



# THE MAILASAIL AZORES & BACK RACE

## 3<sup>rd</sup> June 2023

### Falmouth, UK and Ponta Delgada, Azores

Organising Authority: RCYC Events Ltd <sup>Note<sup>1</sup></sup>,  
Falmouth, Cornwall, UK

## 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 2023 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 (RRS)*.
- (a) RRS 35 and A5 will be changed to introduce a time limit for boats to finish the return leg.
  - (b) RRS 41 will be changed to permit certain forms of outside help paid for by subscription or fee.
  - (c) 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.
  - (d) Sailing instructions may change other rules.
  - (e) 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 (IRPCS) for parts of the race.
  - (f) 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) 2022-2023 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 (2020-2021) edition of the OSR. If the OA becomes aware of changes to be made in the OSR for the 2022-2023 edition, which might have a significant effect on entrants' preparations, then the OA may issue notices to competitors.

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### Note <sup>1</sup>

RCYC Events Ltd. Registered office: Royal Cornwall Yacht Club, Falmouth, Cornwall TR11 2SP  
Registered in England and Wales No 07438291

1.4 In addition to OSR Category 1 requirements, competitors shall comply with the following OA regulations:

- (a) Each 406MHz EPIRB carried under OSR 4.19.1 shall have an internal GPS
- (b) 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.
- (c) Boats shall 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.

NOTE: A new OSR requirement due to commence 1<sup>st</sup> January 2022 is for a Structural Inspection Certification within 24 months of race start or following a grounding. This certification is to be submitted on the AZAB structural and rig certification certificate, which will be downloadable on the website from the latest date of 31<sup>st</sup> January 2022. An additional requirement on this form will be certification of a rig inspection by a competent person within 12 months prior to race start.

- 1.5 Boats shall carry and use a satellite tracking device that is compatible with the OA tracking system. If this tracking device is 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.
- 1.6 Boats shall register their details in the RYA SafeTrx Scheme <https://safetrx.rya.org.uk/>. (The AZAB passage *shall not* be entered as a journey through the App.)
- 1.7 Competitors will be temporary members of the Royal Cornwall Yacht Club for the duration of the event.
- 1.8 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 or multihull boats with hull length (World Sailing Equipment Rules of Sailing 2021-2024 paragraph D3.1) between 8.23m and 18.5m inclusive.
  - (b) are sailed either single-handed or two-handed. OR
  - (c) Boats with a total crew of three or four may enter and will start with the appropriate Class in 4.1 or 4.3 below. Prizes listed in 12. below are open only to single-handed or two-handed entries. Crewed entries will compete for keepsakes only. Separate single-handed/two-handed and crewed results will be published.
  - (d) All members of a boat's crew shall be aged eighteen years or over on 3<sup>rd</sup> June 2023.
  - (e) have a current and valid IRC rating (primary certificate or short-handed certificate) *or* MOCRA certificate on 3<sup>rd</sup> June 2023. Boats shall submit a copy of their IRC certificate *or* MOCRA certificate not later than 17<sup>th</sup> April 2023. 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.
  - (f) have produced to the OA a declaration in the form published on the event website not later than 3<sup>rd</sup> May 2023. The declaration form will be published not later than 31<sup>st</sup> March 2023.
  - (g) have paid the appropriate fees detailed in section 5 below no later than the dates given therein.
  - (h) have submitted the schedule of information given on the event entry forms (download from the website) no later than 17<sup>th</sup> April 2023. The schedule will be published no later than 31<sup>st</sup> October 2022. The OA may accept *amendments* to the schedule of information which are related to the safety of the event at any time before 2<sup>nd</sup> June 2023.
- 3.2 Eligible boats shall enter using the Expression of Interest form (download from the website [www.azab.co.uk](http://www.azab.co.uk) and emailed to [azab@rcycevents.co.uk](mailto:azab@rcycevents.co.uk) ). The entry is accepted by the OA only after paying the required fees detailed in section 5 below. Entries after 31<sup>st</sup> January 2023 will be classified as Late Entries.
- 3.3 Late Entries may be accepted, up to 3<sup>rd</sup> May 2023, 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(d) to (h) 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.

## 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 3<sup>rd</sup> May 2023 and will determine and publish the range of TCC for each class no later than 6<sup>th</sup> May 2023. For illustrative purposes, the classes for previous AZAB races 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.
- 4.3 Multihulls will race as one class.
- 4.4 Should the MOCRA 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.

## 5. FEES

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- 5.1 Payments shall be made following the instructions given in the entry section of the website. (Available from 1<sup>st</sup> April 2021)
- 5.2 Required fees are as follows:
- (a) The standard boat entry fee for the race is £780 including UK VAT. This covers the boat and the skipper. If the boat has a compatible tracking system installed (NOR 1.5), subject to approval of the device by the OA the boat entry fee will be discounted to £540 including UK VAT.
  - (b) For each additional member of crew, the fee is £360 including UK VAT.
  - (c) The fees are fixed and cover participation in the race, tracker hire, event dinner in Falmouth, other social events in Falmouth and Ponta Delgada, souvenir programme, and UK VAT.
  - (d) The additional charge for a Late Entry under regulation 3.3 is a single fee of £440 including UK VAT.
  - (e) On entering the event boats shall pay a non-refundable deposit of £350 including UK VAT. The date of this payment shall determine the rank of a boat in the list of entries.
  - (f) The balance of the entry fee shall be paid on 31<sup>st</sup> January 2023. 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.
  - (g) **Refunds.** No refunds of deposits will be given if a boat withdraws. If a boat withdraws having paid full fees then a case may be made to the OA for consideration of a refund of the fees above the deposit amount, made in writing (or email) stating the circumstances that have caused the withdrawal. The OA may make a full or partial refund accordingly on a case by case basis. The decision of the OA in this matter is final and may not be appealed.

