



THE ROYAL WESTERN YACHT CLUB OF ENGLAND
REAL CLUB NAUTICO de SAN SEBASTIAN

Armada Cup Plymouth to San Sebastian

Memorial Vicente Munilla

NOTICE OF RACE

SATURDAY 18th July 2026

Supported By
The Royal Western Yacht Club of England
Real Club Nautico de San Sebastian

The Royal Western Yacht Club of England Ltd. - Queen Anne's Battery - Plymouth PL4
OTW Secretariat: 01752 660077 – email: admin@rwyc.org web:
www.rwyc.org

ARMADA CUP RACE 2026
NOTICE OF RACE

1. ORGANISATION

- 1.1 The Organising Authority (OA) will be the Royal Western Yacht Club of England (RWYC).
- 1.2 The race will be run from the Royal Western Yacht Club of England in Plymouth, in association with Real Club Nautico de San Sebastian.

2. OBJECT

- 2.1 The Race is intended to be a sporting event and to provide a sailing challenge to Corinthian sailors over a traditional course. A test of skill and endurance; safer by modern design, innovation, standards and training but not without risk and the need for excellent seamanship.
- 2.2 It is a race for monohull and multihull boats around a course from Plymouth (UK) to San Sebastian (ES)

3. RULES

3.1 The event is governed by the rules and regulations set out below:

- 3.1.1. The World Sailing (WS) Racing Rules of Sailing (RRS) 2025-2028 as modified by Notice of Race (NoR)
- 3.1.2. The WS Offshore Special Regulations (OSR) 2024-2025 for Category 2 Races, except the regulations modified in NOR.
- 3.1.3. International Rules for the Prevention of Collisions at Sea Part B (Steering & Sailing) (COLREGS).
- 3.1.4. IRC, MOCRA and Class rules recognised by WS as appropriate. Restrictions on sails used do not apply.
- 3.1.5. The Dockyard Port of Plymouth Order 2020 (DPPO) and the Plymouth Local Notices to Mariners (PLNTM).
- 3.1.6. This NoR and any amendments.
- 3.1.7. The Sailing Instructions (SI).

3.2 The following RRS have been modified:

- 3.2.1. Part 2 (When Boats Meet): applies only inside the Dockyard Port of Plymouth after which they are replaced by Part B (Steering & Sailing) of COLREGS.
- 3.2.2. Under World Sailing Test Rule DR21-01, change the definition Start as follows:
Start A boat starts when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either
 - (a) at or after her starting signal, or
 - (b) during the last minute before her starting signal.

When a boat starts in accordance with item (b) of the definition Start, she shall not return to the pre-start side of the line, and the starting penalty shall be: 2 hours added to her elapsed time. This changes Rules 29.1, 30, A5.1
- 3.2.3. Rule 52 (Manual Power) is deleted.
- 3.2.4. Rule 55.2 (Spinnaker Poles and Whisker Poles): shall not apply at any time.
- 3.2.5. Rule 56.2 (Traffic Separation Schemes) is changed to:
 - 56.2 (a) A Traffic Separation Scheme (TSS) shall be understood to mean an area shown on a nautical chart, or in the notice of race, as a TSS.
 - (b) A boat shall not enter a TSS and, while near a TSS, shall not impede, or present a threat of impeding, a vessel using a TSS traffic lane.
- 3.2.6. Rule 60 (Protest requirements) modified in the SIs.
- 3.2.7. Rule 61 (Redress) modified in the SIs
- 3.2.8. Rule 63 (Hearings) modified in the SIs
- 3.2.9. Rule 63.5 (Decisions) modified in the SIs

3.3 The following OSR have been modified:

- 3.3.1. Regulation 3.28 (Propulsion Engines): Outboard engines in multihulls less than 12m (39ft 3ins) LOA (OSR 3.28.2) shall be permanently installed.
- 3.3.2. Regulation 3.29.7 (AIS): After "an AIS transponder" Add " , which has an audible alarm and which shall be transmitting throughout the Race, and "

3.4 The following IRC rule has been modified:

- 3.4.1 Rule 15 (Manual Power) shall not apply

The 2024-2025 OSR Category 2 Regulations shall be followed as closely as possible. Where, by reason of novel or unorthodox design, a boat is unable to comply, a request for dispensation shall be made to the OA.

