



MR500'10

Saturday 27th and Sunday 28th March 2010

SAVA



MR500'10

INFORMATION, RULES AND REGULATIONS

MR500'09, organised by SAVA and co-organised by Singapore Management University ("SMU"), will be held on 27th and 28th March 2010 at **Bedok Reservoir**. This is the 3rd year that SAVA and SMU are collaborating and the first time that the event is launched internationally in an effort to reach out to Tertiary, College and University dragon boat teams worldwide.

A. Details of the event are as follows:

Date	27 th and 28 th March 2010 (Saturday and Sunday)
Time	0800 - 1800hrs <i>(may vary depending on number of teams participating)</i>
Venue	Bedok Reservoir
Race Distance	500 Meters
Deadline	Registration is now open and will close on 8th MARCH 2010
Registration Fees	<p>DRAGON BOAT:</p> <ul style="list-style-type: none"> (a) S\$19.00 (with GST) per paddler regardless of the number of events that the paddler will be participating in. (b) Team members who are drummers and/or steersperson will also be required to pay the registration fee. (c) Reserves, whose names are provided in the "Summary of Participation" form, will also be required to pay the registration fee. <p>KAYAK:</p> <ul style="list-style-type: none"> (a) S\$17.00 (with GST) per participant regardless of the number of events that the participant will be participating in. (b) Only three (3) teams from each organisation are allowed in each Category. (c) Reserves, whose names are provided in the "Summary of Participation" form, will also be required to pay the registration fee.
Official Receipt	Official receipts for registration fees will be available for collection at the Team Managers' Briefing.
Categories	<p>MR500'10 Dragon Boat Championship (500m):</p> <ul style="list-style-type: none"> (a) MR500'10 Men 20-crew (b) MR500'10 Women 20-crew (c) MR500'10 Mixed 20-crew



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- (d) MR500'10 Tertiary/JC Men 20-crew
- (e) MR500'10 Tertiary/JC Women 12-crew
- (f) MR500'10 Inter- Corporate Crew 12-crew Open
- (g) MR500'10 Inter- Club Crew 20-crew Open
- (h) Singapore Management University Inter-School Race 2010 Men
- (i) Singapore Management University Inter-School Race 2010 Women
- (j) Singapore Management University Inter-School Race 2010 Mixed

MR500'10 Kayak Championship (500m):

- (a) MR500'10 K1 Men's Open
- (b) MR500'10 K2 Men's Open
- (c) MR500'10 K1 Women's Open
- (d) MR500'10 K2 Women's Open
- (e) MR500'10 T1 Men's Open
- (f) MR500'10 T2 Men's Open
- (g) MR500'10 T1 Women's Open
- (h) MR500'10 T2 Women's Open
- (i) MR500'10 C1 Men's Open
- (j) MR500'10 C2 Men's Open
- (k) MR500'10 K4 Men's Open
- (l) MR 500'10 K4 Women's Open

Note: All categories will require a minimum of five (5) teams before it can be run.

B. INTRODUCTION OF MR500'10

MR500 started off as a dragon boat competition in 2005 organised jointly by SAVA and the National University of Singapore. MR500 (named after its inaugural venue at MacRitchie Reservoir and its race distance of 500 metres) was the first dragon boat competition in Singapore to take place on flat, fresh water. The objective of this event is to become the premier dragon boat event for universities, polytechnics and schools. MR500 is also a kayaking competition.

The second MR500, also organised by SAVA and NUS was in March 2005 but at a new venue, Lower Seletar Reservoir. It was also the first time the reservoir was exposed to dragon boat racing. The race is also situated closer to the heartlands and attracted residents from the nearby estates. The event on the final day was attended by Guest-Of-Honour, Dr Tan Boon Wan PBM, MP Ang Mo Kio GRC and Adviser to Nee Soon South GRO. The paddlers gave commendable compliments to the location.

In 2007, SAVA took full ownership of the event with the vision of seeing it grow in the years to come. Lower Seletar Reservoir has since become SAVA's #1 choice as the official venue for this event. Encouraging feedback from the paddlers has motivated SAVA to bring this event to the dragon boat community every year.

Since 2008, SAVA welcomed a new Tertiary Institution as co-organiser for MR500 - the Dragon Boat members from the Singapore Management University. With this union it



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is hoped that not only will better awareness be created, but the opportunity will be given to the upcoming generation of dragon boaters to better understand that Dragon Boat Racing can be a very distinct industry in Sports Management. Feedback from 2008 was that the event was very well received and this year will be the first International Tertiary/University Race in Singapore. We are hoping to attract teams from Malaysia, Macau China, and Philippines to race with our Tertiary teams here.

