THE 14TH AZORES & BACK RACE
2nd June to 20th July 2027

Falmouth, UK and Ponta Delgada, Azores

Organising Authority: RCYC Sailing Ltd,
Falmouth, Cornwall, UK
In conjunction with the Clube Naval de Ponta Delgada

NOTICE OF RACE
(including amendments 1, 2 & 3)

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 2027 should bear this in mind before they commit themselves to participating.

1 RULES

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 63.5(c) 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.

(g) Under World Sailing Test Rule DR21-01, the definition of Start will be changed in the SI so that boats that are over the line at or before the start shall carry on and receive a mandatory time penalty instead of returning to start properly.

1.2 IRC Rules, Parts A, B and C will apply.

1.3 World Sailing Offshore Special Regulations (OSR) 2026-2027 version 2 (published 05 June 2026, effective date 01 January 2027) will apply. The event is classified as a Category 1 event, supplemented by requirements of the organising authority (OA). Significant changes from the 2024-2025 OSR are summarised in Attachment 1 to this NoR.

(a) When details of Special Regulations cannot be met the Organising Authority may accept an alternative.

1.4 Potential competitors are reminded that the IRC Safety and Stability Screening numeral (SSS) is no longer accepted by the OSR for Category 1 events.

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

(a) The alternative means of identification required under OSR 4.01.2 shall be displayed on the port quarter.

(b) The grab bag (OSR 4.21) shall contain supplementary items listed in the Appendix to this NoR.

(c) ~~Each 406mHz EPIRB carried under OSR 4.19.2 shall have an internal GPS~~. Now OSR 4.19.3

(d) If a boat is to be sailed single-handed it shall be equipped with a radar target alarm system, and radar target enhancer per OSR 4.10.2.

(e) Boats shall ensure that their AIS transponder (OSR 3.29.7) is transmitting the name of the boat rather than just the MMSI, unless the equipment does not have this capability.

(f) A floating waterproof torch shall be available for use in the event of man overboard at night, which can be thrown into the sea as a marker.

(g) A combined harness and lifejacket shall be worn when on deck:

(1) between the hours of sunset and sunrise

(2) when alone on deck

(3) when reefed

(4) when the true wind speed is 25 knots or above

(5) when the visibility is less than 1 nautical mile.

(h) At night, each crew member shall carry a waterproof torch/light.

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 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.)~~ SafeTrx no longer operational.

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

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

3 ELIGIBILITY AND ENTRY

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 2025-2028 paragraph D3.1) between 8.23m and 18.5m inclusive.

(b) are sailed either single-handed or double-handed.

(c) ~~If sufficient expressions of interest are received for a race for three- or four-handed boats then the OA will consider running such a race over the same course and at the same time as AZAB 2027. Interested boats should expect to be required to comply with this NoR.~~ Insufficient interest.

(d) All members of a boat's crew shall be aged eighteen years or over on 6th June 2027.

(e) have a current and valid IRC rating (primary certificate or secondary certificate) or MOCRA certificate on 6th June 2027. Boats shall submit a copy of their IRC certificate or MOCRA certificate not later than 16th April 2027. 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 3rd May 2027. The declaration form will be published not later than 31st March 2027.

(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 (available on the website) no later than 16th April 2027. The schedule will be published no later than 31st October 2026. The OA may accept amendments to the schedule of information which are related to the safety of the event at any time before 5th June 2027.

3.2 It is unlikely that the marina in Ponta Delgada will commit to accommodate more than a maximum of **60** boats. To reserve your place please enter using the on-line form available on the website www.azab.co.uk and pay the required non-refundable deposit (see 5.2(e)). Entries will be ranked in

the order in which they pay the initial deposit and once 60 boats have done so, the OA will create a waiting list in case any entry withdraws.

3.3 Boats that are unable, for the moment, to commit to a deposit should complete the entry form to receive updates and other communications about the race. An unpaid entry form will not guarantee a place in the race or on the waiting list. Boats that have already completed the previous expression of interest form will continue to receive updates and other communications about the race

3.4 Entries after 31st January 2027 will be classified as Late Entries which may be accepted, up to 3rd May 2027, 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 (see 5.2(d)).

3.5 Entry will not be completed until boats have paid the full fee and have complied with 3.1(d) to (h) above and have completed registration in Falmouth.

