



“A” Division

DATE: 2nd June 2017 (FRIDAY)

VENUE: MARINA BAY

(Race for “B” & “C” Divisions will be on 14 July 2017, and will be launched separately)

ENTRY RULES

Organized By:



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1. RACING DATE

The racing date (for “A” Division) shall be on Friday 2nd June 2017.

2. RACING CLASS

- 2.1 Definition of The Team would mean The School or Institution of Learning participating in the Singapore National Inter-Schools’ dragon boat championship (hereinafter known as “N-Schools”).
- 2.2 Definition of The Crew would mean the racing dragon boat crew that will be representing The Team (henceforth representing The School or Institution of Learning) in the N-Schools.
- 2.3 Definition of Racing Class would mean the gender specific race that The Crew will participate in, e.g. Boys or Girls racing class, etc. Note that Racing Class and Racing Category are to be read concurrently, e.g. Boys-A Division, Girls-A Division, etc.
- 2.4 Definition of Racing Category would mean the age-division specific race that The Crew will participate in, e.g. Division A racing category, etc. Note that Racing Class and Racing Category are to be read concurrently, e.g. Boys-A Division, Girls-A Division, etc.
- 2.5 With regards to the respective Racing Class, each Team shall, either in full or in part, consist of:-

DB-22 Boys/Girls - according to the age requirement of the respective Division (A, B or C Division)

- a. Maximum registration total of 26 participants.
- b. Minimum of 16 or maximum of 20 paddlers of same gender, according to the racing class:
- 1 drummer of same gender as Paddlers
 - 4 reserves of same gender as Paddlers
 - 1 steersperson (can be an Adult, Non-School Staff, No restriction on gender)

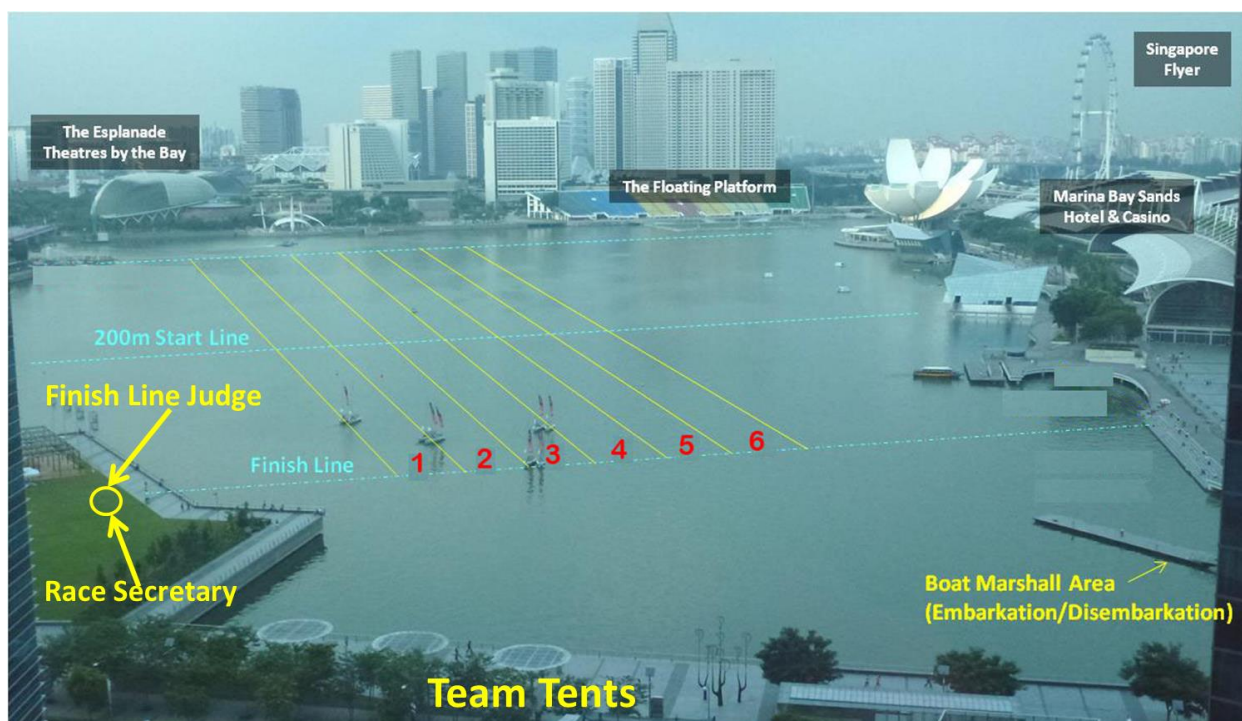
DB-12 Boys/Girls – according to the age requirement of the respective Division (A, B or C Division)

