

The Singapore Paddle Club Presents:

Singapore to Kalimantan *a 500 mile odyssey*
Outrigger Canoe Charity Expedition



June 2011

www.singaporepaddleclub.com



Objective

12 paddlers safely paddle a 6-man outrigger canoe (two crews) the 500 miles from Singapore to Kalimantan for charity.

- Conduct the expedition during the month of June, 2011, over the course of 8 days (Saturday through Saturday).
- Depart Sentosa, travel to Bintan and across the South China Sea to Kalimantan.
- Raise awareness for Paddlers In Pink (Breast Cancer) and CARE, Children At Risk (TBD).



Proven Track Record

2004

- Paddle to Batam (and Back!)
- 45 miles

2005

- Paddle to Bintan (and Back!)
- 85 miles

2007

- Paddle to the Equator (and Back!)
- 250 miles

2011

- Paddle to Kalimantan (1 Way!)
- 500 miles



Route - 400 miles across the Southern China Sea

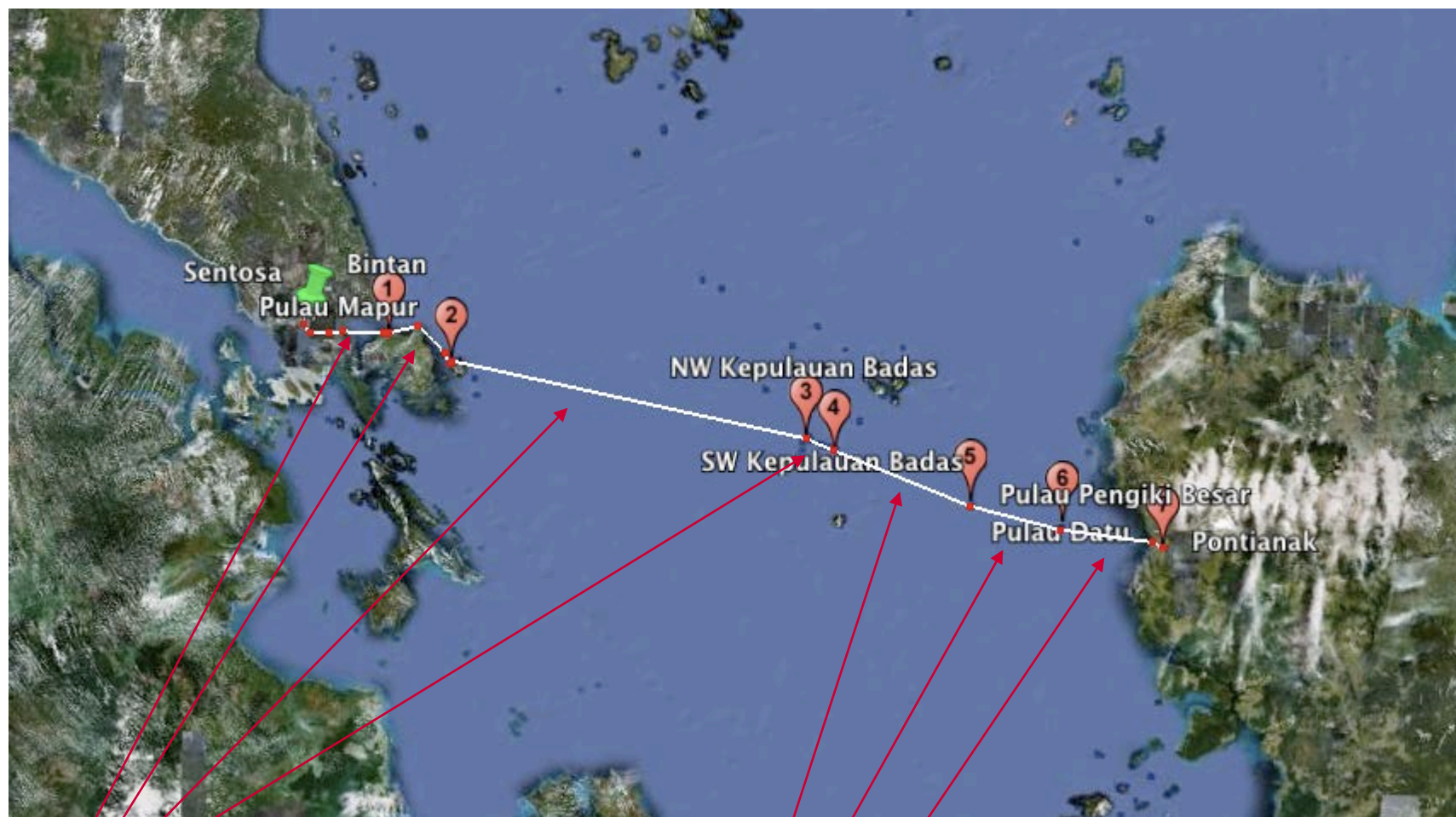


Across the South
China Sea

500 miles



Route

