

AustCham

SINGAPORE

Your Australian Business Connection



5km/10km Dragon Boat Challenge

SATURDAY, 28th SEPTEMBER 2019

MARINA RESERVOIR

Organized By:

AUSTRALIAN CHAMBER OF COMMERCE
SINGAPORE DRAGON BOAT ASSOCIATION

Supported By:

PUBLIC UTILITIES BOARD

ENTRY RULES

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1 **RACING DAY**

Date: Saturday, 28th September 2019

Time: 1:00PM to 6:30PM

2 **RACING CATEGORY**

2.1 5km DB11-crew Open dragon boat challenge

2.2 10km DB19-crew Mixed dragon boat challenge

3 **ELIGIBILITY**

3.1 The following teams are eligible to participate in the Austcham-SDBA dragon boat challenge:

- a. SDBA affiliates
- b. SDBA associates
- c. Non-SDBA affiliates
- d. Overseas teams (but only in the 10km DB19-crew race category)

3.2 **Participation in Race Category**

Eligible teams may enter in:

- a. Either the 5km DB11-crew Open OR 10km DB19-crew Mixed racing category
- b. Both the 5km DB11-crew Open AND 10km DB19-crew Mixed racing category

3.3 **Both Race Categories**

Eligible teams (except for Overseas Teams) that are participating in both the 5km DB11-crew Open and 10km DB19-crew Mixed racing categories MUST be made up of different people

3.4 **Priority for 5km DB11-crew Open race category**

Priority for entry shall be given to the following: -

- a. School teams (especially non-tertiary teams)
- b. Community Sports Club (CSC) teams
- c. Corporate teams
- d. Public Service teams

3.5 **SDBA Athlete Card**

Not in use for this event

4 **CREW COMPOSITION**

4.1 **5km DB11-crew Open dragon boat challenge**

Crew shall consist of:

- a. Maximum ten(10) racers of any gender
- b. One(1) steersperson
- c. No Drummer required
- d. Reserve athletes are not necessary

4.2 10km DB19-crew Mixed dragon boat challenge

Crew shall consist of: -

- a. Maximum eighteen(18) racers
- b. Mixed ratio of 10 Men : 8 Women
- c. One(1) steersperson
- d. No Drummer required
- e. Reserve athletes are not necessary

4.3 Minimum Age to Race

Minimum age to race is twelve(12) years old but must be accompanied, inside the dragon boat, by a parent or a responsible adult appointed by the parent and must wear a PFD (CR 2.1)

4.4 Open Racing Class

No restriction on gender or crew composition for Paddlers, Steersperson, Drummer, Coach and Reserves. (CR 2.1.1)

4.5 The Steersperson (teams from Singapore)

The steersperson MUST be a SDBA Qualified Helmsman, with the following certification: -

- a. SDBA Basic Helm
- b. SDBA Recreational Trainer
- c. NCAP Level 1 / Level 2 Coach

4.6 The Steersperson (teams from Overseas)

Certification of Steerspersons from overseas teams are not compulsory.

4.7 Representation under Different Crews

This is ***NOT PERMITTED***. In a case that a Team registered 2 crews in both the 5km DB11-crew and 10km DB19-crew races, the racing crew line-up (athletes + reserves + drummer + steersperson) cannot be replicated for both crews

i.e. 5km DB11-crew must comprise of a different set of people from the 10km DB19-crew, etc.

4.8 Attire & Uniform

All teams are required to be in same jersey/uniform/attire (i.e. same colour, design, etc.). Rash guards, compression-wear and all types of bottoms (i.e. shorts, tights, etc.) are exempted.