- a. Maximum registration total of 14 participants
- b. Minimum of 8 or maximum of 10 paddlers of same gender, according to the racing class:
 - 1 drummer of same gender as Paddlers
 - 2 reserves of same gender as Paddlers
 - 1 steersperson (can be an adult, Non-School Staff, No restriction on gender)

3. RACE VENUE

3.1 Venue

The race venue shall be in Marina Bay, in the waters bounded by Clifford Pier (north), Marina Bay Sands (south), The Floating Platform (east) and Marina Bay Financial Centre (west).



View from Marina Bay Financial Centre, looking east towards the Floating Platform

3.2 Racing Distance

The racing distance is a 200M straight stretch of water course, marked by buoys placed in a straight line at intervals.

3.3 Race Course

This race course is the 28th Southeast Asia Games (SEAG) 2015 racing course for the Traditional Boat Race (TBR) event.

3.4 Racing Lanes

- a. The number of lanes for the race course is six (6).
- b. Lane One (1) shall be the lane nearest to the location of the Finish Line Judge.
- c. Each racing lane shall be a minimum of 10m wide.

3.5 Depth of Water

The Race Course will be laid in the deepest part of Marina Bay where the average depth of water is about 4m to 6m deep.

3.6 The Start and Finish

- a. The Start and Finish Lines shall be at right angles to the Racing Lanes.
- b. The Start shall be from a Start Pontoon and shall employ the Hold-Tail Start method.
- c. The Finish shall be marked off of the water by a checkered flag and/or buoys at the outer limits of Racing Lane 6.

4. PERSONAL FLOATATION DEVICE (PFD)

4.1 The use of ISO 12402-5 Standard and/or Equivalent (i.e. USCG, EU, EN standard, etc.) PFDs is compulsory in Singapore.

4.2 The School may use their own ISO 12402-5 Standard and/or Equivalent PFD. Otherwise, the School may also use the PFDs that are provided by The Organizers, without costs but on a per race basis, *.i.e. to collect and return the PFDs after each race, etc*

5. DRAGON BOATS AND PADDLES

5.1 DB22 Dragon Boats

Seagull IDBF 1222

DB22-crew Standard Boat

Age : 10 years old

Length : 12.49m

Width : 1.17m

Weight : 250kg



5.2 DB12 Dragon Boats

Seagull IDBF 912

DB12-crew Small Boat

Age : 8 years old

Length : 9.00m

Width : 1.16m

Weight : 150kg



5.3 Paddles

Only the following paddles will be permitted in the NSDBC:-

- i. IDBF Spec 202a racing paddles
AND/OR
- ii. SDBA training-standard paddles provided by The Organizers

5.4 Seat Pads

Teams are permitted to use their own seat pads or seating sponges. Note that the seat pads or seating sponges must not be over 15mm in thickness.

5.5 No modifications or addition to the dragon boat or to the equipment within the dragon boat may be made. The allocation of dragon boats and paddles shall be at the sole discretion of The Organizers.

5.6 All Crews are required to check the condition of the dragon boat and accessories (classified as the dragon head/tail, racing number plate, drum, drummer's seat, rudder or other dragon boat fixtures) each time before leaving the Boat Marshalling Area (also known as the Embarkation/Disembarkation Point).

- 5.7 If the Crew discovers any fault or cause for concern with the dragon boat as well as its accessories, the Crew must highlight the matter to the Boat Marshall immediately. Only the Boat Marshall can affect any modification to the dragon boat and its accessories or if necessary, change the equipment entirely.
- 5.8 The Organizers will not be responsible for any failure of the equipment during the race. Crews are also to note that paddles are considered as Paddler's accessory. Hence the Paddler must ensure the good condition of the paddle before the Paddler enters the dragon boat.

