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**Northern Beaches Dragon Boat Club**

**Information for members**

Table of Contents

Welcome

Club history 3

Culture and approach to racing and training 3

Boat etiquette 3

Training schedules 3

Training expectations 4

On-water training 4

Off-water training 4

Boat positions 4

Sweep 4

Paddlers 5

Drummer (racing only) 5

Technique 6

Paddling ‘calls’ 7

Racing 7

Race crew selection criteria 7

Important information for new club members who wish to race 8

Racing calendar 8

Race day schedules - what happens on race day? 9

Race categories 9

Boat safety 9

Take direction from the sweep 9

Training safety 9

Buddy responsibility 10

Swimming proficiency 10

What to do if the boat is swamped with water 10

What to do if the boat capsizes 11

1. Account for your buddy and tell the sweep if your buddy is not there or injured 11

2. Stay with the boat 11

3. Follow the instructions of the sweep 11

First aid 11

Injury reporting 11

Incident reporting 11

**OC 1** Booking and use…………………………………………………………………………...…………11

Contacts 12

**Appendix:**

**NBDBC Code of Conduct**

# Welcome

Firstly, welcome to our club. We have all joined for our own variety of reasons, be it as a means to get fit, enjoy friendly competition, or for the sport’s renowned social qualities. We hope you will enjoy your time with us.

We should mention from the outset, that membership includes insurance cover. This cover includes training, recognised events, travel to and from, and fund raising. So you can join us fundraising at a Bunning BBQ or another event knowing you are covered!

This document has been put together by members and updated over the years and we hope it helps explain what and why we do various things.

# Club history

The Northern Beaches Dragon Boat Club (NBDBC) was formed in 1997 and has competed with great success in Mixed, Women’s, Men’s, Premiers (Open) and Masters Races since this time.

NBDBC caters for all ages and we pride ourselves on being very sociable as well as competitive. By "sociable" we mean whatever the social committee thinks looks like fun. NBDBC welcomes all new paddlers who want to paddle in the tranquil surroundings of Manly Cove and surrounding Sydney Harbour side beaches. A group from the club generally go the Skiffies Club next door to our training site after training on a Thursday night, and to a local café after Sunday training.

# Culture and approach to racing and training

At NBDBC, we train to race.

Racing is the exciting culmination of the hours we spend training, so, while our club has a great social side to it, we mean business when we get to the start line come regatta day.

We believe that nothing feels better than knowing (and observing) that your fitness levels are growing as the season training ramps up, and the corresponding belief in yourself and your team mates to be able to put 100% into your race.

Our training program is designed to gradually increase your strength and cardio fitness as the season progresses so, as a club, we actively encourage each other to attend a minimum of two training sessions a week, but ideally more, if at all possible. The benefits of this, both to yourself from a physical perspective, and to your crew as a cohesive team, are obvious as the season progresses.

Many of our members take the training further and have enjoyed the spirit of representing NSW at National Championships, Australia at World Championships, and NBDBC at Club Crew World Championships,

As you would expect of any sporting organisation the Club and the organising bodies DBNSW and AusDBF have formal Codes of Conduct. As a member you will have already logged onto the Club’s website and agreed to abide by them by ticking a box or it would not have let you join. They are of course on the website, but we have included the Club’s one at the end of this info pack.

# Boat etiquette

Just a few points on boat etiquette.

1. Listen and follow calls from the sweep/coach. Focus on your training. Do not chat during training drills as it is difficult to hear the sweep when crew are chatting.
2. Likewise, listen between sets for any feedback or instruction the coach or sweep may give.
3. Do not give directions or advice on technique to other paddlers. This is the role of the sweep or coach.
4. New paddlers should attempt to sit near the back of the boat unless directed otherwise. The coach and sweep will position paddlers where they are best utilised.
5. Expect to get wet. This is a water sport. If you get splashed, laugh it off and do not let it distract or upset you.

# Training schedules

The NBDBC train on Sunday mornings at Manly and once Daylight Savings starts, on Tuesday and Thursday evenings as well (subject to change). The club also owns two (2) OC1’s. These are single craft outrigger canoes located at Little Manly Beach that financial members can book and use at a time that suits them. More elsewhere on the use of these craft.

