

EVENT SAFETY PLAN

DRAGON BOATING IN **BEDOK RESERVOIR**



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1. Emergency Contact List

Designation	Contact Person	Contact No
General Manager	Chia Yi Liang	9185 9911
Operations and Events Manager	Chen Kai Yi	8333 8293
Emergency Services	Police	999
	SCDF-Ambulance	995
Emergency Services Weather/Lightning/Haze Information	PA – Passion Wave@Bedok Reservoir Ops Room	9410 1697
	NEA (Dial-a-weather)	6542 7788
	NEA (Operator)	6542 5059

** Please add any additional Contact Person(s) to the list at your own discretion*

2. Dragon Boat

- 2.1 DB22-crew Standard International Dragon Boat Federation (IDBF) class
 - 20 paddlers
 - 1 steersperson at the stern
 - space for 1 person (Coach/Captain and/or Drummer) at the front
- 2.2 12-crew Small Internation Dragon Boat Federation (IDBF) class
 - 10 paddlers
 - 1 steerer at the stern
 - space for 1 person at the front (i.e. Drummer, Coach, Captain, etc.)

3. Crew

- 3.1 No restriction on gender mix.
- 3.2 The IDBF sets a minimum age limit of 12 years old for dragon boat races and competitions. For other purposes, a risk assessment must be conducted to ensure adequate measures are in place to safeguard minors (below 12 years old). They must wear appropriately rated and sized personal flotation devices (PFDs) and be properly attired.
- 3.3 There is no IDBF limit on maximum age.
- 3.4 The Crew is responsible for own health status.
- 3.5 Team Managers/ Coach/ Captain will verify that Crew is fit before the start of the dragon boating activity.

4. Personal Floatation Device (PFD) & Footwear

- 4.1 The Crew will wear PFD and footwear at all times during the entire duration of the dragon boating activity.

5. Wearing of Footwear

- 5.1 Wearing of footwear is compulsory.
- 5.2 Footwear must be non-slip kind, ie. Slippers, sandals, shoes, booties, etc.

6. Swimming Ability

- 6.1 No restriction on swimming ability.
- 6.2 Team Managers/ Coach/ Captain will verify Crew Member's swimming ability before the start of the dragon boating activity.
- 6.3 In-line with IDBF's recommendations, Team Managers/ Coach/ Captain will assign and deploy the weak/ non-swimmers to the stronger swimmers in the Crew.

7. Venue



- 7.1 There is only one (1) Emergency Landing Points at Passion Wave@Bedok Reservoir
- 7.3 Depending on the severity and nature of emergency, the dragon boat will be evacuated back to base (refers to the location where the dragon boat originated from) and/or to the nearest Emergency Landing Points, if critical.

8. Stay-in-Contact Policy

- 8.1 Team Managers/ Coach/ Captain are required to have their handphones with them during dragon boat activity for emergency purposes, ie. Call Police 999, SCDF 995, etc.

9. Water Emergency Plan

- 9.1 Water Emergency refers to capsize/swamping and life threatening situation.
- 9.2 Capsize
- Refer to Item 14: Capsize/Swamping Drill
 - Refer to Item 15: Capsize Dragon Boat Recovery Drill
 - Refer to item 16: Capsize Dragon Boat Swamping Drill
- 9.3 Life Threatening Situation
- Refer to accompanying **Emergency Response Plan (ERP)**.
 - Depending on the severity and nature of emergency, the dragon boat will be evacuated back to base (refers to the location where the dragon boat originated from) and/or to the nearest Emergency Landing Points, if critical.
- 9.4 Nearby A&E hospitals would be the following:
- Changi General Hospital (4km from KWSC)
- 9.5 Team Managers/ Coach/ Captain are required to have their handphones with them during the dragon boat activity for emergency purposes.

10. Inclement Weather Action Plan

- 10.1 When there is rain or showers, outdoor activities in water or on land may continue provided all of the following conditions are possible:-
- No lightning strikes or thunder detected or reported
 - Visibility still clear up to 800m
 - Water condition not detrimental to the safe handling of the dragon boat
 - Rainfall does not exceed 10mm (inside boat) within 1 minute
 - All safety provisions still in place and functional
- 10.2 Team Managers/ Coach/ Captain are to get updates on the weather with NEA's weather information services (Dial-a-Weather 6542 7788 and/or via

NEA weather smart phone app Lightning@SG) during the entire duration of the dragon boating activity.

11. Lightning Strike Action Plan

- 11.1 In the advent of a clearly visible lightning strike, the dragon boating activity will be immediately suspended.
- 11.2 All dragon boats will:-
 - Return to base, or
 - Head to the nearest Emergency Landing Point, or
 - Beach on the nearest shore
- 11.3 Crew will disembark from the dragon boat and seek proper shelter on land.

