

# THE AZORES & BACK RACE

## 1<sup>st</sup> June and 18<sup>th</sup> June 2019

### Falmouth, UK and Ponta Delgada, Azores

Organising Authority: RCYC Events Ltd,  
Falmouth, Cornwall, UK  
In conjunction with the Royal Cornwall Yacht Club

## NOTICE OF RACE

**Note: All times are given in British Summer Time (BST, UTC+1)**

### Preamble

*Ocean races such as AZAB are potentially hazardous. The risks can be reduced if the boat is well-built, well-maintained and well-equipped and the crew are well-trained, well-experienced and physically fit. However, risks can never be eliminated. All sailors thinking of competing in AZAB 2019 should bear this in mind before they commit themselves to participating.*

## 1. RULES

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- 1.1** The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- (a) RRS 29.1 will be changed such that an individual recall will be replaced by a mandatory time penalty. Full details will be given in the sailing instructions.
  - (b) RRS 35 and A5 will be changed to introduce a time limit for boats to finish the return leg.
  - (c) RRS 41 will be changed to permit certain forms of outside help paid for by subscription or fee.
  - (d) RRS 63.7 will be changed to permit a rule in the sailing instructions to take precedence over a rule in the notice of race.
  - (e) Sailing instructions may change other rules.
  - (f) Sailing instructions will replace rules of Part 2 When Boats Meet by the right-of-way rules of The International Regulations for the Prevention of Collisions at Sea (IRPCAS) for parts of the race.
  - (g) The prescriptions of the Portuguese National Authority will not apply.
- 1.2** IRC Rules, Parts A, B and C will apply.
- 1.3** World Sailing Offshore Special Regulations (OSR) 2018-2019 will apply. The event is classified as a Category 1 event, supplemented by requirements of the organising authority (OA). Competitors should study, and prepare to comply with, the current (2016-2017) edition of the OSR. If the OA becomes aware of changes to be made in the OSR for the 2018-2019 edition, which might have a significant effect on entrants' preparations, then the OA may issue notices to competitors.
- 1.4** In addition to OSR Category 1 requirements, competitors shall comply with the following OA regulations:
- (a) The grab bag shall contain supplementary items listed in the Appendix to this NoR.

- (b) Each 406MHz EPIRB carried under OSR 4.19.1 shall have an internal GPS
  - (c) If a boat is to be sailed single-handed it shall be equipped with a radar target alarm system, and radar target enhancer as per OSR paragraph 4.10.2.
  - (d) Boats shall use their best endeavours to ensure that their AIS is switched on (i.e. transmitting and receiving) throughout the race. The name of the boat shall be transmitted rather than just the MMSI, unless the equipment does not have this capability.
- 1.5** Boats shall carry a satellite telephone communication system which allows two-way voice communication with the OA throughout the race.
- 1.6** Boats shall carry and use a satellite tracking device provided by the OA. Boats shall be responsible for its safekeeping and shall indemnify the OA against loss or damage by lodging credit card details with the OA at registration.
- 1.7** Boats shall register with the UK Maritime and Coastguard Agency (MCA) "CG66" scheme (<http://www.dft.gov.uk/mca/mcga07-home/emergencyresponse/mcga-searchandrescue/cg66.htm>). It is recommended that in answer to the question "Usual Activity / Type of Use" the words "entrant in AZAB 2019" are included. *Note that non-UK registered vessels are able to register in the scheme and that this regulation requires them to do so.*
- 1.8** Competitors will be temporary members of the Royal Cornwall Yacht Club for the duration of the event.
- 1.9** If there is a conflict between languages the English text will take precedence.

## **2. ADVERTISING**

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Boats may be required to display advertising chosen and supplied by the organising authority.