##### Location - Manly.

* Sunday: 8am (Year round)
* Tuesday and Thursday: 6.15pm (During Daylight Savings)
* Winter: If enough interest, we will do a 6am to 7am sharp on a Wednesday

# Training expectations

## On-water training

Sunday morning training in Manly is when we all get the opportunity to train together as a team and it is expected that all members attend every Sunday training session during the racing season (September to April) as a minimum.

Consider it ‘game day’, as if you were in a football or netball league, and you have to be there in order to support the team.

We use a smartphone App called **Team App** (download for free from Google Play or the App Store). Once you have installed it, search for the team NBDBC and complete the user details including the email you used to register with the club. Each week you will receive notifications about the training for that week and we ask you to say that you are coming, not coming or a “maybe”. The App is intuitive and you can see who else is coming. You can also use the App to send messages, such as “I am running late, please pick me up and bring a spare paddle”. Also monitor this App to see if training is cancelled because of inclement weather conditions. Note that if we have a strong Southerly wind, and large waves we may not go out. You can nominate your future intentions by clicking on the Training Schedule part of the App and selecting particular days weeks in advance if you wish.

In addition, we expect members to attend at least 1 weekday session, but understand if work or other commitments male that impossible.

## Off-water training

In order to perform at your best for the team and to minimise the risk of personal injury, we actively encourage all NBDBC members to attend to their physical strength and fitness by doing regular off-water exercise sessions in addition to our scheduled on-water training programmes.

Regular cardiovascular and weight bearing exercises should be an important part of your life for the benefit of both the team and your personal fitness.

# Boat positions

## Sweep

The sweep is the designated ‘master of the vessel’ under NSW maritime legislation and is ultimately responsible for the safety of his or her boat.

The sweep controls the dragon boat with a sweep oar rigged at the rear of the boat, generally on the side and off centre, which is used both for steering as well as for sweeping the stern sidewards.

Often, the sweep is also the team coach and during training sessions will make use of their good view of the boat to correct the technique of crew members.

When racing, the sweep and the drummer work as a team, usually with prearranged race plans and signals to be used during the race.

The sweep must constantly be aware of the boat's surroundings. Since the sweep is the only person in the boat who is able to control the boat, he or she has the obligation to override other calls at any time during a race (or during practice) if the safety of the crew is threatened in any way such as an impending collision with another boat or a fixed or floating obstruction in the water. For this reason, the sweep is to be listened to at all times.

Generally only the sweep or coach (if the sweep is not the coach) will speak on the boat. The sweep (or coach) will give directions to the crew. The sweep or coach may give paddlers advice on technique. These are the only two on the boat who should be giving directions or advice on technique to paddlers. They may however determine assistants, which then are entitled to speak within the task given.

It is not the role of other paddlers in the boat to give directions or technique advice. It is important that no-one else is talking so that everyone can hear and follow the directions given by the sweep.

## Paddlers

The leading pair of paddlers (sitting in the first seat of the boat), called "strokes", set the pace for the team. It is critical that all paddlers are synchronised. Each paddler should synchronise with the stroke on the opposite side of the boat, that is, if you paddle starboard side (right) you would take your timing from the port side (left) stroke. The direction of the dragon boat is set by the sweep, rather than by the paddlers while actually racing, however for docking and other manoeuvres, individual paddlers may be asked to paddle (while others either stop the boat or rest) according to the commands given by the drummer or sweep. The two lead strokes are responsible for synchronising their strokes together with one another.

The front six paddlers work as a team to ensure the timing is held strong for the rest of the boat to follow.

The middle seats in the boat are the ‘engine room’. Usually you find the bigger, stronger paddlers here.

The ‘back of the boat’ paddlers (the “after burners”) have the difficult task of trying to find water that is not ‘moving’ already (‘clean water’) so as to maximise the power in their stroke. Also the back of the boat needs to time their stroke well to avoid a caterpillar effect. This can be difficult as the engine room are often hard to see past. As we often put newer paddlers in the back of the boat (to avoid them creating timing issues while they get used to paddling), there is a misconception that the back of the boat is less skilled/strong. This is untrue. The back of the boat faces just as many challenges (as per above) and has an important role to play in the crew setup.

