



The Darwin Sailing Club Inc.

2023 Darwin – Saumlaki Yacht Race and Rally Notice of Race



The 2023 Darwin to Saumlaki Yacht Race and Rally will be conducted on the waters of Darwin Harbour, Beagle Gulf and the Arafura Sea starting at 1000 hrs 24th June.

Owners of eligible yachts are invited to enter this event under the conditions of this Notice of Race (NOR).

The race and rally is organised and conducted by the Darwin Sailing Club Inc. as the Organising Authority (OA).

- 1. The Rally:** The warning signal for the start will be displayed at 0955 Australian Central Standard Time on Saturday 24th June 2023.
 - 1.1. This is a Category 2 event starting from Darwin in the Northern Territory and finishing at Saumlaki, Indonesia, a distance of approximately 280 nautical miles.
 - 1.2. This is a non-stop event.



- 1.3. A yacht may start up to twenty-four hours after the official start time provided it can satisfy the DSC that there were compelling reasons that prevented it from starting at the official starting time.

2. The Rules:

- 2.1. The race will be governed by the current versions of:
 - 2.1.1. The Racing Rules of Sailing(RRS) world sailing, together with prescriptions and Special Regulations of Australian Sailing, and where applicable
 - 2.1.2. The rules of the ORC.
 - 2.1.3. The Rules of the IOC.
 - 2.1.4. The International Regulations for the Prevention of Collisions at Sea;
 - 2.1.5. This Notice of Race; and
 - 2.1.6. The Sailing Instructions for this race.
- 2.2. The DSC reserves the right to amend this Notice of Race. Amendments will be published on the DSC website (www.darwinsailingclub.com.au/saumlaki). The Sailing Instructions will be issued through the DSC website prior to 9th June 2023.
- 2.3. By entering this event, the owner of a yacht agrees that this Notice of Race (including any subsequent amendments), the entry form, and the Sailing Instructions, shall be complied with by the yacht and by the owner or charterer.
- 2.4. Cruising Division .
 - 2.4.1. It is recommended that yachts comply with the Racing Rules of Sailing (RRS) of World Sailing, together with the prescriptions and Special Regulations of Australian Sailing with DSC prescriptions.
 - 2.4.2. The Cruising Division may use engine power for any, or all, of the course.

3. Categories and divisions

- 3.1. The 2023 Darwin to Saumlaki Yacht Race will be conducted with the following handicap categories:
- 3.2. ORC
- 3.3. IRC
- 3.4. Monohull Performance Handicap
- 3.5. Multihull Performance Handicap
- 3.6. The Race Committee, at its discretion may allocate yachts to divisions within a handicap category.
- 3.7. Where less than 2 entries are received for a handicap category, other than the Double Handed Category, the Race Committee reserves the right to reallocate those yachts to another handicap category.
- 3.8. A yacht may enter any handicap category for which it is eligible and any combination of those handicap categories.
- 3.9. Yachts may alternatively enter the Cruising Division. A racing division yacht may transfer to the Cruising Division at any time, by advising the OA at the first subsequent communications schedule after doing so.

4. Eligibility:

- 4.1. General:
 - 4.1.1. The race is open to yachts which are entered by a member of a yacht club

recognised by a State or National Yachting Authority affiliated with World Sailing.

4.1.2. Yachts shall be of a thoroughly seaworthy construction.

4.1.3. Racing Yachts shall conform to the requirements of Australian Sailing category 2 as amended by Appendix A of this notice of Race.

4.1.4. Cruising Yachts are strongly advised to conform with Australian Sailing category 2 safety requirements, as amended by Appendix A of this Notice of Event unless this is impractical. Variations to this requirement should be discussed with the Organising Authority, prior to entry.

4.2. Insurance

4.2.1. The owner/charterer of a yacht entered in the event shall hold a marine legal liability insurance policy with respect to the yacht, current when participating and covering the area to be traversed, with a sum insured for public liability of not less than A\$10 million.

4.3. ORC Yachts

4.3.1. A yacht may only be entered in the ORC Handicap Category if the yacht:

- has a valid ORC certificate issued by the Offshore Racing Congress; and
- complies with all the current ORC Rules and Regulations, save to the extent that they are specifically amended or excluded in this Notice of Race or sailing instructions. (Refer RRS 78.1), or the Sailing Australia prescriptions.

