

**Sarawak**  
More to Discover



Ministry of Tourism,  
Creative Industry and  
Performing Arts Sarawak



# 10<sup>th</sup> Edition Sarawak International Dragon Boat Regatta 2024

KUCHING, SARAWAK, MALAYSIA  
25th – 27th OCTOBER 2024





# SUMMARY

52 participating teams

16 from overseas

1,872 participants



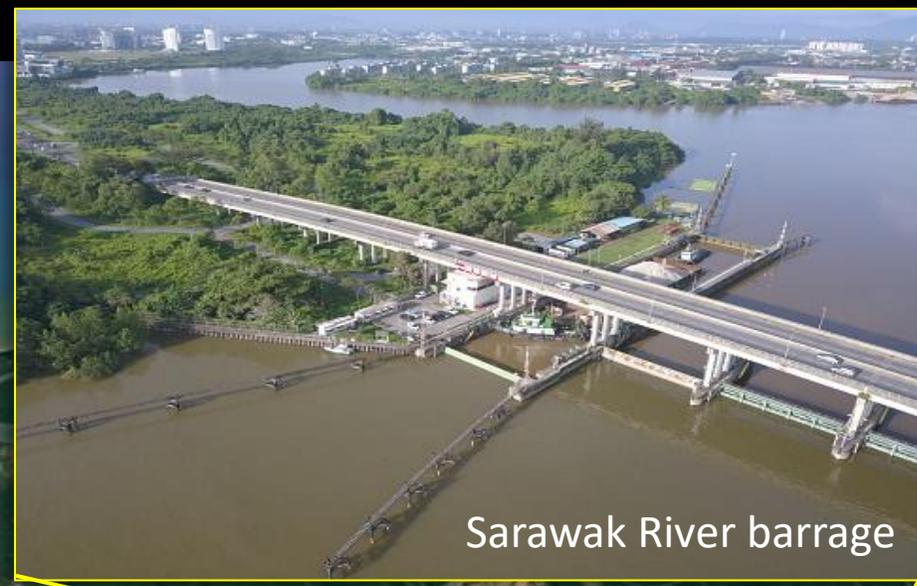
# SARAWAK RIVER

Length: 120km (75mi)

Basin Size: 2,459 km<sup>2</sup> (949sq mi)

Source: Kapuas Hulu mountain range

Mouth: South China Sea



Sarawak River barrage



Kuching waterfront



# VENUE OF COMPETITION: Sarawak River via Kuching Waterfront





# RACING IN THE STANDARD DRAGON BOAT



## 20-crew Dragon Boat Racing in Standard Boat

- Min.16 to Max.18 Paddlers,
- 1 Drummer
- 1 Steersperson
- 4 Reserves
- 1 Team Manager
- Total = 25 persons registered
- Total racing: = Min. 18 ; Max 20 racers

## 12-crew Dragon Boat Racing in Standard Boat

- Min.8 to Max.10 Paddlers,
- 1 Drummer
- 1 Steersperson
- 2 Reserves
- 1 Team Manager
- Total = 15 persons registered
- Total racing = Min. 10 ; Max 12 racers
- *Teams are free to select own seating configuration*





# RACING CLASS

Racing Class	Eligibility
20-crew International Premier Open	<ul style="list-style-type: none"> <li>- <b>Max.</b> 18 paddlers + 1 drummer + 1 steersperson racing <b>(Total = 20 racers)</b></li> <li>- <b>Min.</b> 16 paddlers + 1 drummer + 1 steersperson racing <b>(Total = 18 racers)</b></li> <li>- No restriction on gender</li> </ul>
20-crew International Premier Mixed	<ul style="list-style-type: none"> <li>- <b>Max.</b> 9 male paddlers + 9 female paddlers + 1 drummer of any gender + 1 steersperson of any gender racing <b>(Total = 20 racers)</b></li> <li>- <b>Min.</b> 8 male paddlers + 8 female paddlers + 1 drummer of any gender + 1 steersperson of any gender racing <b>(Total = 18 racers)</b></li> </ul>
12-crew International Premier Open	<ul style="list-style-type: none"> <li>- <b>Max.</b> 10 paddlers + 1 drummer + 1 steersperson racing <b>(Total = 12 racers)</b></li> <li>- <b>Min.</b> 8 paddlers + 1 drummer + 1 steersperson racing <b>(Total = 10 racers)</b></li> <li>- No restriction on gender</li> </ul>
12-crew International Premier Mixed	<ul style="list-style-type: none"> <li>- <b>Max.</b> 5 male paddlers + 5 female paddlers + 1 drummer of any gender + 1 steersperson of any gender racing <b>(Total = 12 racers)</b></li> <li>- <b>Min.</b> 4 male paddlers + 4 female paddlers + 1 drummer of any gender + 1 steersperson of any gender racing <b>(Total = 10 racers)</b></li> </ul>
12-crew International Premier Women	<ul style="list-style-type: none"> <li>- <b>All Female, with the exception of the Steersperson (can be Male)</b></li> <li>- <b>Max.</b> 10 paddlers + 1 drummer + 1 steersperson racing <b>(Total = 12 racers)</b></li> <li>- <b>Min.</b> 8 paddlers + 1 drummer + 1 steersperson racing <b>(Total = 10 racers)</b></li> </ul>



# RACING CLASS

Racing Class	Eligibility
12-crew International Masters Open	<ul style="list-style-type: none"> <li>- <b>All Paddlers min. age shall be 45 years old (born in 1979)</b></li> <li>- Drummers and Steersperson are exempted from age control</li> <li>- No restriction on gender</li> <li>- <b>Max.</b> 10 paddlers + 1 drummer + 1 steersperson racing <b>(Total = 12 racers)</b></li> <li>- <b>Min.</b> 8 paddlers + 1 drummer + 1 steersperson racing <b>(Total = 10 racers)</b></li> </ul>
12-crew Race for Harmony <i>(rebranded International Cancer Survivors Open)</i>	<ul style="list-style-type: none"> <li>- Racers may be required to show proof of being a Cancer Survivor</li> <li>- <b>May include up to five (5) non-Cancer Survivor paddlers (only) in the racing crew</b></li> <li>- <b>May include up to max. four (4) male Cancer Survivor paddlers (only)</b></li> <li>- Drummers and Steersperson can be of any gender as well as non-Cancer survivor</li> <li>- <b>Max.</b> 10 paddlers + 1 drummer + 1 steersperson racing <b>(Total = 12 racers)</b></li> <li>- <b>Min.</b> 8 paddlers + 1 drummer + 1 steersperson racing <b>(Total = 10 racers)</b></li> </ul>
10-crew National Costume Race	<ul style="list-style-type: none"> <li>- <b>Participating Teams must put on their National Costumes (and YES! PFD is still required)</b></li> <li>- <b>Max.</b> 10 paddlers + 1 drummer + 1 steersperson racing <b>(Total = 12 racers)</b></li> <li>- <b>Min.</b> 8 paddlers + 1 drummer + 1 steersperson racing <b>(Total = 10 racers)</b></li> <li>- <b>No restriction on gender</b></li> </ul>



# QUALIFIERS & PROGRESSION



Go to Telegram  
Search for 'sarawakidbr'

Category	Heats (H)	Repechage (R)	Semi Final (SF)	Minor Final (MF)	Grand Final (GF)
12-crew Masters Open	<p><u>23 teams in 6 H</u> Friday, 25<sup>th</sup> Oct</p> <ul style="list-style-type: none"> <li>• 6*H winners + 6*H fastest losers go SF</li> <li>• 11*remaining go RP</li> </ul>	<p><u>11 teams in 3 RP</u> Friday, 25<sup>th</sup> Oct</p> <ul style="list-style-type: none"> <li>• 4*fastest go SF</li> <li>• Rest eliminated</li> </ul>	<p><u>16 teams in 4 SP</u> Friday, 25<sup>th</sup> Oct</p> <ul style="list-style-type: none"> <li>• 4*SF winners go Grand Final</li> <li>• Rest eliminated</li> </ul>	<p><u>Nil</u></p>	<p><u>4 teams</u> Sunday, 27<sup>th</sup> Oct</p>
12-crew Premier Open	<p><u>56 teams in 14 H</u> Friday, 25<sup>th</sup> Oct</p> <ul style="list-style-type: none"> <li>• 14 *H winners go SF</li> <li>• 42*remaining go RP</li> </ul>	<p><u>42 teams in 11 RP</u> Saturday, 26<sup>th</sup> Oct</p> <ul style="list-style-type: none"> <li>• 5*fastest go SF</li> <li>• 37*remaining eliminated</li> </ul>	<p><u>20 teams in SF</u> Sunday, 27<sup>th</sup> Oct</p> <ul style="list-style-type: none"> <li>• 4*fastest go GF</li> <li>• 4*Next Fastest go MF</li> <li>• 12*remaining eliminated</li> </ul>	<p><u>4 teams</u> Sunday, 27<sup>th</sup> Oct</p>	<p><u>4 teams</u> Sunday, 27<sup>th</sup> Oct</p>



# QUALIFIERS & PROGRESSION



Go to Telegram  
Search for 'sarawakidbr'