Of course, due to the shape of a dragon boat, those of smaller stature will often find themselves in a back seat as the larger crew members simply do not fit.

## Drummer (racing only)

The beats produced by the **drummer** maybe considered the "heartbeat" of the dragon boat. The drummer leads the paddlers throughout a race using the rhythmic drum beat to indicate the frequency of the paddlers' strokes. The drummer may issue commands to the crew through a combination of hand signals and voice calls, and also generally exhorts the crew to perform at their peak. A drummer is mandatory during racing events, but it is typical for the sweep to direct the crew during training sessions. The drummer's role is both tactical and ceremonial.

A drummer will be aware of the relative position of the dragon boat to other boats, and to the finish line, in order to correctly issue commands to the crew as to when to best surge ahead, when to hold steady and when to peak for the finish.

# Technique

There are several components to a dragon boat stroke cycle:

## Catch

* The phase is about catching the water in the most efficient way so the full power of the paddler can be applied during the stroke. The idea is to get the paddle in the water and fully submerged quickly in a smooth and powerful manner, not creating any bubbles or splashes. The top hand drives the paddle down and back at the speed of the boat, fluidly transitioning into the next phase of the stroke, the drive.
* At the catch the paddler breathes out until the end of the stroke, supporting the effort and motion.
* If the back movement on the catch is too slow, the paddler will slow the boat. If the back movement starts before the blade is fully submerged or is to fast, bubbles and swirls are created, the touch to the water is lost and energy is lost.

## Drive

* The drive is the continuation of the catch, starting at boat speed but then continuing to accelerate until the exit, releasing the air in the lungs while applying downward pressure on the paddle. The drive is the power phase of the stroke, propelling the boat forward.
* As during the catch, the power of the drive comes from driving the top hand down with your body weight on your blade, there is no pulling of the outer arm at any time. The top hand transmits the power created by the bodyweight and the downward pressure through shoulder and core to the paddle.
* The force of the drive naturally raises the upper body. The legs are generally relaxed but can support the drive in particular on longer distances.
* The outer arm stays straight until the exit and just guides the paddle. The grip of the outer hand is relaxed, allowing an angle between the hand and forearm and the shaft of the paddle.
* Do not pull with the outer arm! Never pull! Ever!!!

## Exit

* The exit is fast and sidewards when the outer arm has reached the seat of the paddler and the drive and boat are at the highest speed. Only then the outside arm will slightly bend, relaxes and takes the paddle smoothly out of the water to the outer side, without splashing or scooping. The inside arm stays mostly straight, using a slight twist in the wrist to help release the blade from the water. At this stage the air has all breath has been released.

## Return

* The return is the relaxation phase of the stroke also allowing the paddler to inhale and fill the lungs with air.
* While the inner arm comes up to the setup position, the outer hand punches forward fast and smooth, bringing the paddle with it, until it is stretched out completely and the blade is just over the water line. At the same time the upper body relaxes and naturally falls forward in a straight line until the paddler has reached the setup position again and is ready for the next stroke.

If paddlers are not synchronised to the two lead strokes, for example if a pair of paddlers takes their cue from the pair of paddlers sitting immediately in front of them, then each successive pair of blades hits the water a fraction of a second behind the blade just in front of them. Consequently, the stroke and back paddlers are out of synch or phase, similar to a domino effect or cascade/card deck riffle. So to an onshore observer, this effect resembles the movement of a many-legged caterpillar or centipede. A coach may therefore have to work with a team to minimise this "caterpillar" effect. During a race it can be difficult for novice crews to stay in sync within their own boat as the sounds of other drums can be distracting.

There are a lot of YouTube videos on technique. One of the better ones are done by AusDBF and you can see it by following this link: <https://www.youtube.com/watch?v=0qMQ9X6x6n0>

## Paddling ‘calls’

Always keep an ear open for instructions or ‘calls’ from the sweep. The following calls are the more common one’s you will hear when training or racing.

