



DW Penalties

Notes:

- 1) The purpose of the DW Rules is to ensure a fair, safe and properly-run event.
- 2) DW aims to take a reasonable approach with tolerance of minor inadvertent breaches of the rules but will be very firm when the rules breaches are not inadvertent or where someone is seeking to gain an unfair advantage.
- 3) Paddlers and supporters have the right to disagree or question something but that once the rules have been explained and the race has begun they must accept them and agree to abide by them. Dissent after that or failure to follow instructions will be penalised. All crews against whom a protest/penalty has been lodged will have a P appended to the provisional results. The preliminary results published on Monday morning will also record any protests levied against a boat as a result of misbehaviour on Easter Monday. If that is not possible due to time constraints, the chief supporter of the crew concerned will be telephoned by the Chief Umpire so they have the opportunity to come to the Penalty meeting or dial in. As stated in the rules, the chief supporter must be available on the number they have given.
- 4) Any blatant cheating/rule breaking can be dealt with on the spot by the chief umpire or the stages umpire with the imposition of a timed stop/go penalty. These penalties are subject to review at the Penalties Meeting.
- 5) All crews subject to a protest/penalty are entitled to be heard at the Penalties Meeting held at Westminster on Monday meeting. It is the crews' responsibility to get to that meeting as the decisions taken there are final and there is no appeal.
- 6) In the case of serious rule breaches leading to disqualification, the paddlers and/or team may be banned from entering future races for one or more years.
- 7) The Chief Umpire in conjunction with the DW Directors has the freedom to vary the Penalty imposed to suit the circumstances. This means that the penalties shown in the table below are indicative of the penalty that is likely to be imposed for the given rule breaches but the actual penalty may be different.

Table of Typical Penalties

Offence	Likely Penalty
Major safety related offence e.g. entering closed railway level crossing,	Disqualification
Failure to have piece of compulsory equipment	As specified in the compulsory equipment list in the rules
Failure by support crew seen feeding paddlers on the racing line at a portage to wear DW identification or to affix a car sticker (stages races only)	Ranges from verbal warning to 30 minutes depending on circumstances, effect on others, repeat offending.
Deliberate attempt to circumvent the rules, for instance, by substituting approved kit with equipment that was rejected at inspection	1 hour or disqualification
Taking an illegal short cut at Windsor - 30 minutes	30 minutes
Failing to portage as set out in the portage diagrams or as directed by Race Official	20 minutes
Parking inconsiderately, ignoring DW race instructions, obstructing driveways, parking illegally.	30 minutes
Attending an out of bounds portage	30 minutes
Safety breach caused by inconsiderate parking e.g. blocking an emergency access route at a lock	1 hour (and then pro rata – i.e. if car is left for two hours, it's a two hour penalty)
Failure of boats to reach designated waypoints within the cut-off times shown in their class rules - e.g. 10 hours to Newbury	Disqualification
Failure to navigate correctly on the Tideway and/or breaching PLA regulations	Three hour penalty may be imposed with Disqualification for more serious instances brought to the organisers' attention
Launching on to the Tideway outside the approved time windows	Disqualification
Refusing to follow an instruction from a race official	Circumstance related, ranging from 30 minutes through to Disqualification
Verbal assault or attempted intimidation of a race official	At Chief Umpire's discretion
Physical assault on a race official	Disqualification and involvement of Police