

# Dinah Beach C.Y.A. Inc

## Darwin to Ambon Yacht Race & Rally

### 2010

## NOTICE OF RACE & RALLY

### 1. Rules

1.1. The event will be conducted under the International Regulations for Preventing Collisions at Sea. (Colregs). During the Darwin to Ambon part of the event all vessels are required to report their position to the organisers twice daily at approximately 9.00am (0900 hours) and again at 5pm (1700 hours) **DARWIN TIME.**

### 2. The Race

2.1. The Race and Rally will start to the East of Stokes Hill Wharf in Darwin Harbour at 1100 hours on Saturday the 24<sup>th</sup> July 2010. The length of the course is approximately 600 nautical miles to the finish line in Ambon Harbour (approx. 3° 43. 3664' S and 128° 08. 0404' E) off the village of Amahusu. There are no other marks of the Course. Race and Rally boats shall follow the same course.

### 3. Safety, Eligibility and Entry

3.1. The Race and Rally is open to vessels whose Owners/Skippers who by entering the event confirm to the organisers that they personally accept responsibility for their vessel and all persons aboard for the duration of the event and further that they, as the person liable and fully responsible, have personally checked and assessed the safety equipment on the vessel and assure the organisers that it is sufficient for the event and that it will remain on the vessel for the duration of the event (unless required to be used during the event). Further:

That and that the Owner/Skipper is of such experience and competence that he/she will provide his/her crew a safe passage during the event. By entering the race or rally an Owner/Skipper also confirms that he or she fully indemnifies the organisers from any claim whatsoever in relation to personal injury or loss of him/herself or any crew or passengers (including minors) and or the damage or loss of the vessel under any circumstances.

To assist any Owner/Skipper a basic safety equipment check list available from this web site. The list was compiled from advice from experienced mariners however is not intended to be exhaustive or conclusive for any specific vessel as it is accepted that every vessel is different from another.

Owners/Skippers are free and welcome to self assess the requirements of their vessel against the list and the organizing Committee can, if requested by the Owner/Skipper, conduct a equipment check on the vessel compared to the list. Such checks by the organising Committee do not in any way mitigate, release or remove the responsibility or liability from the Owner/Skipper to meet the intent of the clause above.

3.1. **Disqualification:** In any event a vessel and notwithstanding the above a vessel and crew will be deemed a non starter (not permitted to start) for the event or disqualified from the event after the start by the organisers if it is discovered by the organisers at any time up to the date and time of the event presentation ceremony in Ambon that the vessel has not carried, as a minimum, the safety equipment listed in the safety equipment checklist or that the skipper of the vessel has not signed the Race/Rally Indemnity form.

3.3. All participants should attend the event briefing prior to the race however vessel Skippers are required to attend the briefing which may include Customs, weather and or safety information current at the time.

3.4. There will be three separate divisions, Multihull racing, Monohull racing and a Rally division.

3.5. Owners/Skippers must enter their yacht in the race by completing the entry form and paying the correct fees before 1700 hours Australian Central Standard Time on the 18th June 2010.

3.6. Late entries may be accepted up to two weeks prior to the event but only if an additional fee of AUD\$250.00 is paid (in advance and with the written permission of the Organisers) to cover the cost of a DHL arrange, airbag to ship the C.A.I.T. documents (see 5.1) to and from Jakarta, Indonesia for processing. The Committee accepts no responsibility whatsoever for the non arrival of these, prior to the race.

3.7. Refunds: No refund of any entry fees or plane charter costs will be provided for any funds that are remitted overseas in relation to CAITS or Ambon land charges and there will be no refund whatsoever given after 1700 hours on the 18<sup>th</sup> of June 2010.

#### **4. Health Matters**

4.1. Please look carefully at the Health Advice pages on this web site. Again the advice is not intended to be conclusive however it is suggested that crew get their immunisations up dated and the vessel stocked with suitable first aid and basic and general medical treatment materials and a good medical journal.

#### **5. Documentation**

5.1. All Skippers MUST obtain permission from the Indonesian Authorities for their yacht to enter and remain in Indonesian waters for three months, this document is known as a Clearance Approval for Indonesian Territory or C.A.I.T. The Committee has allowed a five week lead time to obtain this as it MUST be on board, prior to the start of the race.

5.2. Due to the fact that Indonesia and Israel do not, at present, share diplomatic relations, yachts registered in and passport holders of Israel are unable to enter the Republic of Indonesia.

5.3. Individual crew members including the Skipper MUST have a visa to enter Indonesia. It is highly recommended that persons obtain a 60 day visa from the Indonesian Consulate in Darwin as there is no entry visa on arrival by sea into Ambon whatsoever. The visa fee in Darwin is presently AUD\$60.00 and generally takes 5

working days to obtain.

