



The Darwin Sailing Club Inc.

2019 Darwin – Saumlaki Yacht Race & Rally



The 2019 Darwin to Saumlaki Yacht Race & Rally will be conducted on the waters of Darwin Harbour, Beagle Gulf and the Arafura Sea starting at 1000 hrs 21st September 2019.

Owners of eligible yachts are invited to enter this race under the conditions of this Notice of Race.

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

- 1. The Race:** The warning signal for the race will be displayed at 0955 Australian Central Standard Time on Saturday 21st September 2019, subject to the decision of the Race Committee.
- 1.1. This is a Category 2 race starting from Darwin in the Northern Territory and finishing at Saumlaki, Indonesia, a distance of approximately 280 nautical miles.



The Darwin Sailing Club Inc.

- 1.2. The race is a non-stop event. Any yachts determined to have received outside assistance may have a penalty of up to 30% added to their elapsed time.
- 1.3. A yacht may start within twenty-four hours after its official start time provided it can satisfy the DSC that there were compelling reasons that prevented it from starting at the official starting time. In the event that the DSC accepts such a late start, the elapsed time for such yachts shall be taken from the time of the official start for that yacht.

2. The Rules: The race will be governed by the current versions of:

- 2.1. The Racing Rules of Sailing (RRS) of World Sailing, together with the prescriptions and Special Regulations of Australian Sailing (SA) with DSC prescriptions; and where applicable,
- 2.2. the rules and regulations of the ORC;
- 2.3. The International Regulations for the Prevention of Collisions at Sea; except as amended by this Notice of Race and
- 2.4. The Sailing Instructions for this race.
- 2.5. The DSC reserves the right to amend this Notice of Race. Amendments will be published on the event website (www.dwnsail.org.au). The Sailing Instructions will be issued through the DSC website (www.dwnsail.org.au) prior to 1st September 2019.
- 2.6. By entering this race, the owner of a yacht agrees that this Notice of Race (including any subsequent amendments) and the entry form, the rules and regulations referred to in paragraph 2.1 and the Sailing Instructions shall be complied with by the yacht and by the owner or charterer.
- 2.7. Cruising Rally entrants may use engine power for any, or all, of the course.

3. Categories and Divisions:

- 3.1. The 2019 Darwin to Saumlaki Yacht Race will be conducted with the following handicap categories:
 - 3.1.1. ORC
 - 3.1.2. Performance Handicap
 - 3.1.3. Multihull Performance Handicap
- 3.2. The Race Committee, at its discretion may allocate yachts to divisions within a handicap category.
- 3.3. 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
- 3.4. A yacht may enter any handicap category for which it is eligible and any combination of those handicap categories.
- 3.5. Yachts may alternatively enter the Cruising Division. Cruising Division yachts may use engine power for any, or all, of the race. A racing division yacht may transfer to the Cruising Rally at any time, by advising the OA at the first subsequent scheduled radio schedule after doing so.

4. Eligibility:

- 4.1. General:



The Darwin Sailing Club Inc.

- 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. Boats shall be of a thoroughly seaworthy construction,
- 4.1.3. Boats shall conform to the requirements of Australian Sailing Safety Category 2 as amended by Appendix A of this Notice of Race.
- 4.1.4. Cruising Rally entrants are strongly advised to confirm with the Safety Category 2, 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 race shall hold a marine legal liability insurance policy with respect to the yacht, current when participating and covering the area traversed by this race, with a sum insured of not less than A\$10 million.
- 4.3. ORC Boats
 - 4.3.1. A yacht may only be entered in the ORC Handicap Category if the yacht:
 - 4.3.1.1. has a valid ORC Certificate issued by the Offshore Racing Congress; and
 - 4.3.1.2. complies with all of the current ORC Rules and Regulations, save to the extent they are specifically amended or excluded in this Notice of Race or the Sailing Instructions (refer RRS 78.1), or the Sailing Australia prescriptions .
- 4.4. Safety Audits: 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.
- 4.5. Re-Measurement
 - 4.5.1. The DSC may require re-measurement of any yacht prior to the yacht racing.
- 4.6. Eligibility of Crew:
 - 4.6.1. All persons sailing on competing 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.
 - 4.6.2. The minimum age of all crew on a yacht is 18. The race committee may grant an exemption to this age limit if a competitor can show cause for such an exemption.
 - 4.6.3. In accordance with SA Special Regulation 2.04, at least 50% of the crew (three persons if crew size is less than six) including the skipper and/or sailing master shall have sufficient experience, declared on the entry form and accepted as such by DSC.
 - 4.6.4. 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.
 - 4.6.5. It is recommended that the skipper or sailing master has a recognised Australian Sailing qualification (or equivalent) of at least Yachtmaster Offshore.
- 4.7. Determination of Eligibility:
 - 4.7.1. A decision of the DSC or the Race 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 race, is final and binding and will not be grounds for a request for redress.