## 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 or crewed in the race, the qualifying passage shall be completed two-handed or crewed by the same 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 or crewed in the other leg then two separate qualifying passages shall be completed, one single-handed and one two-handed or crewed as per regulation 6.3.
- 6.5 The qualifying passage(s) shall be completed after 3<sup>rd</sup> June 2021 and before 1<sup>st</sup> May 2023.
- 6.6 The distance sailed shall be measured as the shortest navigable distance between the start, finish and two other points, and include approximately equal distance beating to windward, reaching and running.

- 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 Participation in some specific offshore races prior to the event may be accepted as qualifying passages provided that all other requirements are also met. The acceptable races will be notified in the race notices section of the website when known. Requests for any race to be considered for qualifying must be submitted to the OA in writing (or email) with full details of the race and leg distances at least 30 days before the candidate race commences. If the race is determined to be a qualifier then it will be added to the listing on the website and the addition promulgated on social media.
- 6.9 No later than 3<sup>rd</sup> May 2023 competitors shall self-certify that they have completed the qualifying passage(s) or qualifying races 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). If a qualifying race is undertaken an official results sheet or Race OA statement is to be attached to the AZAB entry that shows evidence of entry of the boat in the race, the crew names and success in completion.

## 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 2<sup>nd</sup> June 2023. The office will be open from 1000 to 1500 every day from Tuesday 30<sup>th</sup> 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 3<sup>rd</sup> June 2023. 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 20<sup>th</sup> June 2023. 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 18<sup>th</sup> July 2023 will be scored Did Not Finish (DNF). This changes RRS 35 and A5.

## 8. EQUIPMENT INSPECTION

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The OA will inspect boats for compliance with the rules of the event. Inspection will take place in Falmouth before the start and all boats should anticipate that they will be inspected.

## 9. SAILING INSTRUCTIONS

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The sailing instructions will be available on the event website no later than 3<sup>rd</sup> May 2023.

## 10. THE COURSES

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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

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- 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.

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 2023 Southampton Boat Show:

<b>Prizes awarded to Single-Handed and Double Handed competitors [see 3.1 (b)] will include those listed below:</b>	
<b>The Henri-Lloyd Challenge Trophy</b>	The <i>monohull</i> boat with the shortest aggregate elapsed time for both legs
<b>Pendennis Shipyard Trophy</b>	The <i>monohull</i> 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 <i>monohull</i> boat, sailed single-handed on both legs, with the shortest aggregate corrected time.
<b>The Ben Pester Starfinder Globe</b>	The <i>monohull</i> 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
<b>Name to be announced</b>	The multihull with the shortest aggregate elapsed time for both legs
<b>Name to be announced</b>	The multihull with the shortest aggregate corrected time for both legs
<b>Name to be announced</b>	The multihull with the shortest corrected time for the outward leg
<b>Name to be announced</b>	The multihull with the shortest corrected time for the return leg

<b>Prizes awarded to competitors sailing Crewed Boats [see 3.1 (c)] will be keepsakes only:</b>	
<b>Prizes for this inaugural crewed AZAB class will be determined by race entry numbers and promulgated by an amendment to the NoR.</b>	
<b>Name to be announced</b>	The shortest aggregate corrected time for both legs
<b>Name to be announced</b>	The shortest corrected time for the outward leg
<b>Name to be announced</b>	The shortest corrected time for the return leg

### **13. RISK STATEMENT**

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RRS 3 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.
- (g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and in any information produced for the venue or event and to attend any safety briefing held for the event;

### **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 or €3,000,000 per event.

### **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 by emailing: [azab@rcycevents.co.uk](mailto:azab@rcycevents.co.uk)

## ATTACHMENT TO AZAB 2023 NOTICE OF RACE

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

Date	Event	Comments
1 <sup>st</sup> April 2021	First date for entry and payment of deposit	NoR regulations 3.2, 5.1 and 5.2 (e)
3 <sup>rd</sup> June 2021	First date for completing a qualifying voyage	NoR regulation 6.5
31 <sup>st</sup> October 2022	Last date for publication by OA of the schedule of required information	NoR regulation 3.1(f)
31 <sup>st</sup> January 2023	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)
17 <sup>th</sup> April 2019	Last date for submitting required information including copy of IRC certificate	NoR regulations 3.1(c) & 3.1(f)
3 <sup>rd</sup> May 2023	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.
6 <sup>th</sup> May 2023	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
30 <sup>th</sup> May 2023	Race office at RCYC open from 1000 to 1500	NoR regulation 7.1
31 <sup>st</sup> May 2023	Race office at RCYC open from 1000 to 1500	NoR regulation 7.1
1 <sup>st</sup> June 2023	Race office at RCYC open from 1000 to 1500	NoR regulation 7.1
2 <sup>nd</sup> June 2023	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)
3 <sup>rd</sup> June 2023	Race office at RCYC open from 1000 to 1500. Start of Leg 1	NoR regulation 7.1 NoR regulation 7.2
20 <sup>th</sup> June 2023	Start of Leg 2	NoR regulation 7.2
18 <sup>th</sup> July 2023	Last day for finishing Leg 2	NoR regulation 7.3
September 2023	Prize-giving at Southampton Boat Show	NoR regulation 12