To complete the application form and obtain a Visa, individuals will also require two passport size colour photographs to be attached to the application forms (two off) submitted to the Consulate. This visa can be extended by Indonesian Immigration by one month at a time up to four times so that the total time in the country does not exceed six months. (A 30 day visa also costs AUD\$60.00 but cannot be extended).

The application form must be completed in duplicate and is available from the Indonesian Consulate in Darwin, or from their website at:

<http://www.kridarwin.org/consular%20service/index%20consular%20services.htm>

5.4. It should be noted that if one flies to Indonesia to join a vessel after the race they may be able to obtain a 30 day Visa on arrival depending on the port of arrival for US\$25.00, (cash only in USD) however this can NOT be extended under any circumstances. All persons arriving in Indonesian on a vessel MUST have a valid visa prior to departing Australia.

5.5. Crew members intending to fly to Indonesia to join a yacht after the completion of the race are advised to apply for a 60 day visa from the Indonesian Consulate prior to departing from Australia. (see 5.3 above). Note, Individuals/crew departing Indonesia by air after the Race/Rally have to pay Rp150,000 airport departure service fee plus all Indonesian internal flights require a Rp30,000 departure stamp (available at the airport).

The Indonesian exchange rate to A\$ varies greatly in February 2010 it was R8100/A\$1.

5.6. Visa costs are not included in any of the event fees and must be paid by the individual applying for the Visa directly to the Indonesian Consulate in Darwin or in cash at the port of arrival (if permitted) if the individual is arriving by air.

## **6. Fees**

**Race/Rally entry for 2010 is only \$150 per person.** The entry amount includes the cost of trophies, vessel plaques, event functions in Darwin and Ambon, event administration and land costs in Ambon. When you enter the Race/Rally you will receive the three month CAIT (cruising permit for Indonesian waters) Valued at \$USD130.00 FREE and harbour entry and exit fees in Ambon valued at \$A100 FREE. It does not include individual Indonesian Visa costs.

Persons 15 years or younger as at the 24th July 2010 will be free of charge. They will be entitled to meals at Race/Rally events held in Darwin and Ambon and the presentation ceremony. They will not be entitled to any alcohol whatsoever.

Please note that C.A.I.T.s may be able to be extended by Indonesian Agents for an additional three months for an additional fee of approximately AUD\$150. Three weeks notice is required for an extension.

The CAIT is applicable to the vessel ONLY and the Skipper and Crew must get their Visas extended by the Indonesian Authorities. Please contact the race Organisers for more information on that.

**Information required for the issue of the C.A.I.T (see below) should be emailed to [info@darwinambonrace.com.au](mailto:info@darwinambonrace.com.au) the information (complete) is required before 1700 hours on the 18<sup>th</sup> of June 2010 and is as follows:-**

- Scanned copy of the picture page of the Skippers passport along with a scanned copy of the picture page of the passport for each member of the crew and passengers (including minors). All must show the individuals picture and the date of issue/expiry etc. Please ensure there is more than 6 months to the date of expiry from your expected date of arrival in Indonesia.
- A head and shoulders, (passport quality) photo of the Skipper.
- Scanned copy of Ships registration (both sides) and a side on picture of the vessel.
- Ships Radio Call sign.
- Last Port of call before entering Indonesia.
- First Port of call after leaving Indonesia.
- All expected Ports of call in Indonesia. Note: that unless an emergency occurs it is NOT expected that yachts will call into any Port/s that are not listed on the C.A.I.T. It is better to list all Ports on your application which you may call into en route as missing a few out on your voyage is less serious than calling in to a Port which is NOT on your C.A.I.T.

NO ALTERATIONS WILL BE ALLOWED AFTER THE APPLICATION FOR THE C.A.I.T. IS SUBMITTED TO JAKARTA HOWEVER ANY CREW ALTERATIONS WHILST IN INDONESIA MAY BE ABLE TO BE ACCOMMODATED PROVIDED THAT A SOUND REASON IS GIVEN TO THE AUTHORITIES. A FEE WILL BE CHARGED BY THE AUTHORITIES FOR ALL AMENDMENTS.

All Fees MUST have been received by the organisers before the documents are sent to Indonesia for processing – no exceptions.

NO PERSONAL CHEQUES WILL BE ACCEPTED. A TELEGRAPHIC TRANSFER IN AUSTRALIAN DOLLARS FROM OVERSEAS YACHTS WILL BE ACCEPTED PROVIDED THAT THE YACHT'S NAME IS ENTERED IN THE REFERENCE SECTION PROVIDED (As this is the only means we have of tracking and identifying whom the payment came from) Australian registered vessels should remit by Bank cheque.

ACCOUNT DETAILS ARE:

ANZ BANKING GROUP LTD. SMITH STREET DARWIN N.T. AUSTRALIA

BSB: 015901

ACCOUNT NUMBER: 4927 19846

NAME OF ACCOUNT: Dinah Beach Cruising Yacht Association Inc trading as DARWIN TO AMBON YACHT RACE ACCOUNT

PLEASE EMAIL TO [info@darwinambonrace.com.au](mailto:info@darwinambonrace.com.au) YOUR YACHT'S NAME, NUMBER OF CREW AND AMOUNT TRANSFERRED ON THE SAME DAY THE TRANSACTION WAS EFFECTED.

