



THE NEWFOUNDLAND CLUB

DRAUGHT TEST REGULATIONS

2007/2008

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1 THE NEWFOUNDLAND CLUB DRAUGHT TESTS

1.1 Purpose

The Newfoundland was used in its native Canada as a big powerful dog capable of an arduous days work either on board the fishing boats or on land, hauling logs, cart loads of fish, etc. Not only were they working dogs, they were also friends of the family, especially the children.

Incorporating these aspects of temperament and strength for carting started a move in The Newfoundland Club towards further training and the recognition of achievement in draught ability. Without wishing to endanger either themselves or their dogs, the modern day owner increasingly wants to see if their dog is as capable as the dogs of old.

Keeping the instinct and ability of the Newfoundland for draught work alive is one of the important reasons for these tests. Providing a safe framework for training and testing the level of competence achieved by dogs and handlers in a co-operative working relationship, a partnership between dog and handler, is something The Newfoundland Club heartily endorses.

All dogs may only compete once in a specific test, at any Draught Competition Event. Handlers may of course compete once with each of their own dogs.

1.2 The Tests

There are two different Tests, Manoeuvrability and Freight Haul. The tests are taken progressively at three levels, known as the Junior Division, Senior Division and Premier Division.

Tests may be held separately. Usually, the Tests are held on the same day, concurrently, so that separate judges and stewards are needed for each. Holding them concurrently avoids long delays and means that the whole event is not a long drawn out affair.

1.2.1 Manoeuvrability

The Manoeuvrability Test involves, harnessing and hitching the dog to a draught apparatus, then manoeuvring the apparatus around a set course in a designated area. It takes the form of a competency test for the dog and handler requiring teamwork, good control and response to commands, familiarity with, and safe use of the apparatus. The test aims to encourage handler / dog communication through verbal commands and hand signals rather than through the use of the lead.

1.2.2 Freight Haul

The freight haul takes the form of a simulated working day, for dog and handler, transporting a load a reasonable distance through across varied terrain with distractions both natural and devised. This Test looks for fitness in the dog, consideration of the dogs needs and efforts by the handler, as conditions demand, co-operation between dog and handler, response to commands, efficiency of work methods and enjoyment of the exercise by both dog and handler. The dog and handler will be tested as a team, with the handler determining whether it is necessary to *assist with the apparatus up or down an incline or even manhandle it themselves, or *give their dog a drink. (*Examples only)

1.3 Progression

1.3.1 Junior Division

All competitors will compete in the Junior division, unless qualified to compete as a Senior.

All Junior division work is conducted on-lead.

Elevation to Senior Division is achieved by the attainment of 2 "Merit Certificates", in the same Test category. (i.e.2 Manoeuvrability Merits and 2 Freight Haul Merits). Promotion to Senior division is mandatory on qualification.

It is possible to be a Senior in one Test category and a Junior in the other. Once a dog has gone up to Senior Level in a test category, that dog cannot compete again at Junior Level in that test category.

1.3.2 Senior Division

Open to dogs that have received two merits passes in the Junior Division, Senior competitors may choose to do the test off-lead or on-lead.

Merit certificates awarded at Senior level will be counted towards the title of Draught Dog (DD).

To qualify for the DD title: Senior dogs must have been awarded at least 3 'Merit Certificates' at Senior level, in each Test category (Manoeuvrability & Freight haul), a maximum of 1 merit per category can be obtained on lead.

1.3.3 Premier Division

Conducted off-lead and open only to dogs that have gained the necessary merits for Draught Dog title. On qualification of these merits, promotion is mandatory.

Merit Certificates that are awarded at Premier level will be counted towards the title of Draught Dog with Excellence (DDX). To qualify for the DDX title; dogs must already have been awarded the DD title. Dogs must obtain 1 merit pass in each category in Premier Division to qualify for DDX.

To apply for recognition of DD or DDX, photocopies of the applicable merit certificates should be sent to the Convenor of The Newfoundland Club Draught/Harness Committee, the original certificates must be produced if required.

2 PROFICIENCY AWARDS

2.1 Merit Certificates

When a prescribed standard of performance is achieved in a Test, 'Merit Certificates' will be awarded. As with (NZKC) Challenge Certificates, they are not automatically given to winners of events.

