



incorporating
the COMET WHEEL series

ISORA

RACEWEEK 1978

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1st-7th July.
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Racing Association
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(Incorporating The Comet Wheel Series)
at Holyhead, North Wales 1st — 7th July, 1978

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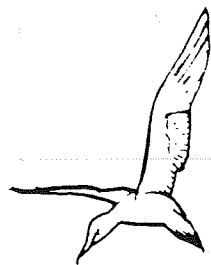
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REGATTA WILL BE BASED AT ROTHESAY,
ISLE OF BUTE FROM FRIDAY 29th JUNE TO
SATURDAY 7th JULY 1979

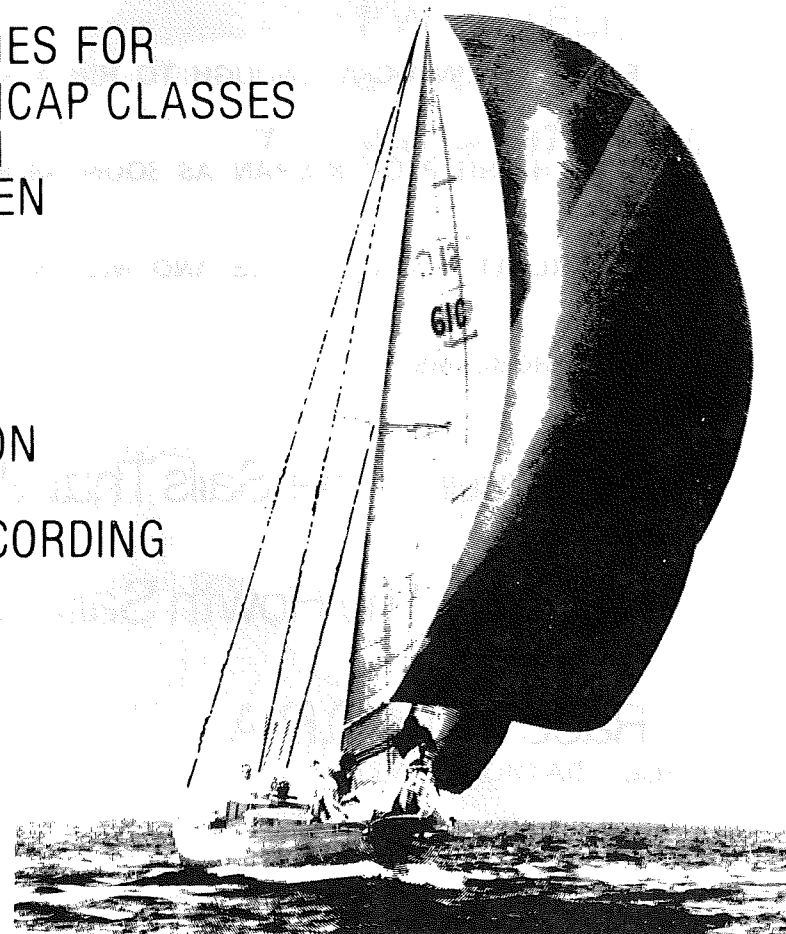
PROPOSED PRINCIPAL EVENTS

- COMET WHEEL SERIES — I.O.R. DIVISIONS & LEVEL RATING CLASSES
- EUROPEAN CHAMPIONSHIP — INTERNATIONAL ETCHELLS 22
- SCOTTISH AREA CHAMPIONSHIP — INTERNATIONAL SOLING

ADDITIONAL EVENTS

- INCLUDE A ONE WEEK SERIES FOR "CRUISER RACER" HANDICAP CLASSES
- INTERNATIONAL DRAGON
- NATIONAL FLYING FIFTEEN
- PIPER O.D.
- LOCH LONG O.D.
- GARELOCH O.D.
- PLEIAD O.D.
- MOTOR YACHT COMPETITION
- DINGHY CHAMPIONSHIPS
- OTHER CLASS EVENTS ACCORDING TO DEMAND

Information from:
I. P. C. MACKENZIE
HON. REGATTA SECRETARY
THE CLUBHOUSE
ASHTON
GOUROCK
RENFREWSHIRE



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The Irish Sea Offshore Racing Association History

The germ of ISORA started after the war when Irish Sea racing was at an extremely low ebb, although there was a tradition of such races as the Tranmere Sailing Club's Midnight Race, run since 1907, and the Llandudno Race run by the Royal Mersey Yacht Club as a feeder race for the Menai Straits Regattas. In order to revive interest in offshore racing Peter Brett and Mostyn Vicars formed the "Merseyside and North Wales Joint Offshore Co-ordinating Committee" which laid the foundations of our present organisation. The following extract from the Minutes defines its activities and make-up:-

"The purpose of the committee is to assist and encourage clubs in the Merseyside and North Wales area in the sponsoring of offshore races in the Irish Sea under the R.O.R.C. rating and time scale. The Committee, which is composed of representatives of the R.O.R.C., and certain local clubs, does not sponsor races itself. Offers from clubs in the district to sponsor such races will be very welcome, and every possible assistance will be given".