Category	Heats (H)	Repechage (R)	Semi Final (SF)	Minor Final (MF)	Grand Final (GF)
12-crew Premier Mixed	<p><u>44 teams in 11 H</u> Saturday, 26<sup>th</sup> Oct</p> <ul style="list-style-type: none"> <li>• 11*H winners + 1*H fastest loser go SF</li> <li>• 32*remaining go RP</li> </ul>	<p><u>32 teams in 8 RP</u> Saturday, 26<sup>th</sup> Oct</p> <ul style="list-style-type: none"> <li>• 8*fastest go SF</li> <li>• Rest eliminated</li> </ul>	<p><u>20 teams in 5 SF</u> Sunday 26<sup>th</sup> Oct</p> <ul style="list-style-type: none"> <li>• 4*SF winners go Grand Final</li> <li>• 4*Fastest losers go MF</li> <li>• Rest eliminated</li> </ul>	<p><u>4 teams</u> Sunday, 27<sup>th</sup> Oct</p>	<p><u>4 teams</u> Sunday, 27<sup>th</sup> Oct</p>
12-crew Premier Women	<p><u>28 teams in 7 H</u> Saturday 26<sup>th</sup> Oct</p> <ul style="list-style-type: none"> <li>• 7 *H winners + 5*Fastest losers go SF</li> <li>• 16*remaining go RP</li> </ul>	<p><u>16 teams in 4 RP</u> Saturday, 26<sup>th</sup> Oct</p> <ul style="list-style-type: none"> <li>• 4*fastest go SF</li> <li>• Rest eliminated</li> </ul>	<p><u>16 teams in SF</u> Sunday, 27<sup>th</sup> Oct</p> <ul style="list-style-type: none"> <li>• 4*fastest go GF</li> <li>• Rest eliminated</li> </ul>	<p><u>Nil</u></p>	<p><u>4 teams</u> Sunday, 27<sup>th</sup> Oct</p>



# QUALIFIERS & PROGRESSION



Go to Telegram  
Search for 'sarawakidbr'

Category	Heats (H)	Repechage (R)	Semi Final (SF)	Minor Final (MF)	Grand Final (GF)
20-crew Premier Open	<p><u>31 teams in 8 H</u> Friday, 25<sup>th</sup> Oct</p> <ul style="list-style-type: none"> <li>8*H winners + 4*H fastest losers go SF</li> <li>19*remaining go RP</li> </ul>	<p><u>32 teams in 8 RP</u> Friday, 25<sup>th</sup> Oct</p> <ul style="list-style-type: none"> <li>4*fastest go SF</li> <li>Rest eliminated</li> </ul>	<p><u>20 teams in 5 SF</u> Sunday 26<sup>th</sup> Oct</p> <ul style="list-style-type: none"> <li>4*SF winners go Grand Final</li> <li>4*Fastest losers go MF</li> <li>Rest eliminated</li> </ul>	<p><u>4 teams</u> Sunday, 27<sup>th</sup> Oct</p>	<p><u>4 teams</u> Sunday, 27<sup>th</sup> Oct</p>
20-crew Premier Mixed	<p><u>24 teams in 6 H</u> Friday, 25<sup>th</sup> Oct</p> <ul style="list-style-type: none"> <li>6 *H winners + 6*Fastest losers go SF</li> <li>12*remaining go RP</li> </ul>	<p><u>12 teams in 3 RP</u> Friday, 25<sup>th</sup> Oct</p> <ul style="list-style-type: none"> <li>4*fastest go SF</li> <li>Rest eliminated</li> </ul>	<p><u>16 teams in SF</u> Sunday, 27<sup>th</sup> Oct</p> <ul style="list-style-type: none"> <li>4*fastest go GF</li> <li>Rest eliminated</li> </ul>	<p><u>Nil</u></p>	<p><u>4 teams</u> Sunday, 27<sup>th</sup> Oct</p>



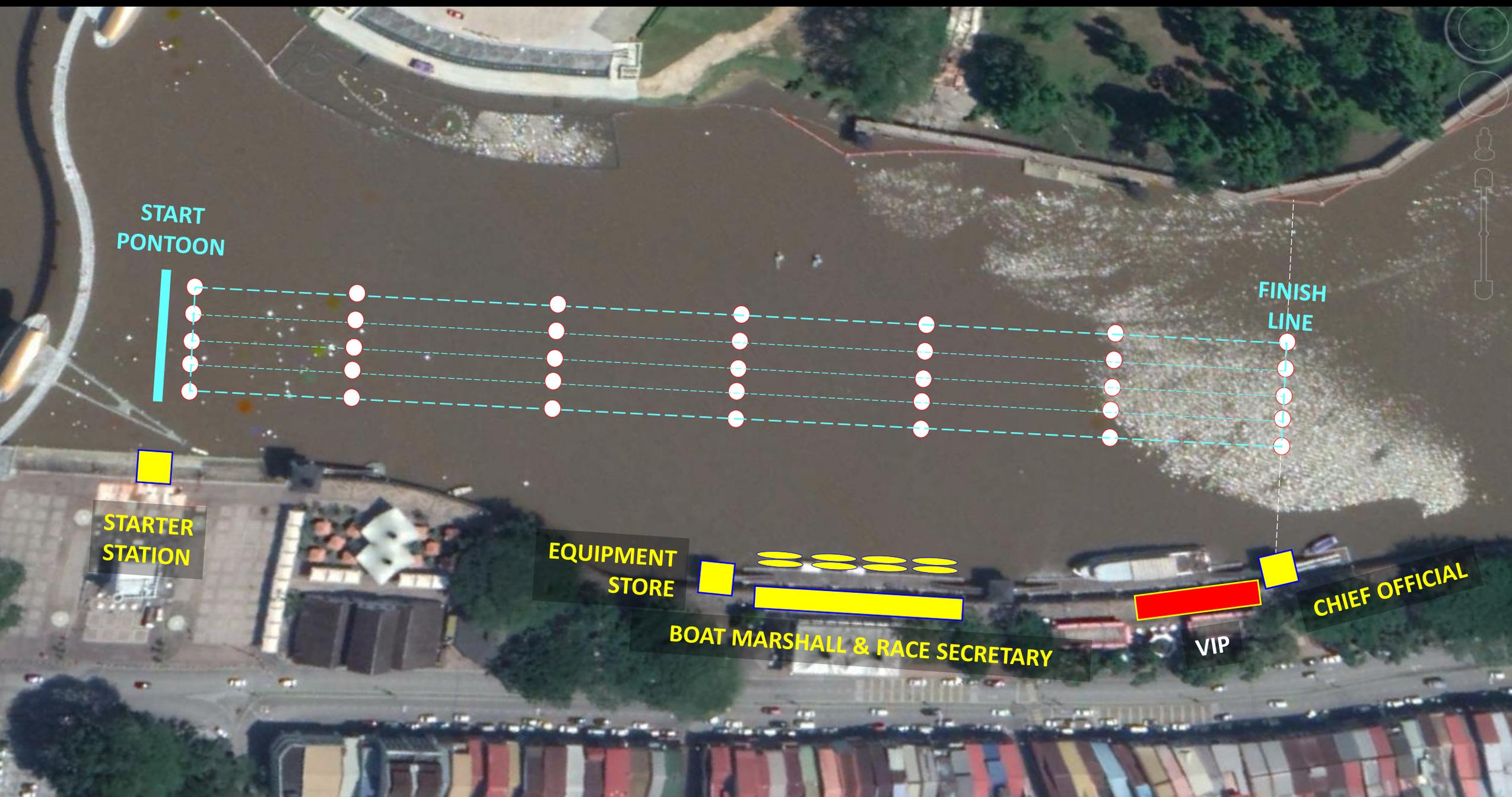
# QUALIFIERS & PROGRESSION



Go to Telegram  
Search for 'sarawakidbr'

Category	Heats (H)	Repechage (R)	Semi Final (SF)	Minor Final (MF)	Grand Final (GF)
12-crew National Costume Race	<u>Nil</u>	<u>Nil</u>	<u>Nil</u>	<u>Nil</u>	<u>8 teams in 2 Finals</u> Saturday, 26 <sup>th</sup> Oct  All 8 teams ranked by time
12-crew Race for Harmony					<u>2 teams</u> Saturday, 26 <sup>th</sup> Oct  Ranked by time

# BACK OF HOUSE: Kuching Waterfront



START  
PONTOON

FINISH  
LINE

STARTER  
STATION

EQUIPMENT  
STORE

BOAT MARSHALL & RACE SECRETARY

VIP

CHIEF OFFICIAL

# FIELD OF PLAY: Sarawak River

Race Course length: 300m  
Race Course width: 10m each lane  
Depth of Water: 5m to 7m average



Teams moving to Start Line  
ARE REQUIRED TO STOP  
when there is a Race underway





# EMERGENCY EVACUATION PLAN



Sarawak State Legislative Assembly (New Building)