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5. Application for Entry:

- 5.1. An application must be made via the DSC on-line entry system at www.dwnsail.com.au
- 5.2. A completed application for entry shall be received by the DSC by 1200 hours on 17th August 2019.
- 5.3. Each yacht shall submit to DSC, no later than 24th August 2019 the following documentation:
 - 5.3.1. 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;
 - 5.3.2. Evidence that insurance cover meeting the requirements of this Notice of Race is in place;
 - 5.3.3. For entrants in the ORC division a copy of a current ORC certificate;
 - 5.3.4. Australian Sailing Safety and Sea Survival Course Certificates or acceptable equivalent;
 - 5.3.5. First Aid Certificates or evidence of other acceptable qualification;
 - 5.3.6. Restricted Operators Certificates of Proficiency in Radio Telephony or acceptable higher qualification;
 - 5.3.7. Copy of the AMSA EPIRB registration.
 - 5.3.8. Copy of the MMSI number certificate
 - 5.3.9. Confirmation that the vessel is equipped with at least a Class B AIS transceiver
 - 5.3.10. Colour photograph of the yacht under sail, 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;
 - 5.3.11. Liferaft Inspection Certificate;
 - 5.3.12. 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.
 - 5.3.13. Verification that the yacht has registered with the Indonesian Yacht's Electronic Registration System (YACHTERS) <https://yachters-indonesia.id/home>
- 5.4. DSC is not obliged to accept an application for entry.
- 5.5. The items listed in paragraph 5.3 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.
- 5.6. In accordance with RRS 76.1 DSC will reject or cancel the entry of a yacht that does not comply with the conditions of this Notice of Race.
- 5.7. Documentation supplied to or held by the DSC under this Notice of Race (other than crew lists and rating certificates) shall not be changed (except to correct errors or after protest) after 1200 on 16th September 2019.
- 5.8. A yacht's rating certificate shall not be changed after 1200hrs ACST on 19th September 2019 except as a result of a rating protest or to correct a rating office error.



The Darwin Sailing Club Inc.

- 5.9. A yacht's crew list may be changed to correct errors, to reflect late crew changes or after protest 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 5.7. Changes to the crew or details of any crew member shall be notified in the Crew List section of the DSC on-line entry system.

6. Fees:

- 6.1. Race fees shall be paid by credit card, on submission of the entry in the TES system. 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).
- 6.2. Race Entry: All fees are for the race and allow for multiple rating/handicap categories.
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|--|--------|
| 6.2.1. Race Entry Fee | A\$250 |
| 6.2.2. Additional Late Documentation Fee | A\$125 |
- 6.3. Crew Fees.
- | | |
|--|-------|
| 6.3.1. Crew Fees are payable for each crew member. | |
| 6.3.1.1. DSC Members | A\$50 |
| 6.3.1.2. Non-Members | A\$75 |

7. Scoring:

- 7.1. ORC: Results will be calculated by the application of the ORC Offshore Time On Time Corrector (TCC) as a multiplier of elapsed time. The yacht with the lowest corrected time (after application of scoring penalties, if any) will be scored first.
- 7.2. Performance Handicap: Results will be calculated by the application of Time Correction Factors (TCF's) as a multiplier of elapsed time. A yacht's TCF will be determined by the Race Committee or its nominee. The TCF will not be subject to protest or dispute. The yacht with the lowest corrected time (after application of scoring penalties, if any) will be scored first. This amends RRS 60.1 and 62.1(a).
- 7.3. The scoring system will not be subject to protest or dispute. This amends RRS 60.1 and 62.1(a).

8. Finishing:

- 8.1. All entered vessels are required to arrive in Saumlaki for Indonesian clearances before 1200 Hrs Wednesday 25th September 2019. A vessel may need to motor to achieve this, in which case they will be scored RET (retired) from any racing division, but will be eligible for cruising division awards.
- 8.2. Vessels must record their finishing time and forward to the OA. Details of how to do this will be included in the Sailing Instructions.

9. Trophies

- 9.1. Trophies will be awarded for:
- | | |
|--|--|
| 9.1.1. Line Honours, | |
| 9.1.2. Overall Winner on corrected time - awarded to winner of the ORC category, | |
| 9.1.3. Overall Winner on corrected Time - Performance Handicap (Monohull) and | |



The Darwin Sailing Club Inc.

- 9.1.4. Overall Winner on corrected Time - Performance Handicap (Multihull).
Trophies for a division will not be awarded unless there are at least two entrants in that division.
- 9.2. All trophies are subject to sufficient entries. Unless there are 2 or more entries in a particular handicap category there will be no race for that category. With only 2 entries there will be a first prize only. Unless there are at least 4 entries there will be no second prize and unless there are at least 6 entries there will be no third prize
- 9.3. Trophy Presentations: The Date and Time of the Darwin to Saumlaki Race trophy presentation ceremony will be advised in the Sailing Instructions.

