The 1,000m race is optional for all teams with a prize CUP AWARDED to First, Second and Third place in the Open Men's, Women’s and Mixed Premier categories.

Boats will be lined up in order of their numbers. Crews will be directed to their race boats by the Marshals, and Boat Handlers will hold the boats at the beach until the starter calls them forward.

Crews will paddle around the exterior of the racecourse (counter-clockwise) for a distance of 1,000 metres.

1. Boats will start the race two- to three (2-3) metres to the right-hand side of Lane 1 and proceed up the course (to the right of Lane 1) to the flag that marks the turning position near the top of the lane;
2. Boats will turn left at the marker near the top of Lane 1 and paddle outside the two large marker buoys positioned between lanes 1 and 7 of the course;
3. Boats will then make their second, and final, left-hand after the second large buoy and to race towards the beach. Note: after the second large buoy turn, teams may race in inside our outside Lane 7; their only limitation is to leave reasonable clear water between boats (subject to judge’s decision).

It is up to the Team Captain to be advised of this starting procedure and to check if the steersperson understands the turning process. If there are any questions, they should be put to the Chief Official, Mike Tanner, at least one hour in advance of the race start.

More information on the start-time procedure are in section B, below.

A) GENERAL INFORMATION:

- The Racing Course: The Racing Course is circularity, with two straight sections and two turns in one circuit of the Course (see Map). Racing shall take place in an anti-clockwise direction. Crews are not permitted to race on the inside of the buoys marking the left hand edge of the Racing Lane.
- A Crews position in a Line of Racing: Crews must steer a straight course down the Line of Racing during the whole of the race, except when overtaking.
- Distance from turning buoys on over-take: The Steerer/Helm, when not overtaking another boat, is responsible for maintaining a distance of two- to three (2-3) metres from the buoys on the boat’s left (port) side, to allow crews who may be overtaking on the port side to have as much clear water as possible.
- Clear Water rules. Crews taking other Lines of Racing to overtake must observe a ‘clear water’ rule between boats. If a crew does not keep at least 1-metre of clear water between boats, and in so doing, causes any other boat(s) to steer an unreasonably wide course to maintain their Line of Racing or avoid a collision, then a Time Penalty of 5-10 seconds may be awarded by the Chief Official. When a crew that is being overtaken alters its course and makes difficulties for the overtaking boat, the Chief Official may award the same Time Penalties.

B) STARTING PROCEDURES AND FORMATS:

Boats shall be started at intervals, that is, a ‘staggered’ start. The starter shall call each boat forward, and count them down to their start. The first crew should be positioned on the ‘right of the line’ looking up the course and 2-3-metres to the right of the lane marker.

B1. INTERVAL COUNTING PROCEDURE:
- a. All boats will line up as per the Marshals instructions, one following another;
- b. Boats shall paddle to the start line on the Marshal’s instructions and in the order of their boat numbers. Failure to comply with Marshals directions may result in a time penalty, applied at the discretion of the Chief Official;
- c. The Starter will call Boat 1 to the start line. At the starter’s call, the boat will come forward and the starter will count down from 10 seconds (or 15 seconds if conditions are rough); the boat must cross the start line within those 10 seconds;
- d. The starter will call Boat 2 to the start line immediately after Boat Number 1 has crossed the line, and the count down will start again. The starter will count down from 10 (or 15 seconds if conditions are rough) seconds immediately following the previous boat’s start.
- e. This process will be repeated for all the remaining race boats.

B2. CLARIFICATION OF STARTING POSITION & EARLY STARTS:

On the Start command, the first crew shall begin. Crews may cross the start line before the starter completes his countdown, without penalty. A crews’ time will begin when they cross the line.

B3. LATE AT THE START:

Failure to be at the Start Line on time will not prevent the Starter from starting the next crew in the line. If it takes more than the 10-count of the starter to cross the line, the extra time will be added to the crew’s overall time around the course, i.e. time will be taken from the end of the 10-second count. (Exceptions may be considered at the Umpire or Chief Official’s discretion.