5 **AVAILABLE TO RACE**

5.1 The Team and/or Crew is responsible to make sure that they are ready to race and all their racing crew members are accounted for (i.e. racers and steersperson, etc.), once they have been called upon to embark into their respective dragon boats

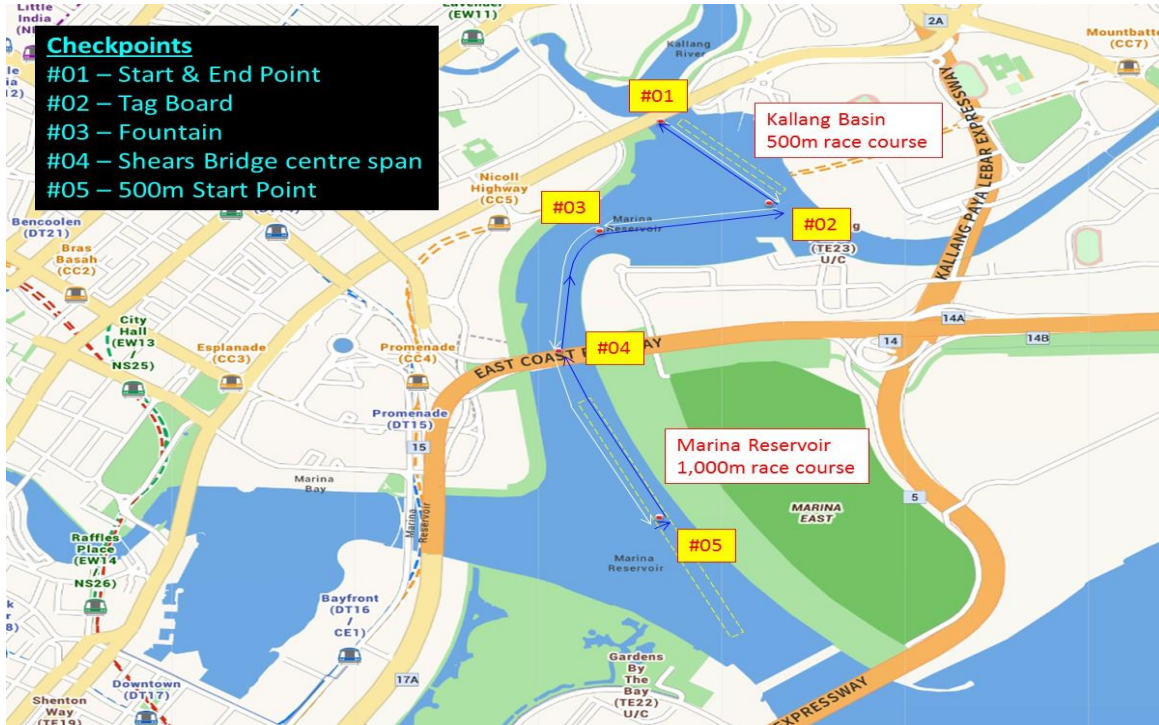
5.2 It is incumbent upon Teams to manage their own respective crew(s) and that they have sufficient number of Racers + Steersperson for all the categories that the Team has registered in.