4.4. IRC Yachts

4.4.1. A yacht may only be entered in the IRC Handicap Category if the yacht:

- Has a valid IRC certificate; and
- Complies with all of the current IRC Rules and Regulations, save to the extent that they are specifically amended or excluded in this Notice of Race or the Sailing Instructions (refer RRS 78.1), or the Sailing Australia prescriptions.

4.5. Safety Audits

4.5.1. On request by the Race Committee, yachts shall be made available for spot inspection to audit safety regulation compliance. Spot checks may be carried out prior to the warning signal. Boats not meeting the safety requirements shall not be permitted to start in the race.

4.6. Re Measurement

4.6.1. The DSC may require re-measurement of any yacht prior to the yacht racing.

4.7. Eligibility of Crew:

4.7.1. All persons sailing on participating yachts shall be members of an AS-affiliated club or an international equivalent. AS membership numbers or their international equivalents must be included on the crew list. The minimum age of all crew on a yacht is 18. The Organising Committee may grant an exemption to this age limit if a competitor can show cause for such an exemption.

4.7.2. At least 50% of the crew including the skipper and/or sailing master shall have completed at least one other equivalent passage, declared on the entry form, and accepted as such by DSC.



- 4.7.3. At least two members of each crew shall hold a current Senior First Aid Certificate or equivalent qualification or a recognised higher qualification. Copies of the crew members' Certificate or other qualification shall be provided.
- 4.7.4. It is recommended that the skipper or sailing master has a recognised Australian Sailing qualification (or equivalent) of at least Yachtmaster Offshore.

4.8. Determination of Eligibility:

- 4.8.1. A decision of the DSC or the Organising Committee as to any matter under this paragraph (4), including as to whether a yacht and her crew meet the eligibility criteria for entry in the event, is final and binding and will not be grounds for a request for redress.

5. Application for Entry:

- 5.1. The entry process commences with the submission of an Expression of Interest Form available from the Club website www.darwinsailingclub.com.au/saumlaki together with the payment of an initial deposit.
- 5.2. The DSC will evaluate the expression of interest and advise the applicant of any outstanding items required to be submitted, if any, prior to being provided with the final entry documentation forms.
- 5.3. Application for entry must be received by the DSC by 1200 hours on 26th May 2023.
- 5.4. Each yacht shall submit to DSC, no later than 10th June 2023 the following documentation:
 - 5.4.1. Crew list showing relevant qualifications and experience (a copy of the crew member's MySailor record should provide adequate information, where external qualifications such as First Aid and Radio qualifications have been verified.
 - 5.4.2. Evidence that insurance cover meeting the requirements of this Notice of Event is in place.
 - 5.4.3. Australian Sailing Safety and Sea Survival Course Certificates or acceptable equivalent.
 - 5.4.4. First Aid Certificates or evidence of other acceptable qualification.
 - 5.4.5. Restricted Operators Certificates of Proficiency in Radio Telephony or acceptable higher qualification.
 - 5.4.6. Copy of the AMSA EPIRB registration.
 - 5.4.7. Copy of the MMSI number certificate.
 - 5.4.8. Confirmation that the vessel is equipped with at least a Class B AIS transceiver.
 - 5.4.9. Colour photograph of the yacht (under sail if a sailing yacht), no older than 12 months and suitable for search and rescue purposes. This may be a digital photograph of a size not less than 6cm by 6cm with a resolution not less than 720 DPI.
 - 5.4.10. Liferaft Inspection Certificate.
 - 5.4.11. Privacy Note: Personal information about crew members is obtained in crew lists. That information is obtained for use in search and rescue situations and for media purposes. The information may be given to search and rescue authorities and organisations, the Water Police, volunteer coastal stations and media representatives and may be passed on by them to other

organisations. A condition of entry is that crew members are to be informed of this and advised that they may obtain access to the information held about them by contacting DSC.

