



## DRAGON BOAT STEERING & SAFETY

Presented by: Boston Dragon Boat Festival  
[www.bostondragonboat.org](http://www.bostondragonboat.org)

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*Modeled after SCDBC's Safety & Steering Manual*  
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## OVERVIEW OF SAFETY PROCEDURES AND RESPONSIBILITIES

The steersperson is in charge of the boat—not the drummer, coach, or captain, unless they are steering. You will hear other people giving commands, but the person who ultimately controls the boat is the **steersperson**.

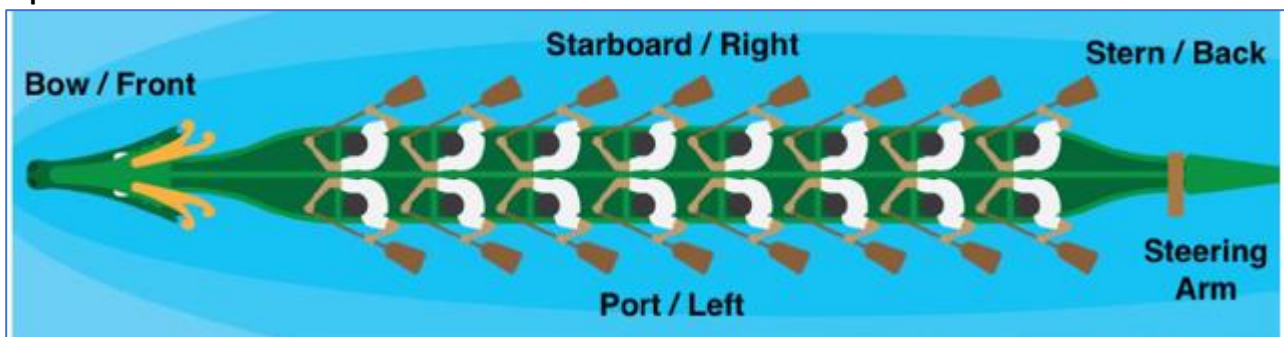
While on the water, the steersperson is not only responsible for steering the boat but also for the safe operation of the dragon boat and safety of everyone on board. This requires knowledge of boating safety and practices of the Charles River. You are responsible for obeying the rules even the ones you are not aware of.

Prior to setting off from the dock, you must be aware of non-swimmers in your boat and assign someone (who knows how to swim) to each non-swimmer in case of capsize. Typically, this person will be his or her bench partner. Steerspersons and captains or coaches need to be notified of any crew member(s) with a serious medical condition as well. Everyone should be properly instructed in loading and unloading procedures while the boat is still docked. All instructions must be obeyed for safety. Someone in your crew should carry a mobile phone in case of emergency, but do not accept incoming calls while out on the water.

## KNOW YOUR BOAT: BUK DRAGON BOATS

- **39.5 feet long (w/o dragon head & tail) | ~600lbs | 20-paddler boats**
- The boat design has two keels running the length of the boat, forming a concave bottom of the hull. They also have a parabolic hull shape, which means they have no straight areas in the center of the boat.
- Design weight for each paddler is 75kg per paddler (~165lbs), so if your paddlers average heavier, then you have an increased chance of swamping.

**Top View:**



## LEARNING TO STEER

A trained steersperson is an essential member of any crew. The steersperson is responsible for crew safety on the water and is important to the success of a winning team. A good helmsman will have knowledge of boat commands, control of the boat, and mastery over wind and water conditions while on the boat. The steersperson has the responsibility to make sure all navigation and safety rules are followed.

With practice, a steerer will develop instinct of boat balance and create an environment of confidence within the boat. Written information regarding steering is helpful, but nothing replaces hours of practice in various conditions.

### LESSON 1: BODY POSITIONING, GOING IN A STRAIGHT LINE

- **Stance:** Feet should be shoulder-width apart for stability. Keep one foot forward, with the other foot planted firmly behind. Knees should be slightly bent and flexible, back straight, hip and shoulders square (except when turning the boat). In order to steer well, you must learn to establish a stable stance so you can withstand front and back as well as side-to-side movements, such as wind and currents. This enables you to utilize the whole steering platform to maximize the range of motion you have with the steering oar. *(Recommendation: It is easier to stand with your right foot forward and left foot behind. This position allows you to reach farther back and rotate your body much easier when you turn.)*

- **Hands & Arms:** Hold the “tee” of the steering oar with the right hand—like a paddle—and place your left hand on the shaft of the oar near your hip. Your right hand should be chest height, but this will depend on the oar and other factors. The blade should be at least halfway submerged in the water. In order to pass the on-water steering exam, you must be able to execute a turn without pulling the blade out of the water.
- **Stand Up:** Many beginner steerspersons tend to crouch because they are nervous about losing balance and falling. **DO NOT SIT** down while steering; you will not have visibility to see ahead of or around your boat. Stand tall and get used to swaying with the boat as it rides the currents. Try to not counter every movement of the boat with a sudden motion of your own. You will not fall if you are stable.