The statement of intent has been the basis of all our subsequent activities. Originally the races were confined to those offered by the Royal Mersey Tranmere, Royal Welsh, Royal Anglesey and Royal Dee Clubs, but by 1960 the objective of widened interest was being achieved and extra races under the Burgees of the South Caernarvonshire Yacht Club and the Holyhead Sailing Club were included. The Merseyside and North Wales Joint Offshore Co-ordinating Committee continued to provide a central administration for all this activity, which by 1963 increased to no less than twenty-one races. Such a programme was beyond the scope of the secretariat and it was feared that the original object of fostering interest might well be defeated through inadequate organisation.

At the annual meeting held at the Royal Mersey Yacht Club on 14th October, 1963 the Merseyside and North Wales Joint Offshore Co-ordinating Committee was dissolved and a new body to be known as the North West Offshore Association was formed. A committee under the Chairmanship of Michael Tomlinson was elected and they declared their aim:-

"To organise, with the help of selected clubs, five offshore races each year. Four of these races were to be in excess of 70 miles., i.e. definitely offshore, and the fifth to be a R.O.R.C., race in excess of 200 miles".

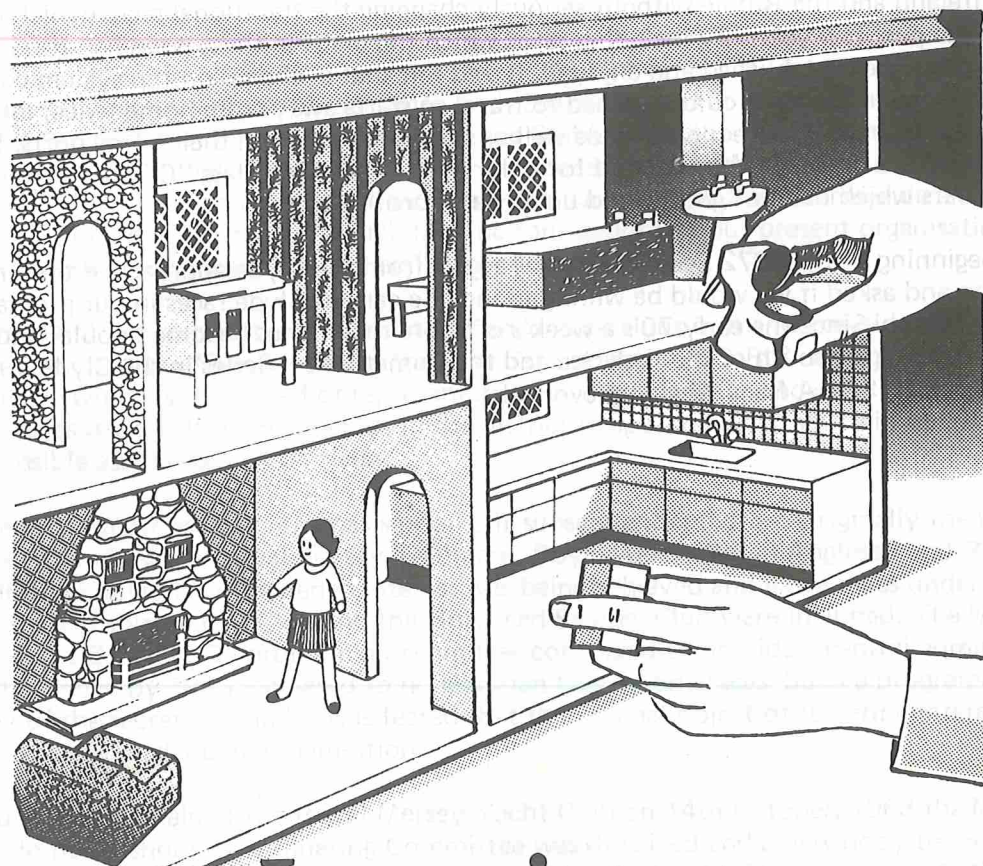
Still based mainly along the Lancashire and North Wales coastline, N.W.O.A. continued along the lines laid down by its founders, although a sixth race - the Tod Trophy - was included at a later date to allow the ever increasing "B" fleet to have racing while their larger sisters were away taking part in the annual R.O.R.C., event. Over the years it has become obvious that as well as good support for our races from the eastern shores of the Irish Sea an increasing number of entries were from the Dublin Bay area. In 1971 these Irish entries equalled in number those from all other home ports.

