

SAVA Sprints International V Event Information, Rules and Regulations

SAVA Sprints International V ("SSI-V") organised by SAVA Private Limited will be held on Saturday 10th and Sunday 11th October 2009 at Bedok Reservoir.

(a) Details are as follows:-

Date	Saturday 10 th & Sunday 11 th October 2009
Time	0800 – 1800Hrs (Time may vary according to number of entries received)
Venue	Bedok Reservoir
Race Distance	200m only
Registration Deadline	21st September 2009
Registration Fee	LOCAL TEAMS - S\$19.00 (with 7% GST) per paddler

- The Registration Fee covers any number of events that the Team is entitled to register for;
- The Registration Fee also applies to Drummers, Steerspersons and Reserves.

INTERNATIONAL TEAMS

- Please refer to the document "Official Race Registration for International Teams"

LOCAL FREESTYLE CATEGORY

An additional registration fee of **S\$150.00 (with 7% GST) per team** is required for local teams wishing to participate in this category.

INTERNATIONAL FREESTYLE CATEGORY

No additional registration fee is required for international teams wishing to participate in this category.

Team Manager's
Briefing

Local Teams:

Date	Friday, 2 nd October 2009
Time	1900 – 2000Hrs
Venue	To be announced

International Teams:

Date	Friday, 9 th October 2009
Time	1900 – 2000Hrs
Venue	To be announced

Categories:

"SSI-V" 20-Crew 200m

- (1) SSI-V Nations' Cup Men **** (new)**
- (2) SSI-V Nations' Cup Women **** (new)**
- (3) SSI-V Tertiary Men **** (new)**

- (4) SSI-V Men
- (5) SSI-V Women
- (6) SSI-V Mixed
- (7) SSI-V Singapore Expatriate Community (Mixed) **** (new)**
- (8) SSI-V Corporate Club Crew (Open)
- (9) SSI-V Sponsors' Challenge (Open)
- (10) SSI-V Local Freestyle (Open)
- (11) SSI-V International Freestyle (Open)

“SSI-V” 12-Crew 200m

- (1) SSI-V Tertiary Women **** (new)**
- (2) SSI-V Inter-Corporate (Open) **** (new)**
- (3) SSI-V Inter-Banks (Open) **** (new)**
- (4) SSI-V Asian Breast Cancer Invitational
- (5) SSI-V Asian Breast Cancer Invitational Mixed
- (6) SSI-V Novelty Race (Open) **** (new)**

Note: A category will only be run if there are at least four (4) teams registered for it.

(b) Introduction of Sava Sprints international V (“SSI-V”)

“SSI-V” continues the successes of the past five years. As early as 2004, Singapore Sports Council (“SSC”) was supportive of such a new initiative, and since 2007 the event has been on the calendar of “Singapore Waterfest”.

Continuity is the key to any successful sports event, and it is our aim to ensure that SAVA Sprints International grows year on year into a high profile event. It is already very much on the dragon boat map, being a calendar event of great promise.

International teams have marked this event, and so far we have confirmed participation from the Philippines, Hongkong, Malaysia and for the first time, Japan.

SAVA has played a key role in changing the mindset and the landscape of dragon boating in the past five years and has raised the professional bar. By continuing to work with the support of SSC and other stakeholders, we firmly believe that we can make this event the best there is.

(c) History of SAVA Sprints International (“SSI”)

Since the inaugural SAVA Sprints in 2004, SSI has firmly established itself as an annual ‘calendar’ event in the local and international dragon boat racing calendar. It attracts international as well as top local teams. It was the first dragon boat event in more than 10 years in Singapore to achieve such international and local participation.

SSI also had the prestige of being the first International Dragon Boat Federation ‘Associate’ event in Asia, the second such event in the world after Italy.

In 2006, SSI was held at Bedok Reservoir over the weekend of 16th & 17th October 2006. It was one of the launch events for Singapore Waterfest 2006, a festival of selective water sports organized by the Singapore Sports Council. The participation rate continues to grow from year to year.

SSI is also the only competition to raise awareness and funds for breast cancer in Singapore. SSI 2006 also saw the “NECDC Challenge Cup” being staged, an

event that was the culmination of dragon boat training sessions that SAVA had jointly organized with the North East Community Development Council ("NECDC") for teams within the NECDC.

