

Sailing Instructions
2016 Darwin Dili Yacht Rally
Starts 9 July 2016



Email: mail@sailtimorleste.org

Web: sailtimorleste.org

1. Description of Event

- 1.1 The Darwin Dili Yacht Rally will be conducted from 9 July – 18 July 2016 inclusive in the waters between Darwin, Australia and Dili, Timor-Leste.
- 1.2 A vessel must pass through the Finish Line in Dili by no later than 0600 hours on Friday 15 July 2016 in order to be eligible for the prize pool, trophies and awards.
- 1.3 The Rally is auspiced by the Government of Timor-Leste through its Ministry of Tourism and supported by the Cruising Yacht Association of the NT Inc. The Rally is organised by a Committee appointed by the Ministry of Tourism (the “Organising Committee” or “Committee”).

2. Rules

- 2.1 The Darwin Dili Yacht Rally will be conducted and sailed under the International Regulations for the Prevention of Collisions at Sea (Colregs) and in accordance with the [Notice of Event](#) and these Sailing Instructions.
- 2.2 The safety of the vessel and its crew is the sole responsibility of the Skipper, who by entering the Rally confirms to the Organising Committee that they personally accept responsibility for their vessel and all persons aboard for the duration of the event.
- 2.3 Competitors participate in the Rally entirely at their own risk. It is the Skipper’s sole responsibility to decide whether to enter, start or retire from the Rally. The Organising Committee will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the Rally.

3. Notices

- 3.1 Notices to Competitors will be posted on the event website www.sailtimorleste.org and emailed to Skippers in accordance with contacts nominated in their entry.

4. Changes to Sailing Instructions

- 4.1 Any change to the Sailing Instructions will be posted not less than 4 hours before the first warning signal.

5. The Start

- 5.1 The Start will be on Saturday 9 July 2016 at 1000 hours in the area west of the Darwin Sailing Club.

- 5.2 The Start Line will be between the Start Boat (*Spirit of Darwin*) and "F" buoy. (Refer *Appendix 1*.) The Start Boat will be on station approximately 30 minutes before 1000 hours and for 30 minutes after.
- 5.3 Starters will leave "F" buoy to port. "F" buoy is located the vicinity of 12°25.52' and 130°48.14'. The Start Boat (refer *Appendix 2*) will be in a position approximately 100-200 metres NE of "F" buoy.
- 5.4 The Start Boat will be flying the Timor-Leste national flag and the Rally burgee.
- 5.5 The starting sequence is:
- 0950 Hours Warning Sound Signal; Numeral Pennant 1 will be hoisted
 - 0955 Hours Preparatory Sound Signal; Code Flag "P" will be hoisted
 - 0959 Hours Code Flag "P" will be lowered
 - 1000 Hours Starting Sound Signal; Numeral Pennant 1 will be lowered
- 5.6 Vessels in competitive divisions must not use their motors for propulsion after the first warning signal (10 minutes pre-start). Vessels judged by the Committee to have done so may, at the sole discretion of the Committee, have a two (2) hour time penalty imposed.
- 5.7 All Rally division yachts must keep clear of any yacht in a competitive division in their vicinity, particularly during the starting sequence.
- 5.8 The total elapsed time for vessels which start late, or start, temporarily discontinue and restart will be calculated from 1000 hours on 9 July 2016.
- 6. Recalls**
- 6.1 If a vessel or any part of a vessel's hull, crew or equipment is:
- Across the start line prior to the Start Signal, or is
 - On the course side of the starting line in the last minute prior to the Start signal, and she is identified, the Committee will attempt to call her on VHF Ch 77 after the starting signal. Failure to make a broadcast will not be grounds for a request for redress.
- 6.2 All vessels recalled for starting prior to the official start time will return to the starting line after rounding the seaward mark. Vessels just turning around and 'dipping' the line will be awarded a Did Not Start (DNS).
- 6.3 If a recalled vessel fails to return and start correctly, she shall receive a two (2) hour penalty added to her elapsed time without a hearing.
- 7. The Course**
- 7.1 The course will be from the Start Line in Darwin Harbour, Australia, leaving Jaco Island to port, to the Finish Line off the city of Dili, Timor-Leste, a distance of 425 NM.
- 7.2 Recommended charts for this passage are: Aus 313, Aus 4721, Aus 901 and Aus 26.
- 7.3 A Time Gate is in place after rounding Jaco Island as yachts transit through Longitude E127° 20'. (Refer *Appendix 3*).
- 7.4 Yachts must record their transit time through the Jaco Island Time Gate and transmit this to the Organising Committee as the earliest practical opportunity.
- 8. Finish Line**
- 8.1 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'. (Refer *Appendix 4*).
- 8.2 Yachts must take their own finish time (CST) and advise the Organising Committee at the earliest opportunity.