It seemed that once again the time had come to see if the N.W.O.A., needed bringing up to date, and so in line with tradition, a meeting was called at the Royal Mersey Yacht Club, to which representatives of almost every club around the shores of the Irish Sea were invited. It was suggested that it was time that the N.W.O.A., should widen its sphere of activity to include this whole area and representatives from the Ribble, Mersey, the Menai Straits, Anglesey, Cardigan Bay, the Isle of Man and the whole of Ireland's east coast agreed that this was a good idea, and that an attempt should be made to produce an integrated racing programme over this area. It was decided to change the name to the "Irish Sea Offshore Racing Association" as the most suitable indication of the area in which our supporting clubs are situated. It was also decided that it would be possible to extend the racing programme to include boats from the Isle of Man,

THE IRISH SEA OFFSHORE RACING ASSOCIATION HISTORY *Continued*

the North of Ireland and the Ribble without seriously changing the traditional races (which had been enjoyed so much over the past few years, by including races which the clubs in these areas had run in the past and which were equally well established and enjoyed. It was felt that a championship system could be evolved in which boats from each area should be asked to travel to starts away from home twice, take part in a R.O.R.C. race (or its small class equivalent) as well as starting twice from their home ports. It was also agreed that in 1972 racing should be offered for a third class - namely class "C" entries to which would be restricted to boats which had not got divided underwater profiles;

At the beginning of the 1972 Season, Sandy Taggart from the Clyde approached the English part of the Association and asked if we would be willing to include certain Clyde races in our programme in 1972 and this we agreed to do. Since the early 70's a week's offshore regatta has become popular and developed - the Captain's Cup in the south of the Irish Sea and the Comet Wheel Series in the Clyde. From these two events, the bi-annual ISORA Race Week has evolved.

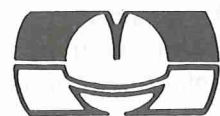
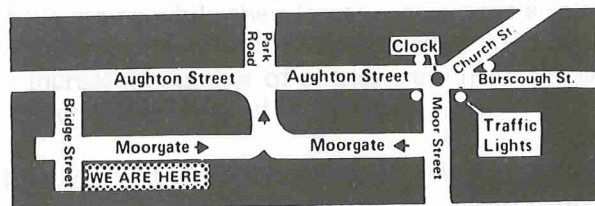


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History of Holyhead Sailing Club

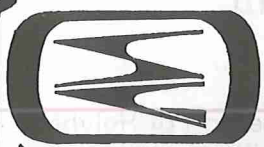
On the western shores of Anglesey lies Holy Island on which the town and seaport of Holyhead stands guarded by one of the finest breakwaters in Britain, giving almost 1½ miles of protection to the New Harbour. A few hundred yards south-east of where the breakwater strikes out to sea, under the shadows of Holyhead Mountain lies Holyhead Sailing Club.

The Clubhouse, lies on the west side of the Harbour, in close proximity of the clinically ship shape Trinity House and lies to the North-West of the town itself on Newry Beach promenade.

Holyhead Sailing Clubs' roots undoubtedly go down deeper than those known to be seeded in 1905 under the name of Porth-y-felin Sailing Club. The present day club was started in 1922 but there are no records available to show a direct link between these two clubs because of the effects of the First World War. In fact, had there been more continuity in recording sailing activities in Holyhead waters the club might now have the prefix "Royal" in its title. Investigations have shown that a "Royal Holyhead Yacht Club" existed in the mid 19th century.

Fired with zeal emanating from this background of local maritime history, a hard core of enthusiasts eventually set about building a permanent Clubhouse in 1954. After two years of what may constitute the greatest combined voluntary effort the Club has ever experienced., the building was finished in time to stage its first National event, the GP 14 Championship of 1956.