Note: The time interval between each crew starting shall be determined by the prevailing water and weather conditions.

D1. OVERTAKING:

Overtaking can be carried out to the left of the boat being overtaken, except when the width of the Racing Lane allows crews to overtake in clear water to the right of the boat (see rule C1 below). A boat is judged to be in the process of overtaking when the Head of the overtaking boat is level with or has passed the Steerer/Helm in the boat being overtaken.

C1. Overtaking on the right (starboard side) is restricted to the first 300 metres (prior to first turn) or last 400 metres (after second turn) of a race.

C2. When approaching a Turn, overtaking is only permitted on the left (portside) of the boat being overtaken. The crew being overtaken must give way and allow ‘clear water’ to the overtaking crew.

C3. A crew overtaking on the right (outside) of another boat must hold their station (maintain course) and keep ‘clear water’, with the boat they are overtaking until the approaching turn has been negotiated, after which time they can complete the overtaking manoeuvre.

C4. A boat about to be overtaken must not alter its Line of Racing once the Head of the overtaking boat is level with or has passed the Steerer/Helm in the boat being overtaken.

C5. When overtaking or being overtaken, Steerers must maintain a minimum of 1-metre of clear water between the paddles of their own boat and other boats in the race.

C6. If, in the opinion of the Chief Official, any racing manoeuvre by an overtaking crew, or a lack of clear water between boats, has endangered the safety of another crew, or materially affected the result of the race, the offending crew shall be disqualified from the race.

C7. A crews race time that has been adversely affected by the actions of another crew, that is, when a course Umpire or Chief Official has confirmed that time has been lost through an obstruction or
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impediment of the crew concerned, a Time Deduction Bonus, of up to 20 seconds, may be awarded.

D2. TURNING:
Steerers are to ensure that Turning Point buoys are kept on the left side of the boat. That is: the boat must pass to the right of all the buoys and not inside any Turning Buoy.

D1. A crew will not be disqualified for touching a Turn Buoy, or for having less than two- to three (2-3) metres of clear water between the boat and the buoy, unless in the opinion of a Course Umpire or Chief Official, a material advantage has been gained or the safety of any crew undertaking the turn, at the same time, has been compromised.

D2. When more than one crew is making a turn, at the same Turning Point, then a crew on the outside line must leave room for a crew on an inside line to follow the line of the turning point buoys in safety. That is: clear water between the paddles in adjacent boats, must be maintained around the turns.

D3. Similarly a crew on an inside line must not make difficulties for a crew holding station on an outside line by, for example, steering wide around the Turning Point. 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(s).

D4. Last 400m. When a crew has completed its final turn and is in the last 400m straight of the race, it may overtake on either side of another boat, provided that clear water is given to any other boat on the Racing Course. The crew has finished the race when the foremost part of the boat (dragon head) crosses the line.

D3. IMPEDING / COLLISIONS:
If during the course of the race a boat impedes or collides with another boat the Chief Official 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 of up to thirty (30) seconds may be awarded to the impeding crew. A Time Bonus may also be awarded to the impeded boat. If a collision occurs between two boats, the Chief Official may choose to allow the boat that is not at fault to race again in a later heat. The boat responsible for the collision will not re-race.

D4. COURSE UMPIRES:
To assist the Chief Official in implementing these rules and other Rules of Racing in general, Course Umpires will be positioned on the Racing Course to afford full observation and supervision of the crews in the race. A boat will be stationed inside each Turning Point to observe the crews negotiating the Turn Buoys.

D5. CREW TIMES, PLACINGS AND THE RACE WINNERS:
As a staggered start is used, the Start Times (based on intervals, not when the boats pass the start line marker) will be compared against the Finish Times recorded for crews. The resulting Time Differential will be used to calculate a crew’s actual Race Time. Any race Time Penalties incurred by a crew will then be added to give a crew its Gross Race Time.

NO PROTESTS WILL BE ALLOWED FOR THIS RACE; ALL DECISIONS OF THE CHIEF OFFICIAL ARE FINAL.
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Race Rules & Procedure

In case of any difference in interpretation between the English and Chinese versions of the Rules, the English version shall take precedence.