- 8.3 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 by the Committee to calculate final results, except when at least one (1) yacht has reached Dili under sail-power alone.
- 8.4 Extreme care should be exercised as you approach and traverse Timor:
- close to Dili as it is a busy, working port. There is a continuous stream of large ships, dredges and ferries using (and anchored at approaches to) the port and at night their navigation lights will not always be in accordance with regulations;
 - throughout this region when you are close to the coast, extra care is required as there are always large numbers of small unlit fishing canoes and fish traps in these waters that are difficult to see at night and may not show up on radar;
 - Lighthouses marked on navigational charts may not be operational.

9. Skipper Declaration Form (*Appendix 6*)

- 9.1 Within 4 hours of clearance into Timor-Leste, all skippers of yachts must sign a finish declaration form, and hand it to a member of the Rally Organising Committee, confirming:
- Their finish time – Darwin CST
 - Whether or not they have complied with these Instructions
 - Their transit time of the Jaco Island Time Gate
 - The amount of time that the motor was used for propulsion during the Rally, and
 - If applicable, the amount of time that the motor was used when rendering assistance to a vessel or crew in distress or imminent danger.
- 9.2 The Skipper must also return the Yellowbrick Yacht Tracker to the Organising Committee at the same time as submitting their finish declaration form.
- 9.3 Yachts failing to complete a finish declaration form or return their yacht tracker may be recorded as a DNF result.

10. Retirements

- 10.1 Any yacht retiring from the Rally must make every effort to inform the Organising Committee at the earliest opportunity by radio, phone or other means and continue to give position reports until safely in port.
- 10.2 Retiring yachts returning to Darwin after the Rally Start must also notify Australian Border Force as soon as possible and prior to arrival.
- 10.3 Any yacht having to return to Darwin after the Start, or does not Start, or is delayed in starting, should advise Australian Border Force and Rally Organisers at the earliest opportunity.

11. Temporary Discontinuance from Rally

- 11.1 A vessel may, after starting, use its engine for propulsion purposes to assist with anchoring and berthing when:
- Taking shelter from extreme weather; or
 - Disembarking sick or injured crew who will take no further part in the race (such crew shall not be replaced) or;
 - Attempting repairs being undertaken wholly on board.
- 11.2 All vessels may use their motors when rendering assistance to a vessel or crew in distress. The incident must be reported to the Organising Committee as soon as time permits. The vessel may re-join their Division if practical and the Organising Committee shall, where relevant, set a panel to adjust the time of the vessel rendering assistance so as not to disadvantage nor advantage that vessel.

- 11.3 All vessels may use their motor for propulsion when their vessel or crew is in imminent danger. The incident must be reported to the Organising Committee as soon as practical. The vessel may re-join their Division provided it does not place itself in a more favourable position whilst the motor is being used for propulsion. A panel set by the Organising Committee will adjudicate the validity of the incident and remedial action to re-join their Division. The panel may take no action, set a time penalty/reduction or re-assign the vessel to the Rally Division.
- 11.4 For the purpose of this Sailing Instruction a vessel's elapsed time shall continue to accrue and a vessel shall keep a record of her engine hours in her ship's log and provide it to the Organising Committee.
- 11.5 In the event of a request for redress for loss of time being claimed for helping those in danger, whether the propulsion engine was used or not, the loss of time shall be supported by logged details of course changes, distances, times, etc. The logged details shall be submitted with the request for redress.

12. Requests for Redress and Protest

- 12.1 Protests and requests for redress shall be delivered to the Organising Committee and no later than submission of the Finish Declaration form in Dili. Protest/Redress Forms will be available from the Organising Committee.
- 12.2 Notices will be posted of "Protests and Requests for Redress hearings" to inform competitors of hearings in which they are parties or named as witnesses.
- 12.3 A schedule of hearings will be posted on the Notice Board in Dili which will advise the time and place where the hearings will occur.
- 12.4 All Protests and Requests for Redress will be heard and judged by an independent three-person panel appointed by the Committee in Dili. Their decision is final.