With the tremendous upsurge in sailing activities which has been a feature of the post-war years, combined with the unrivalled natural facilities which Holyhead had to offer, the Sailing Club soon became the focal point for numerous dinghy and off-shore racing events as well as for the keen amateur yachtsmen sailing for pleasure. Two major re-construction programmes undertaken since 1956 have ensured that the facilities provided in the clubhouse, ensure a warm welcome to all yachtsmen sailing the Irish Sea as well as to our own Club members.



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Sponsorships come in many guises, but there are few to match the ISORA Race Week for excitement and prestige and I confess that in supporting the event, I am as much an involved spectator as an interested sponsor.

On behalf of Holsten U.K., I would like to express our gratitude to all of the organising committee who have taken a great weight of responsibility in again bringing together a week which is second only to Cowes.

I relish the prospect of a tremendous seven days sailing and to each competitor, I wish good luck and a fair wind!

A. H. Colvin.
Sales Director,
Wilson Brewery,
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*Elizabeth Ann
who presented the trophy,
wish all competitors
good sailing during the
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Racing Association's
Race Week*



Elizabeth Ann

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The Anglesey Tourist Board

As Chairman of the Anglesey Tourist Association, it gives me great pleasure to extend a very warm welcome and wish every success to the competitors participating in the ISORA Regatta races staged at Holyhead this year.

Holyhead Harbour has been the venue for many regattas and marine competitive enterprises in the past but the prospective regatta in July of this year far exceeds in scope, ambition and magnitude anything of this nature attempted before.

It is particularly praiseworthy and gratifying that the Holyhead Sailing Club which originated as such a small venture, the brainchild of a very few dedicated enthusiasts and visionaries, has grown to such an extent that enabled it to host such an ambitious programme.

I hope the visitors associated with the regatta will not only enjoy the marine activities but also the visual and other amenities of Holyhead and its surrounding environs.

I am sure they will find that Holyhead with its long tradition and association with the sea will have much to excite the interest.

Anglesey the "Dark Island" offers to them the bright prospect of its warm hospitality and makes them especially welcome.

I hope this visit is one of many to these shores and that the successful outcome of this regatta will encourage their repetition in future years.

I particularly commend the Holyhead Sailing Club on its initiative and enterprise and am certain that those qualities are only matched by the warmth of the welcome that the visitors can expect to receive from their hosts.

Alex. Robertson.

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Anchorage



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I.S.O.R.A Race Week 1978 Officials

Chairman:	W. Alun Roberts
Shore Liason Officer:	K. S. Hopkins
Organising Secretary:	David F. Bradley
Treasurer:	Peter H. Gray
Entry Secretary:	Miss Jean Scott
Chairman of Protest Committee:	Herbert H. Brooke
Series Race Officer:	Dr. J. C. Richardson
Assistant Series Race Officer:	
Communications Officer:	T.A.B. Harrison
Moorings & Ferrying Officer:	W. D. Richardson
Results & Handicapping Officer:	David F. Bradley
Social Secretary:	David W. T. Hague
Races Press Officer:	Frank Chapman
Prizes:	Dr. A. L. Stead
Medical Officer:	A. Leyland Morris (m.v. Roxana)

The Organising Association

IRISH SEA OFFSHORE RACING ASSOCIATION

Chairman:	G. R. Haggas
Vice-Chairman:	H. B. Sisk
Hon. Treasurer:	P. H. Gray
Hon. Secretary:	D. F. Bradley

The Host Club

HOLYHEAD SAILING CLUB

Commodore:	K. S. Hopkins
Vice-Commodore	Dr. A. L. Stead
Rear Commodore	J. Keating
Honorary Treasurer	E. L. Crayfourd
Honorary Sailing Secretary	Miss P. Robinson
Honorary Secretary	T.A.B. Harrison

1. Introduction

The ISORA Race Week, which combines two series, was founded in 1971 as the Captain's Cup in Holyhead where it continued under the same name in 1972 and 1973. In 1974 it was decided to hold an ISORA Race Week in Dublin Bay and invite the Clyde to hold the Comet Wheel Series in conjunction with the Race Week. This joint venture proved very successful and when this bi-annual event was held in Crosshaven in 1976 it attracted over 90 entries to put it second only to Cowes as an Offshore Regatta.

This year under the sponsorship of Holsten Lager, the organisers welcome our neighbours from Scotland and Northern Ireland who come to us after a very successful 1977 Comet Wheel Series in Bangor, Northern Ireland.

