

2025 Darwin Dili Yacht Rally

Notice of Event

Starts: 1100 hours, 19 July 2025



Email: mail@sailtimorleste.org **Web:** sailtimorleste.org **Facebook:** [darwindiliyachtrally](https://www.facebook.com/darwindiliyachtrally)

1. Organising Authority

- 1.1 The Organising Authority (OA) is the Government of the Democratic Republic of Timor-Leste, supported by the Cruising Yacht Association of the NT Inc. and the Northern Territory Government.
- 1.2 The Organising Authority has appointed an Organising Committee for the Event

2. Description of Event

- 2.1 The Darwin Dili Yacht Rally will be conducted in the waters between Darwin, Australia and Dili, Timor-Leste, with extension to all Timor-Leste waters thereafter.

3. Rules

- 3.1 The Event will be governed by
 - a) International Rules for Prevention of Collision at Sea (IRPCS)
 - b) Racing Rules of Sailing (RRS)
 - c) Australian Sailing Special Regulations
 - Division 1 = Category 2
 - Divisions 2 & 3 = Category 3
 - d) A lack of timely preparation or a lack of funds are not acceptable reasons for any variations from safety categories or standards.
 - e) If conflict occurs between the Notice of Event (NoE) and the Sailing Instructions (SI), the rules of the SI shall prevail.
- 3.2 Responsibility of Person in Charge (PiC)
 - a) The safety of a yacht and her crew is the sole and inescapable responsibility of the PiC who must do their best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. The PiC must be satisfied as to the soundness of hull, spars, rigging, sails, and all gear. The PiC must ensure that all safety equipment is properly maintained and stowed and that the crew knows where it is kept and how it is to be used. The PiC must also nominate a person to take over the responsibilities of the PiC in the event of his/her incapacitation.

- b) Neither the establishment of these Special Regulations, their use by the Organising Committee, or the inspection of a yacht under these Special Regulations in any way limits or reduces the complete and unlimited responsibility of the PiC.
- c) The attention of every person is drawn to AS Special Regulation 1.02 and to the importance of having suitable and adequate personal insurance. It is the responsibility of owners to ensure that this is drawn to the attention of their crew.

3.3 RRS 4 - Decision to Race

- a) The responsibility for a boat's decision to participate in the Event or to continue in the Event is hers alone - RRS Fundamental Rule 4.

3.4 RRS 3 - Binding Nature of Documentation

- a) All participants accept to abide by the Event rules as described in RRS Fundamental Rule 3 "Acceptance of the Rules".

3.5 Amendments to Notice of Event

- a) The OA reserves the right to amend this NoE
- b) Amendments will be published on the event website sailtimorleste.org and sent via email to all entrants.

3.6 Sailing Instructions

- a) Sailing Instructions will be available on our website after 1600 hours on 7 July 2025.

4. Eligibility

4.1 Safety Requirements

- a) All yachts in Division 1 must comply with [Australian Sailing Special Regulations](#) for Category 2. All Division 1 yachts must carry a satellite phone, incorporating voice and SMS capability
- b) All yachts in Divisions 2 & 3 must comply with [Australian Sailing Special Regulations](#) for Category 3 + Satellite Phone + Life Raft. An immediately deployable tender can be used as a life raft. A satellite communication device (e.g. Iridium go / Garmin inreach / Starlink) will be accepted if they can send and receive SMS messages to the Organising Committee, and can communicate with an emergency service.
- c) All vessels in Division 4 must comply with [Australia Maritime Safety Authority requirements](#) and conduct and comply with an assessment in the [My Boat](#) portal for *Class 2B: Seagoing non-passenger vessel for use in all operational areas up to and including offshore operations*. An immediately deployable tender can be used as a life raft. A satellite communication device (e.g. Iridium go / Garmin inreach / Starlink) will be accepted if they can send and receive SMS messages to the Organising Committee, and can communicate with an emergency service.

4.2 Insurance

- a) All yachts must hold a valid third-party liability insurance policy with a minimum cover of AUD\$10 million for any one incident. The insurance policy must be valid for the entire voyage. Comprehensive insurance is also recommended.

4.3 Safety Audits

- a) All yachts in the Event are required to have an Australian Sailing Category 2 or 3++ National Equipment Audit Certificate signed off by an accredited Australian Sailing Equipment Auditor.
- b) If a yacht does not have an Equipment Audit within the last 12 months an inspection can be

made to gain one for the event. Contact mail@sailtimorleste.org

- c) Whilst not mandatory it is recommended that all crew carry PLB / Personal AIS

4.4 Eligibility of Crew

- a) The minimum number of crew for each yacht is two including the skipper.

4.5 Safety Equipment Inspections

- a) In accordance with the AS Special Regulations Part 1, all safety equipment must be on board and available for inspection. All yachts must be made available at the request of the Organising Committee for spot inspections. Spot checks may be carried out at any time from 17 July until the warning signal and may be carried out after a boat finishes the Event.