6. THE STEERSPERSON

- 6.1 Requirement:-
- a. Can be an adult (not necessarily be a student)
 - b. No restriction on Gender, regardless of Racing Class
 - c. Can be a Non-staff from the School
- 6.2 Qualification:-
- a. SDBA Basic Helm/Helm Scheme Provisional/Full Accreditation OR
 - b. SDBA Recreational Trainer OR
 - c. NCAP Level 1/2/3 Coach in Dragon Boat

7. TEAM MANAGER & TEAM MANAGEMENT

- 7.1 Each team must have a Team Manager who shall be the Teacher-in-Charge.
- 7.2 The Teacher-in-Charge shall be responsible for liaising with the SDBA and the Competitors' Marshalls.
- 7.3 It is incumbent upon Team Managers to know and understand the Entry Rules, IDBF Rules of Racing & Competition Regulations and Disciplinary Code.
- 7.4 Team Managers are required to understand and comply fully with the Conditions and Eligibility described for each respective racing category set in this Entry Rules.
- 7.5 Only the Team Manager may approach or seek appointment with the Race Officials. Likewise, the Race Officials will only deal with the Team Managers.
- 7.6 Team Managers are advised that:-
- a. Back-to-back races are possible so it is incumbent on the Team Manager to ensure that he/she has sufficient crew (paddlers, drummer, steersperson and reserves) at the time of the race.

- b. There shall be NO WAITING for Teams to get ready for their respective races. Team Managers must ensure that their respective Teams report to the race officials on time whenever they are instructed to do so.

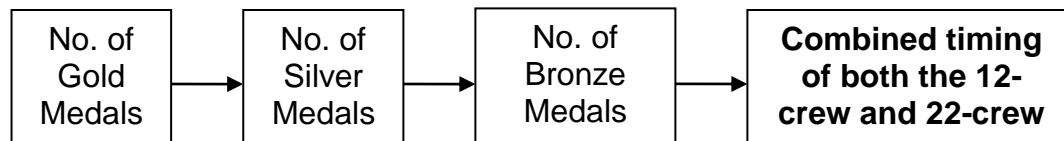
8. RACING CATEGORY

Category	Distance	Craft	'A' Division	
			Boys	Girls
National Inter School	200m	DB12	√	√
		DB22	√	√

- 8.1 a. Age and Division:-
 "A" Division Boys Event (under 20 years as on 1st January 2017)
 "A" Division Girls Event (under 20 years as on 1st January 2017)
- b. Schools may use the same set of Boys and Girls crew for both the DB12 and DB22 racing divisions.
- 8.2 No. of Racing Crew
 Schools can send more than one(1) racing crew per category.
- 8.3 National Schools' Championship:
- a. All schools are eligible to participate in the National Schools Dragon Boat Championship (N-Schools) Categories.
- b. This championship is opened to all International Schools in Singapore as well.
- c. Overall title will be awarded to the champion of every division. Trophies will be awarded to the top teams of each Division and medals will also be awarded to the top 3 finishing teams in every event. The following points system will be used to determine the points awarded to each school for the Championship Title.

Finishing in finals	Points
1 st position	7
2 nd	5
3 rd	4
4 th	3
5 th	2
6 th	1

- d. Tie-breaker: in the event of teams being tied on the same points for the overall team championship, the positions will be determined by the following tie-breakers:



- 8.3 All students in Junior Colleges, centralised institutes and IP (Integrated Programme) courses in independent schools must compete in the 'A' Division.
- 8.4 Year 1 to Year 4 Students in the Integrated Programme (i.e. Through-Train Programme) will compete in their respective age group. Those in Year 5 (equivalent to JC 1) and Year 6 (equivalent to JC 2) must compete in the 'A' Division.
- 8.5 Schools with More than One(1) Racing Crew. For the purpose of awarding the championship points, only the higher ranked racing crew will be so awarded.

9. RACE FORMAT (GENERIC)

- 9.1 Whenever feasible, the Race Format shall be:-
- a. Heats – (Repechage) – Semi Final – Final.
AND/OR
 - b. Direct Heats – Final
AND/OR
 - c. Direct Final
- 9.2 Race Progression
- a. Designated lane allocation system used will be as follows:-
 - i. Fastest : Lane 3
 - ii. 2nd Fastest : Lane 4
 - iii. 3rd Fastest : Lane 2
 - iv. 4th Fastest : Lane 5
 - v. 5th Fastest : Lane 1
 - vi: 6th Fastest : Lane 6
- 9.3 Heat winners will automatically qualify to the next higher level. All Heat Winners will be ranked by time returned to determine their next higher level lane allocation.
- 9.3 If the progression requires, the next few fastest after Heat Winners may be considered for automatic progression to the next higher level.