## **3. ELIGIBILITY AND ENTRY**

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- 3.1** The regatta is open to boats that:
- (a) are seaworthy monohull boats with hull length (World Sailing Equipment Rules of Sailing 2017-2020 paragraph D3.1) between 9.0m and 18.5m inclusive.
  - (b) are sailed either single-handed or two-handed.
  - (c) have a current and valid IRC rating (primary certificate or short-handed certificate) on 1 June 2019. Boats shall submit a copy of their IRC certificate not later than 15 April 2019. No alteration in a boat's TCC will be permitted after this date except as a result of a rating protest or to correct Rating Office errors.
  - (d) have produced to the OA a declaration in the form published on the event website not later than 1 May 2019. The declaration form will be published not later than 31 January 2019.
  - (e) have paid the appropriate fees detailed in section 5 below no later than the dates given therein.
  - (f) have submitted the schedule of information given on the event website no later than 15 April 2019. The schedule will be published no later than 31 October 2018. The OA may accept amendments to the schedule of information which are related to the safety of the event at any time before 31 May 2019.
- 3.2** Eligible boats shall enter online, after 3 February 2017, by completing the entry form on the event website [www.azab.co.uk](http://www.azab.co.uk) and paying the required fee by 31 January 2019. Entries after that date will be classified as Late Entries.
- 3.3** Late Entries may be accepted, up to 1 May 2019, at the discretion of the OA from boats which, in all respects other than timings, comply with the Notice of Race. An additional Late Entry fee will be charged.
- 3.4** Entry will not be completed until boats have complied with 3.1(c) to (f) above, and have completed registration in Falmouth.
- 3.5** No more than 120 entries will be accepted. Entries will be ranked in the order in which they pay the initial deposit and once 120 boats have done so, the OA will create a waiting list in case any entry withdraws.

- 3.6 Multihulls.** Eligibility may be widened to include multihulls if sufficient expressions of interest are received from boats wishing to participate. Potential entrants are requested to contact the OA ([azab@rcycevents.co.uk](mailto:azab@rcycevents.co.uk)) as soon as possible.

## 4. CLASSES

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- 4.1** Monohull boats will be divided into four classes, based on IRC TCC. The OA will examine the range of TCC submitted by entries on 1 May 2019 and will determine and publish the range of TCC for each class no later than 4 May 2019. For illustrative purposes, the classes for AZAB 2015 were as follows:
- Class 1 – TCC greater than 1.035
  - Class 2 – TCC from 1.000 to 1.035
  - Class 3 – TCC from 0.955 to 0.999
  - Class 4 – TCC less than 0.955
- 4.2** Should the IRC rating system be superseded before the start of the race, the OA will notify all entrants of the system to be used in its place and of the way in which the four classes will be defined.

## 5. FEES

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- 5.1** Payments shall be made online following the instructions given in the entry system.
- 5.2** Required fees are as follows:
- (a) The standard entry fee for the race is £960. The fee is fixed and covers participation in the race, tracker hire, event dinner in Falmouth, other social events in Falmouth and Ponta Delgada, souvenir programme, prize-giving at the Southampton Boat Show, and UK VAT.
  - (b) The additional fee for a Late Entry under regulation 3.3 is £240.
  - (c) On entering the event boats shall pay a deposit of £360 to include VAT. The date of this payment shall determine the rank of a boat in the list of entries.
  - (d) The balance of the entry fee shall be paid on 31 January 2019. If payment is not received then the boat's place in the list of entries will be re-allocated to the highest ranked boat on the waiting list.
  - (e) **Refunds.** The deposit will be refunded to boats remaining on the waiting list at 1 June 2019. No other refunds will be given.

## 6. QUALIFICATION SELF-CERTIFICATION

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- 6.1** All competitors shall complete a non-stop qualifying passage, under sail alone, of not less than 300nm in the boat in which they will complete the race.
- 6.2** When a boat is to be sailed single-handed in the race, the qualifying passage shall be completed single-handed.
- 6.3** When a boat is to be sailed two-handed in the race, the qualifying passage shall be completed two-handed by the same two people who will be sailing the boat in the race.
- 6.4** If it is intended that the boat be sailed single-handed in one leg and two-handed in the other leg then two separate qualifying passages shall be completed, one single-handed and one two-handed as per regulation 6.3.
- 6.5** The qualifying passage(s) shall be completed after 1 June 2017 and before 1 May 2019.
- 6.6** The distance sailed shall be measured as the shortest navigable distance between the start, finish and not more than two other points. The majority of the passage shall have been out of sight of land or other fixed points (buoys, lights etc).
- 6.7** The race committee may waive or modify the requirements of section 6 in exceptional circumstances and following written application from a boat.
- 6.8** No later than 1 May 2019 competitors shall self-certify that they have completed the qualifying passage(s), and state the passage(s) undertaken. Competitors are advised to maintain, and retain, an appropriate log of their qualifying passage(s), including GPS tracks and turning points, against the possibility of a challenge to the validity of the qualifying passage(s).