All results, including provisional merits, can be awarded on the day of the test, but are not official until the results have been checked and confirmed by the Club Carting Convenor.

2.1.1 Junior Merit

Separate merits will be awarded for manoeuvrability & freight haul, both will be awarded based on the following criteria;

75 % of the total possible marks are achieved, not less than 65% is achieved in any element except for the Harness, Hitch and Unhitch and 1 minute stay in which 75% must be achieved.

2.1.2 Senior Merit

Separate merits will be awarded for manoeuvrability & freight haul, both will be awarded based on the following criteria;

80 % of the total possible marks are achieved, not less than 70% is achieved in any element except for the Harness, Hitch and Unhitch and 1 minute stay in which 75% must be achieved.

2.1.3 Premier Merit

Separate merits will be awarded for manoeuvrability & freight haul, both will be awarded based on the following criteria;

90 % of the total possible marks are achieved, not less than 80% is achieved in any element.

3 GENERAL REGULATIONS

3.1 Knowledge of rules

Familiarity with these rules and regulations and standards of performance is the handler's responsibility.

3.2 Interpretation of terms

The following definitions apply:

Club: The Newfoundland Club (New Zealand) or any affiliated Branch of the said Club.

NZKC: The New Zealand Kennel Club

Dog: A pure bred Newfoundland of either sex (Dog/Bitch), whether entire, spayed or neutered.

Approved Judge: Any person that has been approved by The Newfoundland Club Draught Committee, as suitably experienced and/or qualified to judge at a Draught Test.

Draught Test Controller: A member of the Club, appointed by the Club to oversee the running of the Draught Test, in accordance with these regulations.

Draught Committee: Is a sub-Committee of The Newfoundland Club appointed to be responsible for all aspects of Draught work within the Club.

Club Carting Convenor: A member of the Club committee responsible for the Draught Committee and overseeing the Draught regulations.

3.3 Eligibility

3.3.1 Eligibility to Participate.

The Newfoundland Club Draught Test (whether held by the Newfoundland Club itself or a branch of the Club) shall be open to any suitable dog that is no less than 18 months of age on the test day.

All dogs must be registered with the New Zealand Kennel Club in the name of the competitor on either Part I (the pure-bred register) or Part II of the New Zealand Kennel Club register of dogs.

By making an entry, an owner declares their dog is fit to carry out the proposed test. If it appears to any official (Judge, Steward or Test Controller), during a test or before, that the dog is not fit/sound enough they must not allow it to take the test.

A blind or deaf dog may not take part in any test.

Lame dogs, that may have been taped, bandaged or have drugs administered, or have anything attached to them for medical reasons, shall be ineligible to be tested.

Bitches in season may compete at the conclusion of all other competitors. During events they must be crated at a respectful distance from all other competitors and courses.

No dog suffering from an infectious or contagious disease may be entered in a Draught Test.

No dog likely to be caused suffering if it takes part in a test may enter. E.g Sore feet (fungal infection), 'hot spot' where a harness may chafe, etc.

3.3.2 Eligibility for Award

Only purebred Newfoundland dogs whose owner(s) and handlers are financial members of the club are eligibility for;

- Newfoundland Club draught awards
- Merit Certificates
- Draught Dog and Draught Dog with Excellence titles
- Any Trophies / Awards made on the day of the test.

3.4 Disturbances and Disputes

Handlers are responsible for the control of their dogs at all times. Exercising of dogs in the designated test area is prohibited.

All dogs must be on lead at all times unless competing in an off-lead section of the Test. During a Test, the Judge shall exclude from further testing, any dog, that in their opinion, the handler cannot control. Any handler, who wilfully interferes with another handler or their dog, or who in their opinion, harshly handles their dog, shall be excluded from the Test.

The Test Controller has the authority to investigate any other dangerous or abusive behaviour and take appropriate action.

During the Test, the decisions of the Judge shall be final, in all matters, (including all apparatus and harnesses), affecting the working of the dogs and their handlers, and the evaluation of their performances. The Draught Test Controller shall decide on all other matters arising at a Test.

3.5 Risk

All owners, entrants, handlers and dogs enter a Draught Test at their own risk.

3.6 Limitation of entries

If there are to be limited entries, prominent announcements of such limits must be made on the Schedule of the Event, with the statement that entries will automatically close when a specified limit has been reached, on a first come first served basis. At least 2 weeks prior to the Test applicants must be notified if their entry has been accepted or not.

