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Welcome

Dinah Beach Cruising Yacht Association (DBCYA) is proud to be the host of this exciting and fun-filled international yachting event and grateful for the support of our generous sponsors without whom this event would not be possible. It is encouraging to see we have maintained a good number of entries considering the current economic climate.

We have a more streamlined entry process this year thanks to the Indonesian authorities’ relaxation of the requirement for the Clearance Application for Indonesian Territories. The DBCYA and Indonesian organizers continually work with the authorities to make the entry procedures as simple as possible. In light of current global unrest it must be appreciated that customs, immigration and quarantine requirements must be followed precisely for the respective country’s security, our personal safety as well as legal reasons.

The start date has been returned to the normal period after 2015 when it was delayed a month to allow the sailors to participate in WWII memorial events in Ambon. Unfortunately the delay put the event outside the normal wind patterns and resulted in glass outs and drifting conditions for most yachts. Hopefully this year we will get the usual trade winds to blow the yachts northward with full sails, tight lines and a bone in their teeth.

Before you head off get to know your fellow sailors at the DBCYA clubhouse and bar in the week or two before the start. DBCYA may have a reputation for old Darwin casualness but be careful not to be lured into thinking it will be a casual affair on the water as once the start gun is fired something strange tends to happen to the crews and the competition becomes somewhat serious. The destination of course is Ambon, the City of Music, as the big sign on the harbour displays. After enjoying Ambon the beautiful Spice Islands are there to explore whilst enjoying the camaraderie of fellow yachties and the wonderful hospitality of the friendly Indonesians.

Safety is paramount and we have plenty of technology to keep track of your progress. Don’t forget to call in on the radio schedules and report your position accurately. Good luck everyone. Sail hard, fast and safe; enjoy yourselves and make plenty of Indonesian friends so you can visit them again next year.

Tony Waldron
Chairman
2016 Darwin to Ambon Committee
SV Grey Dawn (Radford 14.8)
History of the Race

Darwin yachtsmen have played a pivotal role in developing the international yachting events scene in Australia. In 1973 they organised the first race to a foreign port, the Darwin to Dili Yacht Race. While this pioneering event attracted just six entries, it began a great tradition of sailing events departing Darwin for ports to our north.

The Darwin Dili Race of 1974 saw the fleet grow to 24, and 60 entries were received for the 1975 race. Sadly, the 1975 race had to be called off due to political unrest in East Timor. The skippers decided, instead, to race anti-clockwise around Bathurst and Melville Islands to the north of Darwin. This event, over 360 miles, proved to be a searching test of sailing and navigation skills.

A chance visit to Ambon in the Spice Islands by a Darwin radio technician in 1976 was the spark that led to the first Darwin to Ambon Yacht Race later that year.

The 600 mile downwind race attracted six yachts in its inaugural year. For months afterwards, conversation amongst returning yachties was dominated by stories of “champagne sailing”, overwhelming hospitality, lovely friendly people, the scenic beauty, the cultural diversity, the food, oooh..... Clearly this would become an annual event not to be missed!

Entries steadily increased over the years as the event’s reputation spread and its tradition grew. Entrants began to come from further and further afield. International skippers began to use Ambon as a starting point to visit some of the 13,000 islands of the Indonesian Archipelago. Some sailed north to Manado and onto the Raja Muda Selangor Regatta in Malaysia. Others headed southwest to the amazing Buton Passage and then on to visit the famous Komodo Dragons en-route to Macassar or Bali and beyond.

A big factor in the growing popularity of the race was related to the excellent facilities Darwin offered for yachts and their crews. For many, Darwin would be the last access to western comforts and familiar language for many months.

Pre-race hype and functions also grew over the years, leading to a festival atmosphere and a range of social activities catering to all tastes. Skippers and crews became acquainted and many new alliances and friendships were formed, both within the fleet and with the wider sailing community.
The race start grew from the low key departure of the original race fleet to a festival atmosphere attracting large crowds to many of Darwin Harbour’s cliff-top and beachside vantage points. The Royal Australian Navy also entered the spirit providing a start line firing of the Bofor in the finest nautical tradition. A substantial fleet of spectator craft added colour and excitement to the spectacle, along with the helicopters and light planes associated with the extensive media coverage.

