

# MiraBay Dragon Boat Club



Team Handbook

2017



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## 1/ MISSION AND VISION

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### **Vision**

The Vision of the MiraBay Dragon Boat Club is to be a premier community Dragon Boat Racing Team and to promote community Teamwork through active and healthy life styles.

### **Mission**

- Foster the continuing development of the sport of dragon boat racing
- Bring neighbors together in MiraBay through the focus of a common goal
- Promote a healthy lifestyle through physical training and positive mental attitudes
- Promote a sporting environment that is ethical, fair, drug-free, free of discrimination and harassment and that encourages participation by persons of all ages, genders, and abilities



## **2/ DRAGON BOAT RACING OVERVIEW**

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### **Where did Dragon boat racing start?**

Dragon boat racing originated in Southern China over 2000 years ago. Interest in the sport started gathering in the western world during the 1970s. It is both a recreational and a highly competitive sport that is enjoyed by people of all ages spanning 50+ countries and territories worldwide.

Dragon boat racing is increasingly popular as a component in corporate team building retreats and charitable fundraising events—particularly for promoting breast cancer awareness.

### **Is it a competitive water sport?**

Today, Dragon Boat Racing is one of the fastest-growing team oriented water sports in the world. The World Championships of Dragon boat Racing has been held annually in Hong Kong since 1976.

In 1991, the International Dragon boat Federation (IDBF) was formed in response to the explosive growth of the sport. Based in Hong Kong, the IDBF boasts over 100 member organizations in more than 40 countries. Since 1995, World Championship events have been awarded to Canada, China, New Zealand, England, Australia, and the United States. In a short period of time, North America emerged as an international Dragon Boat racing powerhouse, shaking the foundations of a sport that historically was dominated by Asian countries.

### **What comprises a racing team?**

Dragon boat races are typically 500 meters, but occasionally they are 250m, 1000m, 2000m, and marathon races. A mixed team consists of at least 8-female and up to 12-male members. A steersperson stands in back to guide the boat and issue commands. During races, there is a ceremonial drummer, which brings the total number to 22 people on the racing team.

### **Who typically participates?**

What's most exciting is the growth of the sport at the grassroots level. Dragon boat Racing is great fun for anyone, young and old. Participants of any fitness level can quickly adapt to and develop a passion for this sport. Although most international crews are either all male or female, national and regional events attract primarily mixed teams from corporations, public service groups, and clubs sponsored by small businesses, high schools, and communities.

### **How can I get involved?**

The MiraBay Dragon Boat Club accepts new members year round. Anyone interested in trying out dragon boat paddling only needs to show up for a practice.

For more information, please send email to: [inquiries@mbdbc.org](mailto:inquiries@mbdbc.org).



### 3/ MIRABAY DRAGON BOAT MEMBERSHIP INFORMATION

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#### Ages

Membership in the MiraBay Dragon Boat Club is open to anyone ages 12 and up—no experience is required. MiraBay Dragon Boat Club will not be responsible for any minors before or after practice and all minor must sign club waivers in conjunction with their parents/legal guardians.

#### Racing and Practice Season

The race season typically runs between March through November. Practice take place January through December based on team interest. The Club practices in the MiraBay' lagoon and race competitively in the Dragon Boat circuit in the central Florida area.

#### Annual Dues

Dues are necessary to pay for the boat, insurance, and other corporate expenses. The dues are as follows: (*NOTE: The first few practices are free*)

Age	Dues per Calendar Year
18 and up	\$150 single membership \$100 for each additional family member
12 – 17	\$100 single membership

Annual dues are prorated for \$20/month for new members joining the latter half of the year.

#### Seasonal Memberships

For paddlers only able to paddle with the MiraBay Dragon Boat Club on a seasonal basis the following season dues schedule is provided:

	Seasonal	Monthly
First Adult Member of Household	\$75	\$25
Each Additional Household Member / 17 and Under	\$50	\$20

For the purpose of Seasonal Memberships are available for the following dates:

Jan 1 – 30 Apr  
May 1 – Aug 31  
Aug 15 – Dec 20

If a member converts from a Seasonal Member to an Annual Member during the calendar year, any funds paid towards that year's seasonal or monthly dues are credited towards the Annual Dues.