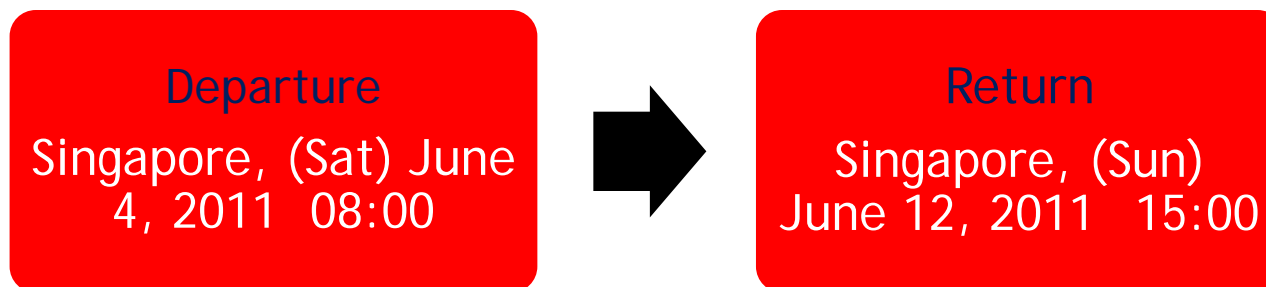


- 15 miles - NW Kepulauan Badas to SW Kepulauan Badas
- 160 miles - Pulau Mapor to Northwest Kepulauan Badas
- 40 miles - Mana Mana Becah Club, Bintan to Pulau Mapor
- 42 miles - Sentosa to Mana Mana Becah Club on Bintan
- 40 miles - Pulau Datu to Pontianak, Kalimantan
- 40 miles - Pulau Pengiki Besar to Pulau Datu
- 63 miles - SW Kepulauan Badas to Pulau Pengiki Besar

Note: Add 25% to straight-line mileage due to currents/steering



Timeline



Day 1 (Sat): 42 miles - Depart Sentosa 7AM, Arrive Nongsa. Perform Indonesian Immigration. Depart Nongsa for Bintan (Mana Mana)

Day 2 (Sun): 40 miles - Depart Mana Mana 8AM, Arrive NW Pulau Mapor. Possible refuel stop.

Day 3 (Mon): 160 miles - Depart Pulau Mapor 9AM

Day 4 (Tues): Arrive NW Kepulauan Badas 3PM.

Day 5 (Wed): 15 miles - Depart NW Kepulauan Badas, Arrive SW Kepulauan Badas

Day 6 (Thurs): 63 miles - Depart SW Kepulauan Badas 7AM, Arrive Pulau Pengiki Besar 7PM