Daily position reports along with commentary on weather and sea conditions were soon being published and broadcast. The media coverage served two purposes – family and friends were able to follow the fortunes of their favourites, and wider community interest in the race grew as people learned more about it. Local radio ran many interviews with skippers and crew covering everything from yacht maintenance and preparation for an ocean voyage through to menu selection and food preparation techniques in heavy seas.

The first post script to this delightful story is sadly, again, related to regional political instability. By 1998, annual race entries had reached almost 100. Political instability in Ambon forced the cancellation of the 1999 race, and it was not held for the next 8 years.

A deputation from Ambon visited Darwin in April 2006 with a view to getting the event restarted.

It was during this visit that DBCYA were approached. They expressed interest but only if the situation in Ambon was safe and secure.

Three members from DBCYA visited Ambon shortly thereafter and returned to the club advising that in their opinion the situation in Ambon was ready to accept International yachts and crews.

DBCYA have established links with Ambon and introduced their inaugural DBCYA Darwin to Ambon Yacht Race & Rally which departed Darwin Harbour on the 21st July 2007 and has continued every year since.
Message from DBCYA Patrons

Dear Fellow Sailors

Take a typical magnificent Top End Dry Season Saturday morning, add a beautiful blue sky, calm sea (maybe), combined with a gleaming, perfectly prepared fleet of yachts, all size and ages and what do you have?

A bunch of yachties, both local and cruisers, make a spectacular starting line departure as they set sail for the exotic island of Ambon.

Very Darwin, the Darwin to Ambon Race came into being in the mid-seventies when the Darwin to Dili Race fell over due to circumstances beyond our control.

The 600 odd nautical mile dash is sometimes a slow boring run, others real fast and furious, but no matter which, along the way the sailing skills will have improved immensely and the shy and retiring will have picked up a few points in how to relax and unwind and the art of partying hard.

Ambon is a part of the Maluku Islands Archipelago and a shining beacon of welcoming faces in the midst of the Banda Sea.

Returning to Darwin late 1978 after some four years cruising, we participated in the early Darwin-Ambon races, great experiences and wonderful memories. All good things sadly do not go on forever and the long claws of the ageing process have sort of got us by the short and curlies, ah memories, they are such good ones.

Organising an international yacht race takes many hours of work and a dollar or two. The continuing support of the NT Government and the Government of Ambon make this outstanding event a reality, without their unflagging support it would not happen.

A very appreciative thank you to the two Governments for their continuing support, the people of Ambon for making us so welcome and to competitors for going the hard row to prepare vessels and crew for the long haul.

To all competitors, fair winds, smooth seas, and a jolly good time.

Jack and Ilse Schreurs—DBCYA Founding Members and Patrons
Message from the Lord Mayor of Darwin

Darwin’s Sister City Relationship with Ambon is a very important part of our international program. As well as our common war history and a geographical closeness, we celebrate our rich cultural diversity. Our friendship spans more than 25 years.

The annual Darwin to Ambon Yacht Race is one of the many ways we maintain and strengthen our relationship with Ambon. The friendships formed through this event have been instrumental in consolidating cultural, economic and humanitarian ties across communities. Our strong, historic connection through our Sister City relationship will enable us to continue to work together to create mutually beneficial programs.

Last year, we participated in commemorations for the 70th Anniversary of the Liberation of Gull Force, a Victorian Battalion and 13 Squadron RAAF from Darwin who defended Ambon Island during the Second World War. The Australian War Cemetery in Ambon is the final resting place for many of our war heroes, and I was humbled by the many families and Yacht Race participants who travelled to Ambon to pay their respects.

I wish you all the very best for a safe journey. May the wind and waves be on your side.