13. Divisions

13.1 Division I – IRC Monohull

- a) Open to Monohull yachts powered by sail alone with a current IRC certificate.
- b) Use of motors for propulsion is not permitted, except where otherwise indicated in these Instructions.
- c) Use of autopilots for steerage is not permitted, except for double-handed entries i.e. yachts with no more than two (2) crew.
- d) Yachts should comply with YA Special Regulations Part 1 - Category 2 Safety requirements.
- e) An IRC Division will be declared when there are two (2) or more entrants in Division I with a current IRC rating.

13.2 Division I - Monohull Competitive Cruising

- a) Open to Monohull yachts powered by sail alone.
- b) Use of motors for propulsion is not permitted, except where otherwise indicated in these Instructions.
- c) Use of autopilots for steerage is not permitted, except for double-handed entries i.e. yachts with no more than two (2) crew.

13.3 Division III - Multihull Competitive Cruising

- a) Open to Multihull yachts powered by sail alone.
- b) Use of motors for propulsion is not permitted, except where otherwise indicated in these Instructions.
- c) Use of autopilots for steerage is not permitted, except for double-handed entries i.e. yachts with no more than two (2) crew.

13.4 Division II – Rally

- a) Open to any vessel, including both sail and motor vessels.
- b) Use of motors for propulsion and autopilots for steerage are permitted.

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

14. Handicaps and Scoring (Time Correction Factor – TCF)**14.1 Division I – IRC Monohull**

- a) Results will be decided by the application of the IRC Time Corrector (TCC) as printed on each vessel's IRC Certificate, as a multiplier of elapsed time.
- b) A current IRC Certificate is the only certificate used to form handicaps for this division.

14.2 Division I - Monohull Competitive Cruising and Division III - Multihull Competitive Cruising

- a) Results will be decided by the application of Time Correction Factors (TCFs) as a multiplier of elapsed time.
- b) Handicapping will be conducted by a panel selected by the Organising Committee which will include independent persons.

14.3 Division II – Rally

- a) At the discretion of the Committee, vessels in Division II may also be allocated a TCF which may be used to guide final award of placings.
- b) A Yacht's Elapsed Time will be multiplied by its allocated TCF to give a Corrected Time and placings.
- c) The vessel with the lowest corrected time, after application of motoring hours (if any) or other factors determined by the Committee, will be scored first.

15. Results

15.1 Finish times will be displayed on the notice board in Dili, as soon as practicable.

15.2 During the event, finish times may be published on the event website www.sailtimorleste.org.au and on <https://www.facebook.com/darwindiliyachtrally/>

15.3 Final results will not be published until Presentation Ceremony on Friday 15 July 2016 in Dili has been completed. After this time they will be displayed on the notice board in Dili and on the event website.

16. Prize Pool, Trophies and Awards

16.1 The Government of Timor-Leste is providing a prize pool for the event of USD\$15,000. It will be allocated across all Divisions and Line Honours at the discretion of the Organising Committee.

16.2 Trophies comprise:

Line Honours	The first yacht across the finish line in Dili under sail. The Cruising Yacht Association of the NT Inc. Trophy – (Perpetual and Skipper's replica)
Division I – IRC Monohull	
1st on Handicap	1974 original Darwin Dili Yacht Race Trophy – (Perpetual and Skipper's replica)
2nd on Handicap	1974 original Darwin Dili Trophy Yacht Race (Perpetual)
3rd on Handicap	Darwin Port Corporation Perpetual Trophy (Perpetual)

Division I – Monohull competitive cruising	
1st on Handicap	Trophy – (Perpetual and Skipper’s replica)
2nd on Handicap	Trophy (Perpetual)
3rd on Handicap	Trophy (Perpetual)
Division III – Multihull Competitive Cruising	
1st on Handicap	National Insurance Timor-Leste Trophy – (Perpetual and Skipper’s replica)
2nd on Handicap	National Insurance Timor-Leste Trophy (Perpetual)
3rd on Handicap	National Insurance Timor-Leste Trophy (Perpetual)
Division II – Rally Division Vessels	
1st on Handicap	Hardy Aviation Timor-Leste Trophy – (Perpetual and Skipper’s replica)
2nd on Handicap	Hardy Aviation Timor-Leste Trophy (Perpetual)
3rd on Handicap	Hardy Aviation Timor-Leste Trophy (Perpetual)
Last to Finish	The last yacht across the finish line in Dili under sail. The TooWheels Adventures Trophy – (Perpetual and Skipper’s replica)

16.3 In keeping with tradition, there will be awards for the best presented crew and yacht and first yacht over the start line under sail.