Indeed SSI has forged an identity for itself. It is one of its kinds, not only in Singapore, but Asia as well.

(d) Major Events that SAVA has organised or been involved with in the past four years:

- SAVA Sprints at Kallang Riverside (April 2004)
- Commonwealth Games Torch Relay (2005)
- MR500 I at MacRitchie Reservoir (March 2005)
- SAVA Sprints International I at Bedok Reservoir (September 2005)
- MR500 II at Lower Seletar Reservoir (March 2006)
- Singapore 10km Challenge (April 2006)
- SAVA Sprints International II at Bedok Reservoir (September 2006)
- 1st IPDBC Breast Cancer Dragon Boat World Championships (September 2006)
- National Healthcare Group Family Day at Sentosa (January 2007)
- Ducktours CNN Conference (February 2007)
- MR500 III at Lower Seletar Reservoir (March 2007)
- Rudy Project Borocay Island International Dragon Boat Race (April 2007)
- Macau International Dragon Boat Race (May 2007)
- Volvo Driveaway 2007 to Port Dickson, Malaysia (June 2007)
- Nanaimo Dragon Boat Festival, Nanaimo, Canada (July 2007)
- Anderson Junior College Inter-House Dragon Boat Race (July 2007)
- Subaru Waterfest Urban Race (August 2007)
- SAVA Sprints International III at Lower Seletar Reservoir (September 2007)
- Fuji Xerox Corporate Retreat (November 2007)
- MR500 IV at Lower Seletar Reservoir (March 2008)
- Volvo Driveaway 2008 to Kijal, Malaysia (June 2008)
- SAVA Sprints International IV at Bedok Reservoir (September 2008)
- MR500 V at Bedok Reservoir (March 2009)

and several coaching, training and teambuilding projects/events.

(e) About SAVA Private Limited

SAVA is a private company that undertakes the incubation and development of ideas from concept to market. Its heart lies in investing in people and talent and the human spirit in them. This it does through conceptualizing and executing dragon boat initiatives itself and with chosen partners.

SAVA focuses on maintaining the integrity of and developing further its reputation as the Premier Dragon Boating Service Provider in Asia.

SAVA is a pioneer in providing outstanding international dragon boat races the professional management and organisation of dragon boat events, highly motivational dragon boat team building programmes for corporations and schools, dragon boat team management and coaching.

SAVA was the first company to introduce International Dragon Boat Federation (IDBF) licensed dragon boats in South East Asia and through its flagship international dragon boat racing event, The SAVA Sprints International, to provide participants premier competitive racing in a fleet of IDBF boats.

SAVA is the first in Asia and only second in the world to achieve IDBF Associate status. The IDBF Junior World Champions received the coveted SAVA Trophy at the 6th IDBF Dragon Boat Racing World Championships in Berlin in 2005

SAVA is the Official Supplier of IDBF dragon boats and paddles to the 23rd South East Asian Games 2005.

SAVA engages with the community in which it is embedded and responds to the agenda for corporate citizenship. SAVA manages and coaches the first breast cancer survivor dragon boat team in Asia. Since October last year, SAVA also initiated Asia's first Blind Dragon Boat Team named Naga Merah, which was very well received by Dr Vivian Balakrishnan, Minister for Community Development, Youth & Sports.

SAVA is the joint organiser of the 1st IPDBC Breast Cancer Dragon Boat World Championships held in September 2006 in Singapore.

(f) Race Categories

The following are new categories that will be introduced for the first time:

Nations' Cup Men/Women

As there are entries from possibly five (5) countries, this category is akin to having our own "Nations" Championship. This category caters to Teams who will be representing their own country.

Teams who wish to enter in this category **need to have a letter of approval from their respective National Sports Association ("NSA") stating their agreement for the Team to represent the country.**

Each country can only be represented by one Men's team and one Women's team.

Tertiary Men/Women

This category is an exclusive opportunity for tertiary teams to compete against each other. Every paddler in the team must be an active student of the tertiary institution and each tertiary institution can only be represented by one team. International/overseas tertiary institutions are allowed to participate in this category.

Singapore Expatriate Community

To qualify for this category, a team needs to be an expatriate team. This means that a minimum of 80% of its paddlers must be expatriates but 20% of the paddlers are allowed to be locals.

Final acceptance of any entry will be at the discretion of the Organisers.