4 CLASSES

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 and will determine and publish the range of TCC for each class on 6th May 2027. For illustrative purposes, the classes for AZAB 2023 were as follows:

(a) Class 1 – TCC greater than 1.159
(b) Class 2 – TCC from 1.017 to 1.159
(c) Class 3 – TCC from 0.970 to 1.016
(d) Class 4 – TCC less than 0.970.

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

5.1 Payments shall be made following the instructions given in the entry section of the website.

5.2 Required fees are as follows:

(a) The standard boat entry fee for the race is £950 plus UK VAT at the rate prevailing at the time of invoicing. This covers the boat and the skipper.

(b) For an additional member of crew, the fee is £300 plus UK VAT at the rate prevailing at the time of invoicing.

(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.

(d) The additional charge for a Late Entry under regulation 3.3 is a single fee of £365 plus UK VAT at the rate prevailing at the time of invoicing.

(e) On entering the event boats shall pay a non-refundable deposit of £475 plus UK VAT at the rate prevailing at the time of invoicing. 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 31st January 2027. 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 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

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, the qualifying passage shall be completed two-handed 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 in the other leg then two separate qualifying passages shall be completed, one single-handed and one two-handed per regulation 6.3.

6.5 The qualifying passage(s) shall be completed after 3rd June 2025 and before 1800 on 2nd June 2027.

6.6 The distance sailed shall be measured as the shortest navigable distance between the start, finish and no more than two other points.

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 Official Noticeboard on the website when known. Requests for any race to be considered for qualifying must be submitted to the OA in writing 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 3rd June 2027 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

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 5th June 2027. The office will be open from 1000 to 1500 every day from 2nd June until after the race has started.

7.2 **Racing**. The first warning signal for the start from Falmouth will be made at 1150 on 6th June 2027. 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 1250 on 21st June 2027. 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 21st July 2027 will be scored Did Not Finish (DNF). This changes RRS 35 and A5.

8 EQUIPMENT INSPECTION

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

The sailing instructions will be available on the event website no later than 6th May 2027.

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 OA 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 are the result of interpretation as it applies to the boat is not permitted.**

This changes RRS 41(c).

12 PRIZES

Prizes, to be presented (date and location to be confirmed):

Perpetual trophies awarded to Single-Handed and Double-Handed competitors will include those listed below:	
The Henri-Lloyd Challenge Trophy	The monohull boat with the shortest aggregate elapsed time for both legs
Pendennis Shipyard Trophy	The monohull boat with the shortest aggregate corrected time for both legs
The Michael Allum Trophy	The boat in Class 1 with the shortest aggregate corrected time for both legs
The Prince of Wales Cup	The boat in Class 2 with the shortest aggregate corrected time for both legs
The Borough Members Cup	The boat in Class 3 with the shortest aggregate corrected time for both legs
The Warrington-Smythe Bowl	The boat in Class 4 with the shortest aggregate corrected time for both legs
The RCYC Tankard	The monohull boat, sailed single-handed on both legs, with the shortest aggregate corrected time.
The Ben Pester Starfinder Globe	The monohull boat with the shortest corrected time on the outward leg
The Visick Perpetual Trophy	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.
The John & Sally May Trophy	The Skipper and crew judged by the competitors to have contributed most to the Corinthian Spirit of the event. (One vote per crew member)

The Organising OA will also award other trophies and keeper prizes as described in the SI.

13 RISK STATEMENT

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;

(h) 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

Each participating boat shall be adequately and suitably insured with valid third-party liability insurance before racing.

15 MEDIA RIGHTS

Competitors automatically grant to the OA 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

For further information please visit the event website www.azab.co.uk or contact the race office by emailing: azab@royalcornwallyachtclub.org.

APPENDIX 1

Grab Bag Supplementary Contents [NoR regulation 1.5(b)]

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

1. Watertight hand-held Electronic Position Fixing System (EPFS), e.g. GPS.
2. A 406MHz EPIRB (see OSR 4.19.3) (permitted to be the EPIRB to meet OSR 4.19.3).
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 1.3).
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 cyalume type light sticks~~

ATTACHMENT A TO AZAB 2027 NOTICE OF RACE

Significant changes introduced in the Offshore Special Regulations 2026-2027 version 2 published 05 June 2026 and effective 01 January 2027 – for information only, not forming part of the notice of race.