Katrina Fong Lim
Lord Mayor of Darwin

Darwin and Ambon - Sister Cities

The City of Darwin City formalised its Sister City relationship with Ambon City on 28 October 1988 (Ambon) and 21 July 1989 (Darwin).
Sponsors and Supporters

Northern Territory Government and City of Darwin

Major sponsorship and support for the 2016 Race will again be provided by Chief Minister Office—NT Government, City of Darwin - Sister City Program, and the host club Dinah Beach Cruising Yacht Association.
Spot on Marine has generously donated a lift out & water blast in a draw at Race Briefing. Yachts in the RACE will also get 15% discount on services prior to the start date.

www.spotonmarine.com.au

Majestix Photography has kindly offered to shoot and provide all photographs to the committee for use by the DBCYA. If you would like to purchase photos please contact Jess.

www.majestixphoto.com.au

Navcom Darwin donated 2 x VHF handheld radios including base station & external high range antenna
Phone 8981 1311
Media Sponsor
Indonesian Partners

Ambon City Government

Consulate of Indonesia, Darwin

Ministry of Tourism and Creative Economy
Republic of Indonesia

Amahusu Sailing Community

Wonderful Indonesia
### 2016 Entries

<table>
<thead>
<tr>
<th>Yacht Name</th>
<th>Owners</th>
<th>Type of Yacht</th>
<th>Home Port</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Division 1: IRC Racing Monohull</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Andromeda</td>
<td>Ed Vincent</td>
<td>Farr 11.6</td>
<td>Darwin</td>
</tr>
<tr>
<td>2 Antipodes</td>
<td>Geoff Hill</td>
<td>Santa Cruz 72</td>
<td>Hong Kong</td>
</tr>
<tr>
<td>3 Plus 16</td>
<td>John Holder</td>
<td>Farr 11.6</td>
<td>Fremantle</td>
</tr>
<tr>
<td>4 Sue Sea</td>
<td>Brian Todd</td>
<td>Martin 49</td>
<td>Fremantle</td>
</tr>
<tr>
<td><strong>Division 2: Premier Cruising Multihull</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Barebones</td>
<td>Bob Norson</td>
<td>Catamaran</td>
<td>Darwin</td>
</tr>
<tr>
<td>2 Chantilly I</td>
<td>Jarrod Wright</td>
<td>Lagoon 420</td>
<td>Darwin</td>
</tr>
<tr>
<td>3 Nautilus Darwin</td>
<td>John Punch</td>
<td>Stealth 1250</td>
<td>Darwin</td>
</tr>
<tr>
<td>4 Wings Won</td>
<td>Peter Charles</td>
<td>Trimaran</td>
<td>Mooloolaba</td>
</tr>
<tr>
<td><strong>Division 3: Premier Cruising Monohull</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Anastasia</td>
<td>Peter Bravos</td>
<td>Bavaria 44</td>
<td>Darwin</td>
</tr>
<tr>
<td>2 Catani</td>
<td>Terry Major</td>
<td>Sayer</td>
<td>Darwin</td>
</tr>
<tr>
<td>3 Finally</td>
<td>Neville Gill</td>
<td>Beneteau 50</td>
<td>Darwin</td>
</tr>
<tr>
<td>4 Kita</td>
<td>Alan James</td>
<td>Beneteau Oceanis</td>
<td>Darwin</td>
</tr>
<tr>
<td>5 Liquidity II</td>
<td>Greg &amp; Robyn Dix</td>
<td>Jeanneau 45.2</td>
<td>Darwin</td>
</tr>
<tr>
<td>6 Madame Lau</td>
<td>John Jordan</td>
<td>Jeanneau</td>
<td>Darwin</td>
</tr>
<tr>
<td>7 Mango Madness</td>
<td>Bo Wharton</td>
<td>Beneteau 473</td>
<td>Darwin</td>
</tr>
<tr>
<td>8 Outsider NQ</td>
<td>Dave Cash</td>
<td>Boden Seamist</td>
<td>Darwin</td>
</tr>
<tr>
<td>9 Wallop</td>
<td>Marcus Ilton</td>
<td>Jeanneau 509</td>
<td>Darwin</td>
</tr>
<tr>
<td><strong>Division 4: Rally Yachts</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Wai-O-Tira</td>
<td>Robert Burn</td>
<td>Ces Watson (NZ)</td>
<td>Sydney</td>
</tr>
</tbody>
</table>
2015 Winners

SPIRIT
Line Honours
1st Cruising Multihull

WALK ON THE WILD SIDE
1st IRC Racing

CHURCHKEY
1st Cruising Monohull
**SPOT Trace Tracking**

Each participating yacht will be issued with a SPOT Trace for the Race. The SPOT will send a signal every ten (10) minutes showing the position of all yachts on the tracking page.