Drummers and Steerspersons for this category need not be an expatriate and there is no gender restriction.

Inter-Corporate (Open)

A category for the Corporate, the Teams participating in this category must consist only of full-time employees in the respective Company.

A letter from the HR Manager/Director is required to certify that all the paddlers in the Team are full-time employees in the Company.

In the event of doubt or discrepancy, the Organisers reserve the right to request for proof of employment (i.e. CPF Statement, etc).

Inter-Banks (Open)

A category exclusively for Teams from the Banks, the Teams that wish to

participate in this category must consist only of full-time staff in the respective Bank.

A letter from the HR Manager/Director is required to certify that all of the paddlers in the Team are full-time employees in the Bank.

In the event of doubt or discrepancy, the Organisers reserve the right to request for proof of employment (i.e. CPF Statement, etc).

Freestyle Race

This will be a 200m Freestyle Open race with a maximum of 18 paddlers (with no restriction on male/female paddlers' configuration. Teams can either have a mixed boat, a full women's boat or even a full men's boat. Teams are allowed to race in any style of paddling i.e. squatting, kneeling or standing etc. However, it is compulsory for the teams to attempt freestyle **only after the 50m mark**.

A maximum of 12 teams will be accepted for this category. An additional registration fee of S\$150.00 (with 7% GST) is required per Local Team. There will be no registration fee for International Teams.

Asian Breast Cancer Invitational and Mixed

This is a new category open to breast cancer survivors' dragon boat teams in Asia. For the "Asian Breast Cancer Invitational" category, all paddlers in the team must be breast cancer survivors. The Drummer can be a supporter but must be a female. The Steersperson can be either male or female.

The mixed category must consist of a minimum of 60% survivors. The balance of 40% can be supporters. The Drummer can be a supporter but must be a female of survivors and supporters respectively (i.e. a minimum of 60% survivors will be required to enter this race. Drummers can be a supporter, but must be a female. The Steersperson can be either male or female.

Sponsors' Challenge

This unique category is a race among all the sponsors' teams to vie for the Sponsors Challenge Trophy. The number of paddlers will remain at a maximum of 18 with no restriction on male/female paddlers' configuration. A minimum of three and maximum of six teams is required to run this category.

Eligibility for this race will be subject to the Organisers' approval.

(g) Race Format

Nations' Men	No female paddlers are allowed;
Tertiary Men	Limited to the first 30 teams who register;
	Drummer must be male.
	Steersperson can be either male or female.
Nations'	- Must have letter of approval from their NSA.
Tertiary	- All active students as of 1 st October 2009
	- Steersperson need not be from same school
	- Drummer must be a student
Nations' Women	No male paddlers are allowed;
Tertiary Women	Limited to the first 20 teams who register;
	Drummer must be female;
	Steersperson can be either male or female.
Nations'	- Must have letter of approval from their NSA.
Tertiary	- All active students as of 1 st October 2009