- 5.4.12. Verification that the yacht has registered with the Indonesian Yacht's Electronic Registration System (YACHTERS). <https://vds.beacukai.go.id>
- 5.4.13. DSC is not obliged to accept an application for entry.
- 5.4.14. The items listed in paragraph 5.4 may be accepted after the closing date at the discretion of the DSC, subject to a request for late acceptance being made to the DSC in writing, accompanied by the specified Late Documentation Fee.
- 5.4.15. DSC will reject or cancel the entry of a yacht that does not comply with the conditions of this Notice of Race.
- 5.4.16. Documentation supplied to or held by the DSC under this Notice of Race (other than crew lists) shall not be changed (except to correct errors) after 1200 on 14th June 2023.
- 5.4.17. A yacht's crew list may be changed to correct errors or to reflect late crew changes but shall not be changed later than 24 hours prior to the starting signal. After any change to a crew list, the yacht shall still satisfy the general requirements of paragraph 5.4.

6. Fees:

- 6.1. Entry fees shall be paid by credit card, on submission of the entry in the entry system.
- 6.2. Late documentation fees may be charged directly by DSC. All fees include Australian Goods and Services Tax (a tax invoice will be issued on request).
- 6.3. Event Entry: All fees are for the event.
 - 6.3.1. Event Entry Fee A\$400
 - 6.3.2. Additional Late Documentation Fee A\$125
- 6.4. Crew Fees.
 - 6.4.1. Crew Fees are payable for each crew member.
 - 6.4.2. DSC Members A\$80

7. Finishing:

- 7.1. All entered vessels are required to arrive in Saumlaki for pre-arranged processing of Indonesian clearances before 1200 Hrs Wednesday 28th June 2023.

8. Presentation Ceremony

- 8.1. The presentation ceremony will be held in Saumlaki on Thursday 29th June 2023.

9. Briefings:

- 9.1. A compulsory pre-race briefing for entrants will be held on Wednesday, 21st June 2023 at 1730 Hrs at DSC, Fannie Bay. At least two crew members from each yacht, including the skipper or sailing master, shall attend this briefing.

10. Safety Reporting

- 10.1. Each yacht will be required to provide position reports by radio or satellite phone in accordance with the Sailing Instructions.
- 10.2. Boats must have their AIS set to both receive and transmit at all times during the



event. It is strongly recommended that boats keep their AIS turned on and functioning during their return voyage. The OA may supply race trackers, which, if supplied, must be installed and turned on according to the unit instructions and remain in operation until completion of the event.

11. Customs & Immigration Requirements

- 11.1. All crew members must have 6 months validity on their passports for entry into Indonesia.
- 11.2. Visas may be obtained from the Indonesian Consulate in Darwin at 20 Harry Chan Avenue.
- 11.3. A current National Registration Certificate is required to obtain a vessel's outgoing Australian Customs Clearance in Darwin. Refer to www.amsa.gov.au/vessels-operators/ship-registration
- 11.4. An AIS transmitter & receiver is required by Indonesian law for all foreign vessels in Indonesian waters. You will need the MMSI number associated with the unit.

12. Media Rights and Restrictions:

- 12.1. It is a condition of entry that the owner of the yacht and all crew members:
 - 12.1.1. acknowledge that the DSC owns all media rights to the Darwin to Saumlaki Yacht Rally and may exercise those rights as it sees fit.
 - 12.1.2. grant the DSC the unconditional, perpetual right and authority to publish and broadcast anywhere in the world, for any purpose and in any media, the names, images and biographical information relating to the crew and photographs, video footage and audio recordings taken of the yacht and its crew prior to, during and after the rally.
 - 12.1.3. Crew members of yachts may, prior to, during and after the event, speak or provide material to any media representatives accredited by the DSC, regarding the event subject to any comments and material not undermining or interfering with, or having a detrimental impact on, the DSC and its officers and employees, the Organising Committee, or current or former sponsors of the DSC. This approval maybe revoked by the DSC in respect of a yacht or media representative at any time.
 - 12.1.4. Entrants acknowledge and accept the media restrictions referred to in this paragraph (12) by submitting the entry form.
 - 12.1.5. Any breach of these conditions may, at the discretion of the DSC or the Event Committee, lead to the rejection of an entry, or the cancellation of an entry. This does not limit the right of the DSC to take any other action it sees fit to enforce compliance with these conditions.