## 7. SCHEDULE

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- 7.1 Registration.** Competitors shall register their arrival in Falmouth at the race office located at the Royal Cornwall Yacht Club no later than 1100 on Friday 31 May 2019. The office will be open from 1000 to 1500 every day from Tuesday 28 May until after the race has started.

**7.2 Racing.** The first warning signal for the start from Falmouth will be made at 1150 on Saturday 1 June 2019. Classes will start in the order and at the times given in the sailing instructions. The first warning signal for the start of the return leg from Ponta Delgada will be made at 1350 on Tuesday 18 June 2019. However, no boat shall commence the return leg less than 24 hours after the time that they finish the first leg.

**7.3 Time Limit.** Boats which have not finished the return leg to Falmouth before Tuesday 16 July 2019 will be scored Did Not Finish (DNF). This changes RRS 35 and A5.

## 8. EQUIPMENT INSPECTION

The OA may inspect boats for compliance with the rules of the event. Inspection will take place in Falmouth before the start.

## 9. SAILING INSTRUCTIONS

The sailing instructions will be available on the event website no later than 1 May 2019.

## 10. THE COURSES

The course for the first leg will be from Falmouth to Ponta Delgada, Island of São Miguel, Azores. For the second leg it will be from Ponta Delgada to Falmouth. The total distance is approximately 2400nm.

## 11. COMMUNICATION

**11.1** The organising authority may communicate with competitors, including whilst racing, using satellite telephone systems or VHF radiotelephony. Channels and protocols to be used will be given not later than in the sailing instructions.

**11.2** A boat may, without infringing RRS 41, request or receive repetition of information communicated by the race committee, or be told whether or not a communication has been made.

**11.3** Information under RRS 41(c) shall include navigational, weather, tide or current information from any source which is available to all boats whether or not by payment of a fee or subscription, but shall not include information gathered or the subject of interpretation by, or any advice received from, any source not on board the boat and which is specific to the boat and her situation.

(a) By way of an example and interpretation, downloading charts, weather and/or tidal GRIB files from subscription services, or having such information passed to the boat in its pure form, is permitted **but receiving messages or information which is the result of interpretation as it applies to the boat is not permitted.**

This changes RRS 41(c).

## 12. PRIZES

Prizes, to be presented during the 2019 Southampton Boat Show, will include those listed below:

<b>The Henri-Lloyd Challenge Trophy</b>	The boat with the shortest aggregate elapsed time for both legs
<b>Pendennis Shipyard Trophy</b>	The boat with the shortest aggregate corrected time for both legs
<b>The Michael Allum Trophy</b>	The boat in Class 1 with the shortest aggregate corrected time for both legs
<b>The Prince of Wales Cup</b>	The boat in Class 2 with the shortest aggregate corrected time for both legs
<b>The Borough Members Cup</b>	The boat in Class 3 with the shortest aggregate corrected time for both legs
<b>The Warrington-Smythe Bowl</b>	The boat in Class 4 with the shortest aggregate corrected time for both legs
<b>The RCYC Tankard</b>	The boat, sailed single-handed on both legs, with the shortest aggregate corrected time.
<b>The Ben Pester Starfinder Globe</b>	The boat with the shortest corrected time on the outward leg

<b>The Visick Perpetual Trophy</b>	The boat, the crew of which are related, with the shortest aggregate corrected time. The decision of Mr P G Visick on the degree of kinship required for eligibility will be final.
<b>The John &amp; Sally May Trophy</b>	The Skipper and crew judged by the competitors to have contributed most to the Corinthian Spirit of the event
<b>The Hotels Association Trophy</b>	The boat in Class 1 with the shortest corrected time for the return leg
<b>The Falmouth Town Salver</b>	The boat in Class 2 with the shortest corrected time for the return leg
<b>The Falmouth Boat Marina Trophy</b>	The boat in Class 3 with the shortest corrected time for the return leg
<b>The Chamber of Commerce Trophy</b>	The boat in Class 4 with the shortest corrected time for the return leg

### 13. RISK STATEMENT

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Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- (a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- (b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- (d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- (e) The provision of a race management team, patrol boats, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities;
- (f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- (g) They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.