17. Safety Requirements

17.1 Division I – IRC Monohull

- a) Division I IRC yachts should comply with YA Special Regulations Part 1 - Category 2 Safety requirements <http://www.sailing.org.au/sport-services/safety/> (National Equipment Audit Forms).

17.2 Division I - Monohull Competitive Cruising, Division III - Multihull Competitive Cruising and Division II - Rally

- a) [Safety Equipment Checklist](#) as provided by the Committee. The list is compiled from advice from experienced mariners, but it is not intended to be exhaustive or conclusive as it is accepted that each vessel is different.

17.3 By entering the Rally, the skipper undertakes to personally check and assess the safety equipment on the vessel and assures the Committee that it is sufficient for the Rally (and the Division in which their vessel is entered) and that it will remain on the vessel for the duration of the Rally (unless deployment is required during the Rally).

18. Rally Reporting and Communications

18.1 [Yellowbrick Yacht Trackers](#) will be provided to each vessel in the event and their use is mandatory.

18.2 Instructions on the use of the trackers, including testing, and the web link for position reporting will be provided at the Technical Briefing and on the Rally website. The trackers will be issued at the Australian Outward Clearance on Friday 8 July 2016, together with cable ties for fixing.

18.3 Vessels failing to comply with these instructions will be scored a Did Not Start (DNS).

18.4 As a back-up to the Yellowbrick Yacht Trackers, each vessel should possess either a:

- an HF Radio equipped with HF 4483 KHz (primary) / 2524 KHz (secondary) or
- a Satellite Phone or

- c) a satellite communication device such as a [GPS Spot Device](#) or a [Delorme inReach Satellite 2- way Communicator](#)

for the purpose of transmitting twice-daily yacht position reports to the Rally Committee until the vessel crosses the Finish Line in Dili.

- 18.5 Details of the reporting schedule will be advised at the Rally Technical Briefing.
- 18.6 In Dili, the Dili Rally Office, call sign "Dili Rally" will conduct a morning radio sched on VHF Ch 77 at 0810 hours Dili time each morning, while yachts are in Dili Harbour. This sched will cease on Sunday 17 July 2016.

19. After Finishing

- 19.1 After you finish, please:
- a) Contact Dili Port on VHF Channel 16 for entry into the Port of Dili, and
 - b) Contact the Dili Rally Office on VHF Channel 77, for directions to the CIQ and anchorage area to complete Timor-Leste Customs, Immigration and Quarantine formalities. Ensure your yacht is displaying the code flag Q and Timor-Leste courtesy flag.
- 19.2 The Customs/Rally anchorage is located at approximately S8° 33.10' and E125° 34.5' as shown at *Appendix 6*. Use extreme caution in this area as there is a small drying reef in the vicinity. Inwards CIQP arrangements for clearance of your yacht and crew into Timor-Leste will be advised at the Rally Technical Briefing.

20. Time Limit

- 20.1 There is no time limit to the Rally. However if you arrive in Dili after 18 July 2016 the special Rally CIQP arrangements may have ceased and personalised assistance for your clearance into Timor-Leste may not be available.

21. Flags

- 21.1 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.
- 21.2 When you enter the waters off Dili you must display the code flag "Q" until you have been cleared by Timor-Leste Customs.
- 21.3 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.

22. Time Zones

- 22.1 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.