The Brooke Gallery at Fort Margherita

Sarawak River

Tua Pek Kong Temple

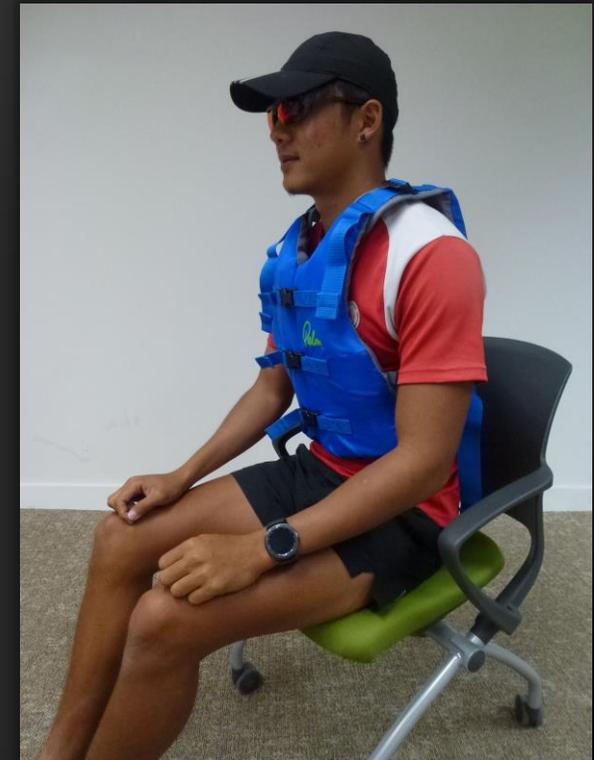
**THIS IS AN EMERGENCY!  
EVACUATE ! EVACUATE ! EVACUATE !**

**INI ADALAH SATU KECEMASAN  
SELAMATKAN DIRI ANDA**



# PERSONAL FLOATATION DEVICE (PFD)

1. As required by Malaysian law for watersports, all racers are required to wear PFD
2. Racers may wear the PFD they brought along or provided by The Organizers
3. The PFD must be worn according to the manufacturer's design and specifications with at least with 7kg of buoyancy
4. PFD must be worn before going down into Boat Marshall area
5. PFD can only be removed back on pontoon





# RACING EQUIPMENT

Provided by Race Organizers

- Per race basis
- To be returned after each race !



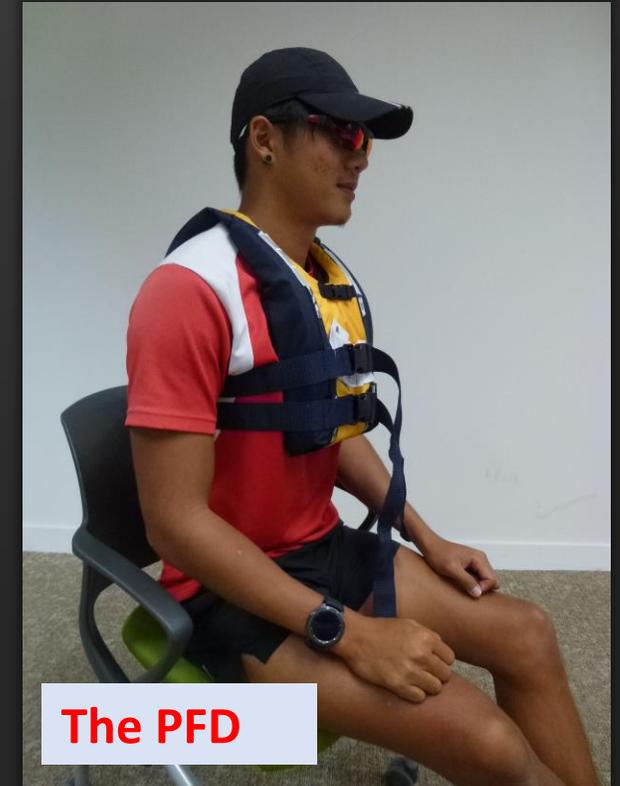
- IDBF spec.202A paddles will have the IDBF logo label or embossed on the paddle.
- If yours do not have this, get it certified by the Chief Boat Marshall
- You may need to use the paddles provided by the organizers



**The Boat**



**The Paddle**



**The PFD**

Alternatively, Teams may use their own PFDs and IDBF Spec202A paddles

## FOR WEAK / NON-SWIMMERS:

- Recommended to use SIDBR's ISO PFDs as they are rated to take up to 120kg



# RACING DRAGON BOAT

Boat Type : IDBF 1222 class  
Brand : Seagull  
Maker : Kim Tuck Huat Boat Builders  
Origin : Singapore  
Length (without head): 13.5m  
Width (widest beam) : 1.1m  
Weight of Boat (new) : 250kg  
Weight of Head (new): 15kg  
Weight of Tail (new) : 7kg  
Age : 11 years old  
Storage Status : Warehouse





# COMPETITION REGULATIONS & RULES OF RACING (CR & RR)

## - ENTRY RULES

- IDBF Competition Regulations
- IDBF Rules of Racing
- Code of Conduct
- Governance on Competitive Dragon Boating





# REPORTING

1. Boat Marshall will call teams to report approximately 30 minutes before its actual race start time
2. Three(3) Call System
  - FIRST CALL: Teams have 5 minutes to report
  - SECOND CALL: Teams have 3 minutes to report
  - FINAL CALL: Teams must report immediately (1 minute)
3. After Final Call  
For late reporting teams, 1 sec time penalty may be accorded
4. For No-Shows  
The Team will be classified as DNS (Did Not Start)





# REPORTING

- Only racing crew + Team Manager permitted to enter Boat Marshall
- Racing Crew must show their Athlete or Event Card to enter
- Properly wear & secure ISO or equivalent standard PFD
- Put on suitable footwear
- Seat Pads (if any):
  - Dimensions: (L)32.5cm \* (W)15.5cm / (L)12.8" \* (W)6.1"
  - maximum thickness when compressed - 15mm
- If using own Paddle - IDBF Spec 202a





# REPORTING AT THE START LINE

At least 3 minutes before Start Time: All racing boats shall assemble in the Start Zone and wait for The Starter to call.

No later than 2 minutes before the actual Start Time: The racing boats shall be called to enter the start line and placed into their respective Racing Lanes

## Late Arrivals:

If you are late without due reason:

- a. First Offence: A warning shall be issued against the team
- b. Second Offence: A time penalty up to 5 seconds shall be issued against the team



# HOLD TAIL START

## Hold Tail Start

Race Aligners will be holding onto the dragon boat tail

Steersperson to approach the pontoon by getting into your lane first and then Reversing-in (back-paddle)

## Adjustments

Steerer need to back-down their Boats exactly into their respective lanes

To adjust pointing of dragon boat, Race Aligners are permitted to swing the tail left or right



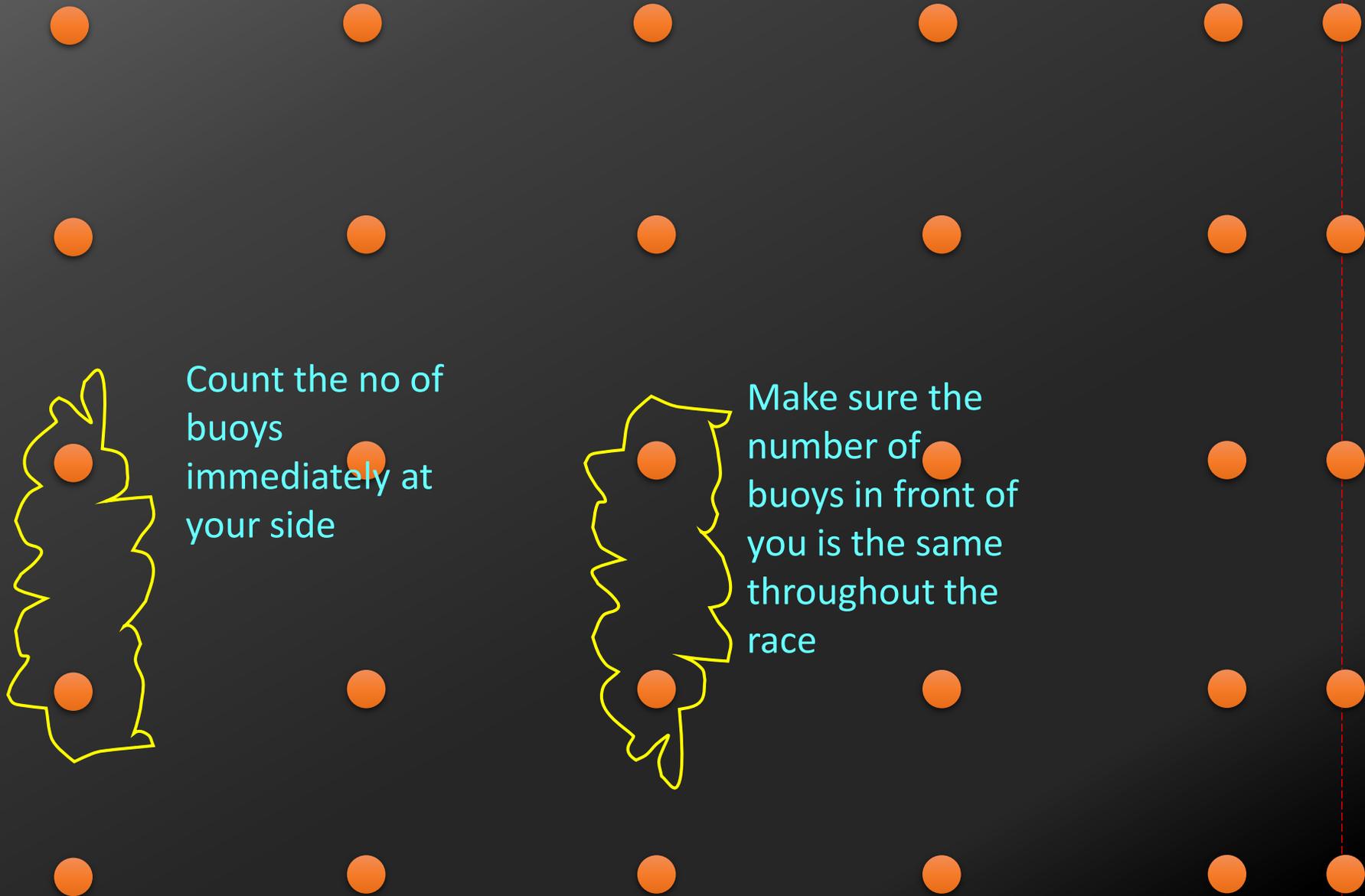
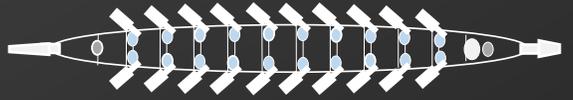
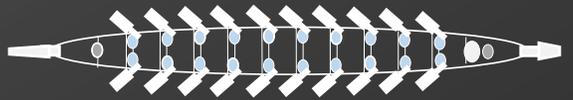
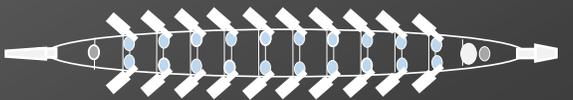
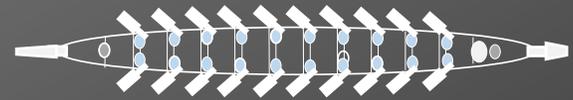


