

2017 Darwin Dili Yacht Rally
Notice of Event
Starts: 15 July 2017



Darwin Dili
Yacht Rally

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1. Description of Event

- 1.1 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.
- 1.2 The Rally is auspiced by the Government of Timor-Leste through its Ministry of Tourism. It is supported by the Cruising Yacht Association of the NT Inc. and the Authority for Special Administrative Region of Oecusse (ZEESM TL). The Rally is organised by a Committee appointed by the Ministry of Tourism (the "Organising Committee" or "Committee").
- 1.3 Following festivities in Dili, a formal Rally stopover is planned in Oecusse, a Timor-Leste enclave on the north coast of West Timor. Oecusse is almost equidistant from Dili and Kupang (approximately 90 NM from Dili and from Kupang).
- 1.4 Yachts may enter the 2017 Darwin Dili Yacht Rally and also join the 2017 Sail Indonesia Rally (refer 25.1).

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 this Notice of Event and Sailing Instructions.
- 2.2 The Rally is open to Monohull yachts having a waterline length of not less than 7.3 metres, Multihull yachts with a waterline length of not less than 8.0 metres and motor vessels meeting offshore sea-going requirements. All vessels shall have completed a non-stop passage of at least 200 miles across open sea and must comply with the SOLAS standards.
- 2.3 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.
- 2.4 It is mandatory for the skipper and at least one other crew member to attend the Rally Technical Briefing scheduled for **Sunday 9 July 2017** at 1400 hours at the Darwin Sailing Club, unless special dispensation is granted by the Organising Committee. This Technical Briefing will provide details relating to the Rally start and finish, sailing instructions, customs, immigration, quarantine, harbour clearances, communications, weather and safety information current at the time and the program in Timor-Leste. All crew are encouraged to attend the Technical Briefing.

3. Entry

- 3.1 Skippers will be required to confirm that they have read and understood the Notice of Event and that the entry is made subject to the conditions set out in this Notice of Event. If you are unable to comply with some elements of the Notice of Event, please email mail@sailtimorleste.org identifying where you are unable to comply. Your entry will be assessed by the Organising Committee who will communicate with you by email.
- 3.2 Skippers must enter their vessel in the Rally by completing the Rally Online Entry Form, submitting **ALL** of the required documentation and paying the correct fees before **1600 hours (CST Time) on 21 June 2017**. Late entries may be accepted with the written permission of the Organising Committee.
- 3.3 On-line entry instructions can be found at <https://www.sailtimorleste.org/entry>. Yachts expressing interest in the Rally will be advised by email when on-line entry opens.
- 3.4 The Entry Fee for 2017 is AUD\$250 per vessel, inclusive of all crew on-board and changeover crew arriving in Dili. The Entry Fee includes the cost of:
 - Rally plaques, awards and trophies, Rally functions in Darwin and Dili including the Rally presentation and dinner in Dili with entertainment, dinner and cultural shows, Dili and districts tour, Oecusse program and stopover;
 - the Yellowbrick Yacht Tracker;

- Streamlined Timor-Leste CIQP arrangements, your 3-month Timor-Leste Cruising Permit and exemption from the Timor-Leste Port, Harbour and Quarantine Inspection Fees.

3.5 The Entry Fee does not cover the following items:

- 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 – refer 20.3)
- Additional tour costs or connections
- Any other charges and costs during your stay Timor-Leste
- The cost of Indonesian Social Visas or Cruising Permits, if you intend taking your yacht to Indonesia afterwards, or any fees imposed in other ports of call.

3.6 The preferred method of payment is by bank transfer to the banking details shown on the entry form with the name of the vessel in the description.

3.7 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.

3.8 Due to the physical limitations of Dili Harbour, the Rally fleet will be limited to a maximum of 20 yachts. Entries will be accepted as they are received on a 'first-in, first-served' basis. Entries which are in excess of the 20 yacht limit will be placed on a waiting-list, pending any cancellations.

4. Start

4.1 The Start will be on Saturday 15 July 2017 at 1000 hours in the area west of the Darwin Sailing Club. Details will be advised in the Sailing Instructions and at the Technical Briefing.

4.2 All Rally division yachts must keep clear of any yacht in a competitive division in their vicinity, particularly during the starting sequence.

4.3 Darwin [tides](#) on 15 July are: a high of 6.59 metres at 0952 hours and a low of 2.32 metres at 1618 hours.

5. The Course

5.1 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. Recommended charts for this passage are: Aus 313, Aus 4721, Aus 901 and Aus 26.