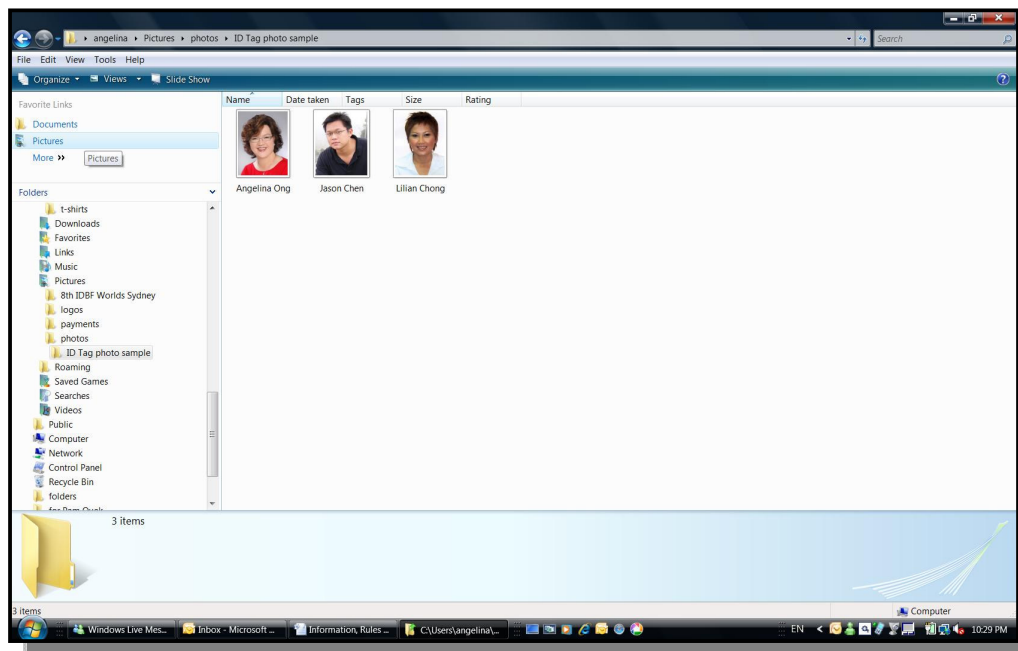
	<ul style="list-style-type: none"> - Steersperson need not be from same school - Drummer has to be a student
Mixed	<p>Must have a minimum of 8 female paddlers; Limited to the first 40 teams who register; Drummer and steersperson can be either male or female.</p>
Corporate	<p>There is no restriction on male/female paddlers' configuration; Limited to the first 20 teams who register; Drummer and steersperson can be either male or female.</p>
Expatriate Community	<p>Must have a minimum of 8 female paddlers; 80%/20% configuration between expatriates and locals respectively; Not more than 4 local paddlers are allowed in each team; Limited to the first 12 teams who register; Drummer and steersperson can be either male or female.</p>
Corporate Club Crew	<p>Male paddlers must be 25 years of age as at 1st January 2009; Female paddlers must be 22 years of age as at 1st January 2009; Age ruling also applies to Drummers. Limited to the first 20 teams who register; Drummer and steersperson can be either male or female.</p>
Freestyle event Local/ International	<p>There is no restriction on male/female paddlers' configuration; Limited to the first 10 teams who register; Drummer and steersperson can be either male or female.</p>
Asian Breast Cancer Invitational	<p>Details in item (f) Race Categories apply.</p>
Sponsors Challenge	<p>Only teams from "Official Sponsors" are allowed to enter A sponsor without its own team can nominate any team to represent its company; There is no restriction on paddlers, drummers and steerspersons configuration; There must be a minimum of three and a maximum of six teams to run this category.</p>
Others	<p>A paddler is allowed to paddle with another team, provided that the paddler's original team is not participating in the same category. For this the paddler will need to pay an additional Registration Fee. The penalty governing processing of Accreditation Tags after the official closing date applies.</p>

(h) ACCREDITATION TAGS

ALL PADDLERS MUST SUBMIT a digital photograph of themselves (passport size, in soft copy and in **JPEG** format). The title of the **JPEG** photograph must be the name of the paddler in the photograph. An example of **JPEG** photographs filed in a folder in the computer is shown on the following page.

Team Managers are to collate all the JPEG photographs (in soft copy) in a folder, title the folder as the Team's Name, and submit it together with the Registration Documents. If the folder is too large in size, please burn it into a CD and submit it to the Organiser either by hand or post.

Entries received after the closing date, or entries that are still without photographs after the closing date, will not have their Accreditation Tags made before race day. These Accreditation Tags will be processed on race day and a penalty of **\$30.00 (with 7% GST)** per tag will be imposed.



(i) REGISTRATION DOCUMENTS

The following are the Registration Documents for this event, which **ALL Teams** must submit by the closing date:

- (1) Registration Form (**duly completed**);
- (2) Summary of Participants Form (**duly completed**);
- (3) Waiver and Release of Liability Form (**duly completed**); and
- (4) Digital Photographs of all the paddlers (**as explained in item (h) above**).
- (5) Letter from the employer as proof of employment (**if required**).
- (6) Accommodation Reservation Form (**for International Teams only**)

(j) OTHER TEAM NOTES

- (1) Teams can register via e-mail to savasprints@sava.com.sg for the rental of a tent (front view), at S\$400.00 for usage over both days of competition. This fee includes a 15ft x 15 ft tent, 2 tables and 20 chairs.
- (2) Beer will be on sale, at a reduced price, should a beer sponsor be secured.
- (3) **Note:**
Teams **are not allowed** to bring their own supply of beer unless approved by the Organisers. Requests can be submitted for approval, via e-mail, to savasprints@sava.com.sg
- (4) Practice sessions are only available to International Teams on the 9th October 2009 at specific time slots.