3.02 Watertight and Structural Integrity of a Boat

3.02.2

a) Structural Inspection – An inspection shall be conducted by an independent qualified person with the boat out of the water. Consult the owner's manual for any instructions for keel bolt checking and re tightening. See also ISO 12215-9 clause B.5. In addition, check that there are no visible stress cracks particularly around the keel, hull/keel attachment, hull appendages and other stress points, inside the hull, backing plates, bolting arrangements and keel floors. (See Appendix L – Model Keel and Rudder Inspection Procedure).

3.02.2

b) Non-Destructive Testing - Welded metal keels shall be examined by an independent qualified person using non-destructive testing techniques (such as dye penetrant, ultra-sonic, X-ray and other methods) to reveal any cracks or other defects in welds.

3.03 Hull Construction Standards (Scantlings)

3.03.1 A monohull with a series date after 2009

a) of less than 24 m (78'-9") LH shall meet the requirements of 3.03.1 b) or;…….

3.04 Stability - Monohulls

3.04.1 a) Compliant with ISO 12217-2a design category A. Where this compliance cannot be demonstrated, the boat may meet the requirements of OSR 3.04.2[b] or OSR 3.04.3[b].

[b] From 2027, this compliance shall be confirmed by having the actual displacement measured and by an inclining test.

3.29 Communications Equipment, GNSS, Radar, AIS

3.29.1 A hand-held marine VHF transceiver, with minimum 5 W output power, for each grab bag, watertight or with a waterproof cover. When not in use to be stowed in the grab bag (see OSR 4.21).

3.29.6

g) have an external speaker in the cockpit.

4.01 Search and Rescue Visibility

4.02.3 From 2027 (for Mo0,1) a 1 m² (11 ft²) area of highly visible pink, orange or yellow showing when the boat is inverted.

4.01 Flashlights and Searchlights

c) for boats with only two crewmembers, the searchlight detailed in 4.07 a) shall be accessible from the cockpit without having to go below deck.

4.19 EPIRBS

4.19.3 A 406 MHz EPIRB shall include an internal GNSS. If registered after 2026 it shall have the ability to transmit AIS.

4.27 Storm & Heavy-Weather Sail Specifications

4.27.1 Design

e) A storm jib may not be set in conjunction with any other sail set forwards of the forward mast spar.

4.27.4 A Storm Jib with:

e) no battens, and

5.01 Lifejacket

g) be of the appropriate size range for the crewmember as marked on the PFD, and

ATTACHMENT B TO AZAB 2027 NOTICE OF RACE

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

Date	Event	Comments
3rd June 2025	First date for completing a qualifying passage	NoR regulation 6.5
31st October 2026	Last date for publication by OA of the schedule of required information	NoR regulation 3.1(f)
31st January 2027	Last date for standard entry and payment of entry fee	NoR regulation 5.2(f)
31st March 2027	Last date for publication by OA of the form of declaration	NoR regulation 3.1(f)
16th April 2027	Last date for submitting required information including copy of IRC certificate	NoR regulations 3.1(e) & 3.1(h)
3rd May 2027	Last date for late entry and payment of associated fee Last date for receipt of the signed declaration	NoR regulations 3.3 and 5.2(d) NoR regulation 3.1(f) The original, not a facsimile, copy or other image, must have been received at RCYC on or before this date.
6th May 2027	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
2nd June 2027	Race office at RCYC open from 1000 to 1500 Qualifying passage(s) to be completed no later than 1800	NoR regulation 7.1 NoR regulation 6.5
3rd June 2027	Race office at RCYC open from 1000 to 1500 Last day for self-certifying qualifying passage(s)	NoR regulation 7.1 NoR regulation 6.9
4th June 2027	Race office at RCYC open from 1000 to 1500	NoR regulation 7.1
5th June 2027	Race office at RCYC open from 1000 to 1500 Entrants must have registered with the office by 1500 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(h)
6th June 2027	Race office at RCYC open from 1000 to 1500. Start of Leg 1	NoR regulation 7.1 NoR regulation 7.2
21st June 2027	Start of Leg 2	NoR regulation 7.2
21st July 2027	Last day for finishing Leg 2	NoR regulation 7.3
September 2027	Prize-giving (date and location to be confirmed)	NoR regulation 12