1. General

1.1 All races will be governed by the following:
1.1.1 Lamma International Dragon Boat Festival Rules and Regulations.
1.1.2 Lamma International Dragon Boat Festival Notice of Race.
1.1.3 Any amendment issue by Lamma Racing Committee on the race day.
1.2 Any team or crew that fails to observe the Rules and Regulations herein or has received two warnings from the racing committee may be disqualified.
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.
1.4 The Organiser reserves the right to refuse the entry of any crew in the races at its sole discretion.

2. Safety

2.1 Each competitor must be able to swim at least 100 metres wearing light clothing. It is the responsibility of the person entering a crew to make sure that all members of the crew comply with this rule.
2.2 Each competitor is solely responsible for his or her own safety during official practice sessions and during races and no responsibility will be accepted by the Organiser or any other individual or organisation connected directly or indirectly with the races for any death, injury, damage or loss incurred or borne by competitors or members of a crew.
2.3 Personal flotation equipment may be worn by competitors but this does not relieve the competitor and the person entering the crew from complying with Rule 2.1.
2.4 The drummer should be positioned on the drummer’s seat only.

3. The Crew and Crew Composition

3.1 Each boat may carry up to 20 paddlers or not less than 16 paddlers. Each boat must carry one drummer and one steersman.
3.2 There is no limit on the number of reserves, but a full list of team members should be submitted after entry. The team manager must also prepare a full team list (including all spare athletes and team officials) on race day to be submitted to the Race Control Panel if requested.
3.3 A mixed crew shall race with at least eight female paddlers, up to a maximum of 12. No men shall participate in a women’s crew except as a drummer or a steersperson.
3.4 Each crew must have a Team Captain, who must be present in the Crew Assembly Area during the time that the crew is under the control of the Race Officials. The Team Captain will be responsible for liaising with Race Officials.
3.5 Each crew is entirely responsible for its own conduct and for complying with the race rules.
3.6 Every member of each crew must wear a uniform, distinctive singlet or shirt while under the control of Race Officials.
3.7 Persons for whom a Lamma Festival waiver form has not been submitted will not be permitted to race.
3.8 A crew may have a drummer and/or steersman who is/are employee(s) of the company team, or members of the organisation. Each steersman or drummer may race for more than one team but only “of the same organization”. However, prior approval by the organizer is necessary.
3.9 The Judge Panel may, in case of unfavourable weather and sea conditions, announce it mandatory to lower the number of rowers on each boat.

4. Marshalling, Embarking and Proceeding to the Start

4.1 A crew must report to the crew assembly area no less than 20 minutes before the time of its race and be ready to boat no less than ten minutes before the time of its race.
4.2 A crew must follow the directions of the Race Officials from the time it is called to the Crew Assembly Area, until it leaves the Crew Assembly Area after its race.
4.3 A crew must embark the boat in accordance with the instruction of the Crew Marshals.
4.4 A crew is not permitted to choose which boat to use and must use the boat allocated to it by the Organiser.
4.5 Each boat will carry a number indicating the lane in which it is to race. A crew must race in the lane allocated to its boat.
4.6 After a crew has embarked, it must immediately leave the beach and proceed to the starting area.
4.7 A crew proceeding to the starting area must keep clear of the course and must not interfere with any race which is in progress. Boats proceeding to the starting area must keep to the far left to the race course on heading out to the start point.