13. Disclaimer:

- 13.1. All those taking part in the event do so at their own risk and responsibility. Crew acknowledge this and release the DSC, their respective officers, employees, volunteers, sponsors, and members, from all liability by entering their names on the crew list. The responsibility for a boat's decision to participate in an event or to continue in the event is hers alone.



14. Mooring Arrangements:

- 14.1. Darwin: Interstate and overseas entrants should contact DSC at least 4 weeks prior to arrival in Darwin if they wish to have moorings arranged.
- 14.2. Saumlaki: There is an anchorage area immediately to the north of the roll-on roll-off wharf. Adequate anchor, chain and warp are required in Saumlaki.



The Darwin Sailing Club Inc.

Appendix A:

Where Australian standards for safety equipment are specified in the Special Regulations, equipment branded with a recognised equivalent international standard marking may be accepted.

Stability:

Monohull entrants are encouraged to ensure their vessels meet the requirements of SR Part 1, Appendix B. This changes Appendix B.1.1 and B.2.

Communications:

Boats shall be capable of transmitting/receiving by the following means:

- VHF – All International Channels. NB All yachts must have VHF DSC capability.
- a Satellite phone with coverage over the area. The satellite phone number must be advised by 18th June 2023.
- Test call: A test call and text to the Sailing Officer telephone must be successfully completed before noon on Wednesday 21st June 2023. The required telephone number will be advised in the Sailing Instructions.
- Satellite phones must be connected to the vessels power at all times and configured to receive calls and messages.
- Satellite phones must be checked for messages at least every two hours commencing at 1200 ACST 24th June 2023.

All yachts shall be equipped with an Automatic Identification System Transponder (AIS) Class B or A.

All yachts are encouraged to be capable of sending and receiving email.

EPIRB and PLB:

All 406 EPIRBs and PLBs shall be equipped with GPS.

Recommendations:

It is strongly recommended that all yachts carry an electronic Man Overboard system.

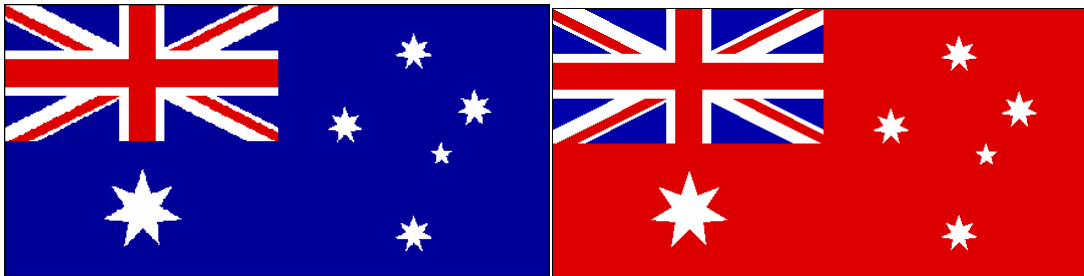


The Darwin Sailing Club Inc.

Appendix B:

Flag Etiquette

National Flag



Australian Blue Ensign

Australian Red Ensign

Points to consider...

Flag etiquette is a combination of law, good manners, and tradition. Here are just a few points to consider...

Ensigns that may be worn are the Australian National Blue Ensign or, with permission from AMSA, the Australian Red Ensign. Vessels registered under the Shipping Registration Act may only fly the Red Ensign. This should normally be flown from a staff at the stern. It is recommended that it is worn all times in daylight, especially when near to or in sight of land or another vessel. It should not be worn after sunset, unless illuminated.

It is a legal requirement for an Australia flagged vessel to wear her ensign, when entering or leaving a foreign port and on demand. It is recommended that the correct ensign - which in most cases is the undefaced Australian Red Ensign (the national maritime flag) which denotes the nationality of the vessel.

Special or Privileged Ensigns

In addition to the Red Ensign, there is a White Ensign, a Blue Ensign and there are a number of Red Ensigns with a badge, Blue Ensigns with a badge and a light blue Ensign with a badge. These additional Ensigns are special or privileged Ensigns and may only be worn with permission, which is granted ultimately by the Governor General, and in some cases, the Queen.

A warrant grants this permission, and the Ensign must be worn in accordance with the warrant, which will in most cases require the corresponding burgee to be displayed. In most cases the warrant is granted to a Yacht Club, which in turns gives its members permission to wear the Ensign under the conditions of the warrant, by issuing the members with a permit.