- 9.4 All Other Finishers (after the Heat winners and if the progression requires, the next fastest after the Heat Winners), will be ranked according to the overall time returned, regardless of their finished position in the entire race division, in order to determine their Repechage lane allocation.
- 9.5 Repechage
Teams in the Repechage will be ranked by the overall time returned to determine qualification to the next higher level.
E.g. Repechage 2-3rd will qualify to the next higher level if they are faster than Repechage 1-1st, etc.
- 9.6 Race Cancellation
In the event that The Organizers need to cancel races to maintain a feasible race timeline, the following races will be cancelled based in order of priority:-
- a. All Repechages
Progression to Semi Finals will therefore be determined by the Heat Winners and time ranking of all the other finishers.
- b. All Semi-Finals
Progression to Finals will therefore be determined by the Heat Winners and time ranking of all the other finishers.
- c. All Finals
All Finals will therefore be determined by the Heat Winners and time ranking of all the other finishers.
- 9.7 The Organizers reserves the right to adjust, amend, replace and/or even cancel any part of the race schedule, program or format.**

10. THE TEAM:

- 10.1 No Girl may participate as a Drummer, Paddler or Reserve Crew in a Boys' Team Event. No Boy may participate as a Drummer, Paddler or Crew Reserve in a Girls' Team Event.
- 10.2 The Steersperson may not necessarily be a student or staff from the participating school and there is no restriction on the gender. The Steersperson must, however, possess the SDBA Basic Helm/Helm Accreditation certification as a basic requirement.
- 10.3 The Steersperson and Drummer are not permitted to paddle during the race.
- 10.4 The Drummer must actively beat the drum throughout the entire course of the race.

- 10.5 Each team is entirely responsible for its own conduct and for complying with the Rules governing the race.
- 10.6 All Paddlers, Drummer and Reserves must be full-time students of the School entering the Race at the time of submission of the Entry Form. Any team in contravention of this Rule will not be allowed to race. If the contravention is discovered after a race, the team shall be disqualified.
- 10.7 Paddlers shall only be registered under one School Team and may not compete as a member of another School Team.

11. SAFETY RULES

- 11.1 All dragon boat competitors must put on footwear and PFDs. It is the responsibility of the Teacher-in-Charge to ensure that this rule is complied with. Teams risk a direct disqualification for violating this very important safety rule.
- 11.2 Teams are required to appoint a Boat Captain, implement the Buddy System and know the Capsize Drill. Please refer to Annex A for more information.
- 11.3 The Teacher-in-Charge as well as The Crew must take responsibility for the Crew's level of fitness, condition of health and the practice of safety first during the entire event. If there are any contra-indications to the level of fitness, condition of health and practice of safety first, the Team is advised to refrain from following up and report the matter to the Organizers.

12. EMBARKATION AND DISEMBARKATION RULES:

- 12.1 The Race Announcer or Boat Marshall shall call for the particular Crew to report to the Embarkation/Disembarkation Point about 20 minutes before the scheduled start time of their respective races.
- 12.2 The Crew must follow the instructions of the Boat Marshall with regards to the embarkation and disembarkation procedures and sequence at the Embarkation / Disembarkation Point.
- 12.3 The Crews entering the Embarkation/Disembarkation Point must put-on footwear and buoyancy-vests/PFDs.
- 12.4 It is the Team Manager's responsibility to ensure that The Crew report and check-in when called.

- 12.5 Team Managers must ensure that their Crews embark in the correct dragon boat (with regards to type, color and number)
- 12.6 It is the responsibility of The Crew to check the condition of the dragon boat and its accessories which is assigned to them. If there are any faults or cause for concern, The Crew must highlight the problem to the Boat Marshall immediately.
- 12.7 Once dispatched to the Start Line, Crews are instructed not to paddle within or too close to the Race Course or Racing Lanes. Crews are required to stay a minimum of 5m away from the edge of the Race Course and to stop immediately when a race is in progress. This is to prevent backwash from The Crew from interfering with the ongoing race. Crews can only resume paddling after the race has passed them by.