- (5) Visiting International teams are recommended to take up the Official Race Registration Package at US\$110.00 per person or US\$280.00 per person (depending on choice of accommodation). This Registration Package will include all the items listed out in item (a) Registration Fee above.

The Accommodation Reservation Form must reach the Organisers by 1200noon on **21st September 2009** and is subject to availability and on a first-come-first-served basis. Full payment is required upon registration.

(k) PAYMENTS

All cheques are to be made payable to “**SAVA Private Limited**” and mailed to:

SAVA Private Limited
22 Lorong 21A Geylang #07-02
Prosper Industrial Building
SINGAPORE 388431

Payments can also be made by direct transfer to SAVA's bank account. For such transactions, please remit your payments to:

Bank Account Name SAVA Private Limited

Bank Name DBS Bank Ltd

Bank Account Type Current Account

Bank Account Number 065-900891-7

Please forward a copy of the remittance confirmation either by email to savasprints@sava.com.sg or fax to **+65 6748 8443**

RULES & REGULATIONS

These rules and regulations govern the proper conduct of SAVA Sprints International dragon boat races.

(1) ENTRY RULES

CREW MEMBERS and TEAM MANAGER

- (1) A 20 crew team shall consist of 18 Paddlers, 1 Drummer, 1 Steersperson and 4 Reserves.
- (2) A 12 crew team shall consist of 10 Paddlers, 1 Drummer, 1 Steersperson and 2 Reserves.
- (3) A Mixed crew team shall consist of a minimum of 8 female paddlers.
- (4) The minimum number of paddlers in a team is 16. A reserve can participate in the competition in the event of sickness, injury or unavailability of a crew member named in the crew list.
- (5) While paddlers and drummers can only paddle for one team, Steerspersons are allowed to steer for more than one team.
- (6) Every team shall appoint a Team Manager and a Team Captain. The Team Captain shall assume the role of the Team Manager in the event that the Team Manager is not available.
- (7) It is the responsibility of the Team Managers to attend all meetings that are called for Team Managers.
- (8) Crews must follow the directions of the race officials at all times during the competition. Failure to do so may result in disciplinary action being taken, or if appropriate the disqualification of the competitor or crew concerned.
- (9) Save for any exceptions in these Rules, an individual competitor shall only be registered and competing under one (1) team. A competitor must not paddle for a team crew other than the one he or she is registered to compete for.
- (10) All registration must reach the Organisers by 1200 noon of **21st September 2009**.
- (11) A team can only submit one (1) entry per crew per category. If the team has other crew(s) then the team will be required to register each crew separately (e.g. "A", "B" or "C" or more).

(2) SAFETY RULES

- (1) Competitors must be able to swim at least 50 metres wearing light clothing. It is the responsibility of the Team Manager to ensure all members of the team comply with this rule.
- (2) Teams must bring their own life vests (personal floatation aids). It is compulsory for all competitors to put on the life vests during the race.

- (3) The crew members from a capsized dragon boat are required to stay with the boat and leave it in the capsized position. They should not swim ashore. They should wait for the arrival of the safety boats. Only after the crew has been rescued will the safety boats recover the capsized dragon boat.
- (4) Each competitor is solely responsible for his or her own safety and fitness during the competition. No responsibility will be accepted by the Organiser or any other individual or organisation connected directly or indirectly with the races and they will not be held responsible for any death, injury, damage or loss incurred by the members of a team.
- (5) All safety rules must be complied with. Disregard for or infringement of any safety rule will lead to disciplinary action and/or disqualification for the team connected.
- (6) All crews shall compete in their races in accordance with the rules. They shall comply with the instructions of the jury/umpires and of the Organising Committee and they shall observe any traffic regulations in force. They shall, in particular:
 - Not cross the finish line (in any direction) while boats from another race are in the process of finishing, or at any time when not participating in a race;
 - Stop when the competing crews approach their position;
 - Respect traffic rules in warm up and while moving to the start area.