## **Race Fees**

Each member participating in a competitive race is responsible to pay for their seat in the race. Race fees vary and can be as low as \$10 per person and as high as \$80 per person. The fee for each race will be divided equally by those participating in the race.

## **Club Success**

To help the MiraBay Dragon Boat Club function successfully:

### **All Members MUST:**

- Pay annual dues
- Sign and adhere to the [Code of Conduct](#)
- Sign the Waiver and Release of Liability
- Wear a US Coast Guard approved personal floatation device (PFD) while on the team dragon boat, or when participating in any event as a MiraBay Dragon Boat Club member
- Alert coaches to any medical conditions which relate to your ability to paddle or safety
- Follow the directions of the steersperson or coach while on the boat



**All Members SHOULD:**

- Be in generally good health prior to participation in this sport
- Wear appropriate clothing for practice understanding that you may get wet
- Be on time for practices and races
- RSVP for all practices, meetings and races
- Exercise (e.g., weights or aerobic conditioning) in addition to the organized practices
- Become proficient paddling on both sides of the boat

**All Members may CONSIDER:**

- Having a physical prior to starting a new sport or workout routine
- Bringing water or sports drink on the boat
- Purchasing their own equipment (paddle and PFD)





## **4/ ON-WATER PRACTICES**

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### **Practice Location**

Practices take place on the MiraBay Lagoon. The team meets behind the clubhouse to launch the boat and to stretch.

### **Practice Arrival**

Please arrive 10-minutes prior to the start of practice to allow setup time. The boat will leave the dock on time, and not return until the practice is scheduled to end. When the boat returns to the dock at the end of practice please stay and help put the boat and equipment away.

### **Objectives**

The team's practice objectives for the first half of the season and especially before the first race of the year are to build endurance and refine technique. Early season practices should be to "put in your kilometers".

Although elite teams may put in 1-½ to 2 hours of paddling, our team practices for about 1-hour starting with a steady slow to moderate pace to master technique and build endurance.

### **Frequency**

Practices are nominally offered 3 times per week, but the number of practices offered will vary based on team interest and the number of club members. Individual paddlers should expect to paddle 1-2 times per week. Additional practices may be offered if the club is preparing for specific races or for tailored teams such as an entry of as a women's, youth, open or sport team.

### **Speed and Power Training**

At some point in the season there needs to be a shift from the endurance work to speed and power training. Speed and power training changes with increased workout intensity and a decrease in workout volume. Shorter workout practices are used to develop the burst of power from 30 seconds to 3 minutes.

### **Race-Week Practices**

It is best to plan workouts working backwards from race day. The week before races should be lower volume but very intense paddling practices. From one to two weeks prior to the race, the workouts should be have a high volume plus mid to high intensity. Objectives are to get in the last bit of conditioning and prepare the body to peak for the race. The hard intensity a week to a week and half drains the body of its energy stores to allow the body to start carbohydrate loading. As the volume of the workouts decrease on the week leading up to the race, the body will react by storing more energy (glycogen) in anticipation of tougher workouts.



## 5/ TECHNIQUE

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### Paddling Stroke Introduction

The most important skill to master in dragon boating is the stroke. In a few practices, a beginner can learn the basic paddling technique. With consistent effort to refine the various elements of the stroke, team members will work as a team to move the boat with the power required for competitive racing.

Some beginners find dragon boat paddling awkward, because it places them in an unnatural position—paddling on only one side of the body, pulling the water rather than pushing it and keeping the entire stroke in front of you. With time and practice, the body becomes used to dragon boat paddling.

The stroke should be as straight as possible. Any other movement of the paddle (e.g., slightly perpendicular) contributes nothing to the forward movement of the boat and actually weakens the general forward movement by pulling the boat slightly in another direction.

### Four Stroke Elements

The 4 elements or phases of the dragon boat stroke are:

1. Reach (extension)
2. Catch
3. Pull
4. Exit

**Reach:** Reach (or extension) refers to the paddler's action leading up to and beginning an individual stroke, without placing of the paddle in the water.