A steersperson should be aware that there may still be a blind spot even though you stand to steer. If your vision is blocked and you cannot see past the drummer, adjust your view and always hold your oar steady, especially when turning to look for traffic behind the boat. Stand as far back in the boat as you can so your oar will reach deeper in the water. It will also keep you from interfering with the paddlers.

- **Balance the Boat:** With paddlers in the “sit up” position, place your forward foot slightly to the left or right as required to balance the weight. Keep your back foot planted and buttressed against the side of the boat. Work with your drummer to establish balance in the boat.
- **Maneuvering:** With the boat not moving, pull the steering oar handle in toward the boat to spin left, push away from the boat to spin right. Be able to spin the boat while visually checking the bow and stern, as well as looking out for traffic and other potential dangers. Use the oar to stop the turning of the boat. Do not shift your weight because it will unbalance the boat.

When the boat starts to move forward, navigate a straight course by using the push/pull method to keep the steering oar blade properly submerged while continuing correct footing and hand positions. Make only small correction left/right to maintain a straight course. ***Use a landmark and the bow to maintain orientation along a straight line.*** Once you get a feel for keeping the boat straight, add speed by asking the crew to bring up the power.

## LESSON 2: TURNING

When you maintain a straight-line course and safely stop the boat, execute a left turn at moderate to slow speed. Left turns are easier since you pull the handle inward toward your body. If you lose balance, you will fall into the boat, rather than into the water. When turning fast, it is important to make wide turns, as it prevents the boat from rocking and is easier on your paddlers. Make sure you stop the turn early to avoid over-steering. After executing a couple of left turns, try right turns.

- To turn **RIGHT**, pull the water toward the boat by **PUSHING** the steering oar *out & away* from your body.
- To turn **LEFT**, push the water away from the boat by **PULLING** the steering oar *in & toward* your body.

### **Advanced handle rotation method of steering:**

Have the top of the oar handle (right hand thumb) pointing in the direction of the turn. Learn to combine the push/pull and rotation method to make turns and corrections. Determine the neutral position of the oar blade with the handle in various positions. You should develop a feel for the boat’s heading and the input and feedback of the oar to maintain a desired course.

**Key Points:** For a counter-clockwise spin, the steering oar blade starts close the stern of the boat and sweeps out away from the boat. For a clockwise spin, the steering oar blade starts away from the boat and should pull water toward the boat. For this maneuver, the oar needs to be pushed down through the oar lock; otherwise the handle may hit the last paddler on the left side. The deeper the steering oar is in the water, the more resistance there will be on the blade.

To make sharp turns, have your paddlers stop paddling. This is when you have to work: for a left turn, the steering oar blade starts close to the stern of the boat and sweeps out away from the boat with the handle of the steering oar pulling toward you; for a right turn, the steering oar blade starts away from the boat and pushes water toward the boat with the handle of the steering oar pushing away from you. You may also

have your paddlers help by having them “chum” or draw water, or by making one side paddle forward while the other side paddles backward.

### **LESSON 3: STEERING BACKWARD**

From a complete stop, check clearance and point the stern of the boat in the direction desired. Call for light back paddling and keep low speed, while making small corrections. Keep the oar blade either entirely out of the water or partially submerged. A fully submerged blade runs the risk of catching water and breaking the oar or oar lock and sending the steersperson overboard. Have a secure grip on the oar and keep stable footing. Stop the boat if you lose control! If backing into a dock, be aware of the oar blade hitting the dock. Stop the boat before it collides with the dock or other objects. Keep your boat focused and at attention when steering backwards.

It is safest to fully check the momentum of the boat a short distance from any landing (we recommend 1-2 boat lengths away). Call for minimum strokes to approach the dock and safely land the boat. Have one side of your boat catch the dock on approach and keep holding as long as your boat is not tied down.

Remember that your paddlers sit in front of you, so be sure not to turn your head backwards when issuing commands, or else they will not be able to hear you clearly.

### **LESSON 4: FINE TUNING**

Learn to point the bow of the boat into the wind or water current to maintain the boat’s position. It is safer to meet a current head-on or be pushed by it from the stern, than to turn the boat so that the side is exposed to it. Use flags, trees, other boats, and the water surface to help you determine the wind direction. Allow for drift when positioning a boat for a race. Point the bow perpendicular to wakes & waves to reduce impact.