(3) EQUIPMENT

- (1) The Organising Committee shall provide all the dragon boats for the event. All teams must provide their own paddles, which unless exempted by the Organiser, shall be of IDBF 202a specification. The allocation of equipment to individual crew shall be at the sole discretion of the Organising Committee. The Organising Committee shall not be held responsible for any failure of equipment during the race.
- (2) It is the responsibility of the crew in a team to ensure that the dragon boat and its equipment are fully functional and water worthy. Dragon boats must be checked before embarking for a race. The Equipment Steward must be informed should there be any complaints on the equipment issued. His decision on the validity of the complaint is final. The organiser shall not be held responsible for any boat or equipment failure once a crew has embarked.
- (3) Participating teams shall reimburse the Organising Committee for any damages or losses to the equipment caused by the team concerned.
- (4) The Organising Committee has the right to change the boats depending on the availability and weather conditions.

(4) REPORTING/MARSHALLING/EMBARKING

- (1) The Team Manager and his/her crew must report to the Crew Assembly Area and be ready to embark twenty minutes before the start of the race. Crew identity checks may then be carried out by the race Officials and competitors must, if required, be able to produce some proof of identity.

When called forward to the Embarking Area, crews must embark in accordance with the instructions of the Boat Marshals. The Race Director can disqualify a team for failing to report within the stipulated time.

- (2) It is the Team Manager's responsibility to ensure that the dragon boat and its equipment are fully functional and water worthy. Therefore, boats and equipment must be carefully checked before embarking for a race. The Organiser cannot be held responsible for any boat or equipment failure, once a team has embarked and left the Embarking Area
- (3) Teams must use the dragon boats allocated to them by the Organiser.
- (4) After a crew has embarked, it must proceed directly to the Start Area. All crews must keep clear of the Racing Lanes and must not interfere with a Race that is in progress.

(5) CONDUCT OF TEAM

- (1) Teams must follow the directions of the Race Officials at all times during the competition. Failure to do so may result in action being taken against them, which may include disqualification of the competitor or team occurred
- (2) Any dragon boat crew or competitor who attempts to win a race by other than honourable means, or who deliberately breaks the Racing Rules, or who disregards the honourable nature of the rules, shall face disqualification from the competition.
- (3) It is forbidden during a race, for a crew to receive outside help or coaching, or, be accompanied by other boats along the course, even outside the Racing Lane. Such acts will result in disciplinary action being taken against the crew(s) concerned.
- (4) Verbal abuse directed at a Race Official by competitors will be dealt with by the Race official first warning the competitor(s) or Team Manager of the crew concerned, that an offence under the Disciplinary Code has occurred. If the abuse continues, the Race Official will take appropriate action against the person(s) concerned and report this to the Organiser. Appropriate action includes disqualification from the event, subsequent events and future competitions.
- (5) Any conduct likely to bring the sport into disrepute, such behaviour considered unacceptable in public, aggressive behaviour to members of the public or social bad manners, will result in disciplinary action being taken against the person(s) concerned.
- (6) Any threat of violence or actual violence occurring during the period of an event among participants will be dealt with by the Organising Committee / Disciplinary Committee. The person(s) concerned and the crew will be disqualified from taking any further part in the competition. No appeal will be entertained in such circumstances.

(6) STARTING PROCEDURE

- (1) It is the Team Manager's responsibility to make sure that each crew member is familiar with the starting procedures. All crew members must assemble

behind the Start Line or in a specifically designated start area at least 5 minutes before their Start Time. Failure to come up to the Start Line when called shall be warned by the Race Starter. The Race Starter will start a Race on time and may start a race without reference to absentees.

- (2) The first 50 metres of the Regatta Course constitutes of the Start Zone. The crew shall not enter the start zone until all crews from the proceeding race have left the start zone, and the Starter has attributed a lane to the crew. Crews must be at their starting position and attached, two minutes before the time laid down for the start. The Starter may start the race without reference to absentees. The Starter may warn a crew arriving late at its starting position and such warning shall have the same effect as one given for a false start. The Starter may also exclude the crew from the event.

(3) Starting Procedure

- (a) Crews must attach themselves to their starting buoy at least two minutes before the starting time of the race. When the Starter announces "Two Minutes" this shall signify to the crews that they are formally under the Starter's orders. The announcement of "Two Minutes" shall also be an instruction to the crews to prepare to race (i.e. check equipment, etc).
- (b) When the boats are aligned and the crews are ready to race, the Starter will make a roll-call by announcing the lane order and the names of each of the crews/teams in the race.
- (c) Once the roll call begins, the Steerspersons must make sure that their boats are straight and ready to race.
- (d) At the same time, the Aligner will raise the white flag to indicate that the crews are, ready and correctly aligned.
- (e) The Starter shall then ask "ARE YOU READY" followed by "ATTENTION" and after a clear pause, the Starter shall give the start command by using the air horn and, simultaneously, saying "GO".
- (f) If the starting procedure is interrupted for any reason external to the crews or for a false start then the Starter must begin the procedure again by starting with the roll call.