The paddler must place the paddle as far ahead of him or her as possible, ideally stretching the paddle up past the bench immediately in front of the paddler. By placing the paddle as far ahead as possible, the paddler maximizes the amount of time the paddle will be pulled through the water, and therefore is maximizing the amount of force applied into make the boat move.

If the paddlers do not reach far enough forward on their strokes, they will not put enough power into each stroke to be competitive, and will waste most of the energy that they're exerting.

**Catch:** Catch refers to how the paddle is placed down in the water (i.e., how the paddle "catches" the water). Ideally, the paddle should not be dropped in the water. Instead, some force should be exerted downwards on the paddle, to make it "dig" in to the water. To complete the catch and pull the maximum amount of water, the entire blade should be fully buried in the water in preparation for the "pull".

**Pull:** Pull refers to the movement of the paddle through the water, immediately after it is planted in the water during the "catch" phase. With the paddle as far forward as the paddler can place it, the paddler pulls the paddle back through the water using their core muscles, not their arms.



**Exit:** Exit refers to the action of taking the paddle out of the water to end the stroke. The ideal dragon boat stroke should be quite short and in front of the body, rather than behind the body. The stroke should end between the knee and mid-thigh of the paddler—no further back.

Beginning and experienced dragon boaters often make their stroke too long. They may think they're getting more power into the stroke by continuing it beyond their knee-mid thigh. However, since the stroke is powered by rotation of the trunk of the body forward rather than backward, pulling the paddle through behind your body results in wasted energy.

### The “A” Frame Position

Key points when analyzing the “A” Frame:



- |  |
|--|
| <ul style="list-style-type: none"> <li>• Straight line from top hand through top arm shoulder to the hip</li> </ul>      |
| <ul style="list-style-type: none"> <li>• Straight top arm at the elbow</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Bottom arm parallel to the water with that shoulder extended forward</li> </ul> |
| <ul style="list-style-type: none"> <li>• Top arm should is behind the head</li> </ul>                                    |

The reach position determines the rotation of the torso. If the torso is “rotated” forward when the paddle enters the water, the torso will naturally want to “de-rotate” back to the normal seated upright seated position.

The lower arm position is similar to drawing a bow and arrow. The bottom arm is extended straight, forward, and parallel to the water. The lower shoulder is extended forward; therefore, the shoulder on the top hand side comes back and up. In the reach position, these four points on the body should be lined up in a vertical plane:

- (a) top hand
- (b) head
- (c) lower shoulder
- (d) lower hand

From the side view, there should be a straight line from the top hand, through the top arm shoulder to the hip. The torso rotation, extension of both arms and the forward lean are maximum.

The upper arm should be straight with very little bending at the elbow if possible. The top arm shoulder should be behind the head on the set up. The lower arm is fully extended and is locked at the elbow. The lower hand grip should be relaxed and not grip the paddle too hard. The paddles flips forward into the reach position where it is at its highest potential energy level. From this position, the potential energy will be used to submerge the paddles as the stroke progress.



## 6/ PADDLING COMMANDS

These are the typical paddling commands used by the Steersperson:

Command	Definition
Draw	Paddlers will lean out to the side and pull water (deep) towards them – like having lost an object and trying to scoop it back
Flare the Boat	Placing the flat of paddle on top of the water broadside to the boat. Used to stabilize the boat
Heads in the Boat	Silence in the boat, sit up, face forward, paddles in the relaxed position, parallel over the water pointed at 90 degrees to the side of the boat
Hold the Boat	Bringing the boat to a full stop with the use of the paddles
Hold Hard	Bringing the boat to a full stop with the use of the paddles, the paddles remain in the water for maximum holding power
Hug (Hips To) the Gunnel	Move your body against the gunnel (side) of the boat
Let it Run (or Let It Ride)	Paddling stops and boat coasts to a stop on its own
Paddles Up	Paddles above the water ready to take a stroke. Commonly used for starting the movement of the boat in a non-race situation
Power	A combination of strokes during a race, often a set of 10 or 20 strokes that are quicker and more forceful
Prepare to Back Us Down	Paddlers put paddles behind them but out of the water and prepare to back paddle (keeping in sync)
Ready, Ready (Bury Your Paddles)	Race command in a start situation for paddles to be placed in position for the first stroke (submerged or out of water)
Take it Away	Command to start paddling