Make left and right turns at regular speed, including sharp and gradual turns. Remember that wind and boat wake can cause a steersperson to feel uneasy. The best way to handle oncoming boat wake is to turn the front of the boat into the wake, so that the front end hits the wake first and the boat moves up and down, rather than side to side. Facing sideways to a series of waves should be avoided as much as possible, as it can potentially capsize the boat.

### **LESSON 5: COMMANDING THE BOAT**

**SAFETY IS YOUR FIRST PRIORITY.** As steersperson, your command supersedes all other commands in the boat. Avoid performing other tasks (such as coaching) while steering. You may offer encouragement but keep your primary focus on steering.

- Scan the water in all directions for traffic and other obstacles. Always know what is around your boat. Be aware of regular traffic patterns:
  1. Rowers like to be close to shore to have a reference since they face backwards while rowing.
  2. During a rowing competition, officials/coaches will give warnings that a race is underway. You must clear their race lanes immediately.
  3. Swimmers are hardest to see and are usually close to a dock.
  4. Sailboats, crew shell, motor boats all have right of way, and it can be hard to predict their motion, so give them ample room to maneuver.
  5. Generally, kayakers and SUPs are unfamiliar with their surroundings and the water safety rules. It is best to give them plenty of room and provide verbal warning of your intentions.

#### **Give verbal warnings and hand signals to other boats when necessary and always BE POLITE.**

- When approaching boats head-on, if it is not clear which direction they are moving, point the bow in the direction you want to go to signal your heading.
- Use consistent commands and phrases so your team is familiar with them and can react quickly.
- Do not be afraid to interrupt the captain/coach/drummer if you need to immediately move or reposition the boat. Do not wait too long to give a command; paddlers may not be ready and may delay executing the command if they are taking a break or drinking water.
- If time permits, give a short explanation of your intention to the boat. For example: “We are drifting toward the shoreline...” or, “Let’s move away from the dock...,” followed by your command.
- Project your voice forward *with authority* so that the front of the boat can hear you. Remember, if you give a command while your head is turned away, paddlers will have a hard time hearing you.

Teams across the world use different terminology for the same set of dragon boat commands. To facilitate training and promote boat safety, here are a set of common commands used in dragon boats in Boston:

1. **"Grab the dock"** – instructs the paddlers to grab the dock so that the boat may be tied/untied to the dock cleats by the Drummer and Steersperson
2. **"Push off"** – instructs paddlers to push away against the dock with their outside hand to provide adequate clearance between the dock and boat
3. **"Bumpers in/out"** – asks a select set of paddlers to take the rubber bumpers between the boat and docks inside/outside of the boat. Bumpers are inside when the boat is in motion and outside when docking
4. **"Sit up"** – instructs paddlers to get ready for commands
5. **"Sit Ready"** – instructs paddlers to set their paddles in the forward position
6. **"Ready...Go"** – start paddling!
7. **"Power 10"** – a set of very powerful strokes designed to generate short bursts of speed
8. **"Way enough"** – instructs paddlers to remove paddles from the water and let the boat drift
9. **"Hold Water"** or **"Check it"** – instructs paddlers to place paddles vertically in the water to abruptly stop the boat
10. **"Feather the boat"** or **"Brace the boat"** – instructs paddlers to lay paddles far out and flat blade in the water to help stabilize the boat during large wakes or significant weight transfers in the boat (during un/loading)

#### LEAVING SHORE

- Evaluate the weather. Cancel practice if there is inclement weather (heavy rain, strong winds, thunderstorms, lightning, etc.).
- Steerers and captains/coaches should marshal their teams on the dock, make sure all members are checked in with Dock Staff, and you are assigned a boat for practice.
- Check the condition of the boat (benches, gunwales, drummer seat), steering oar, oar lock; do not use faulty or unsafe equipment. Directly report any damage or broken equipment to Dock Staff.
- When standing in the back of the boat to steer, make sure the area is clear of debris and the floor is not slippery.
- Verify that everyone on board is properly wearing an approved PFD (personal flotation device).
- Identify non-swimmers, people with significant medical conditions, and novice paddlers. If possible, do not seat non-swimmers or those with medical conditions next to each other.
- When loading the boat, make sure the boat is secured to the dock with safety lines or hold the safety lines with the caller until all members are seated.
- Be sure the boat is loaded properly (max persons not exceeded, weight distributed, hips tight to the gunwale for side-to-side balance) before leaving the dock.
- Brief the crew on safe behavior and what to do in the event of capsize.
- The steersperson should take command of the boat. DO NOT back out of the dock until you determine it is safe, then signal the caller to take command.

