



# ENTRY RULES



14<sup>th</sup> JULY 2017

Supported by:



The Entry Rules is to be read in conjunction with SDBA's Competition Regulations and Rules of Racing. Unless otherwise stated in this Entry Rules, the SDBF 2017 will be governed by SDBA's Competition Regulations and Rules of Racing. For any matter arising not found in the SDBA's Competition Regulations and Rules of Racing, it will be referred to IDBF Competition Regulations and Rules of Racing.

## GLOSSARY

The reader will find the following common terms in this document:-

1. **'CR'** refers to IDBF Competition Regulations

For the purpose of this document, the Competition Regulations is to be read in conjunction with the Rules of Racing.

Both documents shall govern the organization, course and running of the racing event unless otherwise specified in the Entry Rules

The Competition Regulations can be found as a separate document in IDBF's website:- [www.idbf.org](http://www.idbf.org)

2. **'ER'** refers to Entry Rules

For the purpose of the Entry Rules, this document is to be read as superseding the IDBF Competition Regulations and Rules of Racing for specific regulations or rules (ONLY).

The Entry Rules shall specify the unique regulations or rules specific to the racing event not mentioned in the IDBF Competition Regulations and Rules of Racing.

3. **'RR'** refers to the IDBF Rules of Racing

For the purpose of this document, the Rules of Racing is to be read in conjunction with the Competition Regulations.

Both documents shall govern the organization, course and running of the racing event unless otherwise specified in the Entry Rules

The Competition Regulations can be found as a separate document in IDBF's website:- [www.idbf.org](http://www.idbf.org)

4. **'DB22'** refers to the Standard 22-crew dragon boat.

5. **'DB12'** refers to the Small 12-crew dragon boat.

6. **'SDBF'** refers to the Singapore Dragon Boat Festival, also known as "The Event"

7. **'Racing Category'** refers to the type of race, e.g. Singapore National Premier, National Corporate, etc.

8. **'Racing Division'** refers to the dividing of a race category into several sub-types, e.g. DB22 Open and DB12 Women in the Singapore Premier category, etc

## Table of Contents

1	EVENT DAY .....	4
2	RACING VENUE.....	4
2.1	Racing Distance.....	4
2.2	Race Course.....	4
2.3	Racing Lanes .....	4
3	RACING CLASS.....	5
3.1	Boys Racing Class.....	5
3.2	Girls Racing Class.....	5
4	CREW & TEAM COMPOSITION .....	5
4.1	Standard 22 Crew Racing Boat (DB22).....	5
4.2	Small 12 Crew Racing Boat (DB12).....	5
5	RACE PROGRESSION.....	5
6	RACE CANCELLATION .....	6
7	PERSONAL FLOTATION DEVICES (PFD).....	6
8	DRAGON BOATS AND PADDLES.....	6
9	STEERSPERSON.....	7
10	CREW ELIGIBILITY.....	7
11	CHAMPIONSHIP POINTS.....	7
12	SAFETY.....	8
13	TRAINING .....	8
14	REGISTRATION.....	9

# 1 EVENT DAY

1.1 The racing date shall be on Friday 14<sup>th</sup> July 2017:-

s/n	School Division	Boat Division	Class	Category
1	B	DB22	Boys	National Inter-Schools
2	B	DB22	Girls	
3	B	DB12	Boys	
4	B	DB12	Girls	
5	C	DB22	Boys	
6	C	DB22	Girls	
7	C	DB12	Boys	
8	C	DB12	Girls	
9		DB12	Open	NCC (Sea)

1.2 Minimum no of participating schools required to confirm the race category is three (3)

# 2 RACING VENUE

2.1 Racing Distance

The racing distance of the SDBF 2017 is a straight-course 200m.

2.2 Race Course

- a. This race course is in Marina Channel.
- b. The racing course is a straight stretch of water, marked by clearly visible buoys placed in a straight line at intervals down the length of the race course.
- c. The Start shall be at right angles to the Racing Lanes. The Start shall be the **FLOATING-START** method.
- d. The Finish shall be at right angles to the Racing Lanes. The Finish shall be marked by a chequered buoy at the outer limits of Lane 6.

2.3 Racing Lanes

- a. The number of lanes for the race course is six (6). Lane one (1) shall be the lane nearest to the location of the Finish Line Judges.
- b. Each racing lane shall be minimum 9m wide.



### 3 RACING CLASS

- 3.1 Boys Racing Class  
All crew, inclusive of drummer, steersperson and reserves *must be Male*.
- 3.2 Girls Racing Class  
For the Girls racing Class, all crew, inclusive of drummer and reserves *must be Female*.  
*Exception is made for the Steersperson who, in the interest of safety and availability, can be Male.*
- 3.3 Open racing Class – for the NCC(Sea) race category only  
There are no restrictions on crew gender and composition.