### **Shirts, Hats and Boat Plaques.**

Each vessel that completes the trip to Ambon will be presented with an official Darwin to Ambon plaque. Race polo shirts hats and other promotional materials are being arranged and details on them will be communicated via newsletter. As an indication polo shirts were A\$50 in 2009 and available in limited sizes, Race Hats and or Caps were A\$15.00 each (one size fits all).

## **7. General**

7.1. Sailing Instructions (if issued) will be available after the 1st July 2010 at Dinah Beach Cruising Yacht Association's race office and on this website.

7.2. Protests. All protests will be heard and judged by a three person panel of the race Organisers in Ambon. Their decision is final.

7.3. Competitors participate in the event entirely at their own risk. It is the Skippers sole responsibility to decide whether to enter, start or retire from the race. The organizing 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 race.

7.4. It is a requirement that every Skipper signs an indemnity form before being accepted as a starter for the event.

7.5. Advertising will be permitted on yachts from individual sponsors but provision for the Race's major sponsor decals must be provided for and carried as specified by the Committee.

## **8. Handicapping**

The organizers have adopted the IRC method of rating for the Racing Monohull division and the Offshore Multihull Rule (OMR) for the Multihull Racing fleet.

Yachts with either a current IRC or OMR certificate will be treated as the premier contenders in their division.

Darwin is fortunate to have certified measurers for both of the above ratings and Skippers should advise the organizing Committee at their very earliest opportunity should they wish to obtain one of these ratings prior to the race.

Yachts entered in either the Racing Monohull, Racing Multihull divisions without a valid IRC or OMR rating may obtain a handicap by participating in a minimum of 6 races in the DBCYA Wet Season race series around the harbour buoys in 2010. No other handicap is permitted.

## 9. Prizes

Prizes will be awarded as follows:-

Line Honours:	The first yacht across the finishing line in Ambon. Indonesian Trophy and cash – (Permanent and Annual).
1 <sup>st</sup> on Handicap:	Racing Multihull. The Darwin Port Authority Trophy – (Permanent and Annual).
1 <sup>st</sup> on Handicap:	Racing Monohull. The Darwin City Council Trophy – (Permanent and Annual).
2 <sup>nd</sup> on Handicap (2 trophies):	Racing Multihull and Monohull.
3 <sup>rd</sup> on Handicap (2 trophies)	Racing Monohull and Multihull.
Commodores Prize:	The Best presented boat.
Patrons Prize:	The first boat over the start line after the race start.
Rally division	The event participation award.

**Note:** The race is for vessels powered by sail alone. No vessel in any racing division may use a motor for propulsion however for the 2010 event vessels that sail solo crew or shorthanded are permitted limited use of auto pilots for steerage however the hours used shall be reported to the organisers in Ambon at the completion of the race.

## 10. Sponsorship

All participating vessels shall carry the sponsors logos or flags or other recognition item as directed in the positions determined by the race and rally organisers on their vessels for the duration of the race and on up until the completion of the presentation ceremony after the race has ended in Ambon. This is a precondition of entry and any vessel failing to do so may be disqualified from receiving an award should they be eligible for one.

## 11. Important Quarantine Matters

10.1. Yachts journeying to Australia from overseas need to be aware of the threat to Australia from Biofouling. Please go to <http://www.agis.gov.au/yachts> for the latest Fact Sheet. This information is extremely important and Skippers should act accordingly.

AQIS also charge approximately A\$360 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.

10.2. The Northern Territory Government has also instigated regulations which will require all yachts to be inspected prior to entering a marina in Darwin. The inspection is free but the haulout costs will at the Skippers expense, please liaise with the Lock Master. Visit <http://www.nt.gov.au/dpifm/Fisheries/index.cfm?header=Vessel%20Inspections> for full details of these regulations.

## **12. Firearms**

11.1. The Indonesian Government has severe penalties for the possession of unregistered or illegal firearms. All firearms must have a Certificate of Registration from the Country of origin and clearance papers from your last port; in this event it will be Darwin. Please note that purchase receipts will not suffice.

11.2. On arrival in Ambon you must provide a detailed inventory of all firearms and ammunition to Customs.

## **13. Drugs**

12.1 Skippers and Crews should ascertain from their health professional if any prescription medicines that they are carrying are prohibited in Indonesia and if so these drugs should be accompanied by a letter from the professional stating that the persons welfare and life is dependant on these.

12.2 The maximum penalty for illegal drugs in Indonesia is **DEATH**.

**Notice of Race Version (2) - Issued on the 27<sup>th</sup> of May 2010**