#### RETURNING TO SHORE

- Be prompt; other teams may be waiting for your boat. If you start your practice late for whatever reason, you still need to return the boat ON TIME.
- Do not cut across heavy traffic to return to shore. Follow proper rules of river traffic.
- Check your boat at least 1-2 boat lengths from the dock. This serves two purposes: to allow space for departing boat to maneuver and avoid collision; and to avoid damaging the boat caused by running them into the dock.

- Exit the boat and secure it to the dock with safety lines. Pull in the steering oar to secure it, and make sure boat bumpers/buoys are outside the boat to prevent the boat from scraping against the dock.
- Safely unload the boat one row at a time, with the side sitting closest to the dock disembarking first. Ask your team to exit the loading dock onto the main dock once they disembark the boat; do not loiter on the loading dock.
- Follow Boston Dragon Boat Festival procedures for cleaning the equipment and the boat. Do not leave equipment inside the boat, remove all trash from the boat, remove PFDs and return them properly BUCKLED to the rack/pile where you acquired them. Have your coach/captain confirm with a member of Dock Staff that you have returned your boat.

### **STEERING IN RACES**

- Be familiar with local race rules and regulations.
- Know the course and wind/water conditions before going out to race.
- Check the condition of the boat and equipment when loading the boat.
- Get to the start line quickly and listen to the race official or staff directions.
- Know what lane you are in and where that lane is located. Identify the lane buoy (number, placement, color, etc.) as early as possible. If you do not know, speak up and confirm with others.
- If another boat is in your lane at the start line, signal the Starter and position your boat a safe distance away from the other boat and wait for them to clear.
- Once you are in the start line position hold your boat stationary and compensate for wind/current drift.
- If your boat is not ready for the race start, signal the Starter and ask your drummer to do the same by raising a hand. Quickly and correctly reposition your boat in your lane, away from any obstruction.
  - Note: The Starter may not wait for you, regardless of whose fault it is that your boat is not ready.
- Call a “hold for drift” if side currents are rocking your boat and/or pushing it to one side of the race lane. During this command, paddle blades should all be fully submerged parallel to the side of the boat.
- If you need to make adjustments, backing up the boat a few strokes usually is enough space to reposition your boat. Do your best to be prompt and not hold up the race.
- Once the race has started, steer the boat in the straightest course within your designated lane to the finish line. Aim for a stationary object past the finish line, not the buoys as a target. Lane crossing during a race is a violation. Your team may be penalized or disqualified if you cross into another team’s lane.
- If you cross lanes or if another boat crosses into your lane, do your best to stay away from other boats. Do not challenge them, especially if they look like they’ve lost control. If you cannot maintain a safe distance away from the other boat(s) (~5 meters), call a check. It is better to keep everyone safe than to risk a collision or capsiz. You can contest the lane violation later.
- Call a CHECK as soon as you lose control of your boat (not just after you are sure you cannot regain control or are going to endanger your boat or other boats). Safety is always your priority, even during competition.
- After crossing the finish line, stop within your lane until all boats finish racing. If you turn right after the race you may be in the way of unfinished racers. Return to shore after all racers finish or if told by staff/officials. Return to shore as quickly as possible.
  - NOTE: Boats departing from dock have priority over boats returning to dock.
- Park the boat as Staff instructs you to, generally in numerical order or where you originally departed.
- If you employ a qualified steersperson from another team, you must alert Dock Staff of the change. Your team assumes responsibility for the actions of your new steersperson. For example, in the event of a lane violation during a race, you may not protest using the reason that your steersperson is not a member of your team roster, or that he or she was provided to you by Dock Staff.

### **STEERING TIPS**

- To balance the boat, instruct paddlers to sit with their outside hip to the gunwales and have them get in the “ready” position. Weight affects the boat more in the middle, so swap heavy paddlers for lighter ones if necessary. An unbalanced boat is an unsafe boat.

- When overtaking another vessel, FIRST make sure there is safe open water to pass. You may then alert the other boat before safely taking the widest clearance to pass. When being overtaken by another boat, hold your course and speed.
- In high side winds, move heavier paddlers to the back to help reduce crabbing sideways.
- Flip-flops or slipper type shoes with no back-heel strap are NOT ALLOWED because they are easy to slip in. You may wear water sandals with full foot straps, water shoes, sneakers, or go barefoot.
- You do not have the right to stop at private docks. The MIT Boathouse dock and public docks are accessible to dragon boats to make row changes and adjustments. Do not dock at another boathouse's dock unless it is an absolute emergency.
- Bring your paddle in case the steering oar or oar lock brakes, but do not tuck it in the back of your PFD as you may catch any overhanging structure or object and fall off the boat. Also, if the boat capsizes, the paddle can become an obstruction and prevent your PFD from working properly.
- Charles River traffic rules dictate that you may not race in the middle of the river, across the width of the river, or on the wrong side of the river against the flow of traffic. Stick only to your correct side of the river during a race piece. Additionally, you may only race in the vicinity of the MIT Boathouse going AWAY from the boathouse. You are not permitted to race on the left side of the river coming TOWARD the boathouse.
- Bridges: Don't stop or linger near bridges and always be cautious of oncoming traffic.
- Crossing the River: Choose an area that has an unobstructed view in both directions; wait for both directions to be clear; cross straight (about) perpendicular to the opposite shore – do not cross diagonal.
- Lightning: Go back to the docks as fast as possible and find shelter. If you are far, try to dock and secure boat safely on shore and find shelter until conditions improve.