There will be a link from the Darwin Ambon website: [www.darwinambonrace.com.au](http://www.darwinambonrace.com.au)

Why not give this to your friends & family so they can follow your journey too…?

**School Gift Program**

When the RACE resumed in 2007 with DBCYA, the Yachties asked the King of Amahusu what he would like us to do to show our appreciation to the community for their wonderful hospitality, friendship and cultural exchange. The King asked us if we could do something for the children of the village.

Every year, gifts of well needed educational books and sporting equipment are donated to the Amahusu Schools on your behalf. You can support the School Gifts program with money donations, 2nd hand picture books or by assisting with some of the fundraising activities planned.

In 2016 each boat will be allocated a box of donations. It is your responsibility to get the goods to Ambon in time for the Welcome Ceremony. If you are a race boat I am sure with the right payment (beer) you will be able to get another boat to take your goods. Remember these are donations to help the local community.
Ambon Harbour Entrance to the Finish Line

After sailing 600nm you now have the last little bit to go. You are almost there... It is approximately 6.5nm from the middle of the harbour entrance on a bearing around 60deg to the finish line 3°43.4’S 128°08.7’E.

Be prepared, sometimes the winds are light and sometimes the winds are fluky and sometimes the winds are light and fluky. The harbour is deep and generally can be navigated to within 100m of the shore.

As you approach the harbour you should pick up the navigation beacon on the Eastern point. There is a lesser navigation light on the Western point but this will be lost as you get close to the entrance. Upon entering the harbour, contact the Ambon Race Officer on VHF 73.

On the port side, you should notice some low cliffs and then the village of Lilibool, which has an enormous white cross erected near it. Further along is another village, Hatu. Further along again you should be able to discern another navigation beacon in front of the airport.

On the starboard side, the first feature is the village of Eri, which has a rather sturdy wharf and a large building with a blue roof. Somewhere on the starboard side is a sign made of white rocks saying HOLLYWOOD.

As you approach the finish line you will see the Tirta Kencana Hotel. This hotel can be identified by its concrete wall on the shoreline and three concrete groins perpendicular to the wall and a blue tiled roof.

Just past the Tirta Kencana will be a buoy with a flashing strobe light. The finish line is between the buoy and the end of the wharf covered in flags and banners. If you are sailing very close to shore you may not see the finish buoy until just wide of the hotel.
<table>
<thead>
<tr>
<th>DATE</th>
<th>EVENT</th>
<th>TIME</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tues 9th</td>
<td>Race Briefing</td>
<td>1800 - 2000</td>
<td>DBCYA</td>
</tr>
<tr>
<td>Aug</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wed 10th</td>
<td>Live Music</td>
<td>1800 - 2200</td>
<td>DBCYA</td>
</tr>
<tr>
<td>Aug</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thurs 11th</td>
<td>Indonesian Night</td>
<td>1800 – 2000</td>
<td>Indonesian Consulate</td>
</tr>
<tr>
<td>Aug</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fri 12th</td>
<td>Customs Clearance</td>
<td>0900 – 1200</td>
<td>DBCYA</td>
</tr>
<tr>
<td>Aug</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Fri 12th</td>
<td>Duty Free Deliveries</td>
<td>0900 – 1200</td>
<td>DBCYA</td>
</tr>
<tr>
<td>Aug</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Fri 12th</td>
<td>City of Darwin Reception</td>
<td>1730 – 1900</td>
<td>Civic Centre Function Room</td>
</tr>
<tr>
<td>Aug</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sat 13th</td>
<td>Race Start</td>
<td>1100</td>
<td>Stokes Hill Wharf</td>
</tr>
<tr>
<td>Aug</td>
<td></td>
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</tbody>
</table>