### Common Incorrect Dragon Boat Terminology

Rowing	Rowers use oars. Dragon boaters use paddles therefore they are paddlers Dragon Boat are not rowed, they are paddled
COXSWAIN (Koksn)	Steersperson of the boat, often incorrectly referred to a coxman. In this area commonly called the “cox”



## 7/ TRAINING TIPS

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### **Paddler's Training Log**

Many competitive paddlers have a detailed training log which records their training activities: on-water, weight training, pool etc. Usually a log that tracks the date, work-out (e.g., 3 sets x 1.5 km paddling at 60%, 2 min rest between), how they felt about it.

Body weight and basal or morning heart rate is also sometimes included. Training logs will help you in the long term. If you have a bad racing year, you can look back at previous year's logs and find out how hard you trained and felt in previous years. Good paddling years are usually a result of how well you have trained.

### **Overtraining**

Overtraining can result in sudden loss in body weight and increase in morning heart rate. Training becomes flat. Body becomes susceptible to injury and illness. Good habit of getting into is checking your heart rate before getting out of bed in the morning. If the heart rate suddenly goes up more than six beats over the usual rate, overtraining has probably taken place. The body has been overloaded and the heart is working extra hard to compensate. Reduction in overall activities and more recovery time may be necessary.



## 8/ CREW POSITIONS

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### **Paddler Weight**

Side to side and front to back weight distribution must be taken into consideration when assembling paddlers in the boat. Any serious weight distribution problems will adversely affect how the boat tracks for steering. The biggest paddlers are placed in the middle or engine room and lighter paddlers at the front and back sections.

### **Crew Positions**

The Dragon Boat crew is broken into three sections.

1. Front/Strokes/Pacers = the first six paddlers
2. Engine room = the middle eight paddlers
3. Back/Rocket = the last six paddlers

The front six paddlers set the pace and should be reserved for paddlers with good long paddling strokes. The rest of the boat needs something visual to follow. The rest of the boat will have short choppy stroke if the front has short choppy strokes.

The middle eight or the “engine room” is usually reserved for the heavier, stronger paddlers. During the middle of the race the engine room dictates the pace. The stroke rate of the crew is usually determined by the engine room. The stroke rate is not too fast as long as the big engine room paddlers can twist and reach. Once the engine room paddlers start shortening up on their stroke, you know the pace is getting too fast.

The back six paddlers of the boat should have the strongest people in the boat. It is not uncommon for a novice crew to setup the boat with weaker paddlers who get out of stroke. For an intermediate crew or an advanced crew this would be a missed opportunity. A series which is a sequence of more powerful strokes meant to advance the boat and is initiated by the back six paddlers and ripples to the front of the boat.

### **Water Reaction and Stroke Timing**

Depending which section the paddler is sitting in, the water reacts differently in each section. At the front, the water is dead and more difficult to pull the paddle through. Moving to the center of the boat where the engine room is, the water rushes by quicker. The water is fastest at the back of the boat.

Water reaction impacts the timing of the strokes. Since the water is faster in the middle and back of the boat, paddles will “fly” back quicker. Middle paddlers will tend to rush their exits relative to the front paddlers. Front paddlers will need to have long strokes (up front) and be quick on the exits because of this natural tendency of paddlers behind them to rush. Because of the even faster water, back paddlers will have a tendency to pause at the end of their strokes. Back paddlers need to lengthen their strokes and drive the paddle in the water even harder to slow down the paddle and be effective. As a result, the strongest paddlers should be in the back of the boat.



## 9/ RACE PREPARATION

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### **The Race Plan**

Racing can be broken down in to:

- Pre-race
- Start sequence
- Middle
- Finish
- Post-race

### **Pre-Race**

The pre-race includes on-land stretches, positioning of paddlers in boat, warm-up to the start line that should include one practice start.