#### STEERERS CHECKLIST

BOAT MANUEVERING	
	Maintain a straight course at full racing speed with a full crew of 18-20 paddlers plus the drummer
	Maintain a straight boat without the use of paddlers (at standstill or drift)
	Execute an emergency stop (from racing speed to a full stop)
	Steer a figure 8 at constant speed with a full crew - <i>with steering oar submerged in the water</i> <i>This tests a steerers ability to <b>U-turn left/right, turn left/right and re-adjusting back into a straight line</b></i>
	Execute sideways maneuvers without moving forward ( <i>paddlers drawing left/right</i> )
	Turn the boat a full 360° in both directions at standstill without the use of paddlers
	Propel the boat in reverse for 50 meters with the use of paddlers
	Be able to back into a dock, maneuver to, and hold at a start line
	Approach a dock at $\leq 90^\circ$ angle and park the boat
	<b>Execute safe approaches to the dock in both calm and windy/choppy conditions</b>
MANAGING THE CREW	
	Manage the loading and unloading of the boat
	<b>Making sure EVERYONE has their life jackets and buckled safely</b>
	Balance the boat at all times while out in the water or loading and unloading
	Secure the boat and ensure all gear is put away correctly
	Identify non-swimmers in your boat and assign someone (who knows how to swim) to each non-swimmer in case of capsize

#### BOAT CAPSIZE PROCEDURES

Boat capsizes are a very unlikely scenario, but if it does happen, and we want you to be prepared regarding what to do for everyone's safety. Remember to always stay calm and conserve energy.

- After boarding the boat, count everyone off and make sure they know their numbers as well as know the number of their bench partner (Left or right person of them).
- If the boat flips, expect a shock of cold water, relax and don't panic
- Figure out which direction is up and get your head above water first

- Forget about your belongings
- There are a lot of straps on your life jacket, be sure none are tangled with the boat since these boats can sink in as short as two minutes or as long as 20 minutes
- If the boat is inverted, do **not** keep your head in that trapped airspace under the boat. Swim outside and next to the boat or the it will pull your head under as it sinks. Stay near the boat but free from it.
- Check on your bench partner & help them and/or call for additional assistance to help keep their head above water
- Do not swim to shore – stay near the boat so you may be counted!
- Once everyone is out of immediate danger with their heads above water and beside the boat, the Drummer or Steerer will count of every team member to make sure everyone is accounted for.
- You may be able to swim to shore if nearby or wait for a rescue boat if instructed. Be aware that rescue boats will attend to the injured first, so be prepared to be in the water for some time.

### **IN THE ABSENCE OF A SAFETY BOAT**

- Do not worry about equipment and personal items floating away, unless it is a bailer, which should always be on board. Anything else can be gathered later.
- Pull the steering oar fully toward the stern so that the handle is at the oar lock and out of the way.
- The boat will roll over quickly, so be careful and keep clear.
- Have 3-4 strong members on either end help push the gunwales up into the air. Paddlers can be on the other side to help roll the boat right side up.
- You can roll the boat over either way. Tip: If you roll it over with the steering arm going under the boat, you can step on the arm to get a little more leverage during turning.
- Once the boat is the right way up, help 2-3 lighter paddlers into the boat and have them start bailing.
- While the boat is being bailed, the captain or steersperson should assign others to gather the loose equipment (putting them back in the boat) and move weaker swimmers to the bow and stern.
- Have paddlers climb in one at a time, making sure those already in the boat balance the boat or you may capsize again! Help those climbing in by grasping each other by the forearms (not by the hands).
- Do not bail too much of the water before allowing more paddlers to climb back in. If the boat is too empty, it will be difficult to climb into.
- Once in the boat, do another head count and check again if anyone is injured. Do a quick equipment check before paddling back to shore/safety.
- If you are unable to turn the boat over, you may try to swim the boat ashore (this will be difficult). Line up paddlers next to the boat and have them hold onto the gunwales while pulling the boat to the nearest and safest shore. If there is not enough room for everyone to remain as one group, divide into two groups. The steersperson should always stay with the boat and the captain/drummer stay with the remaining swimmers. Count off again when reaching shore.
- If you are unable to right the boat and are too far away from shore, signal for help. Whistles carry much farther than shouting, so consider carrying one on your boat. If no one is near, use a cell phone (which you and/or someone else should bring in a waterproof case) to call the Boston Dragon Boat Festival Dock Staff or Coast Guard Station Boston.