Day 7 (Fri): 40 miles - Depart Pulau Menggiran Besar 7AM, Arrive Pulau Datu 3 PM

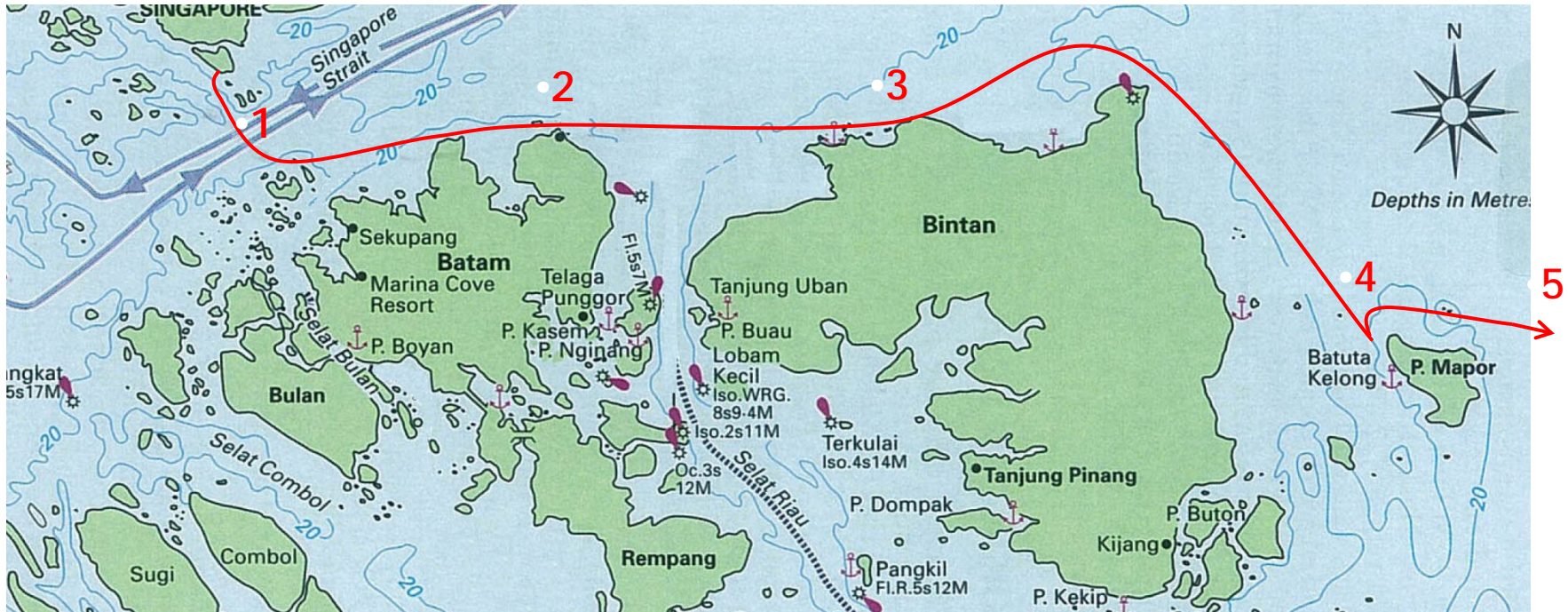
Day 8 (Sat): 40 miles - Depart Pulau Datu 7AM, Arrive Kalimantan! 4PM ---- Load OC-6 onto support boat inside river mouth (Sungai Kapuas) and travel up river to Pontianak. Support boat fuels and turns around for solo journey back home.

Day 9 (Sun): Travel home; Welcome Party

Day 10 (Mon): Contingency

Note: Add 25% to straight-line mileage due to currents/steering

Route: Sentosa to Pulau Mapor

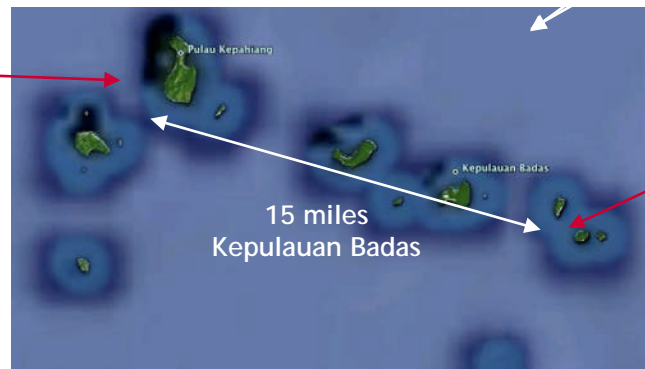


1. Singapore Strait Crossing
2. Nongsa Point Marina - immigration into Indonesia
3. Mana Mana - end of 1st day, 42 miles
4. Pulau Mapor - end of 2nd Day, 40 miles
5. From Pulau Mapor, head west to Kepulauan Badas, 160 miles

