearly this starting procedure to their crew members.

RACE CONDUCT

Rule 7 of the IDBF Rules of Racing, Edition 9.0 and IDBF Bye Law 3.4, state that “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 other Competition class.”

To this end, teams are prohibited from intentionally finishing second, third, *etc.* to maneuver the teams’ lane assignment in the succeeding round. Any team that intentionally finishes second to sixth place in a particular race shall be given a time penalty of three (3) seconds or may face disqualification, as may be deemed appropriate by the chief official, upon recommendation of other race officials concerned.

The proper course for each boat is a straight line in the middle of the racing lane, from its starting position to a corresponding point at the finish line. Each boat must race in its designated lane, which is distinguished by lane markers. Crews that leave their racing lane may be awarded a time penalty at the discretion of the chief official.

For each race, umpire boats will follow the racing boats to monitor race conduct. Any boat that fails to remain on its course will be warned by the umpire. Crews that ignore the umpire’s warning, goes out of their lane, or do not finish in their own lane risk disqualification or a time penalty of **one (1) to three (3) seconds**, depending on the situation and as may be determined by the chief official, upon recommendation of the umpire. (*Modified IDBF RR7.1 to 7.3*) For this purpose, a crew that finished in the wrong lane may be disqualified or may be given a time penalty if it impedes another crew, otherwise, if no crew was impeded, the chief official may choose not to impose a time penalty even if the crew finished in the wrong lane.

It is forbidden for a crew to “wake ride” that is, to gain an advantage from the wake or wash of another boat by paddling across the angle of its bow wave and gaining an increase in speed by “riding” the forward face of the wave. The umpire following the boat shall decide if wake riding (wake hanging) has occurred and notify the chief official accordingly, who will decide what action to take.³

In the event of a collision between two (2) or more boats, the umpire must report the circumstances to the chief official who may disqualify the offending boat(s) if the collision was found to be intentional. If the result of the race has been materially affected and the collision is assessed as not intentional, the chief official may order one or more boats to re-race before the next round of the competition. If a re-run is not possible due to time constraints, the chief official, upon recommendation of the umpire, may impose a time

³ Verbatim from IDBF RR 7.5.



penalty of **one (1) to three (3) seconds** to the offending crew (if still able to finish the race) and award a similar time bonus of **one (1) to three (3) seconds** to the affected crew(s). 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 may face disqualification from the whole competition.

Similarly, in case there is no collision but there is swamping of boats with one boat entering the wrong lane, and as a result, another boat in the correct lane had to slow down, a time penalty of **one (1) to three (3) seconds** may be imposed on the offending crew and a time bonus of **one (1) to three (3) seconds** may be awarded on the affected crew, at the discretion of the chief official, upon recommendation of the umpire. If the chief official is convinced that there is clear water and the performance of the affected crew has not been affected, the chief official may opt not to impose time penalty and/or time bonus.⁴

During the race, if any accident affects the progress of the race, the course umpire has the right to stop the race by waving a RED FLAG or continuously sounding the airhorn. The chief official has the right to decide whether or not a restart of the race will be conducted.

Distress signal. If a crew is in distress, for example, a crew member was lost overboard then the drummer or helm shall alert the rescue boats and umpires by waving vigorously, above the head height. The arms shall be placed in the outstretched position (horizontal to the sides of the body) and then raised to the vertical position crossing above the head and returning to the horizontal position, repeated until the rescue boats respond.

If crews have a whistle, any crew member may use the same to call for water rescue. A distress signal given by a crew without just cause will result in action being taken against the crew under the Disciplinary Code.

After each race, all crews must return immediately to the disembarking area and return all equipment to the boat marshals. Fines may be imposed on the offender or a crew that intentionally damages a boat or equipment. The organizing committee reserves the right to require the offenders to pay the cost of the repairs.

If the course umpire discovers that a crew has deliberately swamped or capsized a boat, the organizing committee reserves the right to impose a minimum penalty of twenty thousand pesos (P20,000.00) and disqualify the crew in the race.

Should any crew or member use violence against or threaten any of the race officials or other competitors, the person/crew will be sanctioned according to the gravity of the offense.