[Boston Festival Race Director: \(646\) 578-9484](tel:6465789484)

[US Coast Guard Station Boston: \(617\) 223-3123](tel:6172233123)

*You must first notify Festival staff to get approval if you want to run a capsize drill during practice.*



## STEERING CERTIFICATION FOR PRACTICE

Only members who have passed the online test may steer or be trained in practice.

All boats **must** have on board a steersperson who has demonstrated knowledge of the rules of the river by passing the written test. *It is recommended to have at least two people on the boat with this knowledge, preferably the drummer, captain or coach in addition to the steer for safety pre-cautions.*

### Requirements:

- Take and pass the online test “**Boston Dragon Boat Festival-Steering Certification**”.  
\* *You have 3 chances to pass the online test before the start of your first practice.* \*
- Request a Steers coach if you are new and/or require additional coaching.
- Coach will give approval for you to have limited supervision in practice depending on skill level.
  1. Ability to leave and return to dock safely.
  2. Ability to maintain a straight line with paddlers.
  3. Ability to stop the boat at any moment and maintain control.
  4. Ability to maneuver the boat left/right and to turn.
  5. Ability to command the crew efficiently.

## STEERING CERTIFICATION FOR RACE TOURNAMENT

Tournament certification qualifies you to steer in the annual Boston Dragon Boat Festival.

You will receive a wristband that weekend certifying that you are a tournament certified steersperson.

### Requirements:

- Fulfill above “**STEERING CERTIFICATION FOR PRACTICE**” requirements
- Take and pass the On-water steering test: [Please see Test on last page “**On-Water Test Requirements**”]  
\* *You have 2 chances to pass the On-Water Steer test before race weekend.* \*
  - Tournament tests are held during regular scheduled practices.  
Your captain/coach/steer should request a test date and time by submitting a few availabilities to Dock Staff or by emailing [race@bostondragonboat.org](mailto:race@bostondragonboat.org)
  - Your team must have a minimum of 16 paddlers, a drummer and Examiner in the boat to test.
- \*\*\* Running the boat into the dock during examination will result in an automatic Fail. If you do not pass, you will be disqualified from steering in the Boston Festival. Please see last page of document for On-Water testing requirements.

## RETURNING STEERS

If you are returning and am comfortable steering but unsure of your certification status, please inquire with a staff member or at [race@bostondragonboat.org](mailto:race@bostondragonboat.org).

- Depending on experience, you may already be permanently certified.
- If you are relatively new you may be required to take the ON-WATER STEERS TEST.

## VISITING STEERS

Visiting team steers must be able to safely steer for the race weekend for their crew. If they do not have a qualified steer, please notify the Festival as soon as possible at [race@bostondragonboat.org](mailto:race@bostondragonboat.org).

## ADDITIONAL STEERS INFORMATION

The Festival will, to the best of its ability, provide drummers and steers for a team, however, there may be limited staff. It is ultimately the team’s responsibility to have a certified steerer (and a drummer). Your team may borrow from other teams (please be aware and respectful of their race times). If the team cannot fill these positions the team may be disqualified for the heat.

## INFRACTIONS & PENALTIES

The steersperson is responsible for following all safety navigation and rules, including ones you may not know. Accidents are understandable, however, a certification can be suspended or revoked if there are severe violations or negligence. We want to make sure your team and the teams around you are in a safe

environment. If you are involved in an accident of any kind, report it to the staff and administrators as soon as possible. You can also email details at [race@bostondragonboat.org](mailto:race@bostondragonboat.org).

**INFRACTIONS** in order of severity: (1. being most severe)

1. **Personal injury:** To paddlers, spectators, boaters, etc.
2. **Damage to public/private property:** City bridges, MIT Boathouse, public/private docks, boats, etc.
3. **Damage to Boston Dragon Boat Festival property:** Dragon boats, steering or paddling equipment.
4. **Safety infraction:** Paddling on wrong side of the river, crossing diagonally across the river, racing in a prohibited area, incorrectly/not wearing PFD (either self or paddlers), etc.
5. **Non-safety infraction:** Steering without having passed required tests, not wearing tournament steering wristband, disobeying safety directions by race officials or Dock Staff, etc.