**Paddles up** – Paddles are held up in the ready position to take the first stroke.

**Dig it in/stop the boat** – Paddles are braced in the water to stop the boat.

**Swap it up/swapping from the front** – Paddlers are trained to paddle on either side of the boat. This means we need to swap seats with the person next to us during training. The paddler sitting on the right hand side will ‘stand’ and move left, while the paddler sitting on the left will slide on the seat across to the right. Swapping is done one seat at a time, starting with the front row. Paddlers must try to swap keeping low and without causing too much rocking in the boat. All paddlers not swapping at the time should hold their paddles flat to avoid unnecessary rocking.

**Paddles flat** - A boat can feel 'tippy' especially if the crew is out of balance or swapping seats. To steady the boat the crew will be instructed by the Sweep to slightly lean out over the side of the boat and place their paddle blades flat on the water, at arm’s length.   
With all of the paddles on the water in this manner (10 either side) the boat is effectively stabilised. This is called a paddle brace and the Sweep's command will be 'Paddles Flat'.

**Paddles behind** – Just as it sounds, you paddle using a reverse stroke. This is how we reverse the boat or sometimes stop the boat from drifting forwards when at the start line of a race. As with the forward paddle stroke, timing is critical. You still match your timing to the front of the boat.

**Reach it out** – This is a call for all paddlers to reach further forward in their stroke so that they gain a few extra inches before their paddle enters the water.

**Let it Run** – Take your paddle out of the water and let it glide.

# Racing

## Race crew selection criteria

Crews will be selected based on the following criteria:

1. Attendance at training sessions
2. Off Water training session
3. Team Spirit
4. Trials (on water, strength, cardio)
5. Advance nomination for a particular event or regatta
6. Weight-power ratio
7. Willingness to sit in any seat in the boat, as directed by coaches

## Important information for new club members who wish to race

To compete on any race day, you must:

1. Be a registered paddler,
2. Be wearing enclosed shoes, and
3. Be wearing the team uniform.

## Racing calendar

In Australia, the dragon boating season generally runs from late August to mid-April. In each state, there are regular regattas, approx. 1 per month, held for dragon boat clubs to race each other, as well as annual competitions held for state representative crews to compete. Clubs who outperform others in their state also compete against other state's top crews at the National Titles (Australian Dragon Boat Championships), although the competition is open to all clubs in the country. The National Titles (Nats) are held in a different state each year. The 2024 Australian Dragon Boat Championships will be held in Perth.

One of the biggest and most famous NSW Dragon Boat events is the Lunar New Year Championship held at Darling Harbour. Aside from this, a number of the season regattas are held at the Sydney International Regatta Centre, Penrith (including NSW State Championships). The remainder of our season regattas are held around Sydney with a couple of notable exceptions where clubs enjoy a weekend away (usually just outside of the Sydney region), typically competing on a Saturday and relaxing on the Sunday.

There are many regattas held in regional areas as well as the ‘points races’ for the Sydney competition. All races in NSW are listed on the DBNSW website (link below). The ‘points regattas’ are those marked ‘DBNSW Race 1...or 2 etc (sanctioned). These are the races that the majority of clubs attend although many Sydney based clubs might also do the occasional ‘road trip’ to attend a ‘regional regatta’.

<https://www.dbnsw.org.au/our-events/events/>

Race distances vary but the most popular race is the 500m. There are some shorter races (200m or 180m) and also 1km and 2km races.

## Race day schedules - what happens on race day?

Race day can be pretty full on.

Sometimes you will not know what teams you are in before the day. The coaches often leave the crew set up to the last minute in case of drop outs due to illness.

When you arrive, make sure your name is marked off as attending. The team captains will let everyone know what teams they are in and the approximate timing of the races.

There are 3 race gender categories: Women’s, Mixed (max. 10 men, 10 women), Open (ideally all men but you can substitute women for men) as well as age Divisions. We generally race in Premiers and Senior A and or Senior B. We are able to join up with other clubs in the Women’s and Open if we are short of eligible paddlers where we have an equal number of members from each club.

Races, per category, usually consist of 2 heats and then finals.