4. SCHEDULE

- 4.1 Entries will open on October 1st 2025
- 4.2 The Entry Date by which all entries must be received is 1st July 2026.
- 4.3 The Closing Date by which the boat and crew(s) must have all required documents submitted, and payments made in full is 7th July 2026
- 4.4 Registration must be completed by 17th July 2026.
- 4.5 The Person in Charge must attend the Skippers Briefing at 0900, 18th July 2026.
- 4.6 The Start of the Race will be at 1200 British Summer Time (BST) on 18th July 2026.
- 4.7 Prize Giving will be at the Real Club Nautico de San Sebastian on July 25th 2026.

5. ELIGIBILITY

- 5.1 The Armada Cup Race sails through waters at times unpredictable. Every crew member must have experience of sailing a boat offshore and be prepared to encounter heavy weather. Competitors may be required to provide evidence of their offshore experience.
- 5.2 The Race is open to cruising and racing boats of any type or nationality, with a minimum LOA of 27ft (8.23m) and a maximum LOA of 70ft (21.34m).
- 5.3 The boats may be monohull or multihull, race rated (IRC or MOCRA)
- 5.4 Depending on the number rated entries, the boats may be split into Classes.
If there are five or more entries of the same Open or One Design Class, the OA may provide a separate class. If an Open or One Design Class is provided, a boat entered in that class shall not be eligible to compete in an IRC /MOCRA Class.
- 5.5 All vessels will remain in compliance with Category 2 Training - Section 6 of RRS
- 5.6 Each boat shall have Third Party Liability insurance cover to a minimum of £2,000,000 or foreign currency equivalent.
- 5.7 All boats shall be liable to a spot check at any stage.
- 5.8 Neither the setting of this eligibility nor the acceptance of an entry by the RWYC implies any warranty by the RWYC that a crew's experience or boat is in fact adequate.

6. ENTRY

- 6.1 A Skipper may reserve a place in the Race by completing an Entry Form and sending it to the OA.
Submission of an entry will not guarantee a place in a race; all other entry requirements must be completed to the satisfaction of the OA.
- 6.2 The full race entry fee of **£100** shall be paid on entry – which is non-refundable after 18th June 2026
- 6.3 Payment of the full race entry fee shall be received by the OA on or before the Closing Date of 7st July 2026 6.4
Payment may be made via the online payment system or bank transfer
- 6.5 The entry application shall include:
 - 6.5.1. A digital photograph of the Skipper for safety, security and publicity purposes (minimum of 1MB).
 - 6.5.2. A digital photograph of the boat under sail for safety, security and publicity purposes (minimum of 1MB).
 - 6.5.3. One hundred words in English each about the Skipper and the boat which may be used in the race programme, website and for publicity purposes.
- 6.6 A crew list must be submitted by the Closing Date. Any changes to the list must be requested in writing to the OA.
- 6.7 A Skipper whose entry is rejected by the OA will be informed of the reason as soon as possible and the Entry Fees paid returned. The decision of the OA to reject an entry shall be final. In the event of rejection, payment shall be limited to the return of the Entry Fees paid less the deposit
- 6.8 Cancellations and Refunds
Cancellations before the Closing Date will be eligible for a refund of the race entry fee, except for a 25% deposit which is non-refundable.
- 6.9 The fees shall be paid, in pounds sterling via the online payment system, or bank transfer to:
Account Name: The Royal Western Yacht Club
Bank Name: Lloyds TSB, Royal Parade, Plymouth, PL1 1DS, UK
Sort Code: 30 96 68
Account Number: 05057296
IBAN: GB37 LOYD 3096 6805 0572 96
BIC: LOYDGB21082