(7) FALSE START

- (1) If a crew starts after the word "ATTENTION" and before the word "GO" it has made a False Start. The Starter shall immediately recall the crews by shouting "STOP STOP STOP". The Starter will then identify the crew or crews responsible for the False Start and will warn them of the offence committed. If the same crew causes two False Starts, the Starter may exclude them from the race or award a "Time Penalty" of 2 seconds to the offending crew.
- (2) When a crew "Jumps the start" which means that the crew has anticipated the Starters word of command "GO" to the extent that a "False Start" cannot be called, the Starter may award a Time Penalty of 2 to 5 seconds against the crew concerned.

- (3) If more than one boat crosses the start line before the start is given, only the crew or crews which the Starter or Aligner decides actually caused the false start shall be awarded a false start.
- (4) A warning given for being late at the start shall have the same effect as a warning given for a false start.

(8) TECHNICAL RULES ON THE RACE COURSE

- (1) The Drummer shall sit on the seat provided and must actively beat the Drum throughout the race, once the boat has cleared the Starting Area, which is deemed to be 50 metres from the Start. Failure to comply will result in disciplinary action against the crew concerned.
- (2) The race course for each dragon boat is a straight line from its starting position to a corresponding point at the Finish Line. Each dragon boat must remain in its allocated lane and must not interfere with other dragon boats. Any dragon boats which enter a wrong lane which is marked by floating buoys other than its own WILL be disqualified. Lane markers of floating buoys will be positioned to guide crews.
- (3) In a collision during a race, when one or more of the teams involved could have avoided by taking corrective action, i.e. stop paddling BUT did not do so, the team or teams concerned shall be disqualified from the competition class concerned and may face disqualification from the whole competition.
- (4) Qualification of teams to race in subsequent rounds will be determined by the position and/or timing. In the event of a tie, then a draw will determine which of the tied teams advance to the next round of race.
- (5) Allocation of lanes for all heats will be decided by a draw. In the subsequent stages of the competition, for example, repechages, semi final and finals, the principle is to put the crews with the best placing in their previous round in the inner lanes and the crews with the lower placing in their previous round are put in the other lanes.
- (6) Teams with identical times to qualify for one place in the next round will be decided by a draw to decide which team qualifies.
- (7) The Race Umpire in the safety boats will follow each race to observe each course taken by each dragon boat. He will be equipped with a Loud hailer, and White and Red Flags. If the Race Umpire shows a Red Flag, the race must stop. A White flag is used to warn individual crews.
- (8) The correct course for each boat is a straight "line" down the course or down the middle of its marked "Racing Lane" from the Start Line to the Finish Line. Crews are responsible for their steering and leave their Racing lanes or deviate from their "Line" at their own risk. Even when crews are in their Racing Lanes or following a "racing line", at least 2 metres of clear water must be maintained around each boat. The boat includes the crew's paddles and therefore "clear water" is between paddle blade and adjacent paddle.
- (9) Any dragon boat that fails to keep to its proper course will be warned by the Race Umpire by showing a White Flag to the drummer and by giving a

verbal warning. If such warnings are ignored, the team(s) concerned risks disqualification from the race, if in the opinion of the Race Umpire that the crew has impeded another crew or has gained an advantage thereby, which has materially affected the result of the race. Dragon boats should not pass outside the buoys that mark the edges of the lanes.