5.3 Teams participating in both categories are advised that there will be back-to-back races.

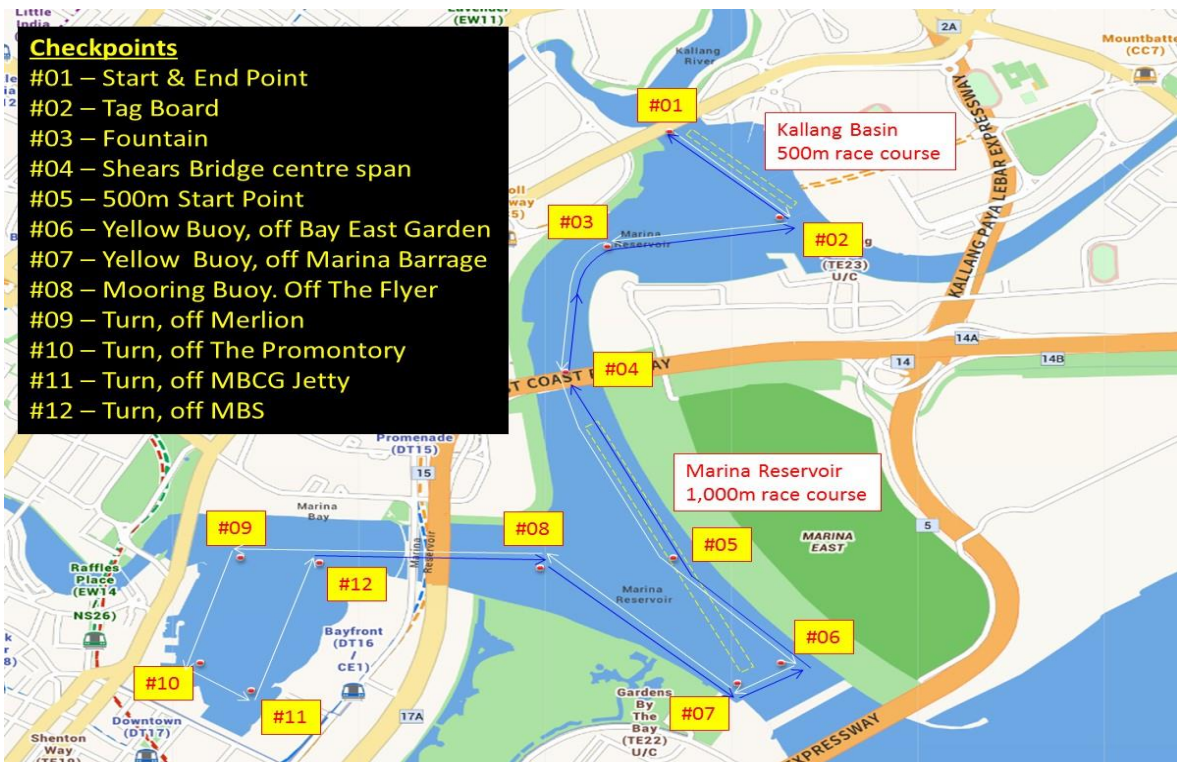
- 5.4 Upon the expiry of the prescribed calling time and the Team is still not ready, the Chief Boat Marshall will declare the said team as a 'no show' and will advise the Chief Starter to start the race without the said team.

6 RACE COURSE

6.1 5km race course



6.2 10km race course



7 **EQUIPMENT**

7.1 **Dragon Boats**

- a. Each participating team may use their own IDBF type 912 DB12-crew and/or IDBF Type 1222 DB22-crew dragon boat, complete with rudder.
- b. Teams that do not have their own IDBF type 912 DB12 and/or Type 1222 DB22 dragon boat may rent them from the Singapore Dragon Boat Association at:
 - i. DB12-crew = **S\$214.00 (inclusive 7% GST)** each
 - ii. DB22-crew = **S\$374.50 (inclusive 7% GST)** each
- c. Alternatively, Teams without own dragon boats may borrow and/or rent the IDBF type 912 DB12-crew and/or IDBF Type 1222 DB22-crew dragon boats from other Teams.
- d. **Overseas Teams**
Overseas teams may use SDBA's DB22-crew dragon boats without additional cost as these would already have been factored into the registration fee for Overseas teams
- e. It is incumbent upon teams and the responsibility of the Team Manager (either teams that are using their own dragon boats OR teams that rent dragon boats from others) to ensure that the dragon boat is water-worthy (i.e. no leaks, cracks and shall float on an even trim) and is in good condition, ideal for racing.

7.2 **ISO Standard or Equivalent Personal Floatation Device (PFD) & IDBF spec.202A Paddles.**

Compulsory to use ISO standard or equivalent PFD. Only IDBF Spec 202a racing paddles are permitted.

7.3 **Handling**

- a. It is the responsibility of every participating team to launch and recover the dragon boats that they are using (regardless their own or rented) by using their own manpower and equipment, from storage to water and back.
- b. Therefore, the dragon boats and equipment must be carefully checked before embarking for a race.
- c. The Organizers will not be held responsible for any dragon boat or equipment failure once a team has embarked and left the Dragon Boat Marshalling Area.