## Race categories

Racing Divisions for AusDBF Championships or sanctioned competitions, races may be organised for the following Racing Divisions. Note that all divisions can enter a single or mixed gender crew.

**Junior Division** – All paddlers including drummer but with the exception of the sweep must be a minimum of 12 years of age to 18 years of age as at the 1st January in the year of the competition.

Note: This means that a competitor whose 18th birthday falls on or after the 1st January, in a given year, can compete in that year only.

**Youth Division** - All paddlers including drummer but with the exception of the sweep must be over 17 and under the age of 23 years as at the 1st January in the year of the competition.

**Premier Division** – Must be a minimum of 12 years and up to any age group.

**Senior A (Masters Division)** - All paddlers including the sweep must be aged at least 40 before December 31st in the year of the competition. With the exception of the Drummer, who does not need to be over 40 year but must be a minimum of 12 years of age.

**Senior B (Grand Masters Division)** - All paddlers including the sweep must be aged at least 50 before December 31st in the year of competition. With the exception of the Drummer, who does not need to be over 50 year but must be a minimum of 12 years of age.

**Senior C (Great Grand Dragons Division)** - All paddlers including the sweep must be aged 60 years and over in the year of the competition. With the exception of the Drummer, who does not need to be over 60 year but must be a minimum of 12 years of age. As of 2011 Australian Dragon Boat Racing Championships, you must be aged 60 years as at the 1st day of racing.

# Boat safety

## Take direction from the sweep

The sweep is in control of the boat. Listen to the directions of the sweep and follow them. Do not give directions yourself unless requested by the sweep.

## Training safety

If the sweep feels that conditions exist that prejudice the safety of anyone in the boat, then it is the sweep’s prerogative (and legal duty) to:

* Cancel a training session if they deem the weather is unsafe for paddling.
* Stop on-water training as soon as is practicable.
* Modify the type and intensity of the training to make it safe.
* Respond to any emergency situation.

No one (whether they be DBNSW officials, club coaches or officials, or any other person) may override the decision of the sweep. Indeed, the sweep is legally empowered to issue such instructions.

## Buddy responsibility

Every time you get into the boat the sweep asks the crew to number off from the front of the boat and says in the event of an emergency you must stay with the boat and check that your partner is okay. This is done so that everyone knows the total number in the boat in case of an emergency. You must remember that number. If there is an emergency each person is responsible for the person sitting beside them and must check that the person sitting beside them is okay. If that person is not there or injured then you need to let the sweep know immediately. For example, in the event of a capsize or the boat being swamped, after yourself, your first responsibility is to ensure that your partner is safe and well. This is called the 'buddy system' and it gives each person in the boat a specific responsibility for another. The 'Stroke Pair' (first pair - No.2 left and 3 right) in the boat are responsible for the Drummer (1) and the 'rear pair' (last pair) for the Sweep (22).

## Numbering off

When the boat has loaded (with paddlers) and before setting off, the sweep calls for the crew to ‘number off’ starting with number 1. If there is no Drummer, then the numbering starts in seat 1, left to right down the boat and ending with the Sweep.

## Swimming proficiency

All paddlers must be proficient at swimming 50 metres. You are asked whether you are a proficient swimmer when you first start paddling with the club and you sign indicating your proficiency swimming 50m. Any paddler who us unable to swim 50m MUST wear a **Personal Floatation Device** (PFD) in the boat. You may either bring your own or wear a club supplied PFD. Any paddler who does not feel confident in the water (even if they can swim 50m) should wear a PFD. We want your paddling experience to be safe and worry free.

## What to do if the boat is swamped with water

The sweep is always on the lookout for any issues that may arise with the boat. For example, when waves are approaching the boat the sweep may turn the boat into the waves so that the boat is approaching the waves head on rather than side on when the boat is less stable. It is always important that you follow the directions of the sweep. It is most important that you keep paddling until the sweep tells you otherwise. If you stop paddling the sweep loses steerage. It is also important that you maintain your normal position in the boat (unless directed otherwise by the sweep). Be aware that if you change your position rapidly you may upset the balance of the boat.