10. Changes to Rules:

10.1. Changes to the ORC Rules:

- 10.1.1. 201.2 (Stores) This clause is deleted.
- 10.1.2. ORC Rule 206.1: A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race.

10.2. Changes to the Racing Rules of Sailing:

- 10.2.1. RRS 41: While racing, yachts may utilise weather information that is routinely available throughout the year to the general public without charge and whose availability is publicly indexed. For example, yachts may NOT arrange for routers or meteorologists to provide them with advice, custom data or compilations of public data during the race, no matter how that information is communicated. Boats may receive regularly scheduled weather broadcasts or weather fax transmissions (e.g. from the Bureau of Meteorology Australia). Boats may use any means to retrieve data from the Internet provided that the data is intended for public use without charge, is routinely available free throughout the year and is publicly indexed (e.g. can be found via Google). Prior to a yacht's Warning Signal, there is no limitation on private services or any other source of data or consulting, except that a yacht that has not started may not provide weather information to another yacht that has started.
- 10.2.2. RRS 50.2 and 50.3: Fixed and retractable spinnaker poles and bowsprits will be permitted for the purpose of setting asymmetrical spinnakers.
- 10.2.3. RRS 51: A yacht with movable ballast or variable ballast (within the meaning of those terms in the Special Regulations) may move that ballast for the purpose of changing trim or stability.
- 10.2.4. RRS 52: Is modified to allow self-steering equipment to be used by yachts sailing Double Handed and to allow the use of stored power for the adjustment and operation of sails and the adjustment of movable water ballast or canting keels on any yacht. Self-steering equipment may be used by any competitor during emergency situations, but this must be declared and redress sought from the Jury.
- 10.2.5. RRS 61.3: There is no time limit on protests by the Race Committee or the Jury.
- 10.2.6. RRS 78.2: Valid rating/class certificates shall be produced by the due date specified in this Notice of Race.



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11. Briefings:

- 11.1. A compulsory pre-race briefing for entrants will be held on Wednesday, 18th September 2019 at 1800 at DSC, Fannie Bay. At least two crew members from each yacht, including the skipper or sailing master, shall attend this briefing.
- 11.2. Any yacht that fails to be represented at this briefing and has not made alternative arrangements with the Race Director may be subject to protest by the Race Committee.

12. Safety Reporting:

- 12.1. Each yacht will be required to provide position reports by radio or satellite phone in accordance with the Sailing Instructions. Boats which are not recorded as having met the reporting requirements above may be disqualified (amends RRS 63.1).
- 12.2. Boats must have their AIS set to both receive and transmit at all times during the race. It is strongly recommended that boats keep their AIS turned on and functioning during their return voyage.
- 12.3. The OA may supply race trackers, which, if supplied, must be installed and turned on according to the unit instructions and in operation until completion of the race.
- 12.4. Boats that make a false report or fail to report, or turn off an AIS transmitter or issued tracker will be subject to action by the Race Committee in accordance with RRS 60.2(c).

13. Customs & Immigration Requirements

- 13.1. All crew members must have 6 months validity on their passports for entry into Indonesia.
- 13.2. It is intended that the Indonesian authorities will provide the facilities for Visa on Arrival in Saumlaki
- 13.3. There are 3 visa options;
 - 13.3.1. Visa Free Short Stays
 - 13.3.2. Visa on Arrival (for countries not on the visa free list)
 - 13.3.3. 60 Day Social & Cultural Visa (if more than 30 days)
 - 13.3.4. More information www.kbri-canberra.org.au
- 13.4. A current National Registration Certificate is required to obtain a vessel outgoing Australian Customs Clearance in Darwin and Visas for entry in Indonesia. Refer to www.amsa.gov.au/sro
- 13.5. An AIS transmitter & receiver are required by Indonesian law for all foreign vessels in Indonesian waters. You will need the MMSI number associated with the unit.

14. Event Classification and Advertising:

- 14.1. Advertising on a yacht shall comply with the requirements of World Sailing Regulation 20 (WS Advertising Code) for Category C. The DSC may decline to accept an application for entry of a yacht which, in its opinion, is carrying advertising which conflicts with governmental regulations. If in doubt, the DSC should be consulted as soon as practicable.



The Darwin Sailing Club Inc.