8 RACE PROGRAMME

Date	Tentative Programme*
9 th August 2019 (Friday)	Online Registration Open
25 th August 2019 (Sunday)	Online Registration Closure and Finisher's tee order closure
19 September 2019 (Thursday)	<ul style="list-style-type: none"> • Team Manager Briefing • Drawing of starting sequence (Draw results will be announced 3 working days after the draw at www.sdba.org.sg. For Overseas Teams, the draw results will be emailed to you)
28 September 2019 (Saturday, pm)	2.30pm: DB11-crew Open 5km Challenge 3.30pm: DB19-crew Mixed 10km Challenge 5.30pm: 5km/10km prize giving ceremony at Kallang Riverside Park 7pm till late: After Race Party

9 AWARDS

9.1 Challenge Plate shall be awarded to the winning team for both categories.

- The winning team's name will be engraved on the 10km Challenge Plate & 5km Challenge Plate and will retain possession of it until the following year when the next AustCham 10km Challenge is again held.
- In the event an overseas team comes in as champion, the teams name will be engraved on the plate **BUT** SBDA will hold possession of the plate.

9.2 Medals will be awarded to top 3 positions of each category.

9.3 There will also be Cash Prizes for the top 3 positions of each category

	Gold	Silver	Bronze
10KM CHALLENGE	\$500.00	\$300.00	\$200.00
5KM CHALLENGE	\$250.00	\$150.00	\$100.00

10 ENTRY FEES

	Entry Fee Per Pax (including 7% GST)		Dragon Boat Rental Fee (for local teams who do not have their own dragon boat)
	Affiliate	Non-Affiliate / Overseas Team	
10KM CHALLENGE	S\$20	S\$40	S\$374.50
5KM CHALLENGE	S\$20	S\$40	S\$214.00

11 **REGISTRATION**

Online registration will be open on 9th August 2019 at <https://registration.sdba.org.sg>

12 **FINISHER TEE-SHIRT**

Team may order the AustCham 10km challenge 2019 Finisher Tee at <https://forms.gle/KZ84tBiBmTx1fJ2R8>

13 **ALTERATIONS TO ENTRIES & WITHDRAWALS**

- 13.1 Teams who fail to report 30 minutes before the start of the race shall be considered to have voluntarily withdrawn.
- 13.2 All dragon boats will assemble at the start line **no later than:**
 - a. **5km DB11-crew race: 2:15pm**
 - b. **10km DB12-crew race: 3:15pm**
- 13.3 No alteration of entries will be allowed after the closing date.
- 13.4 Entry fees and dragon boat rental fees are not refundable except where an application has been refused.

14 **PROTESTS & APPEAL**

- 14.1 All protest for infringement during the race must be lodged **only** by the Team Manager, not later than 15 minutes after the last competitor involved in the incident has completed the race.
- 14.2 All protest shall be made in writing and be accompanied by a fee of **S\$50.00 (inclusive of 7% GST)** each.
- 14.3 The fee will be refunded only if the protest is upheld.

15 **DAMAGES**

If in the opinion of the Chief Race Official, Course Umpire or any Boat Marshall, a dragon boat is damaged deliberately by a crew, the Organizer reserves the right to impose a penalty of **S\$2,500.00 (inclusive of 7% GST)** on the organization entering the team and the right to require such organization to pay for the costs of repairs to the damaged dragon boat.

16 **CAPSIZE**

- 16.1 In the event of a capsize, the team must conduct the capsize drill and stay with the boat until the course is clear of other racing boats.
- 16.2 Depending on the situation, the SDBA power boats may not immediately approach the capsize boat

- 16.3 The Team may attempt to recover back into the boat to continue racing provided the crew is still intact, i.e. there are no missing persons and/or no one is injured OR the boat is undamaged and still seaworthy
- 16.4 Should The Team decide to receive assistance from the safety boat on hand for retrieval of equipment and dragon boat, the team will not be allowed to continue the race.