3.7 Handlers

Dogs shall be handled by the same handler for all exercises in a given test. If a Manoeuvrability Test and a Freight Haul Test are held on the same day different handlers may be used for each Test.

3.8 Change of Judge, Test Officials or Test Site

A Draught Test Controller, who has been advised that an advertised judge, or official, cannot fulfil their assignment, shall find a suitable substitute judge/official.

If a change of Test Site becomes necessary, every effort must be made to secure a suitable site as near as possible to the original site.

A Draught Test Controller must, if time allows, gain approval for any changes to advertised personnel or venues from the Draught Work Committee Convenor, or Club President. In the event time does not allow for the required prior approval, the Draught Test Controller shall make all necessary decisions and changes to ensure successful completion of the Draught Test. Every effort to notify entrants of any changes to the published schedule must be made by the Draught Test Controller, preferably individual written notice of the changes mailed to entrants.

Entrants have the right to withdraw their entry, prior to the start of the test, if they choose not to compete under the substitute judge or changed venue. Entry fees will not however be refunded.

3.9 Spectators

Spectators and dogs, which must be restrained not competing, must not stand so close to the designated Test area so as to interfere with the running of the Test. Consideration should be shown to the competitors by all bystanders. Stewards may instruct spectators as to where they may or may not stand or sit to watch the proceedings.

3.10 Emergency Provisions

All reasonable precautions must be taken to ensure the safety of all involved in a Draught Test handlers, dogs, apparatus, officials, spectators and the general public, as well as public or private property at the Test site. An appropriate number of Stewards must be appointed by the Draught Test Controller, at any Draught Test, to minimise the likelihood of an accident, and to ensure maximum safety for all.

The Controller must arrange for a nearby Veterinary surgery to be on call in the event of an emergency. This must be advertised in the schedule and catalogue of the event.

A first aid kit must be available on site, with suitable equipment for both human and canine first aid.

At any time during a Draught Test it becomes apparent to either the handler or any official that a dog or handler is in distress, the Judge will be notified and the exercise immediately halted.

If the Judge determines the cause of the distress is due to unusual circumstances, (e.g.. an insect sting) he/she may permit the dog / handler a reasonable time to recover before resuming testing. If the dog or person has not recovered sufficiently to continue testing in such time as will not delay the completion of the judging, the judge will terminate the Test.

4 REGULATIONS CONCERNING JUDGES/STEWARDS

4.1 Qualifications of Judges

Judges approved to judge a Draught Test should be chosen for their ability to judge Newfoundland's working with Draught apparatus.

Judges should possess a thorough knowledge and understanding of the Draught Test Rules, and the aims and objectives of the Tests.

The Judge should bear in mind that Draught Tests are not 'obedience tests' but a co-operative team effort between the dog and their handler.

Judging should be fair and impartial, with a consistent application of the Draught Test Regulations at all times, and be considerate of the efforts of the dogs and handlers.

Qualifications, which might be considered, appropriate:

- (i) NZKC approved obedience, agility, tracking or field trial judges or instructors
- (ii) Have gained Senior Merits in Draught Dog Tests
- (iii) Previously judged a Draught Test.

4.2 Re-judging

If special circumstances make it necessary, a judge may allow a dog to re-take an element/ component of a test. This should not be used for an attempt that only just fails but should be used where something unexpected happens which affects the team adversely.

4.3 Judges Record

The judge shall mark the scores of each entrant on the Judges Score Sheet, along with any comments they may wish to make. The Controller shall make the score sheets available to handlers at the conclusion of the event, after the awarding of any awards and prizes.

THE JUDGES DECISIONS ARE FINAL.

4.4 Duties of the Steward

The Draught Test Controller will appoint a Steward or number of Stewards as required, to assist the Judge and the competitors.

Stewards must be familiar with Newfoundland's and Draught apparatus, and have an understanding of these regulations as pertaining to Stewards duties.

Stewards are to be alert to any potential danger to competitors and their dogs and act, with the consent of the Judge, to prevent any problems arising.

Stewards are responsible for any manhandling of apparatus in the Manoeuvrability Test.

Stewards shall not give information or instructions to handlers except as specifically instructed by the Judge, and then only in such manner that it is clear that the instructions are those of the Judge.