5.2 A Time Gate is in place after rounding Jaco Island as yachts transit through Longitude E127° 20'.

6. Finish

6.1 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 in a chart provided to you at the Rally Technical Briefing. Yachts must take their own finish time (CST) and advise the Dili Rally Office.

6.2 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.

6.3 Extreme care should be exercised as you approach and traverse Timor especially 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.

6.4 In addition, 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 often do not show up on radar.

7. Divisions

- 7.1 The following divisions are offered and unless you notify us in your entry that you wish to enter a Competitive Cruising Division you will be automatically entered into the Rally Division:
- a) **Division I – IRC Monohull** – Open to Monohull yachts powered by sail alone with a current IRC certificate. Use of autopilots not permitted.
In the event that two (2) or more entrants in Division I possess a current IRC rating, an IRC Division will be declared.
 - b) **Division I - Monohull Competitive Cruising** yachts powered by sail alone. Use of autopilots not permitted.
 - c) **Division III - Multihull Competitive Cruising** yachts powered by sail alone. Use of autopilots not permitted.
 - d) **Division II –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. Safety and Eligibility

- 8.1 The Rally is open to skippers, who by entering the Rally, confirm to the Organising Committee that they personally accept responsibility for their vessel and all persons aboard for the duration of the Rally. Further, by entering the Rally, the skipper undertakes to personally check and assess the safety equipment on the vessel and assure 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).
- 8.2 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.
- 8.3 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 rejoin their Division if practical and the 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.
- 8.4 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 rejoin 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 Committee will adjudicate the validity of the incident and remedial action to rejoin their Division. The panel may take no action, set a time penalty or re-assign the vessel to the Rally Division.
- 8.5 To assist any skipper a basic [safety equipment checklist](#) is available from the Sail Timor-Leste website. The list is compiled from advice from experienced mariners however is not intended to be exhaustive or conclusive for any specific vessel. A more comprehensive listing of safety recommendations for off-shore sailing are detailed in the Freemantle Sailing Club [Green Book](#). Skippers are free to self-assess the requirements of their vessel against these lists. Compliance does not, in any way mitigate, release or remove the responsibility or liability from the Skipper to ensure the safety of his/her yacht and crew at all times.
- 8.6 In addition, Division I IRC yachts should comply with YA Special Regulations Part 1 - Category 2 Safety requirements. A checklist can be downloaded from <http://www.yachting.org.au/sport-services/safety/> (National Equipment Audit Forms).

- 8.7 Yacht Trackers: Participants will be provided with a [Yellowbrick Yacht Tracker](#) for the 2017 event as a reporting and safety device to monitor and check the fleet. YB Trackers are supplied to each vessel as part of the entry fee and must be carried by each vessel.

9. Rally Reporting and Communications

- 9.1 [Yellowbrick Yacht Trackers](#) will be used as the primary reporting medium while the Rally is in transit between Darwin and Dili. For the purpose of communication with the Rally Committee while the Rally is in transit, each yacht should possess back-up communications comprising either a:
- an HF Radio equipped with HF 4483 KHz (primary) / 2524 KHz (secondary) or
 - a Satellite Phone or
 - a satellite communication device such as a [GPS Spot Device](#) or a [Delorme inReach Satellite 2-way Communicator](#)
- 9.2 Any yacht which is unable to comply with these communication requirements is asked to contact organisers as soon as possible. Details of the reporting schedule will be advised at the Rally Technical Briefing.
- 9.3 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 until Sunday 22 July 2017, while yachts are in Dili Harbour.

10. Handicaps (Time Correction Factor – TCF)

- 10.1 **Division I – IRC Monohull** – must have a valid IRC certificate. This certificate and only this certificate will be used to form handicaps for this division.
- 10.2 **Division I - Monohull Competitive Cruising and Division III - Multihull Competitive Cruising Divisions** - handicapping will be conducted by a panel selected by the Organising Committee which will include independent persons.
- 10.3 IRC and OMR methods of rating will be used as the preferred rating methods for monohulls and multihulls respectively. Vessels with the above certification should submit this information to the Organising Committee with their entry.
- 10.4 A Yacht's Elapsed Time will be multiplied by its allocated TCF to give a Corrected Time and placings.
- 10.5 **Division II (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.

11. After Finishing

- 11.1 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.

12. Dili Bay Moorings

- 12.1 A number of moorings are 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.

13. Time Limit

- 13.1 There is no time limit to the Rally. However if you arrive in Dili after 24 July 2017 the special Rally CIQP arrangements may have ceased and personalised assistance for your clearance into Timor-Leste may not be available.
- 13.2 A vessel must pass through the Finish Line in Dili by no later than 0600 hours on Friday 21 July 2017 in order to be eligible for the prize pool, trophies and awards.