- (10) The time returned by a dragon boat is the time taken when the foremost part of the body crosses the Finish Line. A Dragon's head when present forms part of the boat. The Finish Line is in between two buoys marked by two flags.
- (11) When a boat is overtaking another boat in a race, it is the duty of the overtaking boat to give "clear water" to the boat it is overtaking. Similarly, the boat being overtaken is not allowed to alter its course to make difficulties for the overtaking boat or boats. It is forbidden for a crew to "wake ride". i.e. to gain advantage from the WAKE of another boat by paddling across the angle of its bow wave and gaining an increase in speed by "riding" the forward face of the wave.
- (12) If, in the opinion of a Course Marshal or Race Director, a dragon boat has been swamped or capsized deliberately by a team, the Organiser reserves the right to impose a penalty of S\$200/- on the organisation which enters the crew, and the right to refuse such a team's entry in future races.
- (13) If in the opinion of the Race Director or Course Marshal, a dragon boat is damaged deliberately by a crew, the Organiser reserves the right to impose a penalty of S\$2,500.00 on the team and the right to require such team or such organisation which entered that team to pay for the costs of repairs to the damaged dragon boat.

(9) FINISHING AND JUDGING

- (1) The finishing order of a race and the time taken by each dragon boat will be determined by the Race Director and the Chief Judge whose decision shall be final.
- (2) Each dragon boat team must return immediately to the Boat Marshalling Area (or designated Embarkation Area) and disembark after the race unless it is involved in a dead heat for a place to determine advancement to the next round. A team is not released from the directions of the Marshalling Officials until all members of the team have left the Crew Assembly Area.
- (3) When two dragon boat teams from the same heat finish a race with identical times, the Race Director will draw lots to determine which team qualifies and in which lane each team is allocated if both teams qualify which is determined by the dragon boat teams.
- (4) Discarding of Life Vests (personal floatation aids), paddles, dragon head/tail into water at the conclusion of a race, is considered ungentlemanly conduct and contravenes the Disciplinary Code of competition. The Organiser reserves the right to take immediate disciplinary action which includes disqualification of the team(s) in all subsequent events of the competition. Penalty for loss or damage to equipment belonging to the Organiser will also be imposed.
- (5) A boat has finished the race when the foremost part of the boat crosses the

Finish line with the same number of Racers. (i.e. Paddlers, Drummer and Steersperson) in it as started the race. A Dragon's Head forms part of the boat.

(10) PROTEST AND APPEAL

- (1) All protests shall be made in writing by the Team Manager to the Race Director. Such a protest must be addressed to the Competition Committee within 15 minutes of the end of the race. A protest against a Race Result must be made no later than 15 minutes after the result is officially posted. A protest shall be accompanied by a fee of \$150.00 which is refundable if the protest is upheld.
- (2) The Board of Jury will discuss the protest with the Competition Committee. After reaching its decision, the Competition Committee will inform all parties involved in writing, of its decision and of the reasons for the decision. The decision in writing will be handed to the Team Manager by the Chief Judge. The Team Manager must acknowledge receipt of it by signing the Chief Jury Official's copy and recording the time in case of any further appeal to the Jury. Only in exceptional circumstances will the Board of Jury take longer than 30 minutes to consider any one protest.
- (3) In the event of a team being disqualified for infringement of the Racing Rules and Regulations, the Competition Committee will record their decision and the reasons in writing on a Disqualification Notice. The Chief Jury will hand this notice to the Team Manager concerned who will acknowledge the receipt of it by signing the Chief Jury's copy and recording the time of receipt.
- (4) The acknowledgement of receipt(s) by the Team Manager is the start of the period in which the Team Manager may appeal to the Jury of Appeal against the decision of the Competition Committee. An appeal against a decision of the Competition Committee shall be addressed to the Chairman of the Jury and handed in no later than 20 minutes after the Team Manager has acknowledged receipt(s) of the Competition Committee's decision of any disqualification. An appeal shall be accompanied by a fee of \$250.00 which is refundable if the appeal is successful.
- (5) The discussion of the appeal by the Jury of Appeal will not take more than 30 minutes. The Chairman of the Jury Appeal will inform the Competition Committee and Team Manager concerned of the Jury of Appeal's decision and reasons. The Organiser at its discretion will appoint competent persons for the Jury of Appeal. The decision of the Jury of Appeal is final.

(k) GENERAL

- (1) In the event of any question or matter which is not involved in these Rules and Regulations, THE DECISION OF THE ORGANISER AND/OR THE JURY OF APPEAL ON ANY MATTER NOT PROVIDED FOR IN THE RACING RULES AND REGULATIONS OR IN THE INTERPRETATION THEREOF, SHALL BE FINAL.
- (2) The Organiser reserves the right to accept or refuse the entry of any competitor or crew team in a race AT ITS SOLE DISCRETION.