Stewards will assist the Judge in any capacity the Judge requires.

5 EQUIPMENT REGULATIONS

The Draught Test Controller is responsible for the provision of all equipment to be used at a Draught Test. All Equipment must be inspected and checked for safety and suitability for the Test by the Draught Test Controller.

5.1 Carts

The Controller will provide 1 cart for the Manoeuvrability Test, of a usual and readily available type, commonly in use within The Newfoundland Club draught working fraternity.

This will be the only cart to be used by all competitors for that Test.

The Controller will provide 3 (or more as required from time to time depending on entrant numbers) carts for the Freight Haul Test, of a consistent style and size, and of a usual and readily available type commonly in use within The Newfoundland Club draught working fraternity. These carts will be the only ones allowed to be used for that Test.

Each Test Judge will inspect each cart to be used in their section of the Test, for suitability, good repair, and in the case of the Freight haul, equality between the several carts to be used.

5.2 Harness

Entrants may supply their own harnesses and traces in good repair and of an approved type.

The Test Controller must have available spare harnesses including traces, so that no competitor is disadvantaged by lack of equipment.

A Test official designated by the Test Controller shall inspect harnesses and traces, prior to the commencement of the Test.

The Harness must be in good repair and be able to;

- i) Allow the dog to pull the apparatus via the traces.
- ii) Prevent the apparatus from overriding the dog when going down hill or reversing.
- iii) Prevent the shafts from flying upwards or falling downwards.
- iv) Allow quick escape from the apparatus in an emergency.
- v) Be a non-restrictive, non-chafing, comfortable vehicle for efficient movement of the Draught apparatus.

5.3 Miscellaneous equipment

The Test Controller, to facilitate the smooth running of the Draught Test shall supply all other equipment.

6 ORGANISATION AND ADMINISTRATION

6.1 The Newfoundland Club National Test

It is suggested that The Newfoundland Club appoint Test Controllers for the National Newfoundland Draught Tests, on the basis of each Branch of the Club having turn about. This will allow a spread of the workload, allow for different regions having the chance to utilise known and proven judges and stewards and also will provide a greater depth of expertise in organising Draught Tests within the Club.

6.2 Programme of Draught Tests

The Club or any affiliated Branch of the Club may sponsor a Draught Test. In the case of Branch organised Tests, formal applications must be lodged with the Club for approval before 30th September each year. An annual programme of Draught Tests shall be determined by the Club and shall be advertised no later than 31st December each year in the 'Gentle Touch'

6.3 Organisation and Control

The Club shall appoint a Draught Test Controller for each approved Draught Test. In the case of a Branch organised Test, the name of the proposed Draught Test Controller and proposed Judges will be submitted to the Club for approval.

6.4 Entries, Schedule and Catalogue

Entries will be accepted only on the official Club entry form.

Entrants will be allocated a Number Card, which is to be worn during Judging.

The Draught Test Controller shall prepare a schedule for publication for each approved Draught Test, containing the following: Date / Time / Location / Judges name / limits of entries, if any / order of exercises / fee payable/ veterinary service on call.

Even though at present the Club has always taken entries on the day (ribbon trial style), a schedule is still required for publication, giving the terms of entry. If pre entry is required in the future, entries must be on the official Club entry form, and the schedule must also include a closing date for entries and the Controllers address for entries to be sent.

If entries are taken on the day then a blackboard or some other easily read notice will be used to announce the order of judging in each section of the Test.

If pre entry is required then a catalogue must be produced including: entrants particulars as in a NZKC show catalogue and showing the proposed order of judging, and the vet on call, judges, stewards, controller etc.

6.5 Order of Judging

The order of judging for all events shall be

Premier,

Senior,

Junior, and

Bitches in season (if any).

6.6 Results

The Draught Test Controller will send to the Club Carting Convenor a marked catalogue and the appropriate fees, judge's record sheets and the entry forms within 14 days after the Test date.

