

Event Notice of Race

British Keelboat League 2026

www.britishkeelboatleague.co.uk



BKL Queen Mary

Queen Mary Sailing Club, Ashford Road, TW15 1UA

24th & 25th January

- The Organising Authority (OA) is Queen Mary Sailing Club

Introduction

- The British Keelboat League is a nationwide competition leading to the Sailing Champions League.
- The British Keelboat League Queen Mary Qualifier will take place between 24th and 25th January 2026 at Queen Mary Sailing Club
- This qualifying event forms part of the British Keelboat League Series 2025. The competition is open to Teams or Clubs to compete in qualifying events for invitation to the Series Final.
- The Event will be sailed in RS21 type keelboats supplied by the Organising Authority.
- There will be more Teams than boats at each event with each Team being scheduled to race in a selection of races against as many different Teams as equitably possible.
- Details and entry for other BKL Qualification Events is available via www.britishkeelboatleague.co.uk.
- Details and entry for the BKL Series Final is available via events.ksail.co.uk/2026/BKLFinal/.
- The RYA Racing Charter is in effect and competitors are expected to sail in compliance with it. The Charter can be found at the front of the RYA edition of the Racing Rules of Sailing (the yellow pages after the definitions), or on the RYA website at [Rules | Racing](#).

Rules

- The event will be governed by the Rules as defined in The Racing Rules of Sailing (RRS) and [local byelaws](#).
- Bye-law 14 – Parking: Boats associated with cars parked on the upper (clubhouse) level during a race will be disqualified from that race without a hearing. This changes RRS 60.5(b) and A5.1.
- Races will be umpired; rule changes can be found in Appendix UF - British Keelboat League Edition.
- RRS 40.1 applies, changed to read as follows: “All persons shall at all times when afloat, on the pontoons or on the sloping banks of the reservoir wear a personal flotation device appropriate to their weight. A wetsuit or drysuit does not constitute a personal flotation device.” Failure to comply with RRS 40.1 as changed will result in disqualification without a hearing. This changes RRS 60.5(b) and A5.1.

Event Details

- These are published at [Queen Mary Keelboat Events](#).
- Additional information may also be available at www.britishkeelboatleague.co.uk or the kSail Results Service at events.ksail.co.uk.

Entry

- The Entry fee shall be £445 early bird price, available until January 14th 2359. Full Price will be £495.
- Entries and Entry Fee payment should be made using the online entry form available at [Queen Mary Keelboat Events](#) by no later than 2359 on 21st January 2026.
- A minimum of 6 entries and a maximum of 12 entries will be accepted on a first come first served basis.
- Late or Additional entries may be accepted at the sole discretion of the Organising Authority.

- Teams will forfeit their entry fee if an entry is withdrawn within 14 days of the start of the event.

Eligibility

- The number of crew, including helm, is between 4, including Helm and 5, including Helm. There are no weight limits.

Teams will compete using a team name, this can be a club, class association, school, university, or a name that has relevance to the team.

- Gender Requirements:

Crews shall have no more than 3 male sailors on board at any time.

- All crew under 18 years of age must provide a completed parent/guardian consent form by the end of registration

Event Format and Schedule

- Registration will be on January 24th, 2026, 0830-0855 at Queen Mary Sailing Club.
- A briefing for competitors will be held at 0900 in front of the club house.
- The first warning signal will not be before 0957.
- On the final day of racing, it is anticipated that races won't be started after 1600.

Scoring

- Races will be scored using a High Point System as defined in the SI's. There will be no discards.

Sailing Instructions

- Sailing Instructions will be available at registration and posted on the online official notice board which is located at the [Online ONB Location](#).

• Damage

By entering, Teams agree to be bound by the damage requirements as found in NoR Appendix A.

A damage deposit for £1000 is required at registration and before a team may sail. When a team is assessed as liable for damage, it may be required to restore the deposit to the original value before the team may sail another event boat.

Damage costs attributed to competitors generally or to an unidentified team will be attributed equally between all teams.

• Prizes and Onward Qualification

Prizes and mementos will be awarded to the three highest ranked Crews.

Additional trophies and prizes may be awarded at the discretion of the OA.

Qualification to the Series Final

The highest ranked team where all crew are in full time education, aged under 25 and the skipper is over 15 on 1st January 2026 will receive invitation to the Series Final.

Additionally, the two highest ranked teams that meet the Series Final entry requirements, will receive invitations to enter the Series Final

Invitations to the Series Final shall be accepted within 28 days of the end of the relevant qualification event. Invitations not accepted by this time will be assumed to have been declined and the invitation will be issued to the next ranked team from the same qualification event.