17 MAN OVERBOARD

- 17.1 A Man Overboard is considered as an emergency situation
- 17.2 The crew that suffered a Man Overboard situation is required to stop immediately, maintain and/or regain steering control of the dragon boat
- 17.3 The Steersperson is required to carry out the universal distress signal to passing dragon boats to warn them of their emergency.
- 17.4 The universal distress signal is as follows:
- a. raise both arms straight up & hold for 1 sec
 - b. bring both arms to horizontal level and outstretch to the sides, hold for 1 sec
 - c. repeat
- 17.5 When the situation is clear and safe for the dragon boat to maneuver, only then can the boat attempt to recover the man overboard
- 17.6 All Steerspersons are advised to be vigilant and constantly look out for obstacles or dangerous situations in the dragon boat line of travel**

18 SAFETY MEASURES

- 18.1 Every competitor shall wear their footwear and a ISO standard or equivalent buoyancy vest; failing to do so will result in disqualification.
- 18.2 Competitors must be able to swim at least 50m with buoyancy vests. It is the responsibility of the Team Manager to ensure that all members of the team comply with this rule.
- 18.3 Competitors must give way to vessels along the course of the race.**
- 18.4 Safety escort boats are positioned along the race route with marshals. Competitors must adhere to the instructions given by the Safety Marshals at all time. Failure to do so may result in disqualification.
- 18.5 Marathon Racing may involve participants in dangerous situations. It is required of any competitor upon seeing another in real danger to render all necessary assistance to the best of his/her ability. Failure to do so may result in disqualification.**
- 18.6 Competitors shall participate at their own risk and agree to abide by all rules and regulations of the competition. All competitors are responsible for their own safety during the event. The Organizers shall not be liable or held responsible for injury, loss of life, accidents, loss of property or material damage that may arise during the race.
- 18.7 Competitors faced with difficulty during the race should stop paddling and signal to the officials or safety personnel by raising the paddle and/or shouting for assistance.
- 18.8 The Organizing Committee reserves the right to remove any competitor who is deemed incapable of continuing the competition.

19 INCLEMENT WEATHER

In the event of bad weather, the Organizing Committee reserves the right to delay the commencement of the competition, or cancel the competition, on the basis of prolonged bad weather conditions, without giving any refund.

20 THE FINISH

- 19.1 The finishing line will be the outermost edge of the Merdeka Bridge, facing into Kallang Basin
- 19.2 The finishing line is reached when the bow of the dragon boat with the competitor/s in it has passed the outermost edge of Merdeka Bridge. If two or more dragon boats reach the finishing line at the same time, they get the same classification.
- 19.3 The race will finish in one and a half hours after the start horn and any team which fails to reach the finishing point after the mandated time will be escorted by the safety boat back to the ending point.
- 19.4 The Chief Judge/Time Keeper whose decision shall be final will determine the finishing order of the race and the time taken by each dragon boat.
- 19.5 The crew of every dragon boat must remain in the boat at all times. Any crew members jumping into the water will have the entire boat disqualified.

Note: The Organizers reserve all rights to revise the rules and regulations without giving prior notice.

ANNEX A

RULES OF RACING

- RR.01 This race will be governed by SDBA's Disciplinary Code
- RR.02 The racing rules is adapted from the International Dragon Boat Federation's Rules of Racing, wherever feasible.
- RR.03 **The Racing Course.** The Racing Course shall be expedition-like without clearly marked racing lanes. The route will therefore utilize fixed markers located inside the reservoir to act as waypoint markers or milestones for navigation. Some of these waypoint markers also acts as turn points – see Annex B
- RR.04 **Turn Points.** Some of the waypoint markers have been designated as turn points. The direction of the turns will be in the route of travel – see Annex B
- RR.05 **Line of Racing.** As the race course is expedition-like, the Line of Racing shall be the shortest line between two(2) waypoint markers. At certain parts of the race course, the Line of Racing may follow the curvature of the shoreline. Crews racing in the Line of Racing are to maintain clear water of 2m between tip of paddle blades to each other.
- RR.06 **The Start.** The Start will be a chase start and is located beneath the Merdeka Bridge (Nicoll Highway Bridge). All the participating dragon boats (racing crew) are to line up behind the starting line in an order determined by the draw which will be held at the Team Manager Briefing.

RR.06.1 The Race Starter, when he is satisfied that all the racing crew are in their line ups and proceed to start the race with the standard racing command: **ARE YOU READY, ATTENTION, AIR-HORN**

RR.06.2 The interval between racing crews shall be not more than twenty (20) seconds (maximum)

RR.06.3 Racing Crews are expected to proceed to the start line without being told to do so, they will be disadvantaged if they commence their flag off away from the start line. Starter will NOT wait for teams to be in line.