5. Entry

5.1 Entry

- a) Online entry will be via sailtimorleste.org
- b) Entries open on 1 March 2025 and close at 1600 hours on 30 June 2025.
- c) In addition to race entry, payment of entry fees and the following document copies must be submitted to mail@sailtimorleste.org no later than 30 June 2025.
- Completed crew list (template provided on entry link)
 - Yacht photo
 - Skipper photo
 - National Ship Registration
 - Certificate of Insurance
 - Sat phone number
 - AMSA EPIRB registration
 - MMSI number certificate

5.2 Customs and Immigration

- a) All vessels must comply with the regulations of the Australian Customs Service (Border Force) regarding exit from Australia and re-entry to Australia.
- b) A current National Registration Certificate is required to obtain a vessel's outgoing Australian Customs Clearance in Darwin and entry into Timor-Leste. For Australian vessels, refer to [Register a vessel on the Australian general shipping register | Australian Maritime Safety Authority](#)
- c) All crew must have a minimum of 6 months validity (from date of arrival) on their passports for entry into Timor-Leste.
- d) An AIS transmitter and receiver is required for all foreign vessels in Timor-Leste waters. You will need the MMSI number associated with the unit.

5.3 Other Matters

- a) Due to the physical limitations of Dili Harbour, the Rally fleet will be limited to a maximum of 10 yachts. Entries will be accepted as they are received on a 'first-in, first-served' basis. Entries which are in excess of the 10 yacht limit will be placed on a waiting-list, pending any cancellations.

6. Entry Fee

- 6.1 The Entry Fee for 2025 is AUD\$250 per vessel, inclusive of all crew on-board and changeover crew arriving in Dili. The Entry Fee includes the cost of:

- a) Rally plaques, awards and trophies, Rally functions in Darwin and Dili including the Rally presentation and dinner in Dili with entertainment;
- b) the Yellowbrick Yacht Tracker;
- c) Streamlined Timor-Leste CIQP arrangements, and exemption from the Timor-Leste Port, Harbour and Quarantine Inspection Fees.

6.2 The Entry Fee does not cover the following items:

- a) Your Timor-Leste Visas or Visa extension fees (A 30-day entry Visa costing USD\$30 will be payable on arrival in Dili for each crew member)
- b) Additional tour costs or connections and any other charges and costs during your stay Timor-Leste
- c) Any fees imposed in other ports of call.

6.3 The entry fee is payable by bank transfer to the banking details shown on the entry form with the name of the vessel in the description.

6.4 In the event that your vessel is unable to participate in the event due to unforeseen circumstances, the Entry Fee will be refundable in full, less any expenses incurred at the date of withdrawal.

7. Divisions

7.1 The following divisions are offered and unless you notify us in your entry that you wish to enter a Competitive Division you will be automatically entered into the Rally Division:

- a) Division 1 – IRC
 - Valid IRC Certificate.
 - Current Category 2 Equipment Audit
 - Open to Monohull yachts powered by sail alone with a current IRC certificate. Use of autopilots not permitted.
- b) Division 2 - Cruising Monohull
 - Current Category 3++ Equipment Audit
 - Open to Monohull yachts powered by sail alone. Use of autopilots not permitted, except for 2-handed entries.
- c) Division 3 – Cruising Multihull
 - Current Category 3++ Equipment Audit
 - Open to Multihull yachts powered by sail alone. Use of autopilots not permitted, except for 2-handed entries.
- d) Division 4 –Rally
 - Open to any vessel, including both sail and motor vessels. Use of motors and autopilots permitted.

7.2 The Organising Committee reserves the right to make changes to and within Divisions; any such changes will be advised at the Rally Technical Briefing.

8. Handicaps

8.1 Division 1 – A vessel's Handicap will be determined by the IRC Certificate

8.2 Division 2 and 3 – A vessel's Handicap will be determined by the Organising Committee or its nominee.

8.3 Handicaps will not be subject to protest or grounds for a request for redress.

- 8.4 Handicaps will be available 7 days prior to event start.
- 8.5 Division 4 (Rally) yachts and motor vessels – at the discretion of the Committee, may also be allocated a TCF which may be used to guide final award of placings. The number of motoring hours (if any) will also be taken into account.

9. Trophies and Prizes

- 9.1 Trophies and prizes will include:
- Line honours
 - 1st, 2nd, and 3rd in Divisions 1, 2 and 3
 - Last Across the Line Trophy

10. Start

- 10.1 The Start will be on Saturday 19 July 2025 at 1100 hours in the area west of the Darwin Sailing Club. Details will be advised in the Sailing Instructions and at the Technical Briefing.