5. Starting Procedure

5.1 A crew in the starting area must obey the instructions of the Starter, Umpires and Course Umpires.
5.2 A crew must take up its correct position at the starting area in the lane allocated to it. Paddles can be held in or out of the water, at the crew’s choice.
5.3 A numbered buoy will be moored in each lane behind the starting line. The steersman is required to hold the end of the rope from the buoy. The drummer, likewise, is required to hold the rope located at the top of the start line. When the starting signal is given, the steersman and the drummer will release the rope. If there is no rope, boats will line up according to the starter’s directions and proceed on his orders.
5.4 A white flag is raised to signal that the race will begin in 2 minutes. Boats are expected to line up and be ready to go. A red flag will be raised when boats are in alignment. The red flag shows that the start of the race is imminent. The race starter will call “Ready”, then, to start the race, the starter will drop the red flag and sound an air-horn. Teams “go” when the red flag drops. (Note: starter will not call “attention” in addition to “ready” call).
5.5 Special Notes:
   a. Teams will be warned to stay back (not exceed) the start line. Teams will be given two warnings only to stay back from the start line. If they continue to exceed the start line, they will not be warned a third time, but will be disqualified from the race.
   b. Teams that are deemed to have “jumped” the start will have ONE warning. In the event that they “jump the start” a second time, a disqualification will be applied to that team, regardless of whether the second “jump” occurs in the same heat, or in any subsequent race. To reiterate: once a team has been issued its first warning for “jumping”, any second offence of this nature, at any point in the day, will result in disqualification for that race.
In case of any difference in interpretation between the English and Chinese versions of the Rules, the English version shall take precedence.

1. General

1.1 All races will be governed by the following:
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1.1.2 Lamma International Dragon Boat Festival Notice of Race.
1.1.3 Any amendment issue by Lamma Racing Committee on the race day.
1.2 Any team or crew that fails to observe the Rules and Regulations herein or has received two warnings from the racing committee may be disqualified.
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.
1.4 The Organiser reserves the right to refuse the entry of any crew in the races at its sole discretion.

2. Safety

2.1 Each competitor must be able to swim at least 100 metres wearing light clothing. It is the responsibility of the person entering a crew to make sure that all members of the crew comply with this rule.
2.2 Each competitor is solely responsible for his or her own safety during official practice sessions and during races and no responsibility will be accepted by the Organiser or any other individual or organisation connected directly or indirectly with the races for any death, injury, damage or loss incurred or borne by competitors or members of a crew.
2.3 Personal flotation equipment may be worn by competitors but this does not relieve the competitor and the person entering the crew from complying with Rule 2.1.
2.4 The drummer should be positioned on the drummer’s seat only.

3. The Crew and Crew Composition

3.1 Each boat may carry up to 20 paddlers or not less than 16 paddlers. Each boat must carry one drummer and one steersman.
3.2 There is no limit on the number of reserves, but a full list of team members should be submitted after entry. The team manager must also prepare a full team list (including all spare athletes and team officials) on race day to be submitted to the Race Control Panel if requested.
3.3 A mixed crew shall race with at least eight female paddlers, up to a maximum of 12. No men shall participate in a women’s crew except as a drummer or a steersperson.
3.4 Each crew must have a Team Captain, who must be present in the Crew Assembly Area during the time that the crew is under the control of the Race Officials. The Team Captain will be responsible for liaising with Race Officials.
3.5 Each crew is entirely responsible for its own conduct and for complying with the race rules.
3.6 Every member of each crew must wear a uniform, distinctive singlet or shirt while under the control of Race Officials.
3.7 Persons for whom a Lamma Festival waiver form has not been submitted will not be permitted to race.
3.8 A crew may have a drummer and/or steersman who is/are not employee(s) of the company team, or members of the organisation. Each steersman or drummer may race for more than one team but only “of the same organization”. However, prior approval by the organizer is necessary.
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4. Marshalling, Embarking and Proceeding to the Start

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4.2 A crew must follow the directions of the Race Officials from the time it is called to the Crew Assembly Area, until it leaves the Crew Assembly Area after its race.
4.3 A crew must embark the boat in accordance with the instruction of the Crew Marshals.
4.4 A crew is not permitted to choose which boat to use and must use the boat allocated to it by the Organiser.
4.5 Each boat will carry a number indicating the lane in which it is to race. A crew must race in the lane allocated to its boat.
4.6 After a crew has embarked, it must immediately leave the beach and proceed to the starting area.
4.7 A crew proceeding to the starting area must keep clear of the course and must not interfere with any race which is in progress. Boats proceeding to the starting area must keep to the far left to the race course on heading out to the start point.