7. ACCEPTANCE CERTIFICATES

7.1 Competitors who have satisfied/completed the following requirements by the Closing Date will be accepted to race: a.

Entry Fee is paid

- b. Third Party Liability Insurance
- c. Current IRC / MOCRA Class Certificate as appropriate. Changes to IRC/ MOCRA ratings will be accepted to 7th July 2026, after which no changes will be accepted except to correct Rule Authority or Rating Authority errors.
- d. Approved Offshore Personal Survival Training Certificate
- e. National authority approved First Aid Certificate
- f. Life-raft Certificate
- g. EPIRB (406) Registration Certificate and PLB Certificate if carried
- h. OSR Checklist
- i. Evidence of Structural (Keel and Rudder) Inspection as specified in OSR 3.02 and appendix L carried out by a qualified person

At registration the Person in Charge shall confirm and sign the following:

- j. Offshore Race Information Form (completed by OA)
- k. Race Declaration

7.2 If an entry is not accepted in accordance with NoR 7 by 17th July 2026, the boat will not be allowed to start and the Entry Fee will be forfeit.

7.3 The Person in Charge shall, by Closing Date, complete an Offshore Special Regulations (OSR) Checklist Category 2. An amended checklist is required if changes are made to the equipment onboard or the yacht changes ownership or charterer.

7.4 No boat will be permitted to race unless the Person in Charge has, before the start of the race, signed a declaration acknowledging their Responsibilities (NoR 13) and confirming their conformance to the Rules in person at the RWYC office.

8. PENALTIES

8.1 Time penalties may be applied by the OA for Rule infringements. This changes rule A5.1 Where a boat is found to have broken a rule by the Protest Committee (PC) her penalty may be less than disqualification and may be a percentage time penalty or a defined time penalty added to her elapsed time.

9. COMMUNICATIONS

9.1 An entrant who retires or makes an unscheduled stop shall inform the OA as soon as possible via email, and ensuring that a response confirming receipt is received.

10. ADVERTISING

10.1 When boats are at the pontoon, Skippers are authorised to hoist in their stays pennants or flags of different size with the boat's name, logos and brands.

10.2 Boats may be required to display race flags provided by the OA in their rigging.

11. DECLARATIONS

11.1 Immediately after at the finish, each Skipper shall hand in to the Local Race Officer a completed official declaration form. The arrival time, and the name of the yacht ahead and astern when these are known, should be recorded.

12. PRIZES

12.1 Prizes will be awarded to the overall winners for both Monohulls and Multihulls in each Class on the following scale:

No of starters in each class	3	4-6	7-11	12+
No of prizes	1	2	3	4

12.2 A special prize will be awarded for the boat with the highest number of female crew

12.3 Additional prizes may be awarded by a Race Sponsor.

13. RESPONSIBILITY

13.1 Rule 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.” and Special Regulation 1.02.1 begins: “The safety of a yacht and her crew is the sole and inescapable responsibility of the Person in Charge....”

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 if any, 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) 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 information produced for the venue or event and to attend any safety briefing held for the event.

14. DISCLAIMER OF LIABILITY

14.1 A boat is entirely responsible for her own safety, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility.

14.2 It is for a boat to decide whether she is fit to sail in the conditions in which she will find herself. By launching, or going to sea, the boat confirms that she is fit for those conditions and her crew is competent to sail and compete in them.

14.3 Nothing done by the organisers can reduce the responsibility of a boat nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat taking part in the racing.

The organisers encompass everyone helping to run the race and the event, and include the Organising Authority, host Yacht Clubs, the Sponsor, the Race Committee, the race officer, patrol boats and berthing masters.

15. APPLICABLE LAW

15.1 These Rules shall be interpreted in accordance with the Laws of England and the Organising Authority submit, or will submit, themselves only to the jurisdiction of the Courts of England as may be necessary to permit the resolution of legal actions with regard to these Rules, the conduct and organisation of the Race.

16. MEDIA RIGHTS

16.1 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 the internet), any motion pictures, live taped or filmed or any other form of media, relating to the event.

17. FURTHER INFORMATION

17.1 For further information please consult the website at www.rwyc.org or contact

Race Director
Royal Western Yacht Club of England
Queen Anne’s Battery
Plymouth PL4 0TW
Tel. (01752) 660077
e-mail: admin@rwyc.org