# THE START PROCESS

Starter's Command	Action by Racing Crew
Are You Ready	<ul style="list-style-type: none"><li>▪ “Paddles-up” and get ready to race</li><li>▪ <b>If crew is not ready, the Drummer must immediately raise a hand above their head to indicate their not-ready situation</b></li><li>▪ The Starter will acknowledge the not-ready Team with the statement “I see you”</li></ul>
Attention	<ul style="list-style-type: none"><li>▪ Warning that Starter is about to sound the Air Horn or say “Go!”</li><li>▪ <b>NO MORE MOVEMENT OF THE PADDLE IS PERMITTED!</b></li><li>▪ If a movement of the paddle is observed, Starter may either call a ‘False Start’ or ‘Jump Start’ depending on the moment</li></ul>
Air Horn blast <b>OR</b> Alternative command – “Go!”	Interval between ‘Attention’ and Air Horn blast <b>OR</b> Go!, shall not exceed more than five (5) seconds



# KEEPING POSITION AND ALIGNMENT IN THE RACE COURSE



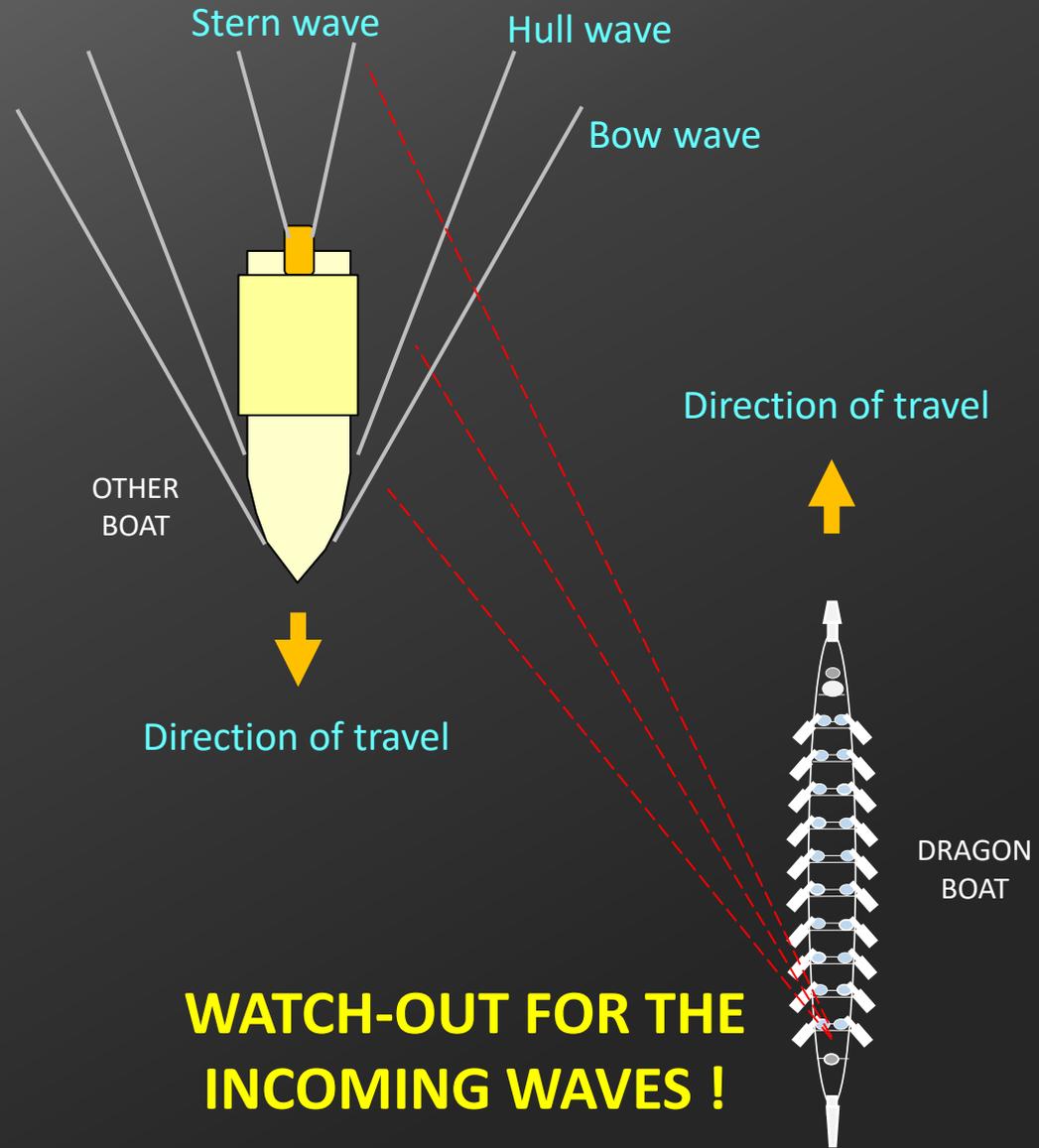
Count the no of buoys immediately at your side