**Darwin Program**
<table>
<thead>
<tr>
<th>DATE</th>
<th>EVENT</th>
<th>TIME</th>
<th>LOCATION / HOST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wed 17th August</td>
<td>Independence Day</td>
<td>All day</td>
<td>Across Indonesia</td>
</tr>
<tr>
<td>Fri 19th August</td>
<td>Welcome Ceremony</td>
<td>1100 – 1300</td>
<td>Ambon City Government</td>
</tr>
<tr>
<td>Fri 19th August</td>
<td>Gala Dinner (TBC)</td>
<td>1900 – 2100</td>
<td>Governor Maluku Residence</td>
</tr>
<tr>
<td>Fri 19th August</td>
<td>Friendly Games</td>
<td>1100 – 1300</td>
<td>Amahusu</td>
</tr>
<tr>
<td>Sat 20th August</td>
<td>Refueling &amp; water supply</td>
<td>1300 – 1500</td>
<td>Amahusu</td>
</tr>
<tr>
<td>Sat 20th August</td>
<td>Presentation Dinner</td>
<td>1800 – 2100</td>
<td>Mayoral Residence</td>
</tr>
<tr>
<td>Sun 21st August</td>
<td>Charter flight to Darwin</td>
<td>1300</td>
<td>Hardy Aviation</td>
</tr>
<tr>
<td>Mon 22nd August</td>
<td>CIQP Clearances</td>
<td>100 – 1500</td>
<td>Amahusu</td>
</tr>
</tbody>
</table>
The 2/21st Battalion A.I.F. was formed at Trawool, near Seymour in central Victoria in August 1940. Their commanding officer was Lt Col. L.N. Roach. The 2/21st Battalion A.I.F together with less than 200 additional troops became Gull Force bringing the total strength to 1,131 men.

December 1941, the Japanese bombed Pearl Harbor and a convoy of vessels left Darwin to transport Gull Force the 650 miles to Ambon. They were to support 2,500 local Netherlands East Indies troops to defend the strategic island’s harbour and the two airfields Laha and Liang.

Together, the Australian and Dutch troops were far too small and ill equipped to withstand the Japanese force of 20,000 troops when they attacked in January-February 1942. After less than 4 days of bitter fighting the Australian and Dutch forces in Ambon surrendered. Almost 800 serving Australians and 300 Dutch troops were pulled back to their barracks north of Ambon town, to become POW’s where they suffered unimaginable hardship.

On 25 October 1942, about 500 of the Australian and Dutch prisoners were sent to Hainan, an island off the coast of mainland China. The Japanese government had recognised Hainan Island's potential and planned to use the POW’s to build roads and viaducts in order to develop agriculture and industry on the island. The prisoners were forced to do hard manual labour under difficult and brutal conditions with a completely inadequate diet.

At the end of August 1945 the Americans liberated the POW’s from Hainan. On Ambon the surviving POW’s were told of the end of the war and given their freedom almost 4 weeks later on 10th September 1945 when rescued by the Royal Australian Navy corvettes, HMAS Cootamundra, Glenelg, Latrobe and Junee.

The prisoners on Ambon and Hainan were subjected to some of the most brutal treatment experienced by POW’s anywhere during World War II. Over three-quarters of the Australian prisoners died in captivity.
The Ambon War Cemetery is known locally as the Australian Cemetery. It is situated on the site of the Australian barracks, known as Tan Tui, which became their POW camp. There are over 2,000 graves at Ambon War Cemetery, of this total over half are Australian.

The Ambon Memorial, in the form of a shelter on the first terrace of the War Cemetery, commemorates another 450 Australian soldiers and airmen who died in the region and have no known grave.

References:
Maynard, Roger, Ambon, Hachette Australia 2014.
Ambon Clearances

After finishing the yacht's own national flag should be displayed at the stern and the Indonesian flag (size not less than the yacht's own national flag) from the crosstrees.

**Inwards Clearance**

Upon entering Ambon Harbour you must display code flag "Q" until you have been cleared by Customs.

As soon as you are ready for the Official Boarding party contact Ambon Race Office on VHF 73.