12. Haze Action Plan

- 12.1 No dragon boating activity as long as NEA's 3hrs and 24hrs reading equals/exceed PSI 150.
- 12.2 Get updates on haze condition report via NEA Haze Alert smart phone apps before and during the duration of the dragon boating activity.

13. The Steersperson

- 13.1 No restriction on gender.
- 13.2 Minimum 18 years old; no limit on maximum age.
- 13.3 Must possess certification in any of the following:
 - a. SDBA Basic Helm/Helm Scheme Provisional/Full Accreditation
 - b. SDBA Recreational Trainer
 - c. Technical Level 1/2/3 Coach in Dragon Boat.

14. Appointment of Boat Captain

- 14.1 In accordance with the 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.
- 14.2 Traditionally, the Steersperson would assume the role of the Boat Captain as he/she commands the best views from inside the dragon boat.

- 14.3 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.
- 14.4 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.
- 14.5 In an emergency or a dangerous situation that may lead to capsizing or swamping, the Boat Captain must:-
 - a. Regain control and stop the action that may cause the capsize of swamping from happening at the earliest possible moment.
 - b. The Boat Captain or Steersperson must issue the command "BRACE! BRACE! BRACE!" to stabilize the dragon boat.
 - b. When it is safe, the Boat Captain may then decide to head to the nearest shore or landing point to address any imbalance.
- 14.6 In an emergency or a dangerous situation that may lead to capsizing or swamping, but within the company or proximity of other dragon boats, the Boat Captain may alert other dragon boats of their predicament. This is done by raising/waving one or both hands over their head repeatedly to attract the attention of the nearest dragon boat.
- 14.6 In the event of capsize or swamping, the Boat Captain must maintain control of the Crew inside the water at all times. Boat Captains must initiate the **Capsize/Swamping Drill** and make sure that all crew members are accounted for and initiate a quick search for any missing crew members.
- 14.7 When every crew member is accounted for and the condition is safe, the Boat Captain may initiate the **Capsize or Swamping Recovery Drill**.
- 14.8 If Rescuers (in the form of other dragon boats, hereafter known as Rescue Dragon Boat) are present, the Boat Captain may request the Rescue Dragon Boat to recover the non-swimmers and weak-swimmer of his/her crew in the water, provided there is space available inside the Rescue Dragon Boat.
- 14.9 When it is safe, the Boat Captain may request for the Rescue Dragon Boat to tow the capsized or swamped dragon boat to the nearest shore or landing point.
- 14.10 If there is a missing crew member(s), the Boat Captain must inform the Emergency Services (SCDF, Police, etc.) at the earliest and safest possibility.

15. Adoption of the Buddy System

- 15.1 Team will adopt the Buddy System to better manage their Crew's safety. The system accorded each crew member with a partner for mutual checking on safety and support in an emergency such as during a capsize or swamping.

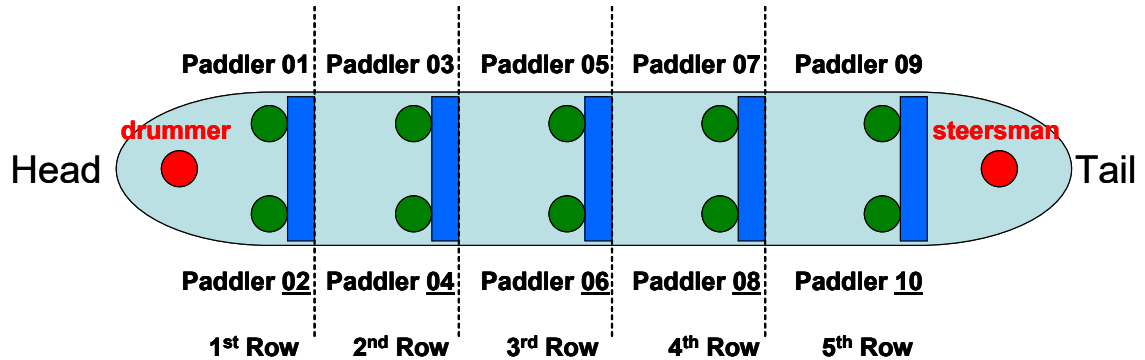


Figure 1: Example of Buddy System for 12-crew dragon boat

- 15.2 Pair the paddlers according to their seating positions. Drummer will be grouped with the 1st Row (1st Pair). Steersperson will be grouped with the Last Row (Last Pair). The paired paddlers are now identified as the 'Buddy' for the other. The 1st and Last Pair will have 3 persons in a "Buddy" system.
- 15.3 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.
- 15.4 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 Para 9: Capsize/Swamping Drill).
- 15.5 If your Buddy is physically missing or has missed the roll call, alert the Boat Captain or the first Rescuer on the scene.