5. Starting Procedure

5.1 A crew in the starting area must obey the instructions of the Starter, Umpires and Course Umpires.
5.2 A crew must take up its correct position at the starting area in the lane allocated to it. Paddles can be held in or out of the water, at the crew’s choice.
5.3 A numbered buoy will be moored in each lane behind the starting line. The steersman is required to hold the end of the rope from the buoy. The drummer, likewise, is required to hold the rope located at the top of the start line. When the starting signal is given, the steersman and the drummer will release the rope. If there is no rope, boats will line up according to the starter’s directions and proceed on his orders.
5.4 A white flag is raised to signal that the race will begin in 2 minutes. Boats are expected to line up and be ready to go. A red flag will be raised when boats are in alignment. The red flag shows that the start of the race is imminent.
5.5 Special Notes:
   a. Teams will be warned to stay back (not exceed) the start line. Teams will be given two warnings only to stay back from the start line. If they continue to exceed the start line, they will not be warned a third time, but will be disqualified from the race.
   b. Teams that are deemed to have “jumped” the start will have ONE warning. In the event that they “jump the start” a second time, a disqualification will be applied to that team, regardless of whether the second “jump” occurs in the same heat, or in any subsequent race. To reiterate: once a team has been issued its first warning for “jumping”, any second offence of this nature, at any point in the day, will result in disqualification for that race.

6. Race Conduct

6.1 The proper course for each boat is a straight line from its starting position to a corresponding point on the finish line. Each boat must remain in its allocated lane and must not interfere with other boats.
6.2 From the moment the crew line up and get ready for a start until they cross the finish line, the steersman must keep the blade of the steering rudder in the water.
6.3 All paddlers and the drummer shall sit and remain in their designated seats throughout the race and the drummer should hold drumstick(s) in hand and actively drum during the race.
6.4 Boats should not pass outside the buoys marking the edge of the course.
6.5 In the event of a boat failing to keep to its proper course and thereby interfering with the course of another boat which is on its proper course, or in the event of a collision between two or more boats, the
Race Controller may, after consultation with the Umpire, disqualify the offending boat or boats. The rest of the boats will re-row the races, according to the following arrangement:

6.5.1 If the interference happened after the starting signal and before the race is half-finished, all boats will re-row the race. The offending boats may be disqualified from the re-row, depending on the Race Controller and Umpire’s decision.

6.5.2 If the interference happened after the race course is half-completed by at least two boats; and if the boats’ finishing position is affected, only the boats affected by the interference will re-row the race depending on the Race Controller and Umpire’s decision. If, in the opinions of the Race Controller and Umpire, interference does not affect the position of the boats, results will stand.

6.6 When, in the opinion of an Umpire or the Race Controller, a boat has been swamped or capsized deliberately by the crew, the Organiser reserves the right to refuse such crew’s entry in future races and impose a penalty of HK$1,000 on the organisation entering the crew.

6.7 When, in the opinion of the Race Controller, the Umpire or any Crew Marshal, a boat is damaged deliberately by the crew, the Organiser reserves the right to impose a penalty of HK$5,000 on the organisation entering the crew. The Organiser also reserves the right to demand such organisation to pay for the total cost of repair to the damaged boat.

7. Finishes

7.1 The finishing Line is defined by two designated marks at the starboard-end and the port-end finishing line of the race course. Any buoys set between are for defining the race course only and cannot be regarded as the finish line.

7.2 Boats finish the race when the front-most part of the boat passes through the finishing line.

7.3 The finishing order of a race and the time taken by each boat will be determined by the Finishing Judges whose decision shall be final.

7.4 Each boat must immediately stop paddling and slow down after the bow of the boat has crossed the finishing line. If a boat is damaged, or an accident is caused, as a result of any team failing to slow down after crossing the finishing line, the team will be disqualified.

7.5 Each crew must return immediately to the Crew Assembly Area and disembark after the race. Teams must not row their boats onto the beach. Any crew that runs its boat onto the beach may be subject to a $1,000 fine. The Organiser reserves the right to demand any organization to pay for the total cost of repairs should any boat be damaged as a result of running it onto the beach.