### **Start Sequence**

The start that is taught to novice teams is “5 and 10” meaning five deep long strokes to get the boat moving from a stationary position followed by 10 sprint strokes that accelerate the boat to top speed. A series of transition strokes follow to bring the stroke rate down to allow the stronger and longer “power strokes”. The current accepted paddle position for the start or first stroke is for the paddle tip to be inserted a couple of inches angled forward. When the gun goes off the top hand drives down. The theory is that on the first stroke with this paddle position, the boat to lifts and thereby lightens the boat.

### **Middle**

During the middle of a race, teams want to advance race positions and often include one or more “power” strokes. A power is a set 10 or more strokes that are harder and sometimes faster to help the boat gain speed. Paddlers must maintain a synchronous stroke and must not shorten up the stroke reach for the power stroke to be effective.

### **Finish**

The goal of the last 20-30 strokes in a race is to bring the boat up in speed. The finish is similar to the “10” strokes of the start. The paddlers’ lean forward using only their arms to accelerate the boat. Paddling with arms is quicker than paddling using your back although paddling with the back is much more powerful.

### **Post-Race**

At the post-race, the team analyzes what went right and what went wrong to make the adjustments for the next race.



## 10/ STEERING A DRAGON BOAT

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### **Steersperson**

The steersperson has the best view of any obstructions on the water and must call out the required commands to the crew to maneuver the boat. Different boats models because of their hull shapes track different than other boats. Some boats are easier to “lose” than others but will be easier to “correct” while other boat hulls track or stay straighter longer but when they do go out of position they are tougher to correct.

The steersperson must also have the knowledge of how to move paddlers around to improve the balance of the boat. A boat that is off balance can seriously affect how the boat tracks in the water.

### **Responsibility**

The steersperson is responsible for the safety of the crew on the water and is important to the success of a winning team. A good steerer will have knowledge of boat commands, effects of wind and water conditions. In race situations, the steersperson must also be able to read the wind and be knowledgeable of how the boat reacts in certain conditions. It is not good enough that the steersperson just keep the boat straight. They must be able to align the boat in any wind conditions, make steering maneuvers, and call out commands to keep the boat in line.

### **Learning to Steer**

One of the first things a steerer needs to learn is to “spin the boat” first clockwise (full 360 degrees) and then counter clockwise. This type of maneuver is done when the boat is stationary or moving very slowly. The steering oar or sweep is always located at the left side of a dragon boat and usually right behind the tenth paddling row. For a counter-clockwise spin, the steering oar starts close to the tail of the boat and sweeps out away from the boat. For a clockwise spin, the steering oar starts away from the boat and pulls water towards the boat. For this maneuver, the steering oar needs to be pushed down through the “ring” attached to the boat otherwise the handle of the oar will hit the last paddler on the left. The deeper the steering oar is in the water, the more resistance on the blade.

Next, the steerer should learn to take control of the boat while half the crew is paddling. Once he steerer gets somewhat of a feel for keeping the boat straight, the rest of the crew can join in.





## Steering Stance

Element	Description
Foot Stance	At least shoulder width apart or more. Usually right foot ahead of left foot. Try to keep the legs relaxed as you try to get your “boat balance” or “sea legs”. Let foot should be against the left side as much as possible. Left knee or shin can be resting against the left gunwale or left side to extra stability. The right foot is the “pressure foot”. Which every direction you want the boat to go or turn you want to make is the side you want to move your right foot towards (i.e., for right turns your right foot moves to the right side to brace the boat and when moving the boat to the left the right foot will go to the left side to apply pressure on that side).
Hand Positions	Right hand on the “T-handle” at the top and left hand about waist / hip level around mid-shaft
Standup Straight	Standup Straight (or at least comfortably). Many novices will crouch down because they worry about losing balance and/or falling out
Hips Squared	Stand with hips squared with right foot forward. If the torso/hips face forward, it gives greater stability side-to-side which is important for pushing or pulling the steering oar. If the torso is squared, the steering oar is closer to the hip and the steering shaft can rest on the hip. This allows the steersperson to push the steering oar out with their hip (instead of just the arms) for right turns
Neutral Position	<p>There neutral position describes an angle of the steering oar blade that has equal water pressure on both planes of the blade while the boat is moving.</p> <p>Some think that the steering oar handle needs to be over to the left side since the steering column is mounted over to that side. Not true, there is a “neutral” with the steering handle over the water and a “neutral” with the steering handle inside the boat and all angles in between.</p> <p>Facing the front, the “T-handle” will be rotated to about 1 o'clock to 2 o'clock for neutral. The “T-handle” is NOT straight up and down or 12 o'clock for neutral because the steering column being mounted on the left of the boat. By turning the “T-handle” slightly back and forth while the boat is running straight, you will feel the pressure on the steering oar on both sides evenly. This is neutral</p>