13. STARTING PROCEDURES

- 13.1 All Teams, from the Teacher-in-Charge to the Crew, must be familiar with the starting procedures
- 13.2 At the Start Line, Crews must assemble at least 5 minutes before the scheduled start time of their respective race. Crews are required to wait behind the Starting Positions until called upon by The Starter to get into positions.
- 13.3 If a Crew is early or the respective race has not yet been called, The Crew is advised not to wander off too far from the Start Line and to patiently wait for The Starter's call to form up.
- 13.4 The Drummer as well as the Steersperson must listen for The Starter's call to form up at the Start Line. The Drummer and Steersperson are also responsible to listen to The Starter's instructions and to ensure that they have achieved the correct set-up with their dragon boat in the correct lane and correct orientation with the dragon head pointing straight into the Racing Lane.
- 13.5 **Not Ready Signal** - If a Steersperson is not ready, he/she may signal to the Starter by raising one arm over the head. This is known as the "Not Ready" signal and may only be utilized once so as not to disrupt the concentration and focus of the other Crews already in position and ready to start the race.
- 13.6 The N-Schools will do a 'hold-tail' start. A Lane Aligner shall hold the dragon tail to keep the boat in a straight direction.
- 13.7 **Warning of Impending Start** - The Starter will warn all Crews about the impending start by announcing "HOLD YOUR BOAT!" OR "STANDBY"

- 13.8 **Start Command** – The Starter will then proceed to initiate the Start Commands with the first command “**ARE YOU READY**”. After a clear pause, The Starter shall give the command “**ATTENTION!**” After a quick pause (usually less than 2 seconds but can last up to a maximum of 5 seconds), The Starter will activate the “**AIR HORN**” to signal the start of the race.
- 13.9 No movement between “ARE YOU READY” and Air Horn (or the command “Go”). **No control on position of paddle, either in or out of the water.** The Crew is instructed not to paddle, perform adjusting strokes after the command ‘ATTENTION’ is given. Teams that infringe this rule may be slapped with a Jump Start penalty. (See Rule 14: False Starts).

14. FALSE STARTS & JUMP STARTS:

- 14.1 **False Start** - A Crew has been judged to have caused a False Start if the offending crew starts paddling anytime before the “**AIR HORN**” is sounded. The Race Umpire shall then indicate a False Start infringement which has occurred by raising a Red Flag.
- 14.1.a **The Starter shall then immediately recall ALL THE CREWS by giving the command “STOP! STOP! STOP!”. Alternatively, he will give 2 blasts of the air horn.**
- 14.1.b Once ALL THE CREWS have returned to the Start Line, The Starter shall identify The Crew responsible and issue them a Final Warning. If the same Crew causes another False Start, The Starter may disqualify The Crew.
- 14.2 **Jump Start** - A Crew has been judged to have caused a Jump Start if the offending Crew starts paddling during the pause between the command “ATTENTION” and the ‘AIR HORN” starting signal.
- 14.2.a Unlike a False Start whereby ALL THE CREWS are recalled, in a Jump Start scenario, The Crews are allowed to complete the race
- 14.2.b The Starter shall then recommend a *Time Penalty of 1 second* be awarded to the offending crew. This time penalty will be added to the finishing time returned by The Offending Crew.

ANNEX A:

- 1 Boat Captain:
 - a. In accordance with the International Dragon Boat Federation (IDBF) Standards on Dragon Boat Racing Safety, Teams must appoint a Boat Captain to be in-charge of the crew while inside the dragon boat as well as during embarkation/disembarkation.
 - b. Traditionally, The Steersperson would assume the role of the Boat Captain as he/she commands the best views from inside the dragon boat.
 - c. The Boat Captain's primary role is to control the crew's actions inside the dragon boat. He/she would be responsible for giving the command to move or stop the dragon boat.
 - d. The Boat Captain is also responsible in maintaining the dragon boat's stability and to prevent capsizing by controlling the crew's movements, especially during the embarking/disembarking process.
 - e. In an emergency or a dangerous situation that may lead to capsizing or swamping, the Boat Captain must alert the safety services of their predicament. This is done by raising/waving one or both hands over the head repeatedly to attract the attention of the nearest Rescue Crew.
 - f. In the event of capsize or swamping, the Boat Captain must maintain control of the crew inside the water at all times until rescuers arrived. Boat Captains must make sure that all crew-members are accounted for and initiate a quick search for any missing crew. (Refer to Item 6.4 Capsize/Swamping Drill).
 - g. After the rescuers have arrived on the scene, the Boat Captain must inform the Rescue Crew of any missing crew-members. Once back on shore, the Boat Captain must ensure that all crew members are accounted for and inform the Chief Official of any unaccounted or missing crew member.