7 Performance Evaluation

7.1 Evaluating Performance for Draught Work

(Covering: judging principles, guidelines, criteria, and score sheets)

The points system for judging the competency of a dog/handler team for draught work is as follows:

- A maximum of 20 points for each of all the separate elements that make up the full course (to aid collation and feedback of results)
- A standardised approach to judging that encourages consistent discrimination among competitors
- A positive focus on specific high-performance goals, rather than just on criteria that are merely *symptoms* of poor performance in meeting these goals, and whose inadequacy will depend on the circumstances applying at the time

For most elements there are 4 main performance attributes, on which the competency of a team for draught work can be judged. They are:

- Control / obedience
- Appropriate choice of route – for the dog and handler, both leading up to, within and departing from the element
- Successful negotiation/completion of the challenges provided by the element itself
- Flow: the smoothness / continuity / professionalism of these negotiations

To ensure that participants and judges maintain a focus on competency in all four areas, 5 points are allocated to each of these performance attributes, for each element of the course. While this is straightforward for most elements, those designed to challenge a particular attribute (e.g. harness & hitch/unhitch) receive a higher (usually double – 10 points) maximum allocation (see below).

7.1.1 Control / obedience:

All elements of a course include this category of team performance. It seeks to reward: calm, co-operative, teamwork by a responsive and willing dog.

Symptoms of inadequate performance include:

- Repeated commands: of varying frequency, and different from encouragement; indicative of uncooperativeness
- Tight lead(s): of varying frequency/ severity depending upon the circumstances in which they occur
- Man-handling: a serious indicator of inadequate control unless used for reasons of safety in unusual circumstances
- Carelessness/risk-taking decisions or behaviours that could jeopardise safety (e.g. dog or cart put in a precarious situation; poor traffic awareness in a road situation)

7.1.2 Flow / smoothness:

All elements (plus lead-ups and departures to and from an element) will be judged for flow and smoothness of the team's performance. Other words/criteria indicating proficiency in these areas of performance are:

- Continuity
- professional
- snappy
- panache

Symptoms of inferior performance include:

- dog hesitates unduly or decides to stop working
- unsafe dangly leads

7.1.3 Choice of appropriate route:

- Applies to all elements except Harness/hitch/unhitch, Load/ unload, Back up and Stay, for this attribute is replaced by other specific criteria more appropriate to these elements.
- Of special significance to Uphill and Downhill elements for which it is judged out of 10 (double points) – choice of route is judged as being appropriate to the condition/fitness of the team; particular attention is paid to the balance of the cart.
- Also embraces sites chosen to halt the dog/cart such as when a gate is being opened or closed

7.1.4 Negotiations:

Refers to the successful completion/negotiation of an element. This performance attribute is of high significance to the following elements, for which it is judged out of 10 (double points):

- Harness/hitch/unhitch - special attention is given to the fitting of the harness, the position of the dog relative to cart in forward and reverse directions, and to the balance of the cart
- Load/unload – covering choice, balance and security of the load, loads being between 10 and 30 kg, in units not exceeding 5 kg (a 15kg minimum for Premier Division), the choice being appropriate to the condition/fitness of the dog
- Back-up – proportional points are allocated for an incomplete back-up less than 1 m (full back-up required for a merit award)

Symptoms of inadequate performance include:

- object is hit/clobbered by handler or cart
- cart is manhandled unnecessarily, upset or damaged

7.1.5 Summary of available points available for each performance attribute

Element	Control	Flow	Route	Negotiations	Negotiations covers -
Harn. /hitch/unhitch	5	5	-	10	Fit, position, balance
Load/unload	5	5	-	10	Security, balance
Uphill/downhill	5	5		10	Assistance, balance
Stay	5	5	-	10	Proportional pts (time)
Backup	5	5	-	10	Proportional pts (dist)
Distraction	5	5		10	Continuity
Others: - slalom, narrows, bridge, path, moveable object, turns(180,360,3pt) road crossing, tunnel, arch, ford	5	5	5	5	Successful negotiation of the element

7.2 Judging Guidelines

Handlers may encourage their dog, verbally and/or with hand signals, at any time.

During the Test, points will be deducted when:

- Handlers in the Junior Division use a command more than twice in each instance before a response from the dog.
- Handlers in the Senior Division use a command more than once in each instance before a response from the dog. (Hand and verbal command given together is acceptable)
- Handlers leave leads dangling, when leaving the dog for safety reasons
- The lead is tightened to obtain conformity to the handlers' wishes.
- The dog stops working, without being commanded to do so.
- The handler lacks control over the dog
- The dog relieves itself during the test
- Dog, handler or cart hits any object that is part of the test element
- The apparatus is upset or damaged
- The dog moves the apparatus significantly during a designated stay
- General choice of route
- Manhandling of the apparatus is usually undesirable during the test.