### 4 CREW & TEAM COMPOSITION

- 4.1 Standard 22 Crew Racing Boat (DB22)  
The racing crew shall consist of twenty (20) paddlers plus one(1) drummer plus one(1) steersperson plus four(4) reserves, for the maximum of 26 racers.  
  
Team Officials shall consist of one (1) Team Manager (Teacher In-Charge) and/or one(1) Coach, for the maximum of 2 team officials.  
  
The minimum number of racers allowed to race in the DB22 is sixteen (16) paddlers (excluding drummer and steersperson).
- 4.2 Small 12 Crew Racing Boat (DB12)  
The racing crew shall consist of ten (10) paddlers plus one (1) drummer plus one (1) steersperson plus two (2) reserves, for the maximum of 14 racers.  
  
Team Officials shall consist of one (1) Team Manager (Teacher In-Charge) and/or one (1) Coach, for the maximum of 2 team officials.  
  
The minimum number of racers allowed to race in the DB12 is eight (8) paddlers (excluding drummer and steersperson).

### 5 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
- b. Whenever feasible, the Race Format shall be:-
- i. More than 6 participating schools:  
Heats – (Repechage, if necessary) – Semi Final – Final
  - ii. 6 participating schools or less:  
Two(2) rounds race – combined timing

## 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 Repecharges  
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.

The Organizers reserves the right to adjust, amend, replace and/or even cancel any part of the race schedule, program or format.

## 7 PERSONAL FLOTATION DEVICES (PFD)

- a. Compulsory for local Singapore Teams to use ISO standard or equivalent PFD.
- b. If you do not have your own, you may use SDBA's ISO standard or equivalent PFD without cost

## 8 DRAGON BOATS AND PADDLES

- 8.1 Dragon Boats  
Seagull IDBF 1222 Specification and IDBF 912 Specification dragon boats will be used in The Event. Please visit [www.seagull.com.sg](http://www.seagull.com.sg) for details.

Seagull IDBF 1222  
DB22-crew Standard Boat  
Age : 10 years old  
Length : 12.49m  
Width : 1.17m  
Weight : 250kg



Seagull IDBF 912  
DB12-crew Small Boat  
Age : 8 years old  
Length : 9.00m  
Width : 1.16m  
Weight : 150kg



8.2 Paddles

- a. Compulsory for local Singapore Teams to use IDBF Spec 202a paddles.
- b. If you do not have your own, you may use SDBA’s IDBF Spec 202a paddles

**9 STEERSPERSON**

9.1 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

9.2 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

**10 CREW ELIGIBILITY**

10.1 “B” Division refers to under 17 years as on 1st January 2017)

10.2 “C” Division refers to under 14 years old as on 1<sup>st</sup> January 2017

10.3 Schools may use the same set of Boys and Girls crew for both the DB12 and DB22 racing divisions. But note that back-to-back races are possible

10.4 Schools can send more than one(1) racing crew per category.

10.5 **NCC(Sea) Racing Category:**

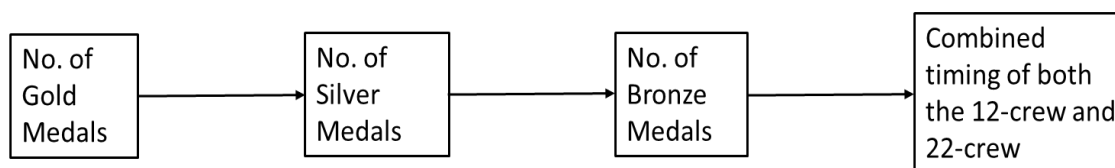
The paddling crew must consist of five(5) Secondary 2 + five(5) Secondary 3 students. The drummer can either be from Secondary 2 or 3.

**11 CHAMPIONSHIP POINTS**

11.1 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
1st position	7
2nd	5
3rd	4
4th	3
5th	2
6th	1

11.2 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:



- 11.3 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.
- 11.4 Year 1 to Year 4 Students in the Integrated Programme (i.e. Through-Train Programme) will compete in their respective age group.
- 11.5 Students of age group in the Higher Division(s) are not permitted to represent the school in the Lower Division(s). For example, an 'B' Division boy/girl cannot participate in the 'C' Division category, etc.

## 12 SAFETY

- 12.1 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.
- 12.2 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.
- 12.3 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.