Make sure the number of buoys in front of you is the same throughout the race



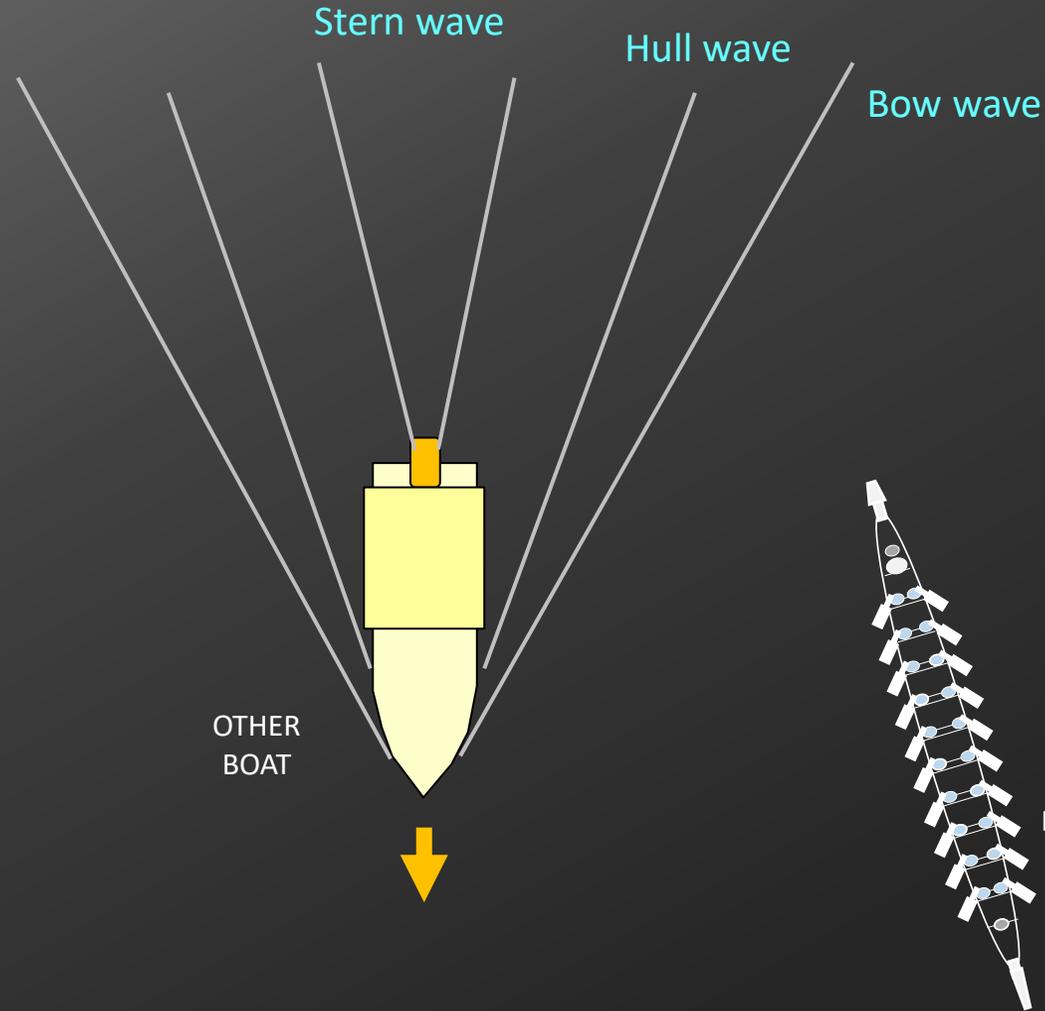
# ENCOUNTERING WAKES FROM OTHER VESSELS



**WATCH-OUT FOR THE INCOMING WAVES !**



# ENCOUNTERING WAKES FROM OTHER VESSELS

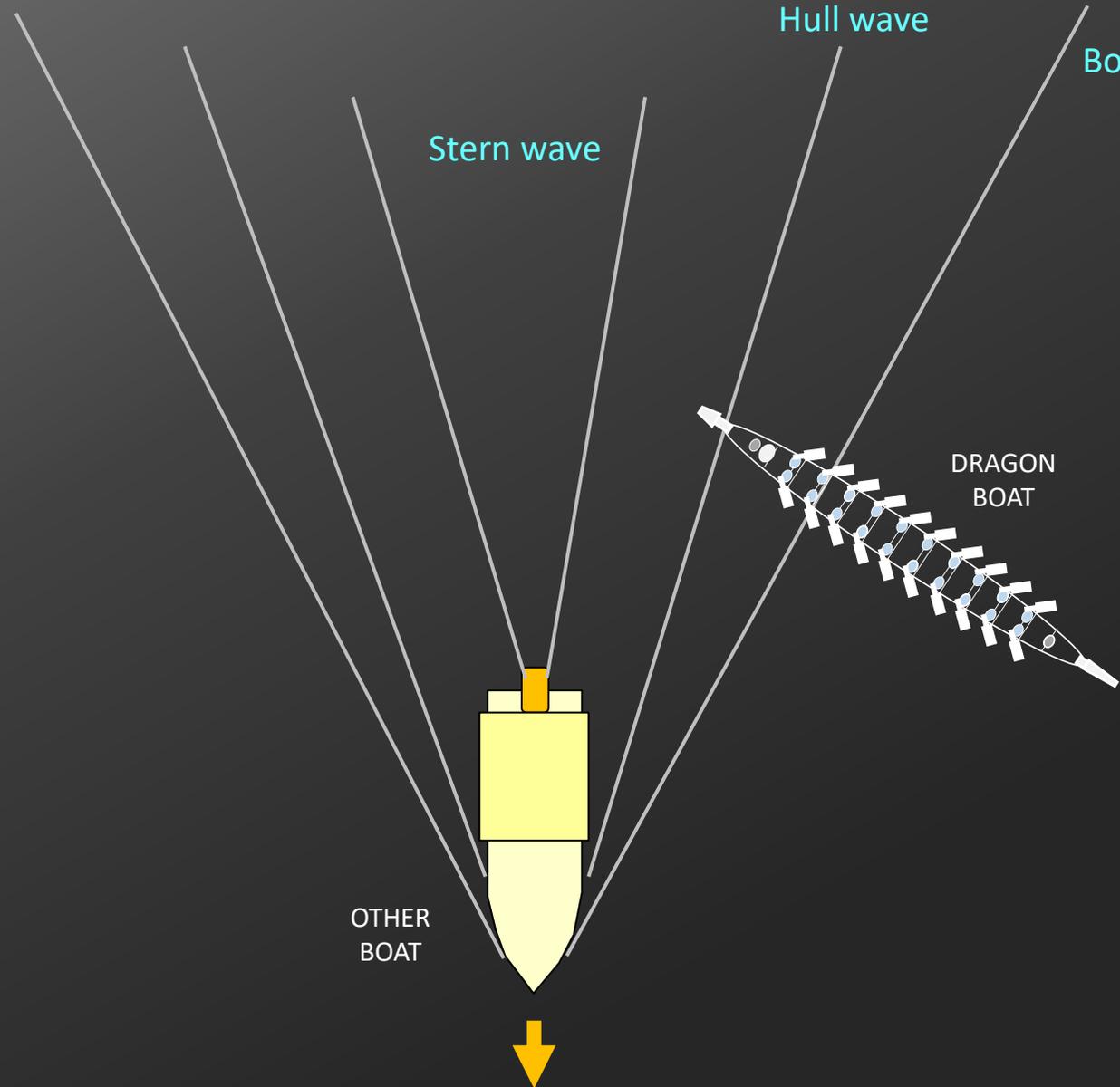


**Turn into the incoming wake**

**Time the turn to hit the wakes perpendicularly**



# ENCOUNTERING WAKES FROM OTHER VESSELS



Turn into the incoming wake

Time the turn to hit the wakes perpendicularly

Cross the wakes bow-on

All paddlers must  
**BRACE! BRACE! BRACE!**



# FINISHING

Physical Line against Tag Board



Digital Line against Tag Board





# AFTER CROSSING THE FINISH LINE

Chasing wakes



Boats turning after crossing the finish line

Be careful when turning after the finish line  
The wake from the boats may cause you to lose control or capsize



# WET WEATHER PLAN

- Races will be suspended if Heavy Rainfall, Thundery Showers or Lightning Strikes
- Races will only resume when:
  - Visibility during rainfall maintained up to 800m minimum
  - Heavy rainfall & Thundery showers cleared
  - No more lightning strike 30mins after latest recorded strike
- Some races have been earmarked for cancellation as part of Catch-up Plan
- Shall be announced over the PA System





# RACE PROGRAM CATCH-UP PLAN

When we need to catch-up with the race program, the following shall be cancelled:

## a. All Repecharges

Progression to Semi Finals determined by (in the following order):

- Heat Winners, ranked by their finishing time
- Fastest losers, according to finishing time

## b. All Repecharges & Semi-Finals

Progression to Finals determined by (in the following order):

- Heat Winners, ranked by their finishing time
- Fastest losers, according to finishing time (if possible)

## c. All Repecharges, Semi Finals & Finals

- Heat Winners, ranked by their finishing time

**These races may be cancelled outright or while in progress**



# PROTEST

- The protest must be made within 20 minutes *of the announcement of the official result*, i.e. result posted on the Scoreboard.
- The Team Manager is required to obtain and fill-up the Protest Form from the Race Secretary.
- The Protest Form must then be submitted to the Race Secretary within the 20 minutes allocated time
- Any protests submitted after the allocated grace time of 20 minutes shall be rejected
- **Protest Fee = USD\$200 or RM\$800**
- Protest Fee shall be refunded if the protest is upheld



# APPOINTMENT OF BOAT CAPTAIN



## Purpose

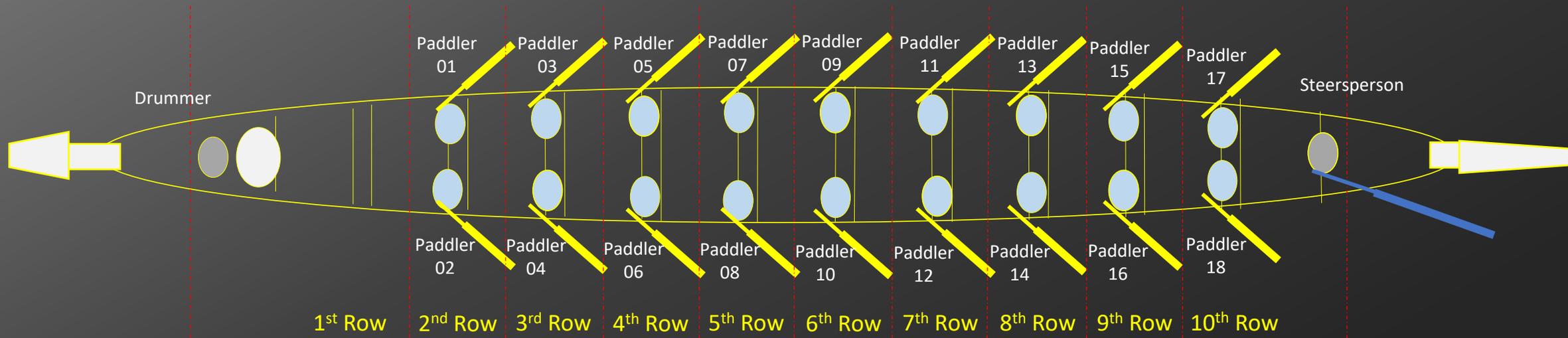
To control the crew's actions getting-in-out and when inside the boat. Responsible for maintaining stability. To manage and control the crew in an emergency