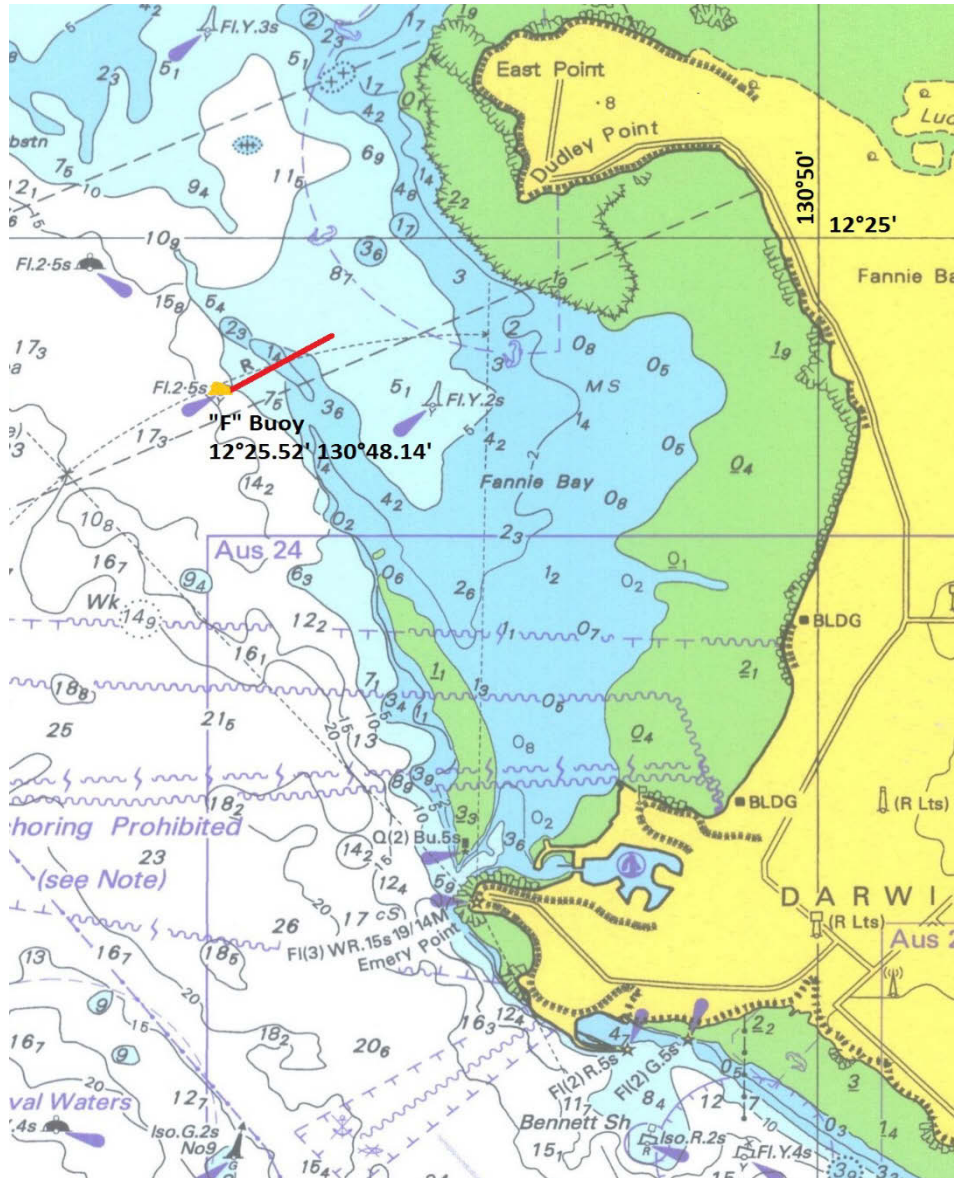
23. Sponsors Advertising

- 23.1 Yachts may seek and obtain sponsorship and advertise it in whatever form they choose, provided it does not cause offence to the host country or any official sponsor.

24. Prohibited Goods

- 24.1 Possession of firearms, ammunition and illicit drugs is strictly prohibited in Timor-Leste and severe penalties apply.