## 13 TRAINING

- 13.1 School teams that wish to train, may contact SDBA for the arrangement. Note that the training is conducted at Kallang Water Sports Centre at 10 Stadium Lane, Singapore 397774:
  - a. DB12-crew dragon boat
    - i. with trainer & steersperson = \$192.60
    - ii. boat only, school provide own trainer & steersperson\* = \$32.10
  - b. DB22-crew dragon boat
    - i. with trainer & steersperson = \$214.00
    - ii. boat only, school provide own trainer & steersperson\* = \$53.50
  - c. All prices above are inclusive of GST
  - d. The Training Dragon Boats will come with the following accessory *but without* dragon head, tail, drum and drummer seat.
    - ISO-standard PFD
    - paddles
    - steering oar for the steersperson
    - bailer



- e. Training sessions are available daily except on Monday (we are closed on Mondays)
  - i. 8am to 10am\*
  - ii. 10am to 12pm
  - iii. 12pm to 2pm
  - iv. 2pm to 4pm
  - v. 4pm to 6pm
  - vi. The session includes the time taken to draw equipment, launching and recovery of training dragon boat with all accessory

\* additional surcharge of \$30 for this session

## 14 REGISTRATION

- a. Registration will be via email to [race@sdba.org.sg](mailto:race@sdba.org.sg).
- b. As part of the registration process, please refer to the following documents (which form the registration package):-
  - i. Document F1: Entry Rules (this document)
  - ii. Form F2: Official Registration Form
  - iii. Form F3A: Crew List
- c. Please email Form F2 to SDBA first, indicating the race categories that you intend to participate in, before the closing date. Late registration might not be accepted.
- d. **Submission of Crew List**  
At Team Managers Meeting on **Friday 7<sup>th</sup> July 2017**, please submit the Crew List in **digital soft copy**. Submit separate Crew Lists per each racing category that you are participating in.  
  
*i.e. School A is participating in DB22 Boys "B" Division and DB12 Boys "B" Division. Therefore, Team A shall submit separate Crew List for both, etc.*
- e. There is **no registration fee** for the National Inter-Schools Dragon Boat Championship

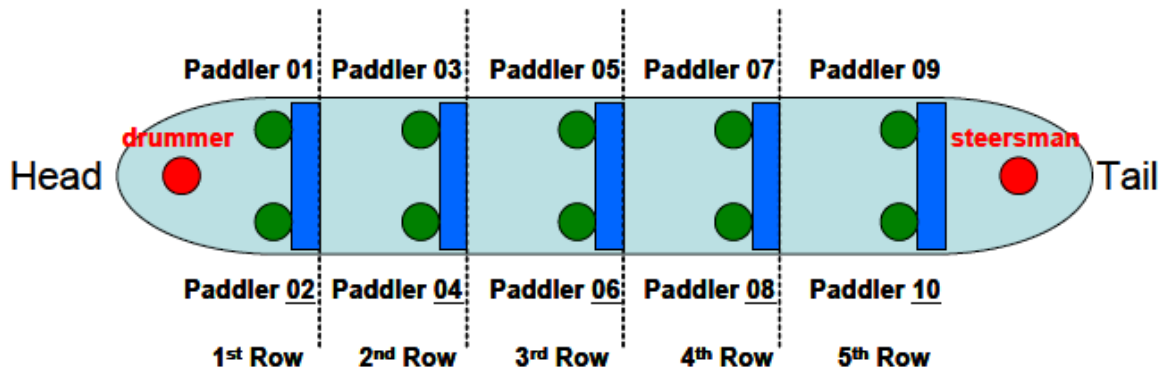
**ANNEX A:**

**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.
- 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. Head Tail drummer 1st Row Paddler 01 Paddler 02 2nd Row Paddler 03 Paddler 04 3rd Row Paddler 05 Paddler 06 4th Row Paddler 07 Paddler 08 5th Row Paddler 09 Paddler 10 steersman



*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)

**ANNEX B:****1. EMBARKATION AND DISEMBARKATION RULES**

- 1.1 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.
- 1.2 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.
- 1.3 The Crews entering the Embarkation/Disembarkation Point must put-on footwear and buoyancy-vests/PDFs.
- 1.4 It is the Team Manager's responsibility to ensure that The Crew report and check- in when called.
- 1.5 Team Managers must ensure that their Crews embark in the correct dragon boat (with regards to type, color and number)
- 1.6 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.
- 1.7 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.

**2. STARTING PROCEDURES**

- 2.1 All Teams, from the Teacher-in-Charge to the Crew, must be familiar with the starting procedures
- 2.2 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.
- 2.3 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.
- 2.4 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.

- 2.5 **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.
- 2.6 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.
- 2.7 **Warning of Impending Start** - The Starter will warn all Crews about the impending start by announcing "HOLD YOUR BOAT!" OR "STANDBY"
- 2.8 **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.
- 2.9 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).

### 3. FALSE STARTS & JUMP STARTS

- 3.1 **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.
  - 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.**
  - 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.
- 3.2 **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.
  - a. Unlike a False Start whereby ALL THE CREWS are recalled, in a Jump Start scenario, The Crews are allowed to complete the race
  - 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.

< END >