On rare occasions a wave or waves may come over the top of the boat and swamp the boat with water. If this occurs the sweep is in control and will direct you what to do. You should try to maintain the balance of the boat by not moving around and keep your paddles flat to try to help stabilise the boat. Generally the sweep will ask two paddlers to bail the water out of the boat while the other paddlers remain steady, balancing and stabilising the boat with paddles flat. The sweep may give other instructions such as moving paddlers at the front of the boat down the boat so that the nose of the boat is higher in the water to stop water entering the boat over the bow of the boat. It is important that you listen and follow the directions of the sweep.

Once the water is bailed out of the boat the sweep will generally ask paddlers to paddle back to the club or continue training.

## What to do if the boat capsizes

### 1. Account for your buddy and tell the sweep if your buddy is not there or injured

In the rare event of a dragon boat capsizing each pair of paddlers must first account for their buddies. The sweep will immediately ensure that all the crew are accounted for by numbering off clockwise around the boat and noting the response or if this is not possible by a head count.

### 2. Stay with the boat

The crew must stay with the boat. Hold onto the boat in the capsized position and space yourselves evenly around the boat. The boat will float. Do not swim under the boat. If your paddles are in easy reach you may attempt to retrieve them but do not swim too far away from the boat. It is most important that you stay with the boat and keep checking on your buddy. Notify the sweep if anyone is in trouble.

### 3. Follow the instructions of the sweep

The sweep will decide what to do next. The crew must remain holding onto the boat spread evenly around the boat until instructed otherwise.

#### Swimming the boat to shore

If there is a strong wind the boat will be blown by the wind to the shore. The sweep may direct the crew to speed up this process by swimming the boat towards the shore. The crew must follow the directions of the sweep and continue to account for their buddies and the safety of the whole crew.

#### Rescued by boat

On the arrival of the rescue boats, the crew should move as directed by the operators of the boats, with the Sweep remaining in the water until all members of the crew have been rescued. In cold water conditions, whilst awaiting rescue, crew members should, when holding onto the boat, try to conserve body heat by curling their legs up towards their chests and remaining as still and as calm as possible.

The orange bag on the boat contains a rope that may be used as a tow rope under directions of the rescue boat and sweep.

#### Swimming to shore

If there is no rescue boat and conditions are not suitable for 'swimming' the boat, then as a last resort the crew may leave the boat and swim to shore in pairs, using the 'buddy' system, again under the control of the sweep. As with other methods, the crew must be accounted for at all times during any attempts to swim the boat or as pairs under the buddy system.

## First aid

If you are injured at a training or racing session report your injury to the sweep or any club official. The sweep (or club official) will organise first aid if the injury needs to be treated. There are first aid kits in the orange bag on the boats during training sessions. There is also a first aid kit at the club. There are trained first aid officers on the boat at all times.

### Injury reporting

It is also important that you report the injury to the sweep and complete an injury report form which you can find in the club. The form is needed so we can investigate why the injury occurred and fix anything that may have contributed to the injury so that it doesn’t happen again.

The completed form should be returned to one of the Club Officials who will load it into the website for tracking and further reporting. This is particularly important if you feel there is any likelihood that your injury may require treatment that may incur costs. This is the first step in lodging any insurance claim.

Blank copies of the form are in the shed

### Incident and complaints reporting

Occasionally incidents may occur in the course of your membership with the club. Examples of incidents may be being treated unfairly or disrespectfully by other members or being discriminated against, harassed or bullied by other members.

The club makes every endeavour to prevent incidents from occurring but in the event that an incident does happen a complaint should be lodged.

Complaints will be generally handled by NBDBC with the exception of Child Safeguarding and Discrimination complaints, which need to be lodged directly to Sport Integrity Australia ([Complaints Process: Step By Step](https://www.sportintegrity.gov.au/sites/default/files/SIA123-0223-NIF-COMPLAINTS-STEP-BY-STEP-FACTSHEET_accessible.pdf)).

For any other incident, please report those to the sweep, a club official or our Member Protection Officer. You also need to complete an incident report form. The club official you report the incident to will provide you with the form or you can print a copy off the club’s website and hand the completed form to a club official. The club will investigate the incident and report to you the actions taken. The club respects privacy and confidentiality in this process.