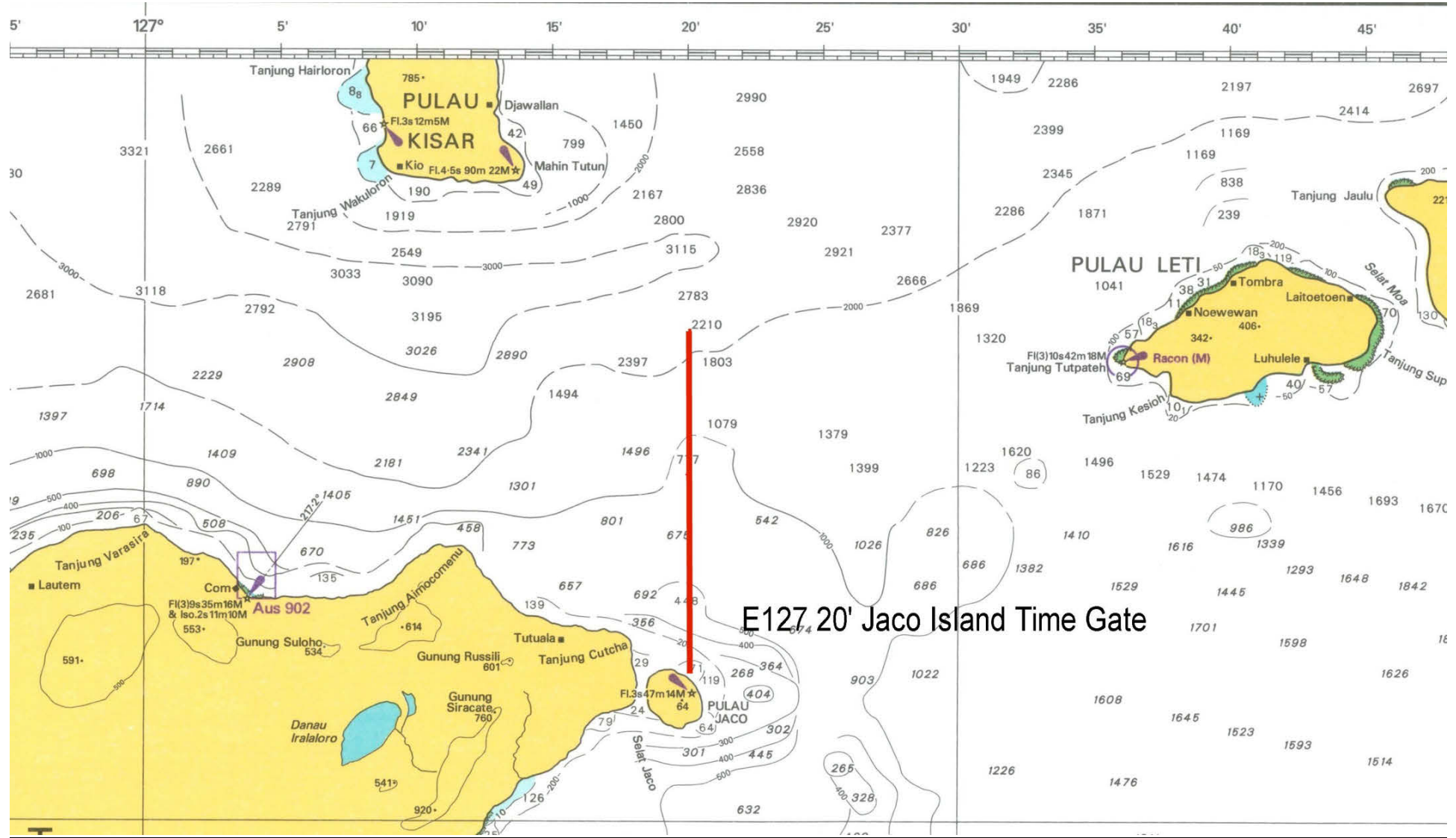
Appendix 1 – The Start Line



Appendix 2 – The Start Boat



Appendix 3 – Jaco Island Time Gate



Appendix 4 – The Finish Line in Dili



Appendix 6 – Sign-off Declaration



I, _____, Skipper of _____ hereby declare that we finished the

2016 Darwin Dili Yacht Rally

in accordance with the Sailing Instructions at

..... hours (Darwin – CST time) on July 2016.
(Date)

I further declare that:

a) Our time at the Jaco Island Time Gate was:

..... hours (Darwin – CST time) on July 2016.
(Date)

b) The following motoring hours were logged:

- Darwin to Jaco Island Time Gate: **Motoring Hours.**
- Jaco Island Time Gate to Finish Line: **Motoring Hours.**

c) Any other matters to declare:

Signed:

Date:

Time: