

Dinah Beach C.Y.A. Inc.
Darwin to Ambon
Yacht Race & Rally 2012
NOTICE OF RACE & RALLY



Date of Issue: 11 November 2011

1. Rules

1. The Darwin to Ambon Yacht Race & Rally (hereafter referred to as Race and Rally) will be conducted under the International Regulations for Preventing Collisions at Sea (Colregs). During the Race and Rally all vessels are required to report their position to the Darwin to Ambon Yacht Race & Rally - Race Committee (hereafter referred to as Race Committee) twice daily at approximately 9.05am (0905 hours) and again at 5.05pm (1705 hours) **DARWIN TIME**. All participating skippers shall sign the Dinah Beach Cruising Yacht Club Inc. (DBCYA) Race and Rally indemnity form prior to starting the Race and Rally or they will be declared Did Not Start (DNS) and may not participate in the Race and Rally whatsoever.

2. The Race and Rally

2.1. The Race and Rally Start Line is between the Start Boat and Stokes Hill Wharf in Darwin Harbour. The Start is at 1100 hours on Saturday the 25th August 2012. The length of the course is approximately 600 nautical miles to the Finish Line in Ambon Harbour (approx. 3^o 43. 3664' S and 128^o 08. 0404' E) off the Village of Amahusu between the Race Office and Finishing Buoy. There are no other course markers.

2.2 Racing Monohull (IRC) Division – open to monohull yachts with a current IRC certificate. Vessels are not to use motors for propulsion except under clauses 3.2 and 3.3. The use of auto pilots for steerage is not permissible. A vessel may change to the Rally Division at any stage of the race. The Race Committee should be notified of a change as soon as practical.

2.3. Racing Multihull Division – open to multihull yachts powered by sail alone. Vessels are not to use motors for propulsion except under clauses 3.2 and 3.3. The use of auto pilots for steerage is permissible. A vessel may change to the Rally Division at any stage of the race. The Race Committee should be notified of a change as soon as practical.

2.4. Racing Cruising Monohull Division – open to monohull yachts powered by sail alone. Vessels are not to use motors for propulsion except under clauses 3.2 and 3.3. The use of auto pilots for steerage is permissible. A vessel may change to the Rally Division at any stage of the race. The Race Committee should be notified of a change as soon as practical.

2.5. Rally Division – open to any vessel. Motors are allowed for propulsion. Vessels entered in other divisions may change to Rally Division at any stage during the race but cannot change back or to a Racing Division after the race has started.

3. Safety, Eligibility and Entry

3.1. Racing Division vessels may use their motors when rendering assistance to a vessel or crew in distress. The incident must be reported to the Race Committee as soon as time permits. The vessel may rejoin the

race if practical and the Race Committee shall set a panel to adjust the time of the vessel rendering assistance, so as not to disadvantage nor advantage that vessel.

3.2. Racing Division vessels may use their motors when the vessel or crew are in imminent danger. The incident must be reported to the Race Committee as soon as practical. The vessel may rejoin the race provided it does not place itself in a more favourable position whilst the motor is on. A panel set by the Race Committee will adjudicate the validity of the incident and remedial action to rejoin the race. The panel may take no action, set a time penalty or re-assign the vessel to the Rally Division.

3.3. The Race and Rally is open to Skippers who by entering the Race and Rally confirm to the organisers that they personally accept responsibility for their vessel and all persons aboard for the duration of the Race and Rally 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 Race Committee that it is sufficient for the Race and Rally and that it will remain on the vessel for the duration of the Race and Rally (unless required to be used during the Race and Rally). Further:

That Skipper is of such experience and competence that he/she will provide his/her crew a safe passage during the Race and Rally. By entering the Race and Rally an Skipper also confirms that he or she fully indemnifies the Race Committee 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.

3.4. To assist any Skipper a basic safety equipment check list is available from the Darwin to Ambon Yacht Race & Rally website www.darwinambonrace.com.au . The list is 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.

Skippers are free to self-assess the requirements of their vessel against the list. The Race Committee can, if requested by the Skipper, conduct an equipment check on the vessel compared to the list. Such checks by the Race Committee do not in any way mitigate, release or remove the responsibility or liability from the Skipper to meet the intent of the clause above.

3.5. Ambon Harbour is a very deep water port with quickly sloping shore. Water depth 100 to 200 metres from shore can be well over 100 metres. It can be a difficult anchorage with holding varied between crushed loose coral, mud (hard and soft), sand, sand with loose coral and bombies. Skippers are required to carry appropriate anchors and tackle (chain) and long spare tackle to deal with such varied conditions.

3.6. **Disqualification:** In any event and notwithstanding the above, a vessel and crew will be deemed a DNS (not permitted to start) for the Race and Rally, or disqualified (DQ) from the Race and Rally after the start by the Race Committee, if it is discovered by the Race Committee at any time up to the date and time of the Race and Rally 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 Darwin to Ambon Yacht Race & Rally Indemnity Form.

3.7. Skippers are required to attend the nominated Race and Rally Briefing which may include but not limited to Customs, weather and safety information current at the time. All participants are encouraged to also attend the Race and Rally Briefing.

3.8. After completion of all Indonesian Government entry requirements in Ambon Harbour, all Skippers must attend the Ambon Race Office, located opposite the finishing line in Amahusu, within 12 hours to receive the program of events in Ambon, race shirts, notify contact details and to sign any further paperwork as required.

3.9. Skippers must enter their vessel in the Race and Rally by completing the on-line entry form, submitting all of the documentation requirements and paying the correct fees before **2400 hours (NT Time) on the 20th of July 2012.**

3.10. Late entries may be accepted up to four weeks prior to the Race and Rally but only if all entry documentation is completed and ready for immediate transmittal and with the written permission of the Race Committee, an additional minimum fee of AUD\$1000.00 is paid (in advance), plus the cost of a DHL airbag to ship the CAIT documents (see 5.1) to and from Jakarta, Indonesia for processing. The Race Committee accepts no responsibility whatsoever for the non-arrival of documents prior to the Race and Rally start.

3.11. No refund of any entry fees will be provided for any funds that are remitted overseas in relation to CAITS or Ambon land charges. **There will be no refund whatsoever given after 2400 hours on the 10th of August 2012.**

4. Health Matters

Please look carefully at the Health Advice pages and other information provided by the Australian Government on the [Smart Traveller](#) website. The Race Committee suggest that all participants have their immunisations up to date and the vessel is well stocked with suitable first aid equipment, basic and general medical supplies together with a good medical journal.

5. Documentation

5.1. All vessels are required to have a valid Clearance Approval for Indonesian Territory (CAIT) from the Indonesian Government for their vessel to enter and remain in Indonesian waters for up to three months. Your CAIT will be arranged for you FREE by the Race Committee and will be given to each Skipper prior to departure in Darwin. Your CAIT will be processed during July / August 2012. The CAIT MUST be on board, prior to departing Darwin. **Note: please take several copies of the CAIT, crew lists and ships papers with you as officials throughout Indonesia all require their own copies. The Race Committee recommends all vessels carry a ship stamp to use on all official documents.** Please see the information sheet [Indonesian CAIT](#) on our website for additional information.

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 Social - Cultural Visa from the Indonesian Consulate in Darwin, as a Visa on Arrival by sea or air charter into Ambon is NOT available whatsoever. The 60 day Social - Cultural Visa fee in Darwin is presently AUD\$60.00 and generally takes 5 working days to obtain. To obtain a Visa, individual passports must be submitted to the Indonesian Consulate along with two copies of a visa application.

To complete the application form and obtain a Visa, individuals will also require a passport size colour photograph to be attached to the application form submitted to the Consulate. The 60 day Social - Cultural 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.

For further information and to download the Darwin Indonesian Visa Application Form, please refer to the information sheet [Indonesian Visa and Immigration Regulations](#) on our website.

5.4 The Race Committee has organised, with our Indonesian Agent, for an exemption from the Indonesian Customs Bond for all vessels participating in the Darwin to Ambon Yacht Race & Rally and onward journeys throughout Indonesian Territory.

For further information download the [Indonesian Bond – Yacht Import Duty](#) Information sheet, on our website.

6. Fees

6.1. **Race and Rally entry fee for 2012 remains at only \$150 per person.** As part of each entry and to show appreciation for the wonderful hospitality, friendship and cultural exchange, gifts of well needed educational books and equipment are donated to the Amahusu Primary Schools. The entry fee also includes the cost of vessel plaques, Race and Rally functions in Darwin and Ambon, trophies, Race and Rally administration and land costs in Ambon. Skippers entering the Race and Rally will receive a three month CAIT valued at \$USD130.00 FREE, as well as all Ambon Harbour entry and exit fees valued at \$A100 FREE. The entry fee does not include individual Indonesian Visa costs or any fees imposed in other ports of call.

6.2. Persons 15 years or younger as at the 25th August 2012 will be free of charge. They will be entitled to meals at Events held in Darwin and Ambon and the Presentation Ceremony in Ambon. They will not be entitled to any alcohol whatsoever.

6.3. All Fees MUST have been received by the organisers before the CAIT documents are sent to Indonesia for processing – **no exceptions**. The preferred method of payment is by bank transfer to the banking details below with name of vessel in the description. If depositing via teller, place the skipper's contact phone number in reference (letters are not available) **and email details of transaction to info@darwinambonrace.com.au**.