**PENALTIES** in order of severity: (1. being most severe)

1. Temporary suspension of team practice
2. Permanent ban of steering privileges
3. De-certification or temporary suspension of steering privileges
4. A fine with written or public warning; each collision will be assessed \$100 penalty + cost of damage
5. A verbal warning

**General River Rules**

- Keep to the right side (1/3) of the river—especially on turns
- Overtake on the left (port)
- Turn quickly, only where visible
- Move to shore to stop or drill

For full details, see the Chalm Ledger, Treble Peters and SAM, Rules

**Anderson**

4v 4v 4-

Unbearable if nested use coda arch to avoid Id BU house traffic

**Weeks Footbridge**

0011/11.70+ITE  
S. your turn BEFORE you @North@ bridge

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**Western Avenue**

**River Street**

Powerhouse MM.:  
L. center arch only A with cm;  
NOTE: Corner arch is upstream ONLY between Sam-1 pm from Labor D. through Jan 1st

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**BU Bridge**

**Harvard (Mass Ave.)**

BOSTON CAMBRIDGE

4 4 4. 4, 4, 4, 4 0 0 ; 4.3;

Union Lane 8 downstream arches total (4 on each side of the JWed platform) Radno Lanes White arch: Lanes 3-4

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**Longfellow**

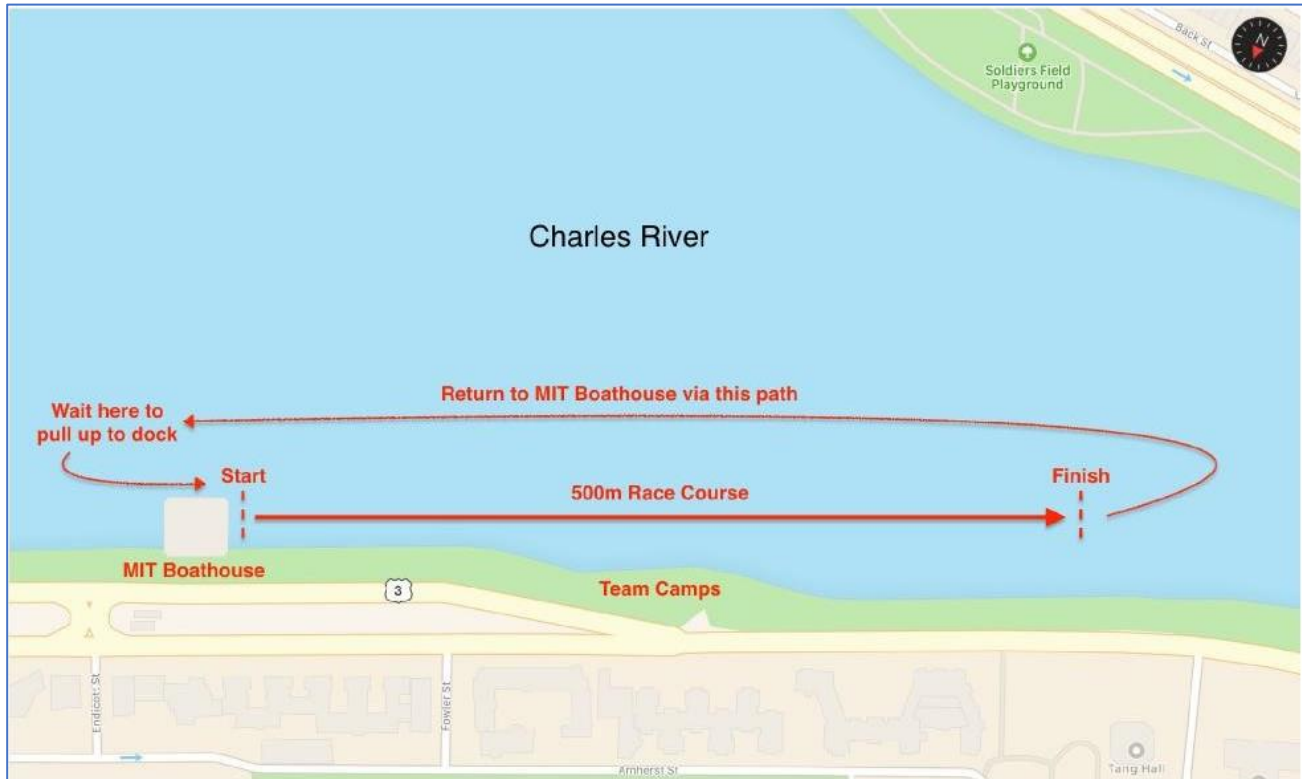
Do not use center arch

t4 4

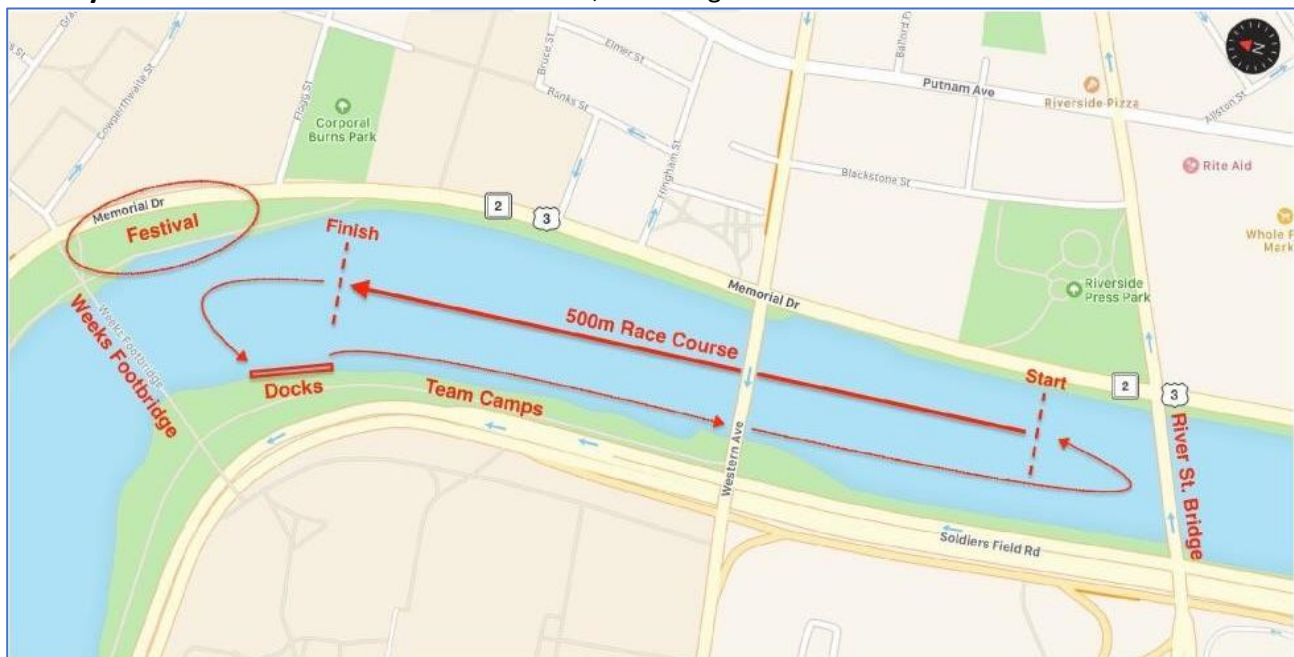
Caution: crews on upstream Me of triage

## RACE MAP

### Saturday Time Trial Course: 409 Memorial Drive, Cambridge MA 02139



### Sunday Time Trial Course: 953 Memorial Drive, Cambridge MA 02138



Be safe, have fun, and happy dragon boating! If you have any questions, always feel free to reach out to any staff members or email us at [race@bostondragonboat.org](mailto:race@bostondragonboat.org).