14. Prize Pool, Trophies and Awards

14.1 The Government of Timor-Leste is proposing to offer a special prize pool for the event, as it has done annually since 2012. When this is confirmed, the value and allocation of the prize pool will be announced at the Technical Briefing.

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

14.3 Trophies comprise:

Line Honours	The first yacht across the finishing 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
3rd on Handicap	Darwin Port Corporation Perpetual Trophy
Division I – Monohull Competitive Cruising	
1st on Handicap	Trophy – (Perpetual and Skipper’s replica)
2nd on Handicap	Trophy
3rd on Handicap	Trophy
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
3rd on Handicap	National Insurance Timor-Leste Trophy
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
3rd on Handicap	Hardy Aviation Timor-Leste Trophy
Last to Finish	The last yacht across the finishing line in Dili under sail. The TooWheels Adventures Trophy – (Perpetual and Skipper’s replica)

15. Flags

15.1 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.

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

15.3 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.

16. Retirements

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

17. Time Zones

- 17.1 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.

18. Rejection of Entries

- 18.1 The Rally 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.

19. Sponsors Advertising

- 19.1 Yachts may seek and obtain sponsorship and advertise it in whatever form they choose.

20. Program, Presentations and Welcome Function

- 20.1 A provisional Rally program will be posted on the Rally website and confirmed to entrants via email. It will comprise Rally functions in Darwin (including a farewell BBQ on Wednesday 12 July) and Dili including the Rally presentation and dinner in Dili with entertainment, dinner and cultural shows, Dili and districts tour, Oecusse program and stopover. Details and times of the program in Dili will be confirmed at the Rally Technical Briefing prior to departure from Darwin. A noticeboard of events will be located as you come ashore in Dili.

21. Crew and Yacht Documentation

- 21.1 Instructions for out-going Australian Customs and Immigration clearance will be advised to confirmed entrants by email. Australian and Timor-Leste CIQP Officers will attend the Technical Briefing to discuss outward Australian clearance and re-entry procedures, streamlined CIQP arrangements in Timor-Leste and answer any questions. The Organising Committee will provide pre-clearance information from your Entry Form to CIQP authorities regarding vessels and crew clearing out of Australia and into Timor-Leste through the Rally. Please refer to our [Privacy Policy](#).
- 21.2 Australian Customs and Immigration Outward Clearance will be held at the Darwin Sailing Club on Friday 14 July 2017, 0900 – 1100 hours. All skippers, crew and passengers of vessels entered in the Rally and departing Australian Waters on the Saturday 15 July will be required to attend with their passports and vessel National Registration Certificate, for Outward Australian Clearance.
- 20.3 A 30-day entry Visa on Arrival into Timor-Leste will be issued to all participants in the Rally. This visa will cost USD\$30 / crew member and will be payable on arrival in Dili for each crew member. Visa extensions can be arranged. Ensure all crew members seeking to enter Timor-Leste have a valid national passport with an expiry date not less than 6 months from the date of entry into Timor-Leste and at least 2 spare pages in their passport.
- 20.4 Yachts must have a current National Registration Certificate in order to obtain an outgoing Australian Customs Clearance in Darwin and entry into Timor-Leste. For information on obtaining Australian Registration for your yacht, go to: http://www.amsa.gov.au/Shipping_Registration.

- 20.5 An AIS transmitter & receiver are highly recommended and mandatory if you intend to go into Indonesian waters after the Rally.

22. Health and Safety

- 22.1 It is most important that you check the latest information on travel advice and the security situation for the countries and places you propose to visit. This information is available from a number of government websites including [Department of Foreign Affairs and Trade](#), [Smart Traveller](#) as well as most embassies in Australia.
- 22.2 Please look carefully at the Health Advice pages and other information provided by the Australian Government on the [Smart Traveller](#) website and refer to the Rally website for specific advice regarding health matters in Timor-Leste.
- 22.3 The Organising Committee recommends every vessel is well stocked with suitable first aid equipment, basic and general medical supplies together with a good medical journal. Vessels registered with a NT home port, should carry a NT "Authorisation to Possess Poisons in a Medical Kit" under section 42 of the Poisons and Dangerous Drugs Act for all Schedule 8 drugs they are carrying. For further information visit the [NT Government](#) website.

23. Prohibited Goods

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

24. Timor-Leste Sailing Authorisations

- 24.1 All yachts in the Rally will be provided with a Sailing Authorisation entitling them to be in Timor-Leste waters after leaving Dili. This Authorisation is for a period of up to three (3) months and subject to all crew holding valid visas for the term of the Authorisation.