### 14. INSURANCE

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Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per event or the equivalent.

### 15. MEDIA RIGHTS

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Competitors automatically grant to the organising authority and any party to which it may delegate this right, without payment the right in perpetuity to make use and show (including via the internet), any motion pictures, still pictures, live, taped or filmed television or any other form of media, of or relating to the event.

### 16. FURTHER INFORMATION

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For further information please visit the event website [www.azab.co.uk](http://www.azab.co.uk) or contact the race office:  
Tel: +44 (0) 1326 312126, Fax: +44 (0) 1326 211614, e-mail: [azab@rcycevents.co.uk](mailto:azab@rcycevents.co.uk).

## APPENDIX TO AZAB 2019 NOTICE OF RACE

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### Grab Bag Supplementary Contents (NoR regulation 1.3(b))

The grab bag shall contain the following items in addition to the other items required by OSR Cat 1:

1. Watertight hand-held Electronic Position Fixing System (EPFS), e.g. GPS.
2. A combined 406MHz/121.5MHz or Type "E" EPIRB (see OSR 4.19.1).
3. If the liferaft does not have a second sea anchor in its pack, a second sea anchor (recommended standard ISO 17339) with swivel and >30m line of diameter >9.5mm.
4. If not in the liferaft pack, two safety tin openers (if appropriate).
5. If not in the liferaft pack, at least two tubes of sunscreen.
6. Hand-held satellite telephone with waterproof cover and internal batteries (permitted to be the satellite telephone to meet NoR regulation 1.4).
7. A high-intensity strobe light.
8. Medical supplies including any for pre-existing medical conditions of any crew member.
9. Spare unbreakable spectacles or spare contact lenses for any crew members needing them.
10. Wet notebook with captive pencil.
11. Sufficient additional flares to make up a total complement (liferaft pack plus grab bag) of: six red, SOLAS compliant, parachute flares; 3 white parachute flares; 2 orange, SOLAS compliant, smoke flares; and 6 cvalume-type light sticks.

## ATTACHMENT TO AZAB 2019 NOTICE OF RACE

### Calendar of key milestones in the event – for information only, not forming part of the notice of race

Date	Event	Comments
3 February 2017	First date for entry and payment of deposit	NoR regulations 3.2 and 5.2(c)
1 June 2017	First date for completing a qualifying voyage	NoR regulation 6.5
31 October 2018	Last date for publication by OA of the schedule of required information	NoR regulation 3.1(f)
31 January 2019	Last date for standard entry and payment of entry fee Last date for publication by OA of the form of declaration	NoR regulation 5.2(e) NoR regulation 3.1(d)
15 April 2019	Last date for submitting required information including copy of IRC certificate	NoR regulations 3.1(c) & 3.1(f)
1 May 2019	Last date for late entry and payment of associated fee Last day for self-certifying qualifying passages(s) Last date for receipt of the signed declaration	NoR regulations 3.3 and 5.2(b) NoR regulation 6.8 NoR regulation 3.1(e) The original, not a facsimile, copy or other image, must have been received at RCYC on or before this date.
4 May 2019	The OA will determine and publish the IRC TCC ranges for each class.  The sailing instructions will be published by this date	NoR regulation 4.1 Publication will be on the official noticeboard, on the website and by email to each competitor NoR regulation 9
28 May 2019	Race office at RCYC open from 1000 to 1500	NoR regulation 7.1
29 May 2019	Race office at RCYC open from 1000 to 1500	NoR regulation 7.1
30 May 2019	Race office at RCYC open from 1000 to 1500	NoR regulation 7.1
31 May 2019	Race office at RCYC open from 1000 to 1500 Entrants must have registered with the office by 1100 on this date Last date for amendments to required information relating to safety of the event	NoR regulation 7.1 NoR regulation 7.1 NoR regulation 3.1(f)
1 June 2019	Race office at RCYC open from 1000 to 1500. Start of Leg 1	NoR regulation 7.1 NoR regulation 7.2
18 June 2019	Start of Leg 2	NoR regulation 7.2
16 July 2019	Last day for finishing Leg 2	NoR regulation 7.3
September 2019	Prize-giving at Southampton Boat Show	NoR regulation 12