7.2.1 Harnessing

The handler will give the harness to the steward before entering the ring.

The handler and dog will enter the ring and the dog will be at heel.

The Judge will say "are you ready?" When the handler affirms they are ready, the handler will fit the harness onto the dog.

It is expected that the dog will stand calmly while the handler fits the harness.

It is expected that the handler will be familiar with the harness, able to easily and efficiently adjust it to fit the dog if need be, and tie up any dangling ends.

7.2.1.1 Harnessing Exemption

All senior and premier dogs can be presented harnessed. If Junior dogs have two scores in harnessing at prior events to merit standards they are also able to present harnessed. The carting convenor shall notify the branches of these scores.

7.2.2 Hitching

The handler will command the dog verbally and/or with hand signals into position so as to finish standing close enough to the cart so that when the shafts are lowered or raised, minimal adjustment of the cart is required to facilitate hitching.

The handler must make sure that the traces are the correct length for the dog.

Shaft loops must be in such a position on the shaft that the cart will not override the dog when backing-up.

It is expected that the dog will stand calmly while it is being hitched to the cart, and then move off round the course, on command.

It is expected that the harness will be a comfortable fit on the dog, neither too loose nor too tight. Attention should focus on the parts of the harness that facilitate the pull force; collar/ breast strap should be a reasonably firm fit, no part of the harness should restrict the dogs ability to move.

At this point the judge will check both harness and hitching, which will include either the dog pulling forward or the judge pulling back on the cart.

7.2.3 Back-up

It is expected that the dog will halt and back-up a distance of 1 metre on voice and/or signal command.

Handler may stand wherever they think it best to facilitate the desired back up of the dog and cart.

The judge can award points for a proportional backup, however no merit can be achieved if 1 metre is not attained.

7.2.4 Stay

All stays are either sitting or stand, but the dog must not change from one to another, down stays are not permitted.

It is expected that the dog will halt on command

The handler will take at least 1 pace away from the dog.

It is expected that the dog will remain calm for the duration of the 1-minute stay.

7.2.5 Gate

It is expected the dog will halt and stay on command

It is expected that the handler will halt the dog in a safe position and to allow sufficient room for the opening of the gate

Dog will wait calmly while handler opens the gate

Dog will proceed on handlers' command through the gate and halt on command so as to allow the gate to be closed without interference.

Dog will wait calmly and still while handler closes and secures the gate

On handlers command dog will move on to next component

7.3 Manoeuvrability

7.3.1 Turns and Slalom

Handler may stand anywhere in relation to the dog and apparatus to best facilitate the desired turn: 90 degrees, 180 degrees or 360 degrees.

It is expected that the marker at the turn will remain undisturbed during the turn.

It is expected that neither the cart, handler nor dog will hit the ring rope during a turn.

Handler may give verbal commands and/or hand signals to facilitate a change of direction from the dog.

It is expected that the dog will work smoothly through the turns, moving constantly i.e. with flow.

7.4 Freight Haul

7.4.1 Load

It is expected that the dog will take a load between 10 and 30 kilograms with a 15kg minimum for Premier Division dogs.

Handlers are to take account of the weather conditions and the Test site when choosing an appropriate load.

Handlers are to ensure that the load is secured in such a way that it does not alter the correct balance of the cart on the dog.

The load is to be carried for at least 75% of the course.

In addition to the points outlined in the desired performance points will also be lost for;

- Load installed in such a way as to make the cart unbalanced.
- Load unsecured able to move about in the cart

7.4.2 Uphill / Downhill Grades

It is expected that the dog and handler will work together to transport their load without undue strain on the dog. Choice of route should be appropriate for the dog. It is at the handlers' discretion to assist their dog up or down an incline.

Teamwork is of paramount importance

In addition to the points outlined in the desired performance points will also be lost for;

- Apparatus overriding the dog on a downhill
- Loss of balance of the cart
- Undue strain on the dog.

7.4.3 3 point turn

(For Senior and Premier Dogs)

It is expected that the dog will execute the turn on voice and/or signal command.