6.4. No personal cheques will be accepted. A telegraphic transfer in Australian dollars from overseas yachts may be accepted provided that the vessel has completed the entry form and the vessel's name is entered in the reference section provided on the bank forms (As this is the only means we have of tracking and identifying from whom the payment came). Australian registered vessels can 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

6.5. Once a fund transfer has been made for an entry, please email advice to info@darwinambonrace.com.au Please make sure that you include your name and contact details, your vessel's name, the date of the transfer, the amount and the number of crew being paid for.

6.6 The Race Committee will not allow any vessel to start unless it has a valid CAIT or equivalent permit for entering Indonesian Territory.

7. General

7.1. Sailing Instructions (if issued) will be available at a briefing prior to departure 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 Committee in Ambon. Their decision is final.

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

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

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

7.8. Each vessel that completes the Race and Rally will be presented with an official Darwin to Ambon yacht Race & Rally plaque.

7.9. Race polo shirts and other promotional materials may be arranged and details on them will be communicated via newsletter or the Race and Rally website

8. Handicapping

8.1. Racing Monohull (IRC) Division must have a valid IRC certificate. This certificate and only this certificate will be used to form handicaps for this division.

8.2. For Racing Multihull and Racing Cruising Monohull Divisions the following will be used:
Handicapping will be conducted by a panel selected by the Race Committee which will include independent yachtspersons.

8.3. IRC and OMR methods of rating will be used for monohull and multihull respectively. Valid OMR certificates will be treated as premium in the Racing Multihull Division. Vessels with the above certification should submit this information to the Race Committee. Note: DBYCA wet season race handicap shall be taken into consideration.

8.4. Vessel measurements requested by the Race Committee shall be returned by the skipper as promptly as possible.

8.5. The skipper of any vessel is duty bound to divulge to the Race Committee any information on modifications or special features of the vessel that may affect handicap ratings.

9. Trophies for the Event

Trophies will be awarded as follows:-

Line Honours:	The first yacht across the finishing line in Ambon. Ministry of Culture & Tourism of the Republic of Indonesia Trophy – (Perpetual and Skipper's replica)
1st on Handicap: Racing Monohull	The Darwin City Council & Sister City Committee Trophy – (Perpetual and Skipper's replica)
1st on Handicap: Racing Multihull	The Darwin Port Corporation Trophy – (Perpetual and Skipper's replica)
1st on Handicap: Racing Cruising	Darwin Yacht Shop Trophy – (Perpetual and Skipper's replica)
2nd on Handicap: Racing Monohull	Trophy
2nd on Handicap: Racing Multihull	Trophy
2nd on Handicap: Racing Cruising	Trophy

3rd on Handicap: Racing Monohull	Trophy
3rd on Handicap: Racing Multihull	Trophy
3rd on Handicap: Racing Cruising	Trophy
Commodores Trophy:	Commodore's choice
Patrons Trophy:	First boat over the start line excluding vessels using engines for propulsion
Rally Division Trophy:	Race Committee's choice

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 Committee on their vessels for the duration of the Race and Rally including the completion of the Presentation Ceremony when the Race and Rally concludes 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

11.1. Yachts journeying to Australia from overseas need to be aware of the threat to Australia from Biofouling. Please visit [Australian Quarantine and Inspection Service – Yachts](#) for the latest Fact Sheet. This information is extremely important and Skippers should act accordingly. Note: AQIS 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.

11.2. 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. Visit the [Department of Resources – Fisheries](#) for full details of these regulations.

12. Firearms

12.1. 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. On arrival in Ambon you must provide a detailed inventory of all firearms and ammunition to Customs officials. The Race Committee recommends to skippers carrying firearms to ensure they have the correct documentation with the Indonesian Authorities before departing Darwin.

13. Drugs

13.1 All Skippers and Crews should ascertain from their health professional if any prescription medicines that they are carrying are prohibited in Indonesia and if so, the Race Committee recommends these drugs should be accompanied by a letter from the professional stating that the "person's welfare and life maybe dependant on these".

13.2 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 - Department of Health](#) website

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

14. Air Transportation

14.1. Air Transport for 2012 will be provided, on a commercial basis, by Hardy Aviation at Darwin Airport to and from Ambon Airport. Participants who wish to use this service should contact John Hardy at Hardy Aviation direct on (08) 8927 8111, well in advance of the Race and Rally date, to book seating. Passengers are required to arrange a 60 day Social - Cultural Visa from the Indonesian Consulate in Darwin, as a Visa on Arrival by air charter into Ambon is NOT available whatsoever.

14.2 Alternative commercial flights to/from Ambon can be made using Air Asia and Jetstar (between Darwin and Bali or Jakarta) and a choice of Garuda, Lion Air or Batavia Air from Bali (Denpasar), staging through Jakarta and Ujung Pandang (Makassar) to Ambon daily. Visa on Arrival (30 days) is available at Bali or Jakarta airports at a costs US\$25.00, but cannot be extended.

15. Disclaimer

All care has been taken in the preparation of this document; it contains the best information available to the Race 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.