Route: Sentosa to Kepulauan Badas

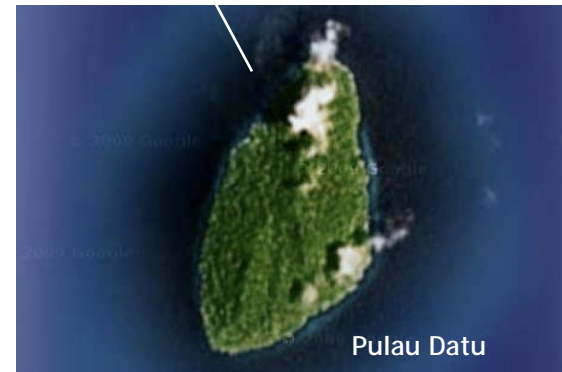
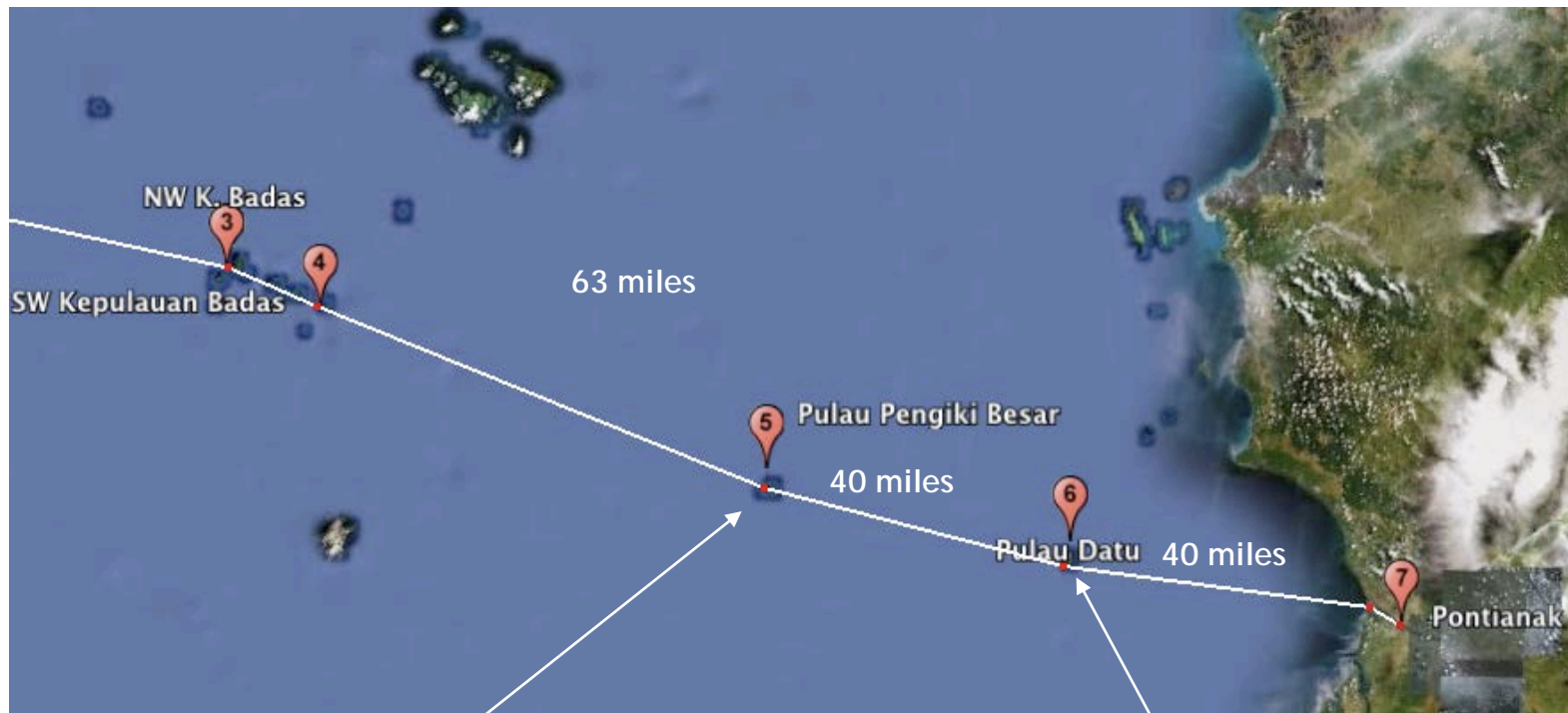