## Three Steering Methods

Method	Description
Push and Pull	From the neutral position, if the boat needs to go left; the “T-handle” of the steering oar is pulled towards the steerer. The right foot should move to the left side to get better leverage. If the boat needs to go right, the “T-handle” of the steering oar is pushed out. Move your right foot to the right side as much as possible to push off that side. Often used for hard turns and emergency situations



<p>Handle Rotation</p>	<p>From the “neutral” position, if the boat needs to go left; the top part of the “T-handle” needs to rotate away from the steerer (counter-clockwise). If the boat needs to go right, the top part of the “T-handle” needs to rotate towards the steerer (clock-wise). Another explanation used is the “thumb gauge”. With the right hand on the “T-handle” and the thumb at the top, if the thumb rotates clock-wise the right the boat will also go right. If the thumb rotates counter clock-wise to the left with the “T-handle”, the boat will go left. So therefore whichever way the right thumb points is the direction the boat will go. Often used for fine adjustments and minimizing steering oar resistance. Ideal for races</p>
<p>Combination of Push/Pull and Handle Rotation</p>	<p>This is probably the most common although either of the other two can be used exclusively during race situations. Footwork and placement are the same for all of the methods.</p> <p>The steering oar mounted on the left side of the boat and the blade glides through the water. For all intents and purposes, the plane of the blade facing the steerer is the “inside of the blade” and the portion facing away from the steerer is the “outside of the blade”. Any water pressure on the “inside of the blade” causes the tail of the boat to shift left and therefore the boat will go right. This is done by either pushing the handle out and/or turning the top of the “T-handle” towards the steerer. Visa versa for the other direction.</p>

### Steering Cautions

When making a right turn to left turn, the steering oar shaft will bounce around the steering column / U-bolt / rope. This is normal. The pressure on the steering blade will change from one plane to the other plane (or right side to left side or vice versa). It is very easy to be knocked off the boat if you are not ready for that pressure shift or if you have “over-steered”.

Remember that the position of the right foot will give you the stability for the pressure changes from one side of the steering blade to the other. The right foot is placed to whichever side you are trying to move the boat. Also the deeper the steering oar is in the water the less control you will have to manoeuver the steering oar. It may feel like it is “stuck” or “jammed”. The steering oar blade should be in the water about half to fully submerged. The angle of the steering oar will be about 45 degrees or less. By tilting the handle downwards, less of the blade is in the water.



## **Race Situations**

It is recommended that a steerer have at least 20-hours of practices before attempting to steer in a competition.

During competition and especially for start situations, it is up to the steerer to get the boat on the starting line with minimal energy output from the crew. Ensure that the crew does not spend energy “paddling to get the center the boat in the lane or backing the oar in to the start line. It is recommended that the boat approaches the start line with the other teams.

Setting on the start line too early may cause your boat to drift out of position resulting in necessary draw strokes or having the Starter shoot the gun right after he asks you to back up the boat. Arriving too late on the start line may have you well behind the line when the starter shoots his gun.

A cross-wind further emphasizes the importance of approaching the start line together with the other teams. On a left-right cross wind, the boat should be approaching on the left side of the lane because the wind will blow the boat to the center of the lane. It will take experience to be able to set the boat in the middle of the lane on a windy day.

## **Steering “Tricks of the Trade”**

Learning to steer comes with practice. At some point you should be able to lean on the oar with full weight or lean backwards and pulling on the oar with full weight. Also, for race situations you will be able to steer with a “light touch” to have the least amount of water resistance on the blade. It is up to the paddlers to win the race but it is the steerer who must create the environment for this to happen.