2 Buddy System:

All teams must adopt the Buddy System to better manage their crew's safety. The system accorded each crew with a partner for mutual checking on safety and support in an emergency such as during a capsize or swamping.

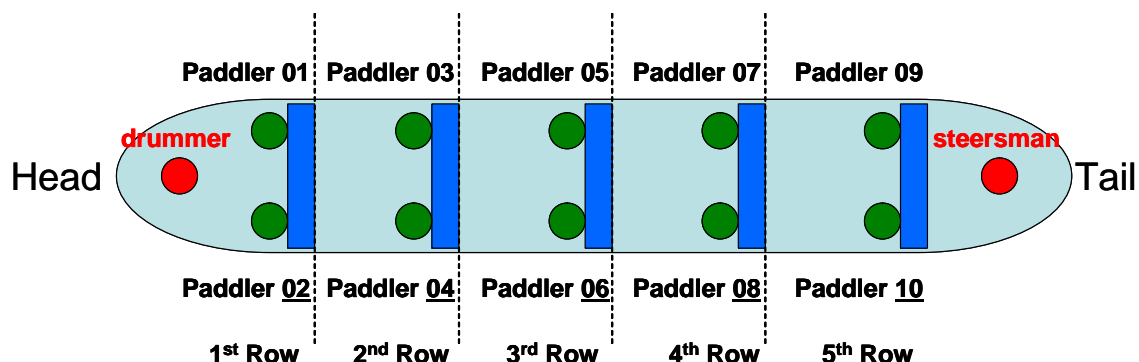


Figure 1: Example of Buddy System for 12-crew dragon boat

- a. Pair the paddlers according to their seating positions. Drummer will be paired with the 1st Row. Steersperson will be paired with the Last Row. The paired paddlers are now identified as the 'Buddy' for the other.
- b. Buddies will look out for each other's well being, sign of distress or any other visible negative physical contra-indications. Should such situation arise, the Buddy needs to alert the Boat Captain.
- c. In a capsize or swamping situation, after checking on your own physical condition and if there are no injuries, check on the physical condition of your Buddy. (Refer Item 4: Capsize/Swamping Drill).
- d. If your Buddy is physically missing or has missed the roll call, alert the Boat Captain or the first Rescuer on the scene.

3 Capsize/Swamping Drill:

- a. The Crew must be briefed on the Capsize Drill and know what to do in the event of one. Similarly, the Capsize Drill will also apply to a dragon boat swamping.
- b. It is the responsibility of the Team Manager, Boat Captain and Steersperson to ensure that The Crew is aware of the Capsize/Swamping Drill.

- c. The Capsize Drill has been designed to ensure the crew-members' safety and well being during a dragon boat capsize or swamping. The drill will accord crew-members with the necessary expectations and actions to ensure a safe environment while awaiting rescue.
- d. After a capsize or swamping, the crew will be ejected from the boat and into the water. The Crew is to initiate its own self-preservation methods, such as keeping themselves afloat and right-side-up, etc, immediately.
- e. A Crew is required to stay close to the capsized/swamped dragon boat and try to hold onto the hull of the boat. The dragon boat is designed with reserved buoyancy and will not sink immediately. Staying close to the boat will facilitate faster and easier accounting of personnel as well as rescue.
- f. A Crew is to check on the status and condition of themselves and checking for any injuries. Inform the Boat Captain as well as your Buddy if you have any injuries.
- g. A Crew is then required to check on the status and condition of their buddies. Inform the Boat Captain if your Buddy is missing or if he/she is too injured to account for himself/herself.
- h. The Boat Captain must initiate a roll call to account for the Crew.
- i. If a Crew is missing, assume he/she is unconscious. Do a quick visual search within your peripheral vision and try to locate the missing crew.
- j. If the missing Crew is not within your peripheral vision, assume he/she is under the overturned hull of the dragon boat. Boat Captain to initiate a leg sweep procedure to feel for anybody trapped underneath the boat.
- k. Once Rescuers arrived, Boat Captain to immediately inform the Rescuer on any missing Crew. If the Boat Captain is unable to account for The Crew, he/she must immediately make this known to the Rescuer.
- l. Once back on shore, the Boat Captain must ensure that all crew are accounted for and inform the Chief Official of any unaccounted or missing crew member (refer to item 2.1 for the Chief Official's responsibilities in the Emergency Plan)

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