RR.06.4 Racing Crews that deliberately and/or accidentally crossed the start line and start beyond the start line, shall be penalized with a Time Penalty. Crews that start at half-boat beyond the start line shall be penalized up to 5 seconds time penalty. Crews that start at more than half-boat beyond the start line shall be penalized up to 10 seconds time penalty

RR.06.5 The Jump Start rule shall be in effect with up to 10 seconds time penalty.

RR.07 **Crews Position in a Line of Racing.** It is incumbent on the Steerer, when not overtaking or turning, to maintain clear water of at least 2m, measured from tip of the paddle blades, from each other.

RR.07.1 A crew attempting to overtake, may deviate from its Line of Racing. It is incumbent on the Steerer to ensure that the crew has clear water and not impeding another boat when deviating from its base Line of Racing

RR.08 **Overtaking.** Overtaking can be carried out on either side of the boat being overtaken, provided it is still within the direction of travel and line of racing.

RR.08.1 The Overtaking Boat must maintain clear water of at least 2m, measured from tip of the paddle blades, from the Boat Being Overtaken

RR.08.2 If the Overtaking Boat deviated from its base line of racing, they may stay on their new line of racing. If the Overtaking Boat wants to return to its base line of racing, it should only do so when it is safe to maneuver back to the base line of racing by ensuring that they have passed the Boat Being Overtaken by at least one(1) boat length.

RR.08.3 The Boat Being Overtaken is required to give clear water to the Overtaking Boat by maintaining their position and not making sudden maneuvers deviating off their line of racing.

RR.09 **Turns.** A boat should at all times maintain the racing line throughout a turn and must ensure that there is clear water between paddles with other boats turning together. It is not necessary to maintain the 2m clearance measured from tip of the paddle blades when turning.

RR.09.1 Crews are to avoid collisions at all cost. Direct collisions, defined as bow-to-broadside impacts, carries a disqualification penalty. Sideswipes, defined as clashing of paddles and/or broadside-to-broadside impacts, carries up to 20 seconds time penalty with 20 seconds time bonus awarded to the victim boat.

RR.09.2 Rights in Turns. The boat that reaches the Turn first has the right of way to turn first. It is incumbent on the trailing boats to match or allow them to turn first while exercising caution to avoid collisions and/or sideswipes.

RR.09.3 Overtaking in a Turn. Overtaking in a Turn is permitted as long as it can be done in a safe action, without collisions and/or sideswipes. Crews that has been deemed to have cause a collision will be disqualified. Crews that has been deemed to have cause a sideswipe, shall be penalized with a 20 seconds time penalty with 20 seconds time bonus awarded to the victim boat.

RR.10 **Impeding.** Impeding is defined as in the course of the race, the Offending Boat (defined as the crew that executed a maneuver that cause the other crew(s) in turn to maneuver to avoid a collision), causing the Victim Boat having to veer away or deviate from their base line of racing. Impeding may happen during the line of racing as well as at the turns.

RR.10.1 The Offending Boat shall be penalized with a time penalty up to 10 seconds penalty with 10 seconds time bonus awarded to the Victim Boat

RR.10.2 If in the opinion of the Chief Official, the Impediment compromised the safety of the Victim Boat, the Chief Official may disqualify the Offending Boat from the race

- RR.11 **Collisions.** There are two(2) kinds of collisions, Direct Collisions or Sideswipes. Direct collision is defined as bow-to-broadside impacts, carries a disqualification penalty. Sideswipes, defined as clashing of paddles and/or broadside-to-broadside impacts, carries up to 20 seconds time penalty with 20 seconds time bonus awarded to the victim boat.
- RR.12 **Capsizes/Swamping.** Any racing crew that causes the capsize/swamping of another crew by rash acts, dangerous maneuvering, collisions, sideswipes and other actions deemed to have endangered the safety of others, shall be disqualified.

< END >