It is expected that the team will complete the exercise in three points

7.4.4 Distraction

(Whether naturally occurring or contrived)

It is expected that the dog will continue to work, despite the presence of the distraction

It is expected that the dog will not deviate off the designated course

The dog will not growl, bark, shy at or chase after the distraction

7.4.5 Removable object

It is expected that the dog will halt on command

Dog will wait calmly while the handler moves the object

Dog will proceed on handlers' command beyond the point where the object was and dog will wait calmly while handler replaces object

Dog will proceed on handlers' command to next component

7.4.6 Narrow

It is expected that the dog, handler and cart will negotiate the narrow area without hitting anything.

7.4.7 Ford

It is expected that the dog and handler will choose the easiest and safest route to cross the stream

Reconnaissance by the handler may be required.

It is at the handlers' discretion to assist the dog

7.4.8 Tunnel / Arch

It is expected that the dog shall willingly enter the tunnel/arch without shying, or hitting the sides of the tunnel/arch

Reconnaissance by the handler may be required

7.4.9 Bridge

Performance and points shall be awarded on a similar basis as for the **Gate element**

7.4.10 Any other element

Performance and points to be decided on by the Judge in consultation with the Draught Controller, using guidelines in these regulations.

8 MANOEUVRABILITY TEST

8.1 Components

- Harness / Hitch and Unhitch
- 90 degree turns - 6 turns
- 180 degree turn - 1 turn
- 360 degree turn - 1 turn
- Slalom
- 1 metre back-up
- 1 minute
- Gate
- Narrows

8.2 Setting up the ring to the required standard.

The manoeuvrability test is held in a roped area, a minimum of 15 metres square and a maximum of 25 metres square, with one entrance / exit opening.

Road cones / poles, or any other safe and highly visible markers are to be used to define turns, slalom, and any other component, so specified in these instructions..

8.2.1 Corner markers

The distance between the rope and the corner markers shall be the sufficient to allow the dog with the handler standing beside the dogs shoulder to comfortably negotiate the 90-degree turn without either touching the rope or moving the corner marker. This will have to be set up at each event by the Test Controller, and a Steward, using the cart to be used for that particular Test, with a dog hitched up, by physically going through the corners, as a competitor, and placing the markers accordingly.

8.2.2 Slalom markers

The slalom markers shall be placed on a diagonal across the ring in such a manner that allows the team to manoeuvre between them. The number of markers shall be determined by the size of the ring.

8.2.3 360 Degree turn

A marker shall be designated for the 360-degree turn, this marker can be part of the slalom but will be judged as a separate component of the test.

8.2.4 180 Degree turn

A marker shall be designated for the 180-degree turn, this marker can be part of the slalom but will be judged as a separate component of the test.

8.2.5 Gate

The width between the posts of the gate shall be 10 centimetres more than the measured width of the cart to be used for the Test.

8.2.6 Back-up:

The Test Controller shall position the markers in such a place that allows the team to complete a back up without complication.

8.2.7 1 minute stay:

A portion of the ring shall be designated for this element.

8.2.8 Harness / Hitch and Unhitch

This area is to be clear of any other component pieces. Usually this area would be just inside the entrance to the ring. The apparatus (i.e. Cart) should be in the same position for all competitors, so that the dog and handler, when hitched, may move straight off in the direction of the first component.

8.3 *Walking the course*

The Test Controller will call all competitors together at the time designated on the schedule, to allow the Judge to walk the course before the Test begins. Any explanations the Judge may wish to make will be made at this stage. Any handler arriving too late for the course walk may still compete at the discretion of the Judge.

9 FREIGHT HAUL TEST

Components and set up instructions
Test Distance not less than 1.5 kilometres.

9.1 Components

The Freight Haul course shall differ for each level in the number of elements required to be completed and which shall be judged as part of the Test. The course requirements are:

	Junior	Senior	Premier
Standard elements	10	12	12
Blue Sky elements	2	2	2
Elements from optional list	2	2	4
Total Elements to be judged on	14	16	18

Standard Elements

1. Harness / Hitch and Unhitch (5 out of the 20 points available)
2. Load & unload
3. Distraction
4. Moveable object
5. Narrows
6. Slalom
7. 1 minute stay
8. Up hill
9. Down hill
10. Overall performance (transition flow / fitness / fouling)

Senior and Premier Divisions will also include:

11. 3 point turn
12. 1 metre back up

Optional Elements:

Gate

Ford (stream)

Bridge

Tunnel, arch

Road crossings

Other suitable element peculiar to the site chosen

Test Controllers, when setting up a Freight Haul course should research any previous tests held. To gain knowledge of the commonly included type and number of components used, and design their course keeping in mind that a reasonable uniformity in the standards of difficulty of courses in the Club's competition is desirable.