- 14.2. An application for entry shall contain brief details of all advertising that a yacht intends to carry. The DSC shall be advised of all changes to that advertising.
- 14.3. The advertising rules apply from 0700 on the morning of the yacht's official start time in Darwin until 7 days after the yacht arrives in Saumlaki or on leaving Saumlaki whichever is sooner.
- 14.4. "Darwin Saumlaki Yacht Race" and "D2S" are trademarks of the Darwin Sailing Club and the use of the trademarks is absolutely restricted and limited to use by or with the consent of DSC.
- 14.5. A yacht shall display any sponsor's materials provided by DSC, which may include boom decals, bow decals and backstay flags, in accordance with this Notice of Race and the Sailing Instructions (WS Regulation 20.3.1(d)).
- 14.6. Entrants may be supplied with race flags bearing the event logo or a sponsor's name, which should be flown in the vicinity of the yacht's backstay. Flags should be flown from at least 0800 on the day of the yacht's start time and flown again after finishing and before berthing in Saumlaki and should remain hoisted whenever in port.

15. Media Rights and Restrictions:

- 15.1. It is a condition of entry that the owner of the yacht and all crew members:
 - 15.1.1. acknowledge that the DSC owns all media rights to the Darwin to Saumlaki Yacht Race and may exercise those rights as it sees fit.
 - 15.1.2. 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 race.
- 15.2. Crew members of yachts may, prior to, during and after the race, speak or provide material to any media representatives accredited by the DSC, regarding the race and the prospects, performance or strategy of yachts entered or participating in the race, 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 Race Committee, the Protest Committee, measurers or current or former sponsors of the DSC. This approval may be revoked by the DSC in respect of a yacht or media representative at any time.
- 15.3. Entrants acknowledge and accept the media restrictions referred to in this paragraph (15) by submitting the entry form.
- 15.4. Any breach of these conditions may, at the discretion of the DSC or the Race Committee, lead to the rejection of an entry, the cancellation of an entry or the disqualification of a yacht (refer RRS 76.1). This does not limit the right of the DSC to take any other action it sees fit to enforce compliance with these conditions.

16. Disclaimer:

- 16.1. All those taking part in the race do so at their own risk and responsibility. Crew acknowledge this and release the DSC, their respective officers, employees, volunteers and members, from all liability by entering their names on the crew list. Specific attention is drawn to RRS Fundamental Rule 4, which states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone"



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17. Mooring Arrangements:

- 17.1. Darwin: Interstate and overseas entrants should contact DSC at least 4 weeks prior to arrival in Darwin if they wish to have moorings arranged.
- 17.2. Saumlaki: As directed by the event agent after the finish. Adequate anchor, chain and warp are required in Saumlaki.



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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 on the following frequencies:

- VHF – All International Channels. **NB** All yachts must have VHF DSC capability.
- HF/SSB – 4, 6, 8, 12 and 16 Megahertz frequencies, details of which will be advised by the DSC in the Sailing Instructions. Radio transmission power should be the maximum permitted by authorities in the yacht's country of registration. Alternatively, a Satellite phone with coverage over the race area may be substituted for HF/SSB frequencies. If so, this must be advised, together with the satellite phone number, by 12th September 2019. Satellite phones must be connected to the vessels power at all times.

Boats shall carry out a radio check, on HF frequencies to be advised, between 25th August and 13th September 2019. The organisation carrying out the radio checks will also be advised to entrants prior to 25th August. Boats not recorded as having adequate radio signal strength will not be eligible to start.

Satellite phones: In addition to VHF and HF radio requirements, yachts are encouraged to be equipped with a satellite phone, which shall:

- be with a service providing continuous coverage for the race area; and
- provide a test message to the Race Committee at a contact to be advised prior to 13th September.
- be powered and configured at all times while racing so that it can receive calls.

All yachts are encouraged to be capable of sending and receiving email, whether by satellite phone or HF radio.

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

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.

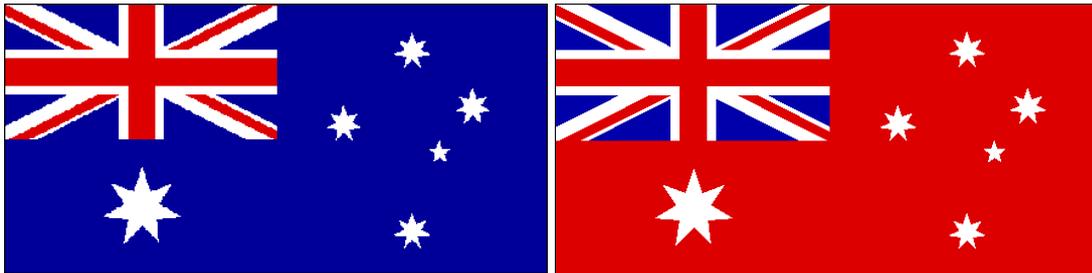


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Appendix B:

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.



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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. Motor boats 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.



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House Flags - House flags are flown from the port spreaders. A house flag may indicate membership of an association (i.e. the CYANT 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





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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 1 inch (25mm) 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 back-stay, or a staff at the stern of the boat.



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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.





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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.