7.6 The number of crew in a boat passing the Finish Line must be the same as the number of crew that embarked on the boat in the same race. Any mismatch will mean the team is disqualified.

7.7 A boat that capsizes while racing will be considered as unable to complete the race and will be disqualified. No re-race will be arranged.

8. Protests

8.1 Eligibility of Protest
Protests against finishing results and race equipment will not be accepted.

8.2 Protest Evidence Not Acceptable
Photographic evidence of any form about an alleged breach of a rule given by competitors will not be accepted.

8.3 Lodging a Protest
Any protest shall be lodged by the team captain or team leader with the Race Officer on duty at the Race Control within fifteen (15) minutes of the end of the relevant race. Only the captain of the protesting team may make the protest to race officials. The Race Officer may invite the steersman of the protesting team to discuss the problem, at the Race Officer’s discretion only. No person other than the team captain is allowed to lodge a protest.

8.4 Protest Hearing
If the Race Committee accepts a protest and decides that a hearing is required, it will immediately notify any other party involved and open the protest hearing to discuss the protest. The result will be announced within 30 minutes of the conclusion of the hearing. The protest decision issued by the protest committee will be the final result.

9. Equipment/Accessories

9.1 All boats and paddles used by competitors shall be provided by the Organiser. The allocation of boats and paddles to individual crews shall be at the sole discretion of the Organiser. Paddlers are welcome to use their own paddles as long as they are IDBF approved and bear the IDBF sticker as evidence on the paddle. The Organiser will not be responsible for any failure of equipment during a race and each crew is advised to carefully check the boat and paddles allocated to it before racing.

9.2 No modifications or additions to the boat or the equipment within the boat may be made or carried out by any competitors or crews. In particular:
(a) Any pad or device for the rower to sit on should be of flexible material to the extent that it should be able to be folded over double and should not be thicker than two inches uncompressed.
(b) No equipment for removing water from the boat is permitted except plastic hand-held bailers with which the water is picked up and scooped out of the boat by a crew member. No pumps of any kind are permitted.
(c) No electrical, electronic or radio amplifying equipment of any kind is permitted in the boat.

10 Race Conduct

10.1 Conduct of Crews and Teams
Crews must follow the directions of the Race Officials at all times during the race. All Team Leaders shall monitor the behaviour of their team members to observe this rule.

10.2 Conduct of Crews
Any Dragon Boat Crew or competitor who attempts to win a race by other than honourable means, or who deliberately breaks the Racing Rules, or who disregards the honourable nature of the rules shall face disqualification from the race.

10.3 Abusive Language
A Dragon Boat Crew shall not use abusive language towards any Race Officials. Any proven case may result in a warning or disqualification from a race.

10.4 Race Control Area
Crews and competitors must not enter the Race Control Area without permission.

10.5 Attitude of Race Officials
The Racing Committee will also constantly remind all Race Officials to remain sincere, fair and cooperative towards all Crews and Competitors.

NOTE: The Official Festival Committee reserves the right to amend the Rules at any time if it considers such action to be in the best interests of the competition.
競賽章則及規例

如競賽規章之英文版和中文版之間出現詮釋上的差異，最終將以英文版作準。

1. 一般
1.1 所有賽事將受下列所管轄:
1.1.1 南丫國際龍舟節章則及規例。
1.1.2 南丫國際龍舟節競賽通告。
1.1.3 南丫賽務委員會於比賽當日所頒佈之任何修訂。
1.2 任何隊伍或艇隊未能遵守本文所載之章則及規例，或受到賽務委員會發出兩次警告，可能會被取消參賽資格。
1.3 若艇隊決定退出賽事，或賽事因主辦者所能控制以外的原因而取消，已付交之參賽費用將不獲退還。
1.4 主辦者保留自行取決權利拒絕任何艇隊參賽。

