



<https://www.royalcork.com/kingstown-to-queenstown-race/>

The

Organising Authority (“OA”) are ISORA & SCORA in association with The National Yacht Club & The Royal Cork Yacht Club. The Kingstown to Queenstown Race (K2Q Race) is a 260-mile offshore race that will start in Dun Laoghaire (formerly Kingstown) and finish in Cork Harbour at Cobh (formerly Queenstown)

In 1860 the first ever ocean yacht race on Irish Waters was held from Kingstown (now Dun Laoghaire) to Queenstown (now Cobh). It is reported that the winner of the race was paid a prize of £15 at the time and all competing boat got a bursary of 10/6 each. The winner of the first race was a Schooner “Kingfisher” owned by Cooper Penrose Esq. The race was held on the 14th of July 1860 and had sixteen boats racing.

Please see link to Afloat article written by WM Nixon with history on this wonderful race that we look forward to hosting in 2022! [CLICK HERE](#)

This year, the overall IRC winner of this, the oldest ocean yacht race in Irish Waters, will be awarded a beautiful Trophy and a prize of a cheque for €15, mounted and framed and presented

Please see race website for further details:

www.royalcork.com/kingstown-to-queenstown-race/

Friday 1st July 2022

NOTICE OF RACE

1. RULES AND REGULATIONS

1.1 Racing Rules of Sailing

The race will be governed by the rules as defined in the Racing Rules of Sailing (RRS). The prescriptions of Irish Sailing will apply, the IRC Rating Rule 2022, the rules of SCORA, the rules of ECHO, the Sailing Instructions (“SIs”) of this race and any amendments thereto. In the event of a conflict, the Sailing Instructions shall prevail.

1.2 Offshore Special Regulations

The World Sailing Offshore Special Regulations (OSR), Monohulls Cat 3 with Category 2 Life Raft and any Amendments thereto will apply. Where Offshore Special Regulations cannot be met, the OA may accept an alternative. Each yacht is also required to have on-board a Category 2 life raft of sufficient size to cater for the total number of crew on-board and hold a valid in-date service certificate for the raft. Where Offshore Special Regulations cannot be met, the OA may accept an alternative. Please note amendments to the regulations that are effective from 1st January 2022 (for example rules 3.02.2, 3.02.3 and 3.02.4 which relate to the requirement for an out of the water structural inspection).

1.3 IRPCAS

Between local sunset and sunrise, the rules of RRS Part 2 shall cease to be applicable and shall be replaced IRPCAS (International Regulations for Preventing Collisions at Sea). Between the times of local sunrise and sunset, a boat shall take a scoring penalty as detailed in the Sailing Instructions.

1.4 Advertising

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

2. ELIGIBILITY

2.1 Boat & Crew

The race is open to seaworthy boats which comply with the Rules and Regulations described in this Notice of Race and which are manned by an adequate number of experienced crew who are physically fit to face bad weather and which: -

- i) are of monohull construction with a minimum length overall of 30ft;
- ii) have a valid 2022 IRC Rating certificate issued no later than 1700hrs on Wednesday 29th June 2022;
- iii) have a minimum SSS Numeral of 15 or STIX of 23;
- iv) comply with the requirements of the World Sailing Offshore Special Regulations (OSR) 2022-2023 for races of OSR Category 3 Monohulls with a Category 2 life raft and AIS Transponder;



2.2 Race Sub Divisions

There will be IRC/ECHO Racing & IRC/ECHO Double Handed within the Race. All boats will be scored in IRC/ECHO overall and their IRC/ECHO sub-divisions. For non-Irish boats, ECHO Ratings will be assigned by the QA.

There will be racing for three classes – IRC Class Zero, Class 1 and Class 2 in the series. IRC/ECHO Splits will be provided in advance of the race.

2.3 Minimum Crew numbers

The minimum crew on any boat shall be three apart from boats entered in the Double-Handed Class.