25. Sail Indonesia / Indonesian Waters

- 25.1 Yachts may enter the 2017 Darwin Dili Yacht Rally and also join the [2017 Sail Indonesia Rally](#)
- The Darwin Dili Yacht Rally starts two (2) weeks prior to the Sail Indonesia Rally which leaves Darwin on 29 July 2017. This will allow enough time for Dili Rally participants to spend a short while in Timor-Leste and its waters before sailing across the north coast of Timor Island onto Kupang in West Timor, joining up with the Sail Indonesia fleet arriving in Kupang from Darwin. For more information go to www.sailindonesia.net
 - Yachts participating in both events should depart Dili/Timor-Leste waters in time to reach Kupang in West Timor to coincide with the arrival of the Sail Indonesia fleet from Darwin, currently estimated to be 31 July – 4 August 2017.
 - For yachts participating in both rallies, an informal cruise from Dili to Kupang is being organised. This will include a formal Rally stopover at the Timor-Leste enclave, Oecusse, which is located on the north coast of West Timor (approximate co-ordinates S09° 10' E124° 20'). Oecusse (also known as Pante Makassar) is almost equidistant from Dili and Kupang (approximately 90 NM from Dili and from Kupang).
 - Sail Timor-Leste and Sail Indonesia work co-operatively to facilitate arrangements for yachts which wish to enter both events and special entry arrangements apply. Contact either mail@sailtimorleste.org or mail@sailindonesia.net for further information.
- 25.2 Since early 2016, foreign yachts are no longer required to have a CAIT (Cruising Authority for Indonesian Territory) before entering Indonesia:
- Yachts can now enter Indonesia freely at a designated port of entry with no special procedures to follow other than Registration with Indonesian Customs before you arrive in Indonesia; on arrival at the first port the Captain must report to the relevant authorities with the Indonesian Customs Form, all yacht documentation and crew passports.

- b) All yachts must have:
 - (1) A current National Registration Certificate to obtain an Indonesian Customs Entry Permit.
 - (2) An AIS transmitter & receiver are required by law for all foreign vessels in Indonesian waters. You will need the MMSI number associated with the unit, and
 - (3) Visas for crew entry into Indonesia, which can be obtained from the [Indonesian Embassy](#) in Dili.
- c) When checking out of Indonesia, the Captain must report with all yacht documentation and crew passports at a designated port of exit.
- d) Yachts wishing to travel to Indonesia independently of Sail Indonesia or other organised events will need to organise their own paperwork. Further information on this may be obtained from mail@sailtimorleste.org - we can assist with these arrangements.

26. Yachts entering the Rally from other ports

- 26.1 Yachts wishing to participate in the Rally from ports other than Darwin e.g. Nhulunbuy, or to join the Rally in Dili from foreign ports e.g. Bali or from the Pacific, can do so. This is through special arrangement with the Organisers - email: mail@sailtimorleste.org .
- 26.2 Yachts entering the Rally from ports other than Darwin are welcome to participate in Rally functions and program of events, streamlined CIQP arrangements and the Rally stopover in Oecusse but will not be eligible for the award of placings or prize pool.

27. Yachts Returning to Australia

- 27.1 Yachts returning to Darwin after completion of the Rally:
 - a) Must notify Australian Customs prior to arrival. Australian Customs require that yachts arriving in Australia give notice of arrival at least 96 hours before arrival at their first port in Australia; severe financial penalties can be imposed on yachts which do not. Refer to the Australia Customs Service regulations [here](#)
 - b) Must comply with Australia's quarantine regulations and inspection requirements. Refer to quarantine regulations [here](#) Note: the Australian Quarantine and Inspection Service also charge a fee to inspect a vessel arriving from overseas (including vessels registered in Australia). Further charges apply if the inspection is carried out outside of normal working hours.
 - c) Should be aware that the Northern Territory Government has also instigated regulations which will require all yachts to be inspected prior to entering a marina in Darwin. This inspection is generally free. Further information is available [here](#)

28. Additions or Alterations

- 28.1 Any additions or alterations to these instructions will be advised at the Rally Technical Briefing and in the Sailing Instructions.

Further Notes:

- (1) All positions and co-ordinates are approximations only and cannot be relied upon for the purposes of navigation. The safety of the vessel and its crew is the sole responsibility of the skipper and all normal navigational aids, systems and precautions should be used.
- (2) All care has been taken in the preparation of this document; it contains the best information available to the Organising Committee at the time however the situation and regulations can change without notice. We do our best to keep informed of the latest information updating all documents on a regular basis, although it is up to the individual skippers to ensure they meet all Government requirements.