1. Emergency corrections—it is easiest to make the boat respond when the crew has their paddles out of the water. “Pump”, force, lean or pull on the steering oar when the crew has their paddles in the “up-stroke”.
2. At the start line, if the boat drifts towards a buoy and the gun goes off, aim the center of the boat to go directly over the buoy. This prevents paddlers from adjusting their stroke or losing strokes to avoid buoys.
3. If your team is late getting to the start line, go straight down the middle of the race course. They can't start the race if you are on the race course.
4. “Go on the Smoking Gun” - Depending on the type of starting system the event uses or the particular light conditions at race time, sometime you can see the smoke from the starting gun or starting cannon. Sound travels slower than light. You can see the smoke faster than you can hear it. This is especially helpful if you are in the lane farthest away from the starter.
5. On a tail wind stand up and make yourself big as you can to catch the wind. On a head wind crouch down as low as you can. Same for a cross wind.
6. Steering oar shaft against your left side or left hip while steering oar blade is in neutral - “Neutral” can be found at various positions of the steering oar from blade out wide away from the boat and blade close the boat. Steering oar shaft on your left hip will give you the optimum stability and power to make the boat go to the right side which is a common problem for a novice steersperson.



7. Steering oar blade out of the water. Lean over by bending at the waist and push the steering handle down so the steering oar blade out of the water. You will find that the boat will stay relative straight during a start with the steering oar not in the water. Also practice taking the steering oar out of the water during the race or during practice pieces when the boat is moving smoothly and tracking straight.



## 11/ CODE OF CONDUCT

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### MIRABAY DRAGON BOAT CLUB - CODE OF CONDUCT

By applying for registration with the MiraBay Dragon Boat Club a, paddler accepts responsibility for complying with the code of conduct detailed below. That paddler also agrees the consequences of any breach of the code of conduct. Depending on the nature and severity of the breach, these may include:

- Ejection from a competition.
- Suspension by the club.
- Suspension by The Dragon Boat federation
- And/or legal proceedings - civil or criminal for conduct unlawful under State or Federal law.

**Please read the code of conduct carefully and sign the statement underneath.**

While performing their duties as members of a crew associated as a member or affiliate of the MiraBay Dragon Boat Club, paddlers will:

1. Respect the rights, dignity and worth of all participants and officials regardless of their ability, gender or cultural background. Abusive, vulgar, or violent conduct of any nature towards any paddler, club, race official or spectator will not be tolerated.
2. Act respectfully towards race officials, other crews and spectators at all times.
3. Avoid individual or collective behavior that is likely to incite spectators to act in a disorderly or violent manner.
4. Make no detrimental statements in public in respect of the performance of any race officials.
5. Make no statements in public regarding the actions or decisions of MiraBay Dragon Boating without consent from the Officers.
6. Behave in a sportsperson like manner both on the water and off the water and will not do anything that may cause embarrassment or adverse publicity for the Team, the MiraBay Community, or the sport of dragon boating.
7. Not use, attempt to use, have in his or her possession, attempt to have in his or her possession, traffic or attempt to traffic any illegal drug or substance.

I, in applying for registration as a MiraBay Dragon Boat Club paddler, acknowledge that I have, by such application, read and agreed to comply with the above Code of Conduct and to accept that breaches of the code carry consequences under the Constitution of MiraBay Dragon Boat Club and of its members and affiliated clubs.

**PRINTED NAME:** \_\_\_\_\_

**SIGNATURE:** \_\_\_\_\_ **DATE:** \_\_\_\_\_



## **12/ WAIVER AND RELEASE OF LIABILITY**

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Waivers are provided each year. Anyone paddling with the club is required to complete either an annual waiver or a one-time waiver if they are a guest paddler. The club's board members will maintain a file of all waivers completed for the year.

In addition to the team's waiver, most races have a race specific waiver what will be required prior to boarding a dragon boat for each festival. Specific instructions for the completion of the festival based waivers will be provide along with other pre-race instructions in the weeks leading up to the specific event.