2. 安全
2.1 每位參賽者必須能夠穿著輕裝游泳至少100米距離，為艇隊報名參賽之人士有責任確保船艇中所有船員均符合此規例。
2.2 於正式練習及比賽期間，每位參賽者必須自行負責其個人安全。主辦者、或任何其他直接或間接與賽事相關之個人或組織，將不會就任何由參賽者或艇隊成員所引致或承受之死亡、受傷、損毀或損失負上責任。
2.3 參賽者可以穿著個人浮水裝備，但其本人和代表艇隊報名參賽之人士不能因此而減除遵守規例2.1項。
2.4 擊鼓手只應留在擊鼓手座椅位置。

3. 船隊及船隊之組成
3.1 每艘船艇可載最多20名或不少於16名划槳手，每艘船艇必須載有一名擊鼓手和一名掌舵手。
3.2 後備人數不限，但報名參賽後應呈交一份完整隊員名單。此外，領隊必須於比賽當日帶備一份完整隊員名單（包括所有額外運動員和職員），在賽事管理小組有要求時遞交。
3.3 男子公開組可允許加入女性划槳手，除非是掌舵手和/or擊鼓手，男士不可以加入女子艇隊。混合艇隊於出賽時要有最少8名或最多12名女性划槳手。
3.4 每支艇隊必須有一名隊長，當艇隊正處於賽務職員調控時，隊長必須身處於艇隊集合區。隊長將負責與賽務職員聯絡。
3.5 每支艇隊必須全面地負責其操守及遵從賽事規則。
3.6 則處於賽務職員調控時，每支艇隊的每名船員必須穿上制服、獨特的背心或便衣。
3.7 任何人士未獲提交南丫龍舟節豁免表格將不獲准許出賽。
3.8 公司或機構艇隊可以有非公司僱員或非機構成員出任擊鼓手和/or掌舵手。每位掌舵手或擊鼓手可以為多過一隊出賽，但只可以隸屬於"同一機構"，而且需要事先取得主辦者同意。
3.9 裁判團可以在遇有不良的天氣和海面狀況時，宣佈強制性減少每艘船艇上之劃槳手人數。

4. 集結、登船和前往起步
4.1 艦隊必須於比賽時間前不少於20分鐘到艇隊集合區報到，並於比賽時間前不少於10分鐘準備登上船艇。
4.2 艦隊必須依從艇隊司令員的指示登上船艇。

5. 起步程序
5.1 每艘船艇的正確航道是由其起點位置至終點線上相對位置之間的一個直線，每艘船艇必須遵從其所獲分配之線道上及不可以干擾到其他船艇。
5.2 由艇隊排列準備起步一刻開始，直至越過終點線為止，掌舵手必須保持方向舵的槳面置於水中。
5.3 每條線道於起步線後均設有一個附有編號之浮標，掌舵手需要手握編號浮標上的槳端末端，當越過終點線被發出時，掌舵手就可以將槳端從手中放開。若起步線因特別情況未能設置浮標的話，艇隊必須遵從起始點的指示於起步線後排列等候起步訊號。

6. 比賽操守
6.1 每艘船艇的正確航道是由其起點位置至終點線上相對位置之間的一條直線，每艘船艇必須遵從其所獲分配之線道上及不可以干擾到其他船艇。
6.2 由艇隊排列準備起步一刻開始，直至越過終點線為止，掌舵手必須保持方向舵的槳面置於水中。
6.3 於比賽過程中，所有划槳手和擊鼓手應該留坐在指定的座位上，而擊鼓手應該在比賽時手握鼓棍。
6.4 艦艇不應向外越過用以顯示賽道邊緣的浮標。
6.5 如有艇隊未有保持在其正確航道上，並因而干擾到其他處於正確航道上的船艇，或當有兩艘或以上船艇發生碰撞，賽事監督可在資詢過裁判員後，取消該船艇於比賽資格，餘下艇艇將根據以下安排重賽：
   6.5.1 若干擾發生在起步點後和比賽完成半途前，所有船艇將要重賽。
   6.5.2 若干擾發生在由兩艘船艇已完成比賽半途後，與及艇艇最終名次受到影響時，則視乎賽事監督和裁判員之決定，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及比賽記錄，由受干擾之該船艇於比賽完成後，按其資格及賽事監督、裁判員認為艇隊故意將船艇弄沉或傾覆，主辦者保留權利向代表該艇隊報名參賽之機構罰款港幣1,000元，主辦者同時保留權利要求該機構支付受損毁艇艇之修理費用。