Northwest
Kepulauan
Badas - 160
miles from
Pulau Mapur

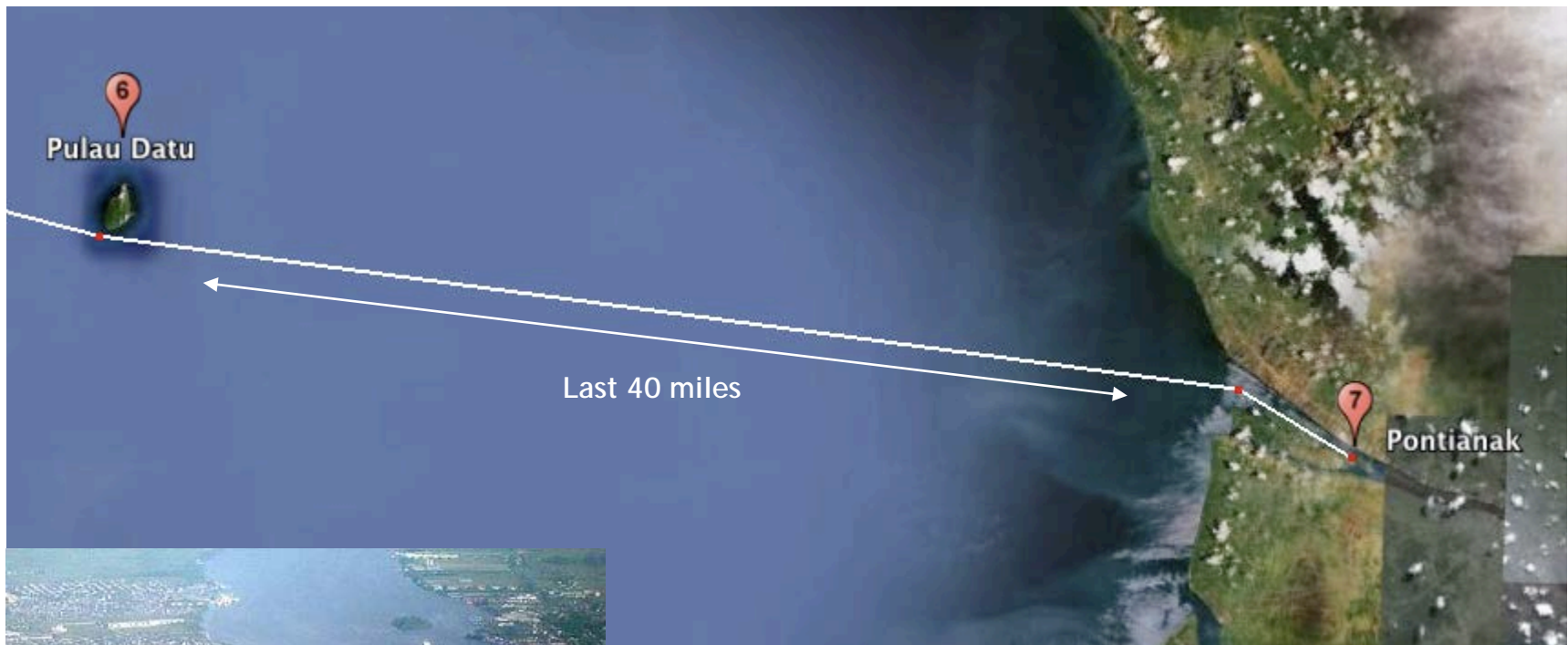


Southwest
Kepulauan
Badas - 15
miles from
NW K. Badas

Route: SW Kepulauan Badas to Pontianak



Arrival: Pulau Datu to Pontianak



Pontianak:

- Expedition finishes at the mouth of the Sugai Kapuas, Indonesia's longest river which is 1,143 km in length
- Pontianak gets its name from a vampire in Malay folklore
- Pontianak sits directly on the equator
- c. 480,000 inhabitants
- Airport (code: PNK)
- Airlines include Garuda, Lion Air, Mandela and Batavia

What is the real reason for SPC's Kalimantan Expedition

1. Finding a way to survive cancer

Breast Cancer Foundation: Paddlers In The Pink

Paddling reduces risk of lymphedema and improve the physical and mental well-being of breast cancer survivors. Raising breast cancer awareness and demonstrating that women living with breast cancer can lead full, active lives