9.2 Blue Sky Elements

Each test should include to novel ('Blue Sky') elements designed to provide a new unusual challenge to the team. Examples include:

- Staircase
- Gate on a hill
- Tight gate requiring a point turn exit
- Portable ramp / bridge.

9.3 Setting up the Freight Haul Course

The Draught Test Controller will choose a site either rural or urban, as instructed by the Club or Branch holding the event, that provides as many of the compulsory components as possible in a naturally occurring way. All other components will be the responsibility of the Controller to devise.

The Controller, along with the Judge and Stewards, shall walk through the course with the designated Draught apparatus, to make sure that all is in order.

The Newfoundland Club Inc

Draught Test Regulations

Update October 2007

9.3.1 Markers

The course is to be clearly marked with signs and coloured markers. First and main colour must always be to the left of the course. Second colour to be placed on the right of the course to define narrow areas and turns.

9.3.2 Length

The Freight Haul distance will be not less than 1.5 Kilometres, and shall include a variety of terrain, with at least 2 changes of ground surface. e.g. grass, tar seal, metal road, sand, dirt etc.

9.3.3 Harness / Hitch and Unhitch

An area large enough to accommodate the team, so that the Judge may have a clear view of all handlers and their dogs and carts.

9.3.4 Load

The loads provided for the Test must take into account the differing ages, levels of fitness and sizes of dogs. Loads should be able to be made up in portions of 5 kilograms, 10 Kilograms, and 15 Kilograms. Means of securing the load must be provided, at the load-up point; but this does not preclude handlers from providing their own. Dogs should haul between 10 and 30 kilograms with a 15kg minimum for Premier Division teams.

9.3.5 Distraction

Other than any naturally occurring distraction, a specific distraction must be provided as part of the Test. The distraction need not occur in the same place for all competitors but should be the same occurrence for all. Examples of suitable distractions are:

- People and/or dogs lining the route at a point, to provide a distraction.
- An encounter with a stranger with an altered outline. E.g. carrying an umbrella, or large box, wearing a large hat or carrying a rubbish bin or sack.
- A sudden noise
- Any other distraction deemed suitable

9.3.6 Moveable object

If possible a naturally occurring obstacle such as a log or stones, should be included in the Test. If nothing suitable is available, the Controller must provide a suitable object, in a logical location for that particular object, to be as natural as possible.

9.3.7 Narrow Area

A narrow area shall be a passage where the dog and handler are unable to walk side by side.

The width of the narrow should be no more than 10 centimetres wider than the widest point on the cart used for that Test. If no naturally occurring narrow available the controller must contrive one, as much as possible by modifying the terrain to conform to the width needed.

9.3.8 Slalom

A slalom shall consist of at least 4 elements
Trees in a row may provide a natural slalom

9.3.9 1 Minute stand stay

May be at any suitable place

9.3.10 Up-hill Downhill

May be a short steep grade or a longer gentler slope, but should be an obvious ascent and descent.

9.3.11 3 Point Turn

This element will be marked with a rope or other markers, forming the triangle of the turn.

9.3.12 Back-up

A 1-metre back up, if used as a component, must be marked so that the Judge and competitors know when the desired performance has been achieved

9.3.13 Gate

A gate that is already on the course is quite permissible to be used.

If the Controller must provide a gate, then it will be at the discretion of the controller as to the dimensions and type of gate.

E.g. two poles and a chain.

9.3.14 Ford

The water at a ford through a stream should not be so deep or swift as to disadvantage any competitor, endanger the dog and handler, or damage the apparatus.

9.3.15 Bridge

May be a natural part of the terrain chosen for the course, or provided by the Course Controller at a suitable site

9.3.16 Tunnel Arch

A tunnel should not be so low that the dog may not walk upright in its usual manner.

A tunnel should not be so dark, that the handler is unable to see a reasonable distance inside.

9.3.17 Road Crossing

Must be in a place that is safe for both handler and dog.