2.5 Number of crew and Weight

Crew numbers shall be limited to the maximum capacity of the liferaft carried on the boat but shall not exceed the crew number on the IRC Certificate.

2.6 Automatic Steering – Double Handed

Automatic or wind-vane steering is permitted (changes RRS 52) in all classes.

2.7 Double Handed

Double Handed Entries must satisfy the OA that they have suitable and adequate experience and that their boat is appropriately organised for two-handed sailing.

2.8 Rating Deadline

Entrants shall email a copy of the boat's 2022 IRC certificate to daragh.connolly@gmail.com. Changes to Ratings and Class certificates will only be accepted after the Rating Deadline (1700hrs on Wednesday 29th June 2022) in exceptional circumstances at the discretion of the OA.

3. OSR COMPLIANCE

Under RRS 3 the responsibility for a boat's decision to participate in a race or continue racing is hers alone. The safety of a boat and her crew is the sole and inescapable responsibility of the Person in Charge who shall do their best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face bad weather. The person in charge shall also assign a person to take over their responsibilities in the event of their incapacitation.

1.02.2 Neither the establishment of the Offshore Sailing Regulations (OSR), nor their use by Organising Authorities, nor the inspection of a boat under the OSR, in any way limits or reduces the complete and unlimited responsibility of the Person in Charge. Responsibility for compliance rests with the Person in Charge. However, the QA will endeavour to help Competitors to understand the OSR and reserves the right to conduct an OSR inspection on any boat at any time. The entrant shall complete an OSR Category 3 Checklist ([CLICK HERE](#)) and declaration stating that the boat complies with the World Sailing Special Offshore Regulations and return to daragh.connolly@gmail.com by Wednesday 29th June 2021 1700hrs.



4. ENTRY and FEES

4.1 Entry Limit

The total number of entries in the Race is restricted to 50 boats. The OA may increase this at its sole discretion.

4.2 Entry Fee

Entries & payment of eligible boats shall be made online through <https://www.royalcork.com/kingstown-to-queenstown-race/>

[Entry Form Click Here](#) paying the entry fee of €150.

4.3 Late Entry

Entries after the Closing Date and at least 48 hours before the start may be accepted on payment of an additional sum of half the standard entry fee.

4.4 Entry Cancellation

Cancellations by competitors before the 15th June 2022 will be eligible for a full refund of the race entry fee. Cancellations after 15th June 2022 will be eligible for a refund of 50% of the standard race entry fee.

4.5 COVID-19 – Cancellation

After entry applications are opened and until the start of the event the OA will monitor the novel coronavirus (COVID-19) pandemic or other potential disruptions to the event and, having regard for the health and safety of all participants as well as any government mandated conditions on gatherings that affect participation in or conduct of the Race, may at its sole discretion cancel the Race, reject or cancel entries at its absolute discretion, limit the number of entries or restrict the entries from a region. In this event, the OA may use the date order of receipt of entry to determine the cancelled entries if limiting the number of entries. The OA may make any other decision deemed necessary in the circumstances.

The entry fee will be refunded in full should the OA cancel or reject an entry.

4.6 Crew List

The Person in Charge will be required to file a crew list and emergency shore contact details [Click Here to complete form](#). A boat shall not sail with a crew member whose personal details and emergency contact details are returned online.

5. SCHEDULE

Thursday 30th June

1900-2100 Registration – The National Yacht Club

Friday 1st July

0845 Briefing

1100 Race Warning Signal



Sunday 3rd July

1400 Prizegiving – Royal Cork Yacht Club

6. SAILING INSTRUCTIONS

Sailing Instructions will be available on the Event website [\(Click Here\)](#) by 20.06.22

7. THE COURSE

The course shall be from the start in the vicinity of Dun Laoghaire (Kingstown) Harbour and will pass the Muglin, Tusker lighthouses, Conningbeg buoy and The Fastnet lighthouse to Starboard before returning to Cork Harbour and passing the Cork Buoy to Port, finishing between Navigation Mark No 20 and Cobh flagstaff (flagpole) (51° 51.066'N 8° 17.687'W) Queenstown

Please complete Declaration form on finishing [Click Here](#) and provide the same to the QA on arrival.