## How it Works

The Steersperson is the default Boat Captain



# BUDDY SYSTEM



Example of seating arrangement for 20-crew racing in Standard dragon boat

## Purpose

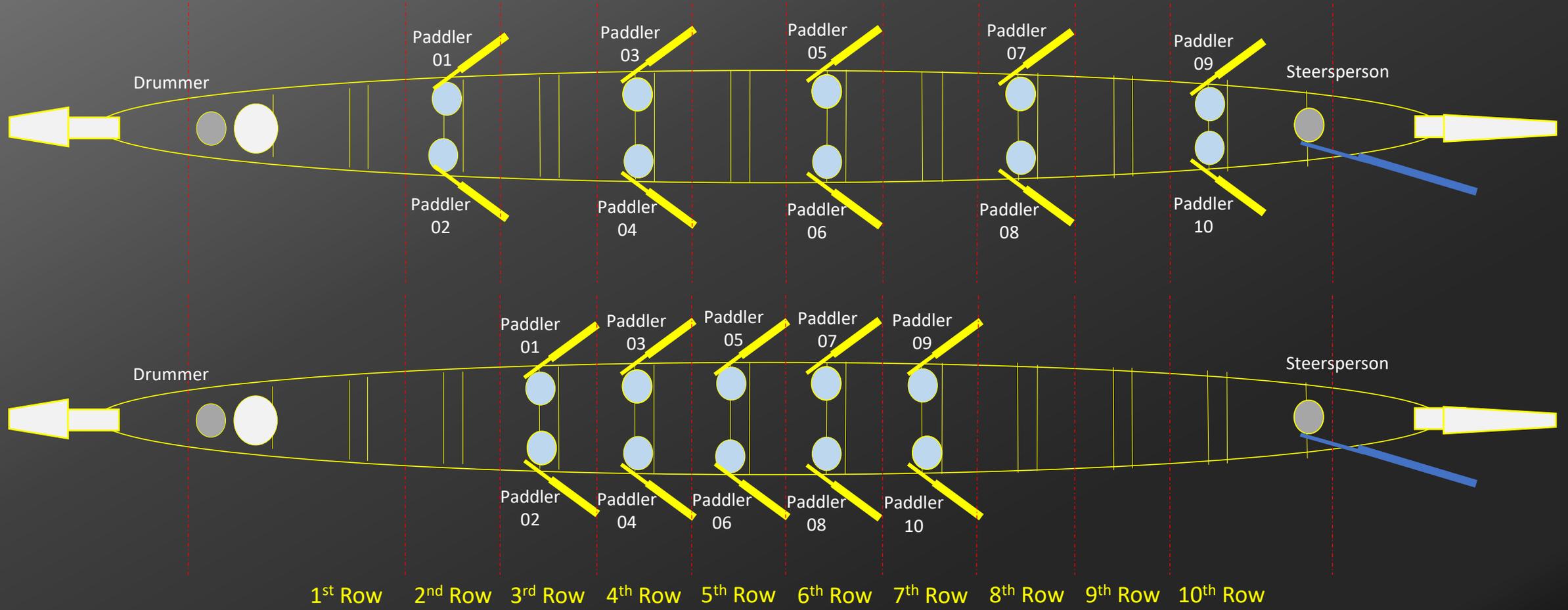
To accord each crew-member with a partner for mutual checking and support, especially in an emergency

## How it Works

Pair the paddlers up according to the seating positions ; drummer with the 1<sup>st</sup> row ; Steersperson with the last row



# BUDDY SYSTEM



Example of seating arrangement for 10-crew racing in Standard dragon boat



# CAPSIZING DRILL



1. Stay with the boat, do not attempt to swim away
2. Establish a hand-hold onto the boat to help keep you afloat, right side up
3. Self check for injuries then check on your buddy
4. Boat Captain **MUST** initiate a roll-call head-count
5. If anyone misses the roll-call, immediate assumption of unconsciousness
6. Look around your peripheral vision
7. If still unable to locate, immediate assumption of missing member trapped beneath the boat.
8. Crew to perform a Leg Sweep.
9. Boat Captain **MUST** inform Rescuers on status of crew



# IMPORTANT CR/RR

CR/RR	Description	Penalty
CR 9.12	<b><u>Similar Uniform</u></b> Racing crew must wear similar racing colors and dress	Odd person out DQ
CR 13.3	<b><u>Use of Straps</u></b> Any form of straps to secure paddler to the paddle/seat/boat is not permitted.	Team DQ
CR 13.4	<b><u>Seat Pads</u></b> i. Seat pads shall be made of soft material of maximum thickness 15mm that will compress when squeezed between finger and thumb. ii. The dimensions shall conform to typical dragon boat seat of maximum 40cm length by 20cm width	Person Using or Team DQ
RR 4.4	<b><u>Drummer's Responsibility</u></b> i. Drummer shall remain seated during the race ii. Actively beat the drum throughout the race once the boat has cleared the 50m point from the start	Time Penalty or Team DQ
RR 5.1	<b><u>Dragon Boat &amp; Dragon Boat Accessory Failure*</u></b> i. Any dragon boat and its accessory failure (i.e. breakages, etc.) after the crew has left the Boat Pontoon will have no further bearing on the race results. ii. It is the crew's responsibility to ensure the dragon boat and its accessories are fit for racing <i>before leaving the Bot Pontoon</i>	No penalty & Results shall Stand

\* Dragon Boat accessory refers to dragon head, tail, drum, drummer seat, boat seats, steering arm

• Only refers to non-accidental breakages

• For breakages caused by accidents, the repair/replacement costs may be recovered from Team that cause the accident



# IMPORTANT CR/RR



Lane 3 False Start  
Credit Singapore National Olympic Council

CR/RR	Description	Penalty
RR 5.2	<p><b><u>Use of Spare Paddles during Race</u></b></p> <p>i. The crew is permitted to bring up to two(2) spare paddles in a race</p> <p>ii. Any paddle failure (i.e. breakages, etc.) during a race shall have no further bearing on the race results</p>	No penalty & Results shall Stand
RR 5.3	<p><b><u>Reporting Time to Boat Marshall</u></b></p> <p>Crew must report to Boat Marshall when called OR 20-30 minutes before the race time</p>	Late crew member DQ
RR 5.7	<p><b><u>Addition/Changing of Crew Member</u></b></p> <p>Once a crew has loaded and left Boat Marshall, no changes or further additions to the number of crew members are permitted</p>	Team DQ
RR 6.2	<p><b><u>Late Arrival at Start Area</u></b></p> <p>Do not arrive late at Start Area (deemed as behind schedule or start line has already formed)</p>	Time Penalty up to 5 seconds OR DQ
RR 6.9 & RR 6.12	<p><b><u>False Start</u></b></p> <p>When a crew starts after “Attention” and before “Go” or “Start Signal”. The Starter shall call a “STOP”, “STOP”, “STOP”, or blast the start signal a second time.</p> <p>All the crew racing are required to stop and turn back to the Start Area. The Starter will then give further instructions for every crew’s compliance.</p>	<p>Offending Team: Warning</p> <p>Consecutive False Start by any other Team: Time Penalty up to 5 seconds or DQ</p>



# IMPORTANT CR/RR

	Description	Penalty
RR 6.13	<p><b><u>Jump Start.</u></b> When a crew began paddling just before “Go” or “Start Signal” and The Starter deemed it is too late to stop the start process.</p>	Time Penalty up to 5 seconds
RR 6.15	<p><b><u>Equipment Failure during Race</u></b></p> <ul style="list-style-type: none"> <li>i. Equipment failure at the Start. If a crew suffered an equipment failure (i.e. broken dragon head, tail, drum, drummer seat, racing no. plate, steering arm, etc.) at the start or up to 50meters after the start, the race will be re-started</li> <li>ii. The crew must stop paddling and must raise their arms fully in the air</li> <li>iii. Broken paddles are not considered as equipment failure</li> </ul>	<p>Re-race if occurred up to 50m mark</p> <p>Results shall stand if occurred after 50m mark</p>
RR 7.1 & RR 7.2	<p><b><u>Racing Etiquette</u></b> Race in a straight line, down the middle of the race lane, from Start to Finish. Always maintain minimum 2m clear water all around the boat, measured as between paddle blade and the adjacent paddle blade</p> <ul style="list-style-type: none"> <li>i. Deviated from racing lane but does not impede any other crew</li> <li>ii. Deviated from racing lane, impede other crew but no collision</li> <li>iii. Deviated from racing lane &amp; collided with other crew</li> </ul>	<ul style="list-style-type: none"> <li>i. No penalty &amp; Result shall stand</li> <li>ii. Time Penalty up to 5 seconds</li> <li>iii. DQ</li> </ul>
RR 7.5	<p><b><u>Wake Riding or Wash Hanging</u></b> Deemed to have happened if a racing crew kept close to the nearest adjacent crew:</p> <ul style="list-style-type: none"> <li>i. Did not maintain 2m clear water</li> <li>ii. Went across the angle of the nearest adjacent crew’s bow wave</li> </ul>	Time penalty OR Team DQ