11. The Course

- 11.1 The course will be from the Start Line in Darwin Harbour, Australia, leaving Jaco Island (located approximately S8° 26' and E127° 21.2') to port, to the Finish Line off the city of Dili, Timor-Leste, a distance of 425 NM.
- 11.2 A Time Gate is in place after rounding Jaco Island as yachts transit through Longitude E127° 20'.

12. Finish

- 12.1 The Finish Line is a transit of the longitude E125° 34' between the drying reef bounding the northern edge of Dili Harbour and the latitude S8° 32'. This will be detailed at the Rally Technical Briefing and Sailing Instructions.
- 12.2 In the event that there is no wind along the coast of Timor-Leste, the yacht's time at the Jaco Island Time Gate may be used to calculate final results.

13. Program

- 13.1 Race Briefing
- a) 1400 hours Wednesday 16 July 2025, Darwin Sailing Club
- 13.2 Outward Clearance
- a) 0900 hours Friday 18 July 2025, Darwin Sailing Club
 - b) Outward Clearance is compulsory for all crew at the same time to obtain a yacht clearance.
- 13.3 Start
- a) The race will start on Saturday 19 July 2025 at 1100 hours in the area west of the Darwin Sailing Club.
 - b) The scheduled time of the first warning signal is 1050 hours Saturday 19 July 2025
- 13.4 Social events
- a) Other social event details will be advised via the Facebook, website, newsletters, and direct email to skippers.
- 13.5 A Rally program will be posted on the Rally website and confirmed to entrants via email.

14. Tracking Devices

- 14.1 Yellowbrick tracking devices will be provided to skippers and must be activated and fitted to yachts prior to the event start. Instruction will be provided when the device is handed out. The trackers must be returned as soon as possible after finishing the event - preferably when crews come ashore to clear customs and immigration.

15. Advertising

- 15.1 Yachts may be required to display advertising chosen and supplied by the OA.
- 15.2 Yachts may seek and obtain sponsorship and advertise it in whatever form they choose.

16. Disclaimer Of Liability

- 16.1 All those taking part in the Race do so at their own risk and responsibility. Crew members must acknowledge this and release the Organising Committee, all sponsors and their respective officers, employees, volunteers, and members, from all liability by signing a disclaimer and acknowledgment of rights form, as supplied by the Organising Committee.

17. After Finishing

- 17.1 Procedures after you finish, including the location of the Customs/Rally anchorage will be advised at the Technical Briefing and in the Sailing Instructions. Inwards CIQP arrangements for clearance of your yacht and crew into Timor-Leste will also be advised at the Rally Technical Briefing.

18. Dili Bay Moorings

- 18.1 A number of moorings may be in place in Dili Bay. However, Rally Organisers make no warranty as to their fitness for purpose. Yachts which use the moorings do so at their own risk.

19. Time Limit

- 19.1 There is no time limit to the Rally. However, if you arrive in Dili after 24 July 2025 the special Rally CIQP arrangements may have ceased and personalised assistance for your clearance into Timor-Leste may not be available.
- 19.2 A vessel must pass through the Finish Line in Dili by no later than 1800 hours on Thursday 24 July 2025 in order to be eligible for the prize pool, trophies and awards.

20. Flags

- 20.1 Participants in the Rally will be issued with a Darwin Dili Rally Pennant. This pennant should be flown on all yachts going over the start line and until they finally leave Timor-Leste waters.
- 20.2 When you enter the waters off Dili you must display the code flag "Q" until you have been cleared by Timor-Leste Customs.
- 20.3 After finishing the yacht's own national flag should be displayed at the stern and the Timor-Leste flag of a size not less than the yacht's own national flag from the crosstrees. Timor-Leste flags will be supplied at the Technical Briefing.

21. Time Zones

- 21.1 CST is Central Standard Time (Darwin Time) and will be used throughout the Rally for all communications and time keeping and is the time referred to in these instructions, unless specified otherwise. CST is GMT +9:30, Dili time is GMT +9:00.

22. Rejection of Entries

- 22.1 The Organising Committee reserves the right to reject any entry at any time up to the Preparatory Start Signal, in which case the entry fee or part thereof may be refunded.

23. Sponsors Advertising

- 23.1 Yachts may seek and obtain sponsorship and advertise it in whatever form they choose.
- 23.2 Yachts may be required to display advertising chosen and supplied by the OA.

24. Further Information

- 24.1 For further information or to submit an Expression on Interest, please contact mail@sailtimorleste.org
- 24.2 [Racing Rules of Sailing - Australian Sailing - Resources](#)
- 24.3 [Special Regulations - Australian Sailing - Resources](#)
- 24.4 [Australia Maritime Safety Authority requirements](#)
- 24.5 [My Boat](#) portal
- 24.6 Australian Border Force – [Yachts and Pleasure Craft](#)