2. Helping the next generation

CARE Singapore; children at risk

Teenage children who need additional support leadership and guidance to help unlock their full potential



Crew Selection & Safety

Crew Selection

- Safety first. Safety begins with crew selection. Each of us has a responsibility to prepare for the expedition. Failing to do so will put yourself at risk, your crew at risk, and ultimately, the entire expedition at risk.
- Selection will be based on prior expedition experience, personality (ability to function physically as well as emotionally at extremes)

Safety

- Safety First. A comprehensive safety program is detailed and will be submitted to the Marine Port Authority of Singapore for approval. Decisions made on the expedition will be taken with crew safety as the highest priority.

Safety

Safety

- ☐ All SPC Safety Guidelines will be in effect (a copy can be provided for review)
- ☐ The expedition will be aborted/suspended if the environment or the activity of other crafts yield an unsafe environment
- ☐ The expedition will be aborted in the event the safety officer deems it required for the safety of any one person (or group) associated with the expedition
- ☐ The OC-6 helmsman will serve as the safety officer on the OC-6 and will have full authority during any paddling period
- ☐ Participants must be able to communicate with other participants in the expedition. Satellite Phones and VHF Radio's will be aboard both the Support Boat and the OC-6. Expedition team will use Channel 77 for intra team communication via the VHF.
- ☐ Expedition will use Channel 14 for VTIS communications, and for the call in points (the call in points will be agreed with the Singapore Marine Police Authority).
- ☐ For the crossing of the Singapore Strait and departure/arrival into Singapore the expedition will operate in day-light hours only (0700 - 19:00).
- ☐ The 6-person outrigger canoes (OC-6) will have a life vest under each of the participant's seat for quick access. A single PFD supporting a 100kg individual will be on board the OC-6.
- ☐ Any incident will be reported to the Port Master immediately
- ☐ No Marker-Buoys will be used
- ☐ All routes specified to and from Nongsa Point Marina to/from Singapore will be strictly adhered and not deviated unless prior approval of the MPA is granted.

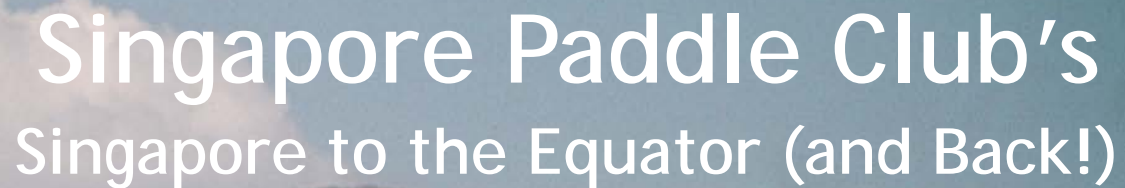


Safety

- ☐ The coast line will be followed where reasonably possible to allow for easy access to the shore should an emergency arise
- ☐ In the event an emergency arises at sea, away from shore, we will have first aid on the live-a-board, as well as a doctor on 24 hr call.
- ☐ Radio and cellular communication with the Port Marine Safety officer will be available at all times on VHF CH 7 and with the PCG at 63775539/63775540
- ☐ Sufficient hydration and energy supplies for the participants will be available
- ☐ A full first-aid kit will be carried on board the support boat, with a lighter first aid kit on the OC-6
- ☐ In prevailing conditions, the OC-6 will be fitted with a spray skirt (to prevent swamping of the canoe)
- ☐ Extra rigging rope, duct tape and bailers will be on board the OC-6
- ☐ A list of safety equipment will be aboard the OC-6. Examples include: Flares, GPS, Marine navigation compass, VHF radio, flashlight and ePIRB
- ☐ A 25 meter tow rope will be fastened to the OC-6 for emergency towing
- ☐ An extra Ama and lakos will be taken on the support boat in the event the OC-6 requires a replacement part
- ☐ In the event of low-light or night-time conditions, the OC-6 will be fitted with 3 marine lights as well as running lights on the bow and aft
- ☐ 6 liters of emergency drinking water as well as emergency food rations will be on board the OC-6



Proven Track Record - 2007 Equator Expedition



2007

 typhoon

Fitness First



Spatialworkshop

DD

All Rights Reserved ©Sin

Idle Club, Singapore to Equator E