# IMPORTANT CR/RR

RR 7.7

	Description	Penalty
RR 7.7	<p><b><u>Collisions:</u></b></p> <ul style="list-style-type: none"> <li>i. The Race Officials will first determine the Offending Boat as well as Victim Boat(s)</li> <li>ii. The Offending Boat shall be disqualified.</li> <li>iii. With regards to the Victim Boat, the Chief Official may decide to order individual time trial, if the race results for the remaining racing pack is not materially affected</li> <li>iv. If the race results for the entire racing pack has been materially affected, the Chief Official may order a re-race but without the Offending Boat</li> </ul>	<p>Offending Boat DQ</p> <p>Victim Boat(s) Individual Time trial Or Re-race but without the offending boat</p>
RR 7.7	<p><b><u>Chain Collisions:</u></b></p> <p>Deemed to have happened when the Offending Boat caused the adjacent boat to also lose control and collide into other boats next to them</p> <ul style="list-style-type: none"> <li>i. The Race Officials will determine the:               <ul style="list-style-type: none"> <li>- Offending Boat</li> <li>- Victim Boat(s), including the boat that lose control and collided into other boats due to the actions of the Offending Boat</li> </ul> </li> <li>ii. The Offending Boat shall be disqualified.</li> <li>iii. The Victim Boat(s) may be instructed to re-race or conduct individual time trials if the race results are materially affected</li> </ul>	<p>Offending Boat DQ</p> <p>Boat under Duress &amp; Victim Boat(s) Individual Time trial Or Re-race but without the offending boat</p>



# IMPORTANT CR/RR

CR/RR	Description	Penalty
RR 8.1	<p><b><u>A. Crossing the Finish Line</u></b>            A racing dragon boat foremost part did not cross the finish line OR did not finish with the same number of Racers inside it as started the race.</p> <p><i>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) inside it as started the race. If the Dragon Head is in position, the nose of the dragon shall constitute the foremost part. If no dragon head in position, the tip of the bow shall take its place.</i></p> <p><b><u>B. Finish in Wrong Lane</u></b>            The Race Officials will determine:</p> <ul style="list-style-type: none"> <li>i. The Offending Boat</li> <li>ii. Did the Offending Boat collide into any other boat(s), identified as the Victim Boat</li> <li>iii. Did the Offending Boat impede any other boat(s), identified as the Victim Boat</li> </ul>	<p>(A) No penalty but considered as 'Did Not Finish' and not considered for Progression</p> <p>(B) If Offending Boat caused a collision – DQ</p> <p>If Offending Boat impeded another boat – Time Penalty up to 5 secs</p>



# IMPORTANT CR/RR



## Rule 7.7: Use of Audio Aids

The use of audio aids for keeping time during the race is permitted with the exception of loud hailers, air horns and communication devices, i.e. walkie-talkies, phones, etc.

Whistles and cadence system are permitted

## Rule 14.5: Use of GoPro or Equivalent action cameras

The use of GoPros or equivalent cameras are permitted.

However in the course of a dispute, protest or appeal, the footage from the GoPro or equivalent camera, shall be discounted as these are not official medium used by  
The Organizers





# PROPELLING THE BOAT IS NOT PERMITTED !! (Tindakan mendorong perahu adalah tidak dibenarkan !!)



Propelling by fishtailing the rudder  
i.e. moving the rudder left-to-right in the  
water

Propelling by flicking the rudder  
i.e. using the rudder in up-and-down  
motion





# USE OF DRONES ARE NOT PERMITTED (Kegunaan Dron adalah tidak dibenarkan!!)

Unauthorized flight of  
Drones will be reported  
to the Police

Kegunaan Dron tanpa  
kebenaran akan  
dilaporkan kepada  
pihak Polis





# EVENT SAFETY PLAN

## 10th Edition Sarawak International Dragon Boat Regatta 2024



KUCHING, SARAWAK, MALAYSIA  
25th - 27th OCTOBER 2024



### EVENT SAFETY PLAN



This Event Safety Plan (ESP) may be supplied as a briefing pack for distribution to crews, officials, helpers, emergency & rescue personnel and other parties and on the basis that The Organizers are deemed to be in the need to know. Dragon Boating is an 'Assumed Risk Water Contact Sport' that may carry attendant risks. Participants should be aware of and accept these risks; be responsible for their own actions and involvement; and fully understand that they have a duty of care towards other participants in the sport on the event day.

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#### 1. EMERGENCY CONTACT LIST

1.1 Contact List (to be activated on Race Day)

Organization	Contact Person	Designation	Contact / Location
Singapore Dragon Boat Association	Makoto Shobu	Chief Official	Race Tower
	Raizal A. Jali	Assistant Chief Official	
		Safety Officer	
		Chief Judge	Boat Marshall Station
		Technical Director	
		Chief Boat Marshall	
	Chief Umpire	Umpire Boat	
	Chief Starter	Start Line	

#### 2. VENUE

2.1 The Front-of-House (FOH), i.e. VIP and public grandstand, and the Back-of-House (BOH), i.e. Athlete's Village and Boat Marshall area, etc. is at Kuching Waterfront along the Sarawak River.

2.2 The Field-of-Play (FOP) is 300m and 4 racing lanes wide race-course installed in the Sarawak River.

2.3 Emergency Evacuation Plan

- a) All watercrafts in the FOP will evacuate to alternative boat landing jetties away from the waterfront centre as shown by the red arrows.
- b) Participants and General Public in the FOH and BOH shall evacuate away from the waterfront centre as shown by the red arrows.



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#### 2.4 Field of Play (FOP)



#### 3. WATER EMERGENCY PLAN

- a. Water Emergency refers to capsizing, sudden onset of severe weather or other life-threatening situation.
- b. Chief Official will suspend the event until the emergency is dealt with or has been neutralized.
- c. The Chief Official will utilize the public address system as well as The Organizer's event crew to manage and control the crowd by informing/advising them of the appropriate safe actions to be taken (eg. take appropriate shelter, etc).
- d. For Rescue, the Chief Umpire will assume command of all rescue operations and report directly to the Chief Official on the progress or outcome of the operation.
- e. After the emergency has been dealt with or neutralized (for both on land or on water), the Race Director in consultation with the Chief Official and Safety Officer, will review all the Safety Provisions in place before deciding to re-join the event.

#### 3.1 On-Water Emergency Support

- a. The Sarawak Authorities shall provide the primary safety and rescue vessels crewed by professional crew, including lifeguards and rescue divers, as the main Safety & Rescue Assets for the event.
- b. The role of the Emergency On-Water Support Services is to initiate rescue and evacuate the casualties to land where they will be given emergency first aid support, if required. The qualified lifeguards are also capable of rendering emergency cardio and pulmonary resuscitation (CPR), if necessary.
- c. Race Umpire-Safety boats  
Crewed by one(1) Race Umpire with one(1) trained boat driver.  
Primary Role: To provide race officiating and safety coverage  
Secondary Role: Supervisory Safety Support

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d. Mass Emergency on Water  
In the advent of mass on-water emergency situation (e.g. multiple capsizes, etc.) the Sarawak Authorities will assume command of the rescue operations.

#### 4. LAND EMERGENCY PLAN

- a. The Organizers will provide for First Level Emergency Support in the form of a First Aid Station provided by 3rd party Ambulance service.
- b. The First Aid Station shall be manned by minimum two(2) ambulances with four(4) trained Medics (excluding the ambulance drivers). The medics shall comprised of the minimum mixed of two(2) males and two(2) females
- c. The First Aid Station and Ambulance service will be stationed on site near to the ramp leading to the pontoon.
- d. The First Aid Station primary role is to evacuate such emergencies to the nearest accident and emergency (A&E) capable hospital.
- e. Whenever there is a medical casualty, the Ambulance Service Medics will assess the medical condition of the casualty and recommend to The Organizers the next medical course of action (to evacuate or not).
- f. The Organizers will unreservedly rely on the professional medical advice of the Ambulance Service Medics.
- g. In the event that BOTH Ambulances must leave the venue to evacuate a casualty to the nearest hospital, one of the Medics will remain behind to provide limited First Aid coverage. Until the Ambulance's return, The Organizers will rely on the call-on-demand General Public Emergency Services ambulance service for any medical emergencies that requires evacuation.
- h. In the event that there are multiple casualties requiring evacuation to the nearest emergency medical facility, The Organizers will seek additional ambulance assistance from the call-on-demand General Public Emergency Services ambulance.

#### 4.1 Higher Level Emergency Service Support

- a. Higher Level Emergency Services will be provided by the Sarawak public emergency services.
- b. In the event of emergencies that resulted in large numbers of casualties beyond the capacity of the First Level Emergency First Aid Support to accommodate.

#### 4.2 Individual Emergency Service

- a. Individuals requiring emergency treatment or services may utilize the First Aid Station provided by The Organizers.
- b. Individuals that require higher level emergency or medical services and want to initiate their own evacuation to the nearest A&E hospital, may do at own initiative and risk.

#### 5. TECHNICAL SAFETY MEASURES

- 5.1 Steersperson (for Local Teams only)
  - a. The Organizers assumed that all Steerspersons have been reasonably trained or certified in their country of origin.
  - b. They must be able to exhibit competent handling and control of the dragon boat.