FINISHES

The finish line is defined by finish poles placed on the opposite side of the race course. When water conditions will make it difficult to have two poles on the outer ends of Lanes innermost and outermost lanes, respectively, the finish tower may use just one pole and / or another reference point designated by them, taking into consideration the same angle used by both the finish tower and the starter. A boat has finished when the foremost part of the boat crosses the finish line. All crew members must remain in the boat until it has

⁴ For reference, this is a modification of a stricter penalty under Rule 7.2 of the IDBF Rules of Racing which states, "xxx Time Penalty of five (5) seconds may be awarded by a Course Umpire against a crew that leaves its Racing Lane/Line or impedes another crew, **whether or not the action of the crew concerned has materially affected the result of the race.** (A crew that has gone 'offline' due to an involuntary steering error and in correcting the error leaves its Racing Lane, shall not normally be penalised under this Rule unless another crew is impeded and the race result materially affected).



completely crossed the finish line with the same number of crew members when it started the race. Failure to do so will mean that the crew did not finish the race.

The ranking of each race and its respective timing will be determined by the chief judge or finish judge.

Immediately after finishing, each crew must return immediately to the disembarking area to unload. When more than one boat crosses the finish line at the same time and none can be determined the winner by the naked eye, the finding in the photo finish camera shall be used for declaring the winner.

In case of a dead heat in a non-finals race, both teams with the same finish time will advance to the next round, provided there are enough racing lanes in the succeeding round of races. Otherwise, teams in a dead heat may be required to re-race. **If for any reason, a re-race is not possible such as, but not limited to the water and weather conditions not permitting another race, the basis of the winner will be the finish time of the teams in their previous races, particularly in the round of races where all participating crews have successfully competed (Heats or Semis, not Repechage).** If a re-race is offered, and crews decline to do a re-race, their finish time will be the recorded finish time in the preceding race in the same event that had an issue. In case a dead heat happens in a finals race, both teams will be awarded the same rank and no re-race shall be required.

In the very unlikely event that the races are not finished, rankings may be determined on the basis of the time obtained by the participants in the last round completed by all teams, *i.e.* heats or semis (not the repechage).

DISPUTES/PROTEST/DISQUALIFICATIONS AND APPEALS

In the event of a crew wishing to make a protest following a race concerning the conduct of another crew or results of a race, the registered team manager or team captain must lodge the protest with the competition committee through the race secretariat.

Two types of protests will be entertained: (1) protest on race result and (2) protest on race conduct. Protest on race result will be entertained within fifteen (15) minutes from the posting of the results of the disputed race. Protest on conduct will be entertained within fifteen (15) minutes from the end of the race or action being protested. Thereafter, no protest shall be entertained for whatever reason at all.

A protest is lodged formally upon the submission of a fully accomplished protest form available at the race secretariat, and payment of protest fee of two thousand pesos (P2,000.00) per protest. If a protest succeeds, the protest fee will be returned to the protesting team. Otherwise, the amount will be forfeited in favor of the organizer.

The chief official must immediately notify the other party involved in the protest and call a meeting of the competition committee to discuss the protest.

During the process of a protest, only the team manager or team captain of the protesting team will be entertained, and all the members of the crew in question must follow the directions of the race officials. Otherwise, the related crew will be disqualified even if the protest is accepted by the judges.

After reaching its decision, the chief official must inform all parties involved of its decision and the reason for such.



In the event that the parties to a protest are not satisfied with the ruling of the competition committee, any or all of the teams involved in a protest may escalate an APPEAL to the organizing committee with the competition committee who are serving, acting similar to a jury. An appeal will be entertained within twenty (20) minutes from the time the Chief Official issues a decision on the protest. An appeal fee of five thousand pesos (P5,000) shall be paid to entertain an appeal. The organizing committee and competition committee will jointly resolve the appeal within thirty (30) minutes from submission of the appeal in writing (use protest form). After the deliberation, a written resolution of the appeal will be handed over to the parties concerned within ten (10) minutes. Decision on appeal shall be FINAL.

SUPPLEMENTARY RULES

In case any matter is not covered by these Rules of Racing, the IDBF Rules of Racing and Competition Regulations will apply suppletorily. Per Provision A10 of the IDBF Competition Regulations, "In situations not covered by these Competition Regulations xxx, the Race Organiser xxx is empowered to make such decisions and to give such instructions as are necessary to carry out the Race Organiser's responsibilities and effect the Purposes of A8⁵ above. xxx For situations not covered by the Rules of Racing xxx, the Chief Official xxx shall be empowered as above, in respect of the said Rules."

**Patterned after and guided by IDBF Competition Regulations and Rules of Racing*

⁵ IDBF Competition Regulations, Edition 9.0 (Effective January 1, 2025)

A8. Purposes The purposes of these Competition Regulations and Rules of Racing are to:

A8.1 provide a consistent framework for the organisation, regulation and control of Dragon Boat Regattas and other Dragon Boat Competitions;

A8.2 provide a basis on which fair and equal racing can take place in safety;

A8.3 ensure that the IDBF Safety on the Water guidelines for competition are always complied with and given precedence to.