Blank copies of the form are in the shed.

## OC1 Use

## As mentioned earlier, the club owns two OC1s which are stored at Little Manly Beach. You can book these on the Club website under BOOKINGS. Membership entitles you to free unlimited use of the OC1s.

These are great craft and once you have mastered them, will allow you to wander further to places like Balmoral. There are rules on their use listed on the craft. You will need to bring your own paddle as well as wear a life vest (pfd) which is provided with the canoe. We also prefer if two people pair up to paddle – one for water safety, but also for the ease in getting the craft in and out of the storage cradle.

## Club contact

For a current list of club contacts, please refer to the club website:

<https://www.nbdbc.com/contact/>

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**Northern Beaches Dragon Boat Club**

**Code of Conduct**

**We respect each other:**

* We always treat our fellow club members as we expect to be treated. We try our best to get on with everyone and enjoy each other’s company. We know that it is the people in our club that makes it so special.
* We are always considerate, courteous and honest in our dealings with fellow club members and members of other teams regardless of their gender, age, ability, cultural background, religion, sexual orientation, country of origin, fitness or paddling and race experience.
* We respect the many different reasons why individual members join our club but we always act to put the needs of the club above our own. We each try to get as much as we can out of training, racing and club events but we are a team and the team comes first.
* We respect the privacy of club members personal data and restrict the access and authority to access this information on a need-to-know basis.
* We respect all people who have taken on positions of responsibility in the club. This includes the club committee, coaches and sweeps. They have been elected or selected to do a job, and they need our support to help build a successful club.
* We respect the decisions made by our club committee and by members who have taken on specific club roles– be it seat position, training drills, paddling technique, racing technique, races entered, regattas attended or the like. We never complain, we always put the club first.
* We are never argumentative, disruptive, back-stabbing or seek to undermine the club or anyone in it. If we have an issue we take it to a club committee member, the club president or to a club committee meeting. We respect the club committee decisions.

**We abide by the rules**:

* We abide by the Northern Beaches Dragon Boat Club [Constitution](https://www.nbdbc.com/scripts/download/file/&id=lqyy1ih5bmtxpxfr) and this Code of Conduct.
* We abide by the [National Integrity Framework adopted by AusDBF](https://www.ausdbf.com.au/policies/sport-integrity/) and its policies for Membership Protection, Child Safeguarding, Competition Manipulation and Sport Wagering, and Improper Use of Drugs and Medicine.
* We abide by Local Council, State and Federal regulations, maritime rules and DBNSW and AusDBF race event rules. If in doubt we ask our coach, sweep or club official.

**We train hard and race hard but we also have fun:**

* We take care of ourselves and our fellow members – we make sure that we are always safe both in and out of the boat.
* When training we always follow the instructions of the coaches and the sweep. Their primary roles are to ensure the wellbeing and the safety of all paddlers.
* We listen up and don’t talk while the coach or sweep is talking to us.
* We follow the coach and sweep’s instructions.
* We acknowledge that only the coach and sweep, or any paddler specifically nominated by the coach, should be calling instructions in the boat.
* We put in as much effort as we individually can into every training session and every race.
* We train hard and race hard and then we have fun as a club.

**We all pitch in:**

* We acknowledge that our club runs on the volunteer efforts of our members. We all pitch in and help to the extent we are able – be it fundraising events, corporate events, volunteering for race days, taking on a club role, serving on the committee or training up to be a sweep or coach.
* We all help to get our boats in and out of the water before and after training.

**We all represent our club:**

* We are all ambassadors of the club -what we say and do both within the club and in the public is important.
* We never make any detrimental statements in public, including any mass media, that will in anyway denigrate or bring into disrepute the sport, the organisations that run it, or any club member or any club official, of our, or any other dragon-boat club.
* We never use information technology to make or post inappropriate images or comments about club members, other clubs, club officials, race officials or dragon-boating organisations which may be viewed in any way as discriminatory, divisive, offensive or detrimental to our club or any club member.