Hope to see you soon! – Your Friendly Boston Dragon Boat Festival Dock Staff ☺



# Boston Dragon Boat Festival

[www.bostondragonboat.org](http://www.bostondragonboat.org)

## On-Water Test Requirements

<b>TEAM NAME</b>			
<b>STEERSPERSON</b>			
<b>EMAIL</b>		<b>PHONE</b>	
<b>EXAMINER</b>			

You are required to pass the written test prior to taking the On-water test. [\[Written Test Link\]](#)  
 You will have 2 chances to Pass the On-Water Test, please schedule exams prior with the festival or staff.

1. Take off from a dock safely and get to clear water about one boat length in front of the white Start Line. <input type="checkbox"/> PASS <input type="checkbox"/> FAIL
2. Back up the boat back into docking position <input type="checkbox"/> PASS <input type="checkbox"/> FAIL
3. Approach the Start Line and then: a. Steerer will hold the boat 10 seconds in a straight line to the "race course" <input type="checkbox"/> PASS <input type="checkbox"/> FAIL
4. Steer about a 200-meter mock race with: a. Start of the boat at a slight angle b. A full start piece c. Once the Examiner calls finish the team will weigh enough, then d. Examiner will call STOP! Team will need to do an immediate emergency stop. <input type="checkbox"/> PASS <input type="checkbox"/> FAIL
5. From stopped point, maneuver an 'S' shape at constant speed back to the dock. Examiner will stop you at the end of the final turn. <input type="checkbox"/> PASS <input type="checkbox"/> FAIL
6. Approach a dock designated by Examiner at a $\leq 90^\circ$ angle and park the boat safely <input type="checkbox"/> PASS <input type="checkbox"/> FAIL