Due to the renovation works that is currently ongoing at Lower Seletar Reservoir, this year the event will be held at Bedok Reservoir instead.

C. Major Dragon Boat events organised by SAVA in the past four years:

1. SAVA SPRINTS 2004 (Kallang River)
2. MR500 2005 (Macritchie Reservoir)
3. SAVA SPRINTS INTERNATIONAL 2005 (Bedok Reservoir)
4. MR500 2006 (Lower Seletar Reservoir)
5. SINGAPORE 10KM CHALLENGE 2006 (Kallang Basin via Marina Channel)
6. SAVA SPRINTS INTERNATIONAL 2006 (Bedok Reservoir)
7. 1st IPDBC Breast Cancer DB World Championships 2006 (Marina Bay)
8. MR500 2007 (Lower Seletar Reservoir)
9. SAVA SPRINTS INTERNATIONAL III (2007) (Lower Seletar Reservoir)
10. STYRKER INTERNATIONAL DRAGON BOAT RACE (Sentosa)
11. MR500 2008 (Lower Seletar Reservoir)
12. SAVA SPRINTS INTERNATIONAL IV (2008) (Bedok Reservoir)
13. MR500 2009 (Bedok Reservoir)
14. SAVA SPRINTS INTERNATIONAL V (2008) (Bedok Reservoir)

D. 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,



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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 2006, SAVA also initiated Asia's first Blind Dragon Boat Team named Naga Merah, which was very well received by Guest-of-Honour at the launch, Dr Vivian Balakrishnan, Minister for Community Development, Youth & Sports.

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

E. RACE CATEGORIES (DRAGON BOAT):

Men 20-crew	No female paddlers allowed; Limited to the first 25 teams who register for this category; Drummer must be male; Steersperson can be male or female.
Women 20-crew	No male paddlers allowed; Limited to the first 15 teams who register for this category; No gender restriction for Drummer and Steersperson.
Mixed 20-crew	Minimum 8 female paddlers allowed; Limited to the first 30 teams who register for this category; No gender restriction for Drummer and Steersperson.
Inter Corporate 12-crew Open	No gender restriction for paddlers; Limited to the first 20 teams who register for this category; No gender restriction for Drummer and Steersperson; (Please comply with conditions of eligibility for this category stated in item 12 on Page 14 of this document)
Inter Club 20-crew Open	No gender restriction for paddlers; Male paddlers must be 25 years of age as at 1 st January 2009; Female must be 22 years of age as at 1 st January 2009; Age criteria apply to Drummer; Age criteria do not apply to Steersperson; Limited to the first 20 teams who register for this category;

<p>Tertiary/JC Men 20-crew</p>	<p>No female paddlers allowed; Limited to the first 10 teams who register for this category; Drummer must be male and from the same institution; Steersperson can be male or female and need not be from the same institution.</p>
<p>Tertiary/JC Women 12-crew</p>	<p>No male paddlers allowed; Limited to the first 10 teams who register for this category; Drummer must be a female from the same institution; Steersperson can be male or female and need not be from the same institution.</p>

F. ACCREDITATION TAGS

All paddlers **MUST SUBMIT** digital photographs 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. Below is an example of **JPEG** photographs filed in a folder in the computer:



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** per tag will be imposed.



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G. REGISTRATION DOCUMENTS

The following are the Registration Documents that must be submitted for this event 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 (as explained in item F above) of all the paddlers.
5. Letter from the employer as proof of employment (if required).

H. PAYMENT

All cheques 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 payment to:

Bank Account Name	SAVA Private Limited
Bank Name	DBS Bank Ltd
Bank Account Number	065-900891-7

Please forward a copy of the remittance confirmation either by email to mr500@sava.com.sg or fax to **+65 6438 1996**

For hotel accommodation, please note that cancellations or request for additional rooms must be made two weeks prior to the race date.

I. RULES AND REGULATIONS

These Rules and Regulations govern the proper conduct of the MR500 dragon boat races that will be held at Bedok Reservoir.

1. Entry Rules

CREW MEMBERS and TEAM MANAGER

A 20 crew team shall consist of 18 Paddlers, 1 Steersperson, 1 Drummer, and 4 Reserves.