Additional invitations for wildcard entries to the Series Final may be issued at the sole discretion of the Organising Authority of the Series Final.

1. •Advertising and Sponsorship

- 1.1. •Boats may be required to display advertising chosen and supplied by the OA.
- 1.2. •The organising authority may provide bibs that competitors are required to wear as permitted by the World Sailing Advertising Code.

2. •Support Boats

- 2.1. Support boats will only be allowed at the discretion of the OA and shall be clearly marked to identify the club they are supporting. Requests to launch must be made to the OA by the entry deadline for the event.

3. •Media, Data Protection and Privacy Statement

- 3.1. When required, supplied media personnel, equipment or dummies shall be carried on board while racing.
- 3.2. Any member of a Crew may be required to wear provided devices that may record, transmit or provide two way communication and; will make themselves available for interviews when requested by OA.
- 3.3. Competitors shall not interfere with the normal working of supplied media equipment.
- 3.4. The personal information you provide to the Organising Authority will be used to facilitate your participation in the event and may be shared with the British Keelboat League and other third party organisations; a list of whom may be obtained by contacting the Organising Authority. If you have agreed to be bound by the Racing Rules of Sailing and the other rules that govern the event (the rules), the legal basis for processing that personal information is contract. If you are not bound by the rules, the legal basis for processing that personal information is legitimate interest. Your personal information will be stored and used in accordance with the Organising Authority's privacy policy. When required by the rules, personal information may be shared with the RYA, your national authority and/or World Sailing. The results of the event and the outcome of any hearing or appeal may be published.
- 3.5. By participating in this event competitors automatically grant to the Organising Authority the right in perpetuity to make use and show at their discretion any photography, audio and video recordings and other reproductions of them made at the venue or on the water from the time of their arrival at the venue until their final departure, without compensation.

4. •Risk Statement

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".

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk.

- 4.1. By taking part in the event, every 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) the provision of a race management team, patrol boats, umpires and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
 - (e) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
 - (f) 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.
 - (g) It is their responsibility to ensure that they are familiar with the type of boat used, and the supplied equipment and are suitably experienced with its operation.
 - (h) It is their responsibility for ensuring all supplied equipment is carried on board.
 - (i) They are fit to sail and that they believe the boat and crew are capable of competing in the anticipated conditions.

5. •Cancellation Policy

Should the event be cancelled, the OA will attempt to rearrange, if this is not possible a refund will be issued to effected entries less any expenses already incurred.

6. •Membership and Liability

- 6.1. All visiting competitors will be deemed temporary members of Queen Mary Sailing Club during the event and as such shall abide by all the Club's rules and [bye-laws](#).

- 6.2. All Users (as defined in the Club bye-laws) use the Club premises and other facilities of the Club entirely at their own risk and by doing so accept that: the Club will not accept any liability for any damage to or loss of property belonging to any User; the Club will not accept any liability for personal injury arising out of use of the Club premises or any other facilities of the Club, or out of participation in any race organised by the Club, by whosoever sustained or caused, whether or not such damage or injury could have been attributed to, or contributed to or was occasioned by the neglect, default or negligence of any of the officers, committees, Members or servants of the Club.
- 6.3. Before inviting any guests or visitors onto the premises or to participate in events organised by the Club, Members will draw attention to this rule.

Appendix A - DAMAGE AND LIABILITY

CHARGES

The charges below are all applicable where it is obvious that damage or loss was caused due to misuse by the user

Damage - Definition - Cost

- Hull Gel coat or capping nicks £50.00
- Minor hull damage not requiring lamination £100.00
- Minor damage requiring lamination £200.00
- Major damage or new capping full cost of repair up to £800.00
- Deck Minor damage £50.00
- Major damage full cost of repair up to £500.00
- Sail damage Rips smaller than 10cm £25.00
- Rips larger than 10cm up to 40cm £50.00
- Rips larger than 40cm full cost of repair up to £500.00
- Sail write off full cost of replacement up to £800.00
- Asymmetric Spinnaker write off full cost of replacement up to £800.00
- Flags Loss £20.00
- Sheets Damage or loss (per sheet) £30.00
- Spinnaker pole End fitting damage (per fitting) £50.00
- Pole break £150.00
- Deck fitting Damage or loss - full cost of replacement up to £800.00
- Hatches Minor damage £50.00
- Major damage - full cost of replacement up to £800.00
- Radios Loss £150.00
- Buoyancy aids Loss £40.00
- Tiller extension Break £100.00
- Spinnaker bag replacement £150.00