16. The Capsize/Swamping Drill

- 16.1 The Capsize Drill has been designed to ensure the Crew's safety 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. The Crew must understand the Capsize/Swamping Drill.
- 16.2 It is the responsibility of the Team Manager, Boat Captain and Steersperson to ensure that the Crew is aware of the Capsize/Swamping Drill.
- 14.3 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.

- 14.4 The 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 accounting of crew members as well as rescue.
- 14.5 The Crew is to check on himself/herself for injuries. Inform the Boat Captain as well as the Buddy if you have any injuries.
- 14.6 The Crew is then required to check on the status of their buddies. Inform the Boat Captain if your Buddy is missing or if he/she is too injured to account for himself/herself.
- 14.7 The Boat Captain must initiate a roll call to account for the Crew.
- 14.8 If a crew member is missing, assume he/she is unconscious. Do a quick visual search within your peripheral vision to locate the missing crew.
- 14.9 If the missing crew member is not within your peripheral vision, assume he/she is under the overturned hull of the dragon boat. Boat Captain is to initiate a leg sweep procedure to feel for anybody trapped underneath the boat.
- 14.10 If help arrives, Boat Captain is to immediately inform the Rescuer on any missing Crew and an emergency call to the Emergency Services (SCDF, Police, etc.) is to be made.
- 14.11 Once back on shore, the Boat Captain must ensure that all crew members are accounted for. If there are any missing crew member(s), the Boat Captain must inform the Emergency Services at the earliest possibility.

17. Rescue Dragon Boat

- 15.1 Rescue Dragon Boat is defined as any dragon boat that can come to the aid of another dragon boat in distress.
- 15.2 The universal sign of distress is done by raising/waving one or both hands over their head repeatedly to attract attention. All dragon boaters must be able to identify and understand the universal sign of distress.
- 15.3 The Rescue Dragon Boat must approach any dragon boat in distress with extreme caution. Always assume there are people in the water within the proximity of the dragon boat in distress.
- 15.4 The Boat Captain of the Rescue Dragon Boat must establish contact with the Boat Captain of the dragon boat in distress to simplify communications.

- 15.5 The Rescue Dragon Boat should establish that all crew member of the dragon boat in distress are accounted for.
- 15.6 The Rescue Dragon Boat should give priority towards rescuing injured crew. The Rescue Dragon Boat may alert the Emergency Services (Police, SCDF, etc.) when required.
- 15.7 When it is safe and there is space available inside the Rescue Dragon Boat, the Rescue Dragon Boat may recover the non-swimmers and weak-swimmer from the dragon boat in distress.
- 15.8 When it is safe and there is space available inside the dragon boat, the Rescue Dragon Boat may shuttle crew members from the dragon boat in distress to the nearest shore or landing point
- 15.9 When it is safe and the Rescue Dragon Boat has the capability to render, the Rescue Dragon Boat may tow the dragon boat in distress to the nearest shore or landing point

18. Capsized Dragon Boat Recovery Drill

- 16.1 If a Rescue Dragon Boat arrives, request the Rescue Dragon Boat to tow the capsized dragon boat to the nearest shore.
- 16.2 If there is no Rescue Dragon Boat or any other form of rescue available, and after satisfying the requirements of the Capsize Drill, the Boat Captain may initiate a team swim to the nearest shore. The target shore must be accessible from the water and not a sheer sea-wall which will prevent recovery onto land.
- 16.3 Weak/ Non-swimmers will stay with the capsized dragon boat by holding onto the sides.
- 16.4 The rest of the crew members will swim to shore by pushing the capsized dragon boat towards the general direction of the shore.

19. Swamped Dragon Boat Recovery Drill

- 17.1 If a Rescue Dragon Boat arrives, request the Rescue Dragon Boat to tow the swamped dragon boat to the nearest shore.
- 17.2 If there is no Rescue Dragon Boat or any other form of rescue available, and after satisfying the requirements of the Capsize Drill, the Boat Captain will assign one (1) or two (2) crew members to re-board the swamped dragon boat and to initiate bailing out of water.
- 17.3 Weak/Non-swimmers should stay inside the swamped dragon boat whenever possible. If not possible to stay or already ejected out of the dragon boat, to hold onto the sides of the swamped dragon boat.
- 17.4 As the swamped dragon boat regains buoyancy, the Boat Captain will re-board the dragon boat. Once the Boat Captain is aboard, he will direct the recovery of the weak/non-swimmer into the dragon boat first before completing the recovery of the rest of the other crew.

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