A Mixed crew team shall consist of a minimum of **8 female paddlers**

The minimum number of paddlers 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. While paddlers can only paddle for one team, the Steersperson and the Drummer need not be from the same team as the



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Paddlers and may steer or drum for more than one team and in more than one race (save for any exceptions elsewhere in these Rules and Regulations). However, the Steersperson and Drummer concerned must be registered with the team(s) that they will be steering or drumming for.

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.

It is the responsibility of the Team Manager to attend all meetings to which he /she is called to attend.

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.

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/she is registered to compete for.

All teams/crews must submit their registration documents to the Organiser by **8th March 2010**.

Submission of the **Crew Line-Up List** must be done at least 30 minutes before the scheduled race.

A team shall only be allowed to submit one (1) entry per category. If the same organisation has a "B" or "C" boat or more, it will be required to register separately under that team.

All Team Managers **MUST** submit the team's Waiver and Release of Liability Form by the closing date, or in exceptional cases that are approved by the Organiser then not later than the day of the Team Manager's Briefing. The Team Manager can sign off and represent the team provided all Names/NRICs/FIN Nos/Staff Nos, etc, are completed and listed in full.

All Team Managers take full responsibility of the Team's well being.

2. SAFETY RULES

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.

Teams are advised to bring their own Life Vests (personal floatation aids). It is compulsory for all competitors to put on the life vests (personal floatation aids) whenever on the water.

The crew members from a capsized dragon boat are required to stay with the boat and leave the boat in the capsized position. They should not swim ashore. They should wait for the arrival of the safety boats. Only after the



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crew has been rescued will the safety boats recover the capsized dragon boat.

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 organization 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.

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.

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:

1. 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.
2. Stop when the competing crews approach their position.
3. Respect traffic rules in warm up and while moving to the start area.

3. EQUIPMENT

The Organising Committee shall provide all dragon boats. 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.

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. 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.

Participating teams shall reimburse the Organising Committee for any damages or losses to the equipment caused by the team concerned.

The Organising Committee has the right to change the boats depending on the availability and weather conditions.

4. REPORTING/MARSHALLING/EMBARKING

- 4.1 The Team Manager and crew must report to the Crew Assembly Area and be ready to embark thirty minutes before the start of the race.



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Crew identity checks may then be carried out by the race Officials and competitors must, if checked, be able to produce some proof of identity, if requested. When called 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.

- 4.2 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. Once a team has embarked and left the Embarking Area, the Organiser cannot be held responsible for any boat or equipment failure,
- 4.3 Teams must use the dragon boats allocated to them by the Organiser.
- 4.4 After a crew has embarked, they 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

- 5.1 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
- 5.2 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.
- 5.3 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.
- 5.4 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.
- 5.5 Any conduct likely to bring the sport into disrepute, such behaviour considered being 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.
- 5.6 Any threat of violence or actual violence occurring during the period of an event between participants will be dealt with by the Organising



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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

- 6.1 It is the Team Manager's responsibility to make sure that each crew member is familiar with the starting procedures. All crew 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.
- 6.2 The first 50 metres of the Regatta Course constitutes the Start Zone. The crew shall not enter the Start Zone until all crews from the preceding 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. He may also exclude the crew from the event.
- 6.3. 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- 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



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- 7.1 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 warns them of the offence. If the same crew causes 2 False Starts, the starter may exclude them from the race or award a "Time Penalty" of 2 seconds to the offending crew.
- 7.2 When a crew "jumps the start" it means that the crew has anticipated the starter's 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.
- 7.3 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.
- 7.4 A warning given for being the late at the start shall have the same effect as a warning given for a false start.

8. TECHNICAL RULES ON THE RACE COURSE

- 8.1 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.
- 8.2 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 boat which enters 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.
- 8.3 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.
- 8.4 Qualification of teams to race in subsequent rounds will be determined by the position and/or timing.
- 8.5 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.
- 8.6 Teams with identical times to qualify for one place in the next round will be decided by a draw to decide which team qualifies.



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- 8.7 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, 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.
- 8.8 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.
- 8.9 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 which mark the edges of the lanes.
- 8.10 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.
- 8.11 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).
- 8.12 If, in the opinion of a Course Marshals 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\$200.00 on the organisation that entered the crew, and the right to refuse such a team's entry in future races.
- 8.13 If in the opinion of the Race Director or Course Marshall, a dragon boat is damaged deliberately b 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 registered that team to pay for the costs of repairs to the damaged dragon boat.

9. FINISHING AND JUDGING

- 9.1 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



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decision shall be final.