**Clearance is generally only during daylight hours.**

There may be 6 - 8 Officials board your yacht. Quarantine, Customs, Harbour Master, and maybe Immigration (Immigration maybe ashore for clearance)

*You must clear aboard your yacht...*

Ensure you do not make contact with another vessel, or come ashore, before clearance is complete and you are instructed to lower your Quarantine Flag.

The committee request that you do not give the officials alcohol or bribes of any sort. The Officials are doing a job and it sets other yachts up for problems.

**Once Completed**

Once you are clear for shore the skipper is required to attend the RO within 12hrs to:

- Hand in SPOT device
- Submit a completed Skipper’s Declaration Form
- Emergency contact details for each Yacht must be logged with Race Office while in Ambon. These can be VHF Radio/Indo SIM/SMS to AU phone

**Outwards Clearance**

You will require 4 - 6 copies of all paperwork

- Crew list
- Customs clearance from Darwin (received when you clear out of Darwin)

*Yachts planning on leaving Ambon Harbour before Sunday must understand that paperwork needs to be completed. This may take a full day to organise. It is unlikely any clearances from Amahusu can be done until Monday 22nd August.*
Services in Amahusu

Anchoring
Moorings will be available for early yachts – same as last year. Use at your own discretion. Anchor for yachts arriving later. Use plenty of chain. Large sandbank W of Tirta Kencana 20 – 25m deep

Water Taxi
This service will be available every day including Monday, 23 August 2016. Bookings can be made on VHF 73 or in person through the Ambon Race Office. In the past this has cost 10,000Rp pp. Cash only.

Money Exchange
This will be available at the Ambon Race Office.

Indonesian SIM Cards
Available at the Ambon Race Office for all skippers.

Fuel and Water
Available through the Ambon Race Office on Saturday 20\textsuperscript{th} August. All orders must be paid in advance in cash only. If you have your own fuel/water containers it will make it easier to transfer into your tanks rather than using the Indonesian containers.

Contacts
Jim Grierson  
Ambon Race Officer  
0812 4855 8816
Helen de Lima  
Ambon Agent  
0813 4304 3600
**Useful Information for Skippers**

**REMEMBER**

Power usually gives way to sail. **However, this does not always apply.** Larger vessels, such as ferries or container ships, have difficulty manoeuvring due to their size and have right of way in the shipping channel. Gas ships also have a 1km clearance zone around them in Darwin Harbour. Masters of other boats, including sail boats, should always apply common sense and seamanship by giving larger vessels a wide berth.

**Port of Darwin – useful information**

Notices to Mariners  

Security Notices  

Shipping Channels  

**Useful Numbers**

<table>
<thead>
<tr>
<th>Name</th>
<th>Mobile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bayview Haven Lock</td>
<td>0418 910 888</td>
</tr>
<tr>
<td>Cullen Bay Lock</td>
<td>0419 421 363</td>
</tr>
<tr>
<td>Darwin Harbour Control</td>
<td>08 8922 0710</td>
</tr>
<tr>
<td>DBCYA</td>
<td>08 8981 7816</td>
</tr>
<tr>
<td>Tipperary Waters Marina</td>
<td>0407 075 077</td>
</tr>
</tbody>
</table>

**Emergencies in NT Waters**

If you have a phone onboard your vessel, in the Northern Territory you may contact the police/search and rescue on **000** or 08 8922 1586 (this will be instantly diverted to 000 and recognised as a marine incident).
VHF Frequencies
Darwin Harbour Control maintains a continuous listening watch on channels 16 (Distress, Safety and Calling) and 10 (primary port operations working channel) – 24 hours a day, 7 days a week.