#### 7. WEAK SWIMMERS

- a. Like all watercrafts, the dragon boat possessed the potential to capsize or swamped which will then result in crew-members getting immersed in the water.
- b. Although the situation is manageable, the possibility of falling into the water is therefore possible.
- c. If you have weak-swimmers in your crew, you are advised to please adopt a suitable identification system that can identify them clearly to rescuers in the event of a boat capsize or swamping.
- d. You can also position them such that they will be in between strong or efficient swimmers that can help them when in the water.
- e. Make sure that their life-vests are secured properly and they are aware of all the safety measures and provisions available to them.

#### 8. SEVERE WEATHER PLAN

- 8.1 Wet Weather Action Plan
  - a. For rain or showers exceeding Category 1 (Cat 1) rating of severe weather condition classified by the Sarawak Authorities, The Organizers will suspend the event until the all-clear is given.
  - b. For rain or showers not exceeding Cat 1 rating of severe weather condition classified by the Sarawak Authorities, The Organizers may allow the race to continue provided all of the following conditions are possible:
    - no lightning strikes
    - visibility still clear up to 800m
    - water condition not detrimental to the safe handling of the dragon boat
    - rainfall does not exceed 10mm within 1 minute inside the dragon boat
    - all safety provisions still in place and functional
    - Conditions of the Risk Assessment are still met.
  - c. The Organizers will keep all the participants updated on the progress and decision to carry-on with the races in the advent of rain or showers via the public announcement system.

#### 8.2 Lightning Strikes Action Plan

- a. In the advent of a clearly visible lightning strike, The Organizers will immediately suspend the programme.
- b. The Organizers will, via the Public Address (PA) System and Event Crew, inform/advice the crowd to seek appropriate shelter.
- c. All dragon boats will be recalled to the shore and the crew disembarked to seek appropriate shelter.
- d. The Organizers will utilize the international safety standard to wait for 20 minutes after the initial lightning strike for the subsequent one. If there is none, The Organizers will re-join the programme. As long as there is, the programme shall remain suspended.



Figure 4: Stay with the capsized or swamped dragon boat to facilitate easier rescue and accounting of crew members.

- f. Crew is to check on the status and condition of their respective self, checking for any injuries. Inform the Boat Captain as well as your Buddy if you have any injuries.
- g. Crew is then required to check on the status and condition of their buddy. Inform the Boat Captain if your Buddy is missing or if he is too injured to account for himself.
- h. Boat Captain to initiate a roll call to account for 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. (refer to item 2.1 for the Chief Official's responsibilities in the Emergency Plan)



Figure 5: 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.

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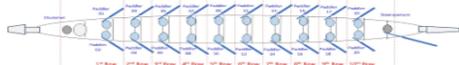
c. The Organizers reserves all rights to exclude a Steersperson from participating as a Steerer for the team if in the opinion of The Organizers, the Steersperson did not exhibit the confidence, knowledge and skill-set to steer the dragon boat.

#### 5.2 Boat Captain

- a. 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.
- 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:
  - i. Regain control and stop the action that may cause the capsizing of swamping from happening at the earliest possible moment.
  - ii. The Boat Captain or Steersperson must issue the command "BRACE! BRACE! BRACE!" to stabilize the dragon boat.
  - iii. When it is safe, the Boat Captain may then decide to address any imbalance by reassigning the seating positions of the crew inside the dragon boat.
- f. 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/living one or both hands over the head repeatedly to attract the attention of the nearest Rescue Crew.
- g. In the event of capsizing 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.
- h. After rescuers 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 are accounted for and inform the Chief Official of any unaccounted or missing crew.

#### 5.3 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 capsizing or swamping.



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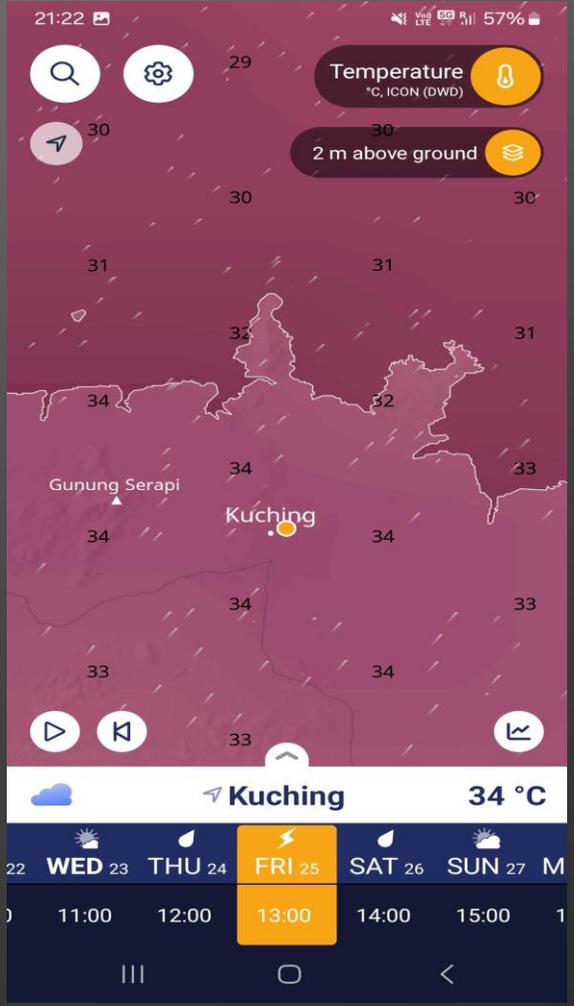
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< END OF EVENT SAFETY PLAN >



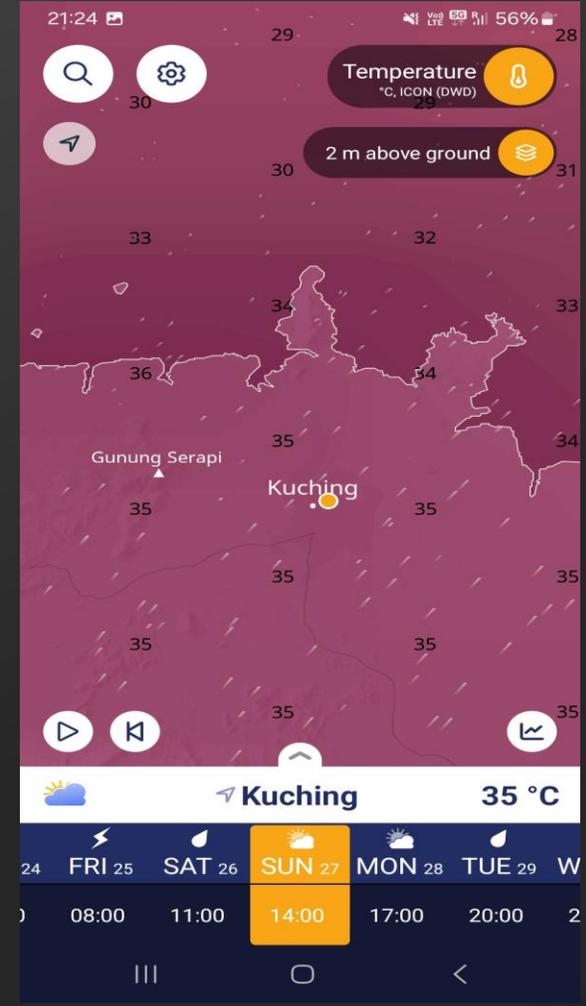
# HEAT WARNING !



Humidity level = 100%



Humidity level = 90%-100%



Humidity level = 90%

From Ventusky weather forecast app



# HYDRATION IS KEY

## HEAT EXHAUSTION SYMPTOMS

1. Faint or dizzy
2. Excessive sweating
3. Cool, pale, clammy skin
4. Nausea, vomiting
5. Rapid, weak pulse
6. Muscle cramps

## HOW TO TREAT IT

1. Move to cooler location
2. Drink water
3. Take a cool shower or use cold compresses



## HEAT STROKE SYMPTOMS

1. Throbbing headache
2. No sweating
3. Body temp above 39°C  
Red, hot, dry skin
4. Nausea, vomiting
5. Rapid, strong pulse
6. May lose consciousness

## HOW TO TREAT IT

1. Get emergency help
2. Keep cool until treated



# BEWARE OF UV RAYS



**Apply sunblock & sunscreen**



# PRIZES



1. Prize ceremony will be at The Pullman Hotel
2. All Finalists, please note the confirmed race results (on scoreboard) to verify your placingsc

**TROPHY:-** 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> Placing for all categories

**MEDALS :-** 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> & 4<sup>th</sup> Placing for:

- 20-crew Open
- 20-crew Mixed
- 12-crew Open
- 12-crew Mixed
- 12-crew Women
- 12- crew Masters Open
- 12-crew Race for harmony

**CASH PRIZE :-** 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> & 4<sup>th</sup> Placing for:

- 20-crew Open
- 20-crew Mixed
- 12-crew Open
- 12-crew Mixed
- 12-crew Women
- 12- crew Masters Open
- 12-crew National Costume (for all 8 teams)
- 12-crew Race for harm only



# BROADCAST

Scan this QR code for  
race results and  
progression

Imbasi kod QR ini untuk  
keputusan pelumbaan  
dan perkembangan ke  
tahap seterusnya



**@SARAWAKIDBR**



# Celebration Party

## 27 Oct 2024, 7pm



**HAVE A SAFE RACE**