- 9.2 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.
- 9.3 When 2 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.
- 9.4 Discarding of Life Vests (personal floatation aids), paddles, dragon head/tail into water at the conclusion of a race, is considered ungentle manly conduct and contravenes the Disciplinary Code of competition. The Organizer 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 Organizer will also be imposed.
- 9.5 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

- 10.1 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 \$S\$150.00 which is refundable if the protest is upheld.
- 10.2 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.
- 10.3 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.



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- 10.4 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 S\$250.00 which is refundable if the appeal is successful.
- 10.5 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.

11. GENERAL

- 11.1 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.
- 11.2 The Organiser reserves the right to accept or refuse the entry of any competitor or crew team in a race AT ITS SOLE DISCRETION.
- 11.3 All races are conducted in the **seating** position only.

12 INTER-CORPORATE 12 CREW OPEN

- 12.1 This is the standard 500m Inter-Corporate Race and all paddlers for this category must be employees of the Corporation, Company or Organisation entered.
- 12.2 Proof of employment must be readily available to be shown to the Race Marshall at the holding area. Failure to do so will disqualify the paddler/paddlers from racing.
- 12.3 Paddlers competing in this category must show proof of their current employment with the Corporation, Company or Organisation that they are representing. This proof must be in the form of an official letter from the Corporation, Company or Organisation (signed by the HR Manager or Director), certifying that all the paddlers listed in the letter is in their employ. The list must show the paddlers NAME and NRIC/FIN NUMBER. In the event of any doubt arising, a copy of the paddler(s) current CPF Statement or Employment Pass (in the case of an Expatriate) will have to be submitted.
- 12.4 Paddlers competing in this category will be racing in the 20 crew sized boats. However, only a maximum of 10 paddlers, 1 Drummer and 1 Steersperson are allowed in the boat.



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- 12.5 In this category, apart from the Drummer and Steersperson stationed in their respective positions, paddlers are allowed to line their seating arrangement anyway they prefer in the boat before embarking away from the loading point. No further arrangements are allowed once their boat has left the shore.
- 12.6 A maximum of three (3) teams from a specific Corporation, Company or Organisation are allowed to participate in this category.
- 12.7 A minimum of 8 paddlers are required to be racing in all 12-crew races. Any gender is allowed in this Open category.

13 INTER CLUB CREW 20 OPEN

- 13.1 This category was introduced last year. A 500m race designed for the working adults who do not necessarily paddle for a Corporate Team.
- 13.2 The minimum age for male participants is 25 years of age as at 1st January 2010, and the minimum age for female participants is 22 years of age as at 1st January 2010.
- 13.3 Random checks on eligibility can be carried out by the Race Marshals at any time.
- 13.4 As this is an Open Category, no gender restriction will apply.
- 13.5 A 20-crew team shall consist of 18 Paddlers, 1 Steersperson, 1 Drummer, and 4 Reserves
- 13.6 The minimum number of paddlers is **16**. A reserve can participate in the competition in the event of sickness, injury or unavailability of a crew member named in the submitted crew list.

14 NOTES:

- a) A Team Manager Meeting will be held on Wednesday, 17th March 2010 at SMU, School of Accountancy/ School of Law; Ngee Ann Kongsi Auditorium. Directions to the SMU Auditorium can be found on the SAVA MR500'10 Registration Website. Estimated duration for the Team Managers' Briefing will be approximately one hour. The schedule for the Briefing will be as follows:

1830- 1930 hrs: Kayak Team Managers
1945- 2045 hrs: Dragon Boat Team Managers

- b) Limited Tents are available for rental at S\$400.00 (with GST) for a front view tent for both race days. The rental fee includes a 12ft x 12ft tent, 3 tables and 20 chairs (size of tent may vary depending on land restrictions). To avoid disappointment, teams are advised to register their tent rental early. Write to mr500@sava.com.sg reserve now!

- c) **Note 1: Teams are allowed to bring their own tents.**

Note 2: Teams are advised to bring their own locks to secure overnight items.

- d) No Life-vest or Personal Floating devices (PFD) will be issued at the Race. All Teams are advised to bring their own safety equipment. Checks will be done at the Marshalling Area just before embarkation.
- e) Teams that do not have their PFDs or paddles are to inform the organisers before the 17th March 2010 if they wish to rent these items. Rental charges will apply.
- f) Teams that choose to purchase PFD and high quality performance paddles before the race can write to enquiries@sava.com.sg for a SPECIAL MR500 Race Offer!