8. TAKING A PENALTY (RRS 44)

The penalty for breaking a rule of RRS Part 2 shall be a Two Turns Penalty as permitted and described in RRS 44.2. When the right-of-way rules of IRPCAS apply (between the hours of local sunset and local sunrise), the penalty for a breach shall be a scoring penalty in accordance with RRS 44.3. Penalties shall be 10 minutes added to a boat's corrected time. A scoring penalty shall be declared on the boat's Declaration Form. This adds to RRS 44.3.

9. COMMUNICATION, TRACKERS, AIS

Boats shall carry a YB Tracker Unit supplied by the organising authority for the duration of the race. The provision of the tracker is included in the entry fee. Competitors are responsible for any damage or loss of the YB tracker. The replacement cost is €500. Further details will be provided on the event website in due course

Boats shall carry an AIS Transponder. Competitors shall ensure that the racing name of the boat is transmitted rather than just the MMSI number. Competitors must ensure that their AIS Transponder is switched on at all times during the race i.e. transmitting and receiving. Problems that arise with the AIS that prevents it transmitting or receiving must be declared as part of the Race Declaration.

10. RRS 41 – OUTSIDE HELP Rule

41(c) is replaced by:-

“A boat shall not receive help from any outside source, except (c) help in the form of information which is freely available to all boats, which 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 any 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 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.

11. PRIZES

Prizes will be awarded as follows:-



- Line Honours
- IRC Overall Winner – K2Q Trophy Winner
- 1st, 2nd & 3rd in IRC/ECHO Overall, Class 0, 1 & 2.
- 1st, 2nd & 3rd IRC/ECHO Double handed

The QA will operate a One Boat, One Prize System .

12. SAFETY AND LIFE SAVING EQUIPMENT

Competitors' attention is drawn to RRS 1.2 life-saving equipment: "Each Competitor is individually responsible for wearing a personal flotation device adequate for the conditions."

However, a combined Lifejacket and Harness shall be worn when on deck:

- Between the hours of sunset and sunrise
- When alone on deck
- When reefed
- When the true wind speed is 25 knots or above
- When the visibility is less than 1 nautical mile

See also [Special Regulation 5.02. 2022-2023](#)

13. DISCLAIMER OF LIABILITY/RISK STATEMENT

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the race.

Yacht racing can be dangerous. The attention of Persons in Charge is drawn to RRS Fundamental Rule 4: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone" and to Special Regulation 1.02.1 which 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 inherently involves an element of risk. By taking part in the race, 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 omission;
- 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 and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- f) they are responsible for ensuring that their boat is equipped and seaworthy so as 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, in date and familiar to the crew



14. INSURANCE

It is the duty of each boat owner to have his/her boat adequately insured against any risk, including civil responsibility to third parties and to ensure that such insurance remains valid for the entirety of the K2Q Race.

15. COVID Statement

By taking part in the race, each competitor agrees and acknowledges that they are responsible for complying with any regulations in force from time to time in respect of COVID-19 and for complying with the National Yacht Club and Royal Cork Yacht Club COVID-19 procedures, should there be any at the time. Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct. Reasonable actions by event officials to implement COVID-19 guidance, protocols or legislation, even if they later prove to have been unnecessary, are not improper actions or omissions.

16. FURTHER INFORMATION

For further information please contact

Daragh Connolly

Commodore SCORA –

Club Royal Cork Yacht Club - Daragh.connolly@gmail.com

Peter Ryan

Chairman ISORA –

Club National Yacht Club - chair@isora.org

Website <https://www.royalcork.com/kingstown-to-queenstown-race/>