7. 完成賽程
7.1 競賽為賽事於終點線左右兩側之指定記號之線定，任何置於其間之浮標只用作標出賽道，故不可視為終點線。
7.2 當艇艇之最前部份越過終點線，即該艇艇已完成比賽。
7.3 每艘船艇之名次和完成時間將由終點裁判員決定，而其決定亦為最終決定。
7.4 當船首越過終點線後，該船隊必須即時停止划動及減慢，如任何
隊伍因未有在越過終點線後減緩而導致船艇損毀，或造成意外，
該隊伍會被取消比賽資格。
7.5 比賽後各艇隊必須立即返回艇隊集合區及登岸。隊伍一定不可以
將船艇划上沙灘，任何艇隊將船艇划上沙灘將可能被罰港幣
1,000元，主辦者保留權利要求任何機構支付因船艇划上沙灘而
受損毁之修理費用。
7.6 於越過終點線時，艇隊的船員人數必須與同一比賽登上船艇時之
人數相同，任何差異均會令該隊伍被取消比賽資格。
7.7 比賽途中傾覆的船艇將被視作未能完成比賽而被當取消比賽資
格，將不會安排重賽。

8. 抗議
8.1 可抗議事項
對比賽名次及比賽設備之抗議將不被接納。
8.2 不被接受的抗議證據
由參賽者所提供的任何形式照片證據，以作為犯規指控，將不被
接納。
8.3 提出抗議
任何抗議，應在有關比賽完成後15分鐘內，由隊長或領隊向在賽
務控制台當值之賽務主任提出，只有抗議隊伍之隊長可以向賽事
職員提出抗議，賽務主任可以全權自行決定是否邀請抗議隊伍之
掌舵手商討問題。除隊長外，其他人士不准提出抗議。
8.4 抗議研訊
如賽務委員會接受抗議並決定需要研訊，其將會立即通知其他涉
及單位及為抗議展開研訊商討，結果會在研訊後30分鐘內宣佈，
由抗議委員會所公佈之決定將為最終結果。

9. 備設/配件
9.1 參賽者所用的所有船艇和划槳將由主辦者提供，主辦者將全權決
定如何將船艇和划槳分配予個別艇隊，比賽途中，設備有任何失
效，主辦者概不負責，故此忠告各艇隊於比賽前應細心檢查獲分
配之船艇和划槳。
9.2 任何參賽者或艇隊均不可對船艇或艇內設備進行任何改動或加
添，特別是:
(a) 划手所坐的護墊或設施應屬柔韌物料，可以對摺並在未受壓情況
下厚度不多於兩英吋。
(b) 除了可由隊員用作盛水舀到船外之手提膠桶外，不准有器具用於
清除船艇內之積水，亦不准許有任何形式之氣泵。
(c) 船艇上不准有任何形式之電動、電子或無線電放大設備。

10. 比賽操守
10.1 隊伍及艇隊操守
艇隊必須於比賽期間時刻遵從賽務職員之指示，所有隊伍應該監
管其隊員之行為，以遵守此規則。
10.2 艇隊操守
任何艇隊或參賽者企圖以不光采手段贏得比賽，或刻意違反賽事
規例、或蔑視規定的光明正大本質，將要面對被取消比賽資格。
10.3 冒險性言語
艇艇不可向賽務職員使用冒險性言語，事件一經查證屬實，將會
導致被警告或被取消比賽資格。
10.4 賽務控制台區域
未經許可，艇隊及參賽者不可進入賽務控制台區域。
10.5 賽務職員的態度
賽務委員會將經常提醒賽務職員要對所有艇隊及參賽者保持誠
懇、公正和合作。