The following table contains the VHF channels utilised within the Darwin Port and their primary use:

<table>
<thead>
<tr>
<th>VHF Channel</th>
<th>Who</th>
<th>Primary use</th>
</tr>
</thead>
<tbody>
<tr>
<td>06</td>
<td>Frances Bay Lock</td>
<td>Vessels entering or leaving the marina</td>
</tr>
<tr>
<td>08</td>
<td>Tipperary Waters Lock</td>
<td>Vessels entering or leaving the marina</td>
</tr>
<tr>
<td>09</td>
<td>Darwin LNG</td>
<td>Wickham Point operations</td>
</tr>
<tr>
<td>10</td>
<td>All vessels</td>
<td>Darwin Harbour Control working channel &amp; primary port operations</td>
</tr>
<tr>
<td>11</td>
<td>Cullen Bay Lock</td>
<td>Vessels entering or leaving the marina</td>
</tr>
<tr>
<td>12 &amp; 13</td>
<td>Tugs</td>
<td>Ships maneuvering with the assistance of tugs</td>
</tr>
<tr>
<td>14 &amp; 69</td>
<td>Naval vessels</td>
<td>Navy Port working frequency</td>
</tr>
<tr>
<td>16</td>
<td>All vessels</td>
<td>International distress, safety &amp; calling</td>
</tr>
<tr>
<td>17</td>
<td>Hudson Creek</td>
<td>Ship-to-shore channel for vessels working in Hudson Creek</td>
</tr>
<tr>
<td>19</td>
<td>Inpex LNG</td>
<td>Bladin Point operations</td>
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| 67          | All vessels          | Darwin Harbour Control weather and Notices to Mariners in-Component label
| 68          | Bayview Lock         | Vessels entering or leaving the marina                       |
| 72          | All vessels          | Ship to Ship, Customs and Quarantine                         |
| 73          | Yachts               | Yacht racing and Regattas                                   |
| 74          | Darwin Marine Supply Base | Darwin Marine Supply Base operations                         |
Places to visit on the way back to Darwin

Tanimbar Islands

The Tanimbar Islands, also called Timur Laut, are a group of about 65 islands in the Maluku province. They have a distinct culture most similar to that found in Southwest Maluku and East Nusa Tenggara.

The largest of the group is Yamdena. Saumlaki is the regional capital, located on the south end of Yamdena. Most attractions can be found on this island.

In addition to the beaches and off-shore islands you can automatically expect in southern Maluku, it also has several intriguing historical sites, whether they are ancient megaliths or ones associated with the locally prominent Catholic faith.

They remain a major centre for the production of traditional crafts like ikat cloth and carved wooden statues in Maluku, and also have their own forms of music and dance, though as usual, you will have to be lucky (or pay up) to experience these first hand. Cultural attractions apart, the Tanimbars also have their own distinct fauna, including 8 species of birds endemic to the archipelago, and the usual fine beaches.
Banda Neira

Part of the famed Spice Islands, Banda Neira is one of ten volcanic islands in the Banda Archipelago, historically known for the cultivation of mace & nutmeg, once exclusive to the region. The town still shows the remnants of the trading centre it once was. In the early 16th century, merchants flocked to the area to make their fortunes.

Banda Neira is only one of three inhabited islands, with the biggest population.

The Banda Islands are reputed to have exquisite corals and abundant sea life, and is an internationally recognized diving destination. Other interesting places to visit on the island include the majestic Dutch Fort, Belgica, spice farms & climbing the volcano.
Amahusu Sailing Community

Amahusu Sailing Community is a collection of people whose hobby is sailing. They have all been sailing on the race boats during the sail past with locals in previous years.

Amahusu Sailing Community aims to help facilitate the people of Darwin and Amahusu to establish a closer relationship as Sister Cities’. They are ready to help all participants in the 2016 Darwin to Ambon Yacht Race to ensure strong relations between Darwin and Ambon continue into the future.

For 2016 they have arranged several houses in Amahusu as Home Stays. These houses can accommodate participants during the event. They will provide breakfast, transport and laundry options.

It is hoped that we can foster this relationship. How wonderful would it be to see sailing as a regular activity in Ambon? Maybe one day there might be a crew from Ambon that participates in the race again...
# Tide Data

## Darwin

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SAVE THE DATE

2017 Darwin to Ambon Yacht Race & Rally

5th August 2017

To all the yachts and crew in the Dinah Beach Cruising Yacht Association’s,

Darwin to Ambon Yacht Race & Rally 2016

May you all have fair winds, good sailing and safe passage.

DBCYA, Darwin to Ambon Yacht Race & Rally 2016 Committee