The Darwin Sailing Club Inc.

What to put where

Ensign - The Ensign is worn as close to the stern of the vessel as possible, the most senior position for a flag. An Australian registered vessel should wear the Australian Red Ensign, unless entitled to wear a special or privileged Ensign.



Burgee - The burgee takes the next most senior position on the vessel which is the main masthead. Only one burgee may be flown on the vessel. It is now also common practice to fly the burgee at the starboard spreaders, however, no other flag may be flown above the burgee on the same halyard. Motorboats without a mast can fly the burgee from a staff on the bow or over the bridge / wheelhouse.

Special Ensign - A special or privileged Ensign must be worn in accordance with the warrant and permit governing its use and if required by the warrant and permit should never be worn without its corresponding burgee.

Courtesy Flag and Q Flag - The starboard spreaders are used for signalling. This is where both a national courtesy flag and the Q flag should be flown. You should not fly any other flag above a national courtesy flag on the same halyard.

Note if you decide to fly your burgee at the starboard spreaders, rather than the masthead and are sailing in the territorial waters of another country you have a dilemma, however you choose to solve this, unless you fly your burgee at the top of the mast you will be contravening one or another element of flag etiquette.



House Flags - House flags are flown from the port spreaders. A house flag may indicate membership of an association (i.e. the eYANT House Flag) or society or may be to indicate membership of another club, if the burgee of a more senior club is already being flown. More than one house flag may be flown on the port halyard, but with caution that they are flown in order of seniority. Flying too many house flags is considered bad taste.

Land flags

Land flags should not be flown at sea by cruising yachtsmen. Some have different meanings at sea.

Sizing Your Flags





The sizes and condition of flags are important. They should not be tatty and should not hang in the water but should still be large enough to be seen.

Ensign

The general guideline for the size of Ensign used to be an 10cm per metre of yacht, but on many modern yachts this is found to be a little on the small side for the vessel to look "well dressed" Some discretion may need to be applied.

Burgee

A burgee of 40cm in the fly (the horizontal measurement) should look appropriate on vessels up to 11M. This increases to 45cm for up to 12M, 60cm for up to 15M and 75cm up to 18M.

Courtesy Flag

Having an undersized, faded or tatty courtesy flag in many places is worse than having no courtesy flag. Again as a guide only, 40cm in the fly (the horizontal measurement) should look appropriate on vessels up to 11M. This increases to 45cm for up to 12M, 60cm for up to 15M and 75cm up to 18M. Availability may however end up dictating the size of the flag.

House flags

A house flag of a similar size to those listed for the courtesy flag will generally be appropriate.

Being ill-informed of your obligations could lead you to cause insult at home or abroad by giving a signal you do not intend to give or could lead you to a fine for breaking the law. Only with the right flag, correctly positioned, can you to be sure that you are giving the correct message and that any signal you are giving is clear.

Spread the word about flag etiquette and encourage good practice!

Vessels may also choose to fly the Northern Territory Flag, instead of the Australian Ensign or National Flag, but only while in Australian waters.

These flags should be 6 inch (5mm) fly for each foot of the boat's length.

Division Flag

The Sailing Instructions often call for the display of an identifier flag. This is usually a division flag (numeral pennant) and/or event flag. These are generally flown from the backstay, or a



staff at the stern of the boat.

Bunting – “Dressing Ship”

Dressing a ship overall with bunting is only done in harbour to celebrate special occasions like regattas, rallies, national festivals and the Queen's birthday. Once underway you must strike the flags.

The International Code of Signal Flags are used to dress a vessel and unfortunately, it's not a case of stringing together whatever flags one pleases, for known or unknown to you, one may be hoisting an offensive or indecent message, in any language, for all to read.

There is therefore a carefully arranged sequence for all to follow, starting from the bow to the stern via the mast head, and guaranteed not to spell any offensive words in any language.





The Darwin Sailing Club Inc.

General

National flags should be struck at sunset. The Australian Ensign if flown at night must be illuminated.

Both National Flag & Club burgee should be lowered when a yacht returns to a mooring or marina.

Yachts should not fly the Ensign or Club burgee whilst racing in home country waters. Display of these signifies that a yacht has retired from the race.