The 1978 Race Week follows the pattern of the earlier Race Weeks in Dublin and Crosshaven in that it is open to any monohull yacht of any nation measured to the International Offshore Rule Mark III/IIIa formula and rated between 16ft and 70ft. However, this Race Week differs in two respects from its predecessors. First, the four Feeder Races will not count towards the series prizes although a yacht must start a Feeder Race in order to qualify for the overall class prizes for the week and the general overall prizes for all classes. Secondly, there will not be a Middle Distance "Overnight Race". The Series will consist of two short Offshore Races and two inshore 'Round the Buoy' races. These races will be sailed in Holyhead Bay and the adjacent areas around Holy Island and the coast of the North of Anglesey.

2. Divisions

DIVISION	A1	A2	B1	B2	C
Ratings between	24.6ft to 70ft	21.8ft to 24.5ft	21ft to 21.7ft	16ft to 20.9ft	A special division for other designs with rudder attached to keel.
DIVISION FLAG	1	2	3	4	5

Age Allowances:

For I.O.R. Rated Yachts it is the sole responsibility of the owner to claim any allowances to which his yacht may be entitled. Such allowance may be permitted by the Series Committee.

3. Schedule of Races

Race No.	Date	Course	Approx. Distance	Division Starting Times			B2	C
				A1	A2	B1		
1(a)	1st July, 1978.	Dun Laoghaire-Kish-South Rock- Rockabill Holyhead	190 miles	R.O.R.C. Classes V to VIII Classes I to IV			11.55 12.05	
1(b)	1st July, 1978.	Dun Laoghaire-Carlingford Lough-Holyhead	90 miles	-	-	-	11.45	-
1(c)	1st July, 1978.	Bangor(Northern Ireland)-South Briggs-Rockabill-Holyhead	131 miles	11.00	11.00	11.00	11.00	11.00
1(d)	1st July, 1978.	Fleetwood-Point of Ayr Rockabill-Holyhead	200 miles	10.00	10.00	10.00	10.00	10.00
2	4th July, 1978.	Course 1	25 miles	10.30	10.40	11.00	11.10	10.50
3.	5th July, 1978	Course 2	25 miles	14.40	14.30	14.10	14.00	14.20
4.	6th July, 1978	Course 1	25 miles	10.30	10.40	11.00	11.10	10.50
5 (a)	7th July, 1978	Course 1	25 miles	09.00	09.10	09.30	09.40	09.20
(b)		Or Course 4	24 miles	09.40	09.30	09.10	09.00	09.20

TEAM RACING.

The series committee will be prepared to consider entries for a Club Team event, the Anvil Trophy comprising 3 yachts if notification in writing of such entry is made before 1800 on Monday 3rd July. A fee of £5 will be payable on entry.

For the team event the Four Inshore Races will count for points without discord. The winning team will be that which will aggregate the highest total points in the four races as above and taken from the official overall scoring lists for these races, without adjustment for yachts not in a team.

Change of yachts in a team will not be permitted, other than resulting from serious gear failure, which would result in complete or temporary withdrawal from the Series. Replacement in this situation will be at the discretion of the Series Committee.

The Team Racing Rules Supplement to the I.Y.R.U. Rules will not apply to Team Racing in this series.

DAY RACES.

Entry fees for individual races are £10. per boat per race irrespective of rating.

I.S.O.R.A. Race Week

4(a) Royal Yachting Association — Standard Sailing Instructions

Two digit instructions are FUNDAMENTAL instructions which always apply.

Three digit instructions are variables which are inserted to suit local requirements.

1.0 RULES

1.1 Racing shall take place under the current IYRU racing rules, these sailing instructions and the appropriate class rules. Other prescriptions which apply are stated in section 1.1.1.

2.0 CONDITIONS OF ENTRY

2.1 General

The safety of a yacht and its entire management including insurance shall be the sole and inescapable responsibility of the owner/competitor racing the yacht. The establishment of these sailing instructions in no way limits or reduces the complete and unlimited responsibility of the owner/competitor.

2.2 Measurement Certificates

Before a boat is eligible to race her valid measurement certificate shall be presented at the race office. Only under exceptional circumstances may IYRU racing rule 19.3 be applied.

2.3 Measurement

The measurement procedure is described in section 2.3.1.

2.4 Eligibility

Rules of eligibility for competitors to enter the event are set out in section 2.4.1.

3.0 SAFETY

3.1 Personal Buoyancy

Unless varied by section 3.1.1., adequate personal buoyancy for crew members shall be worn or carried in the boat at all times. Wet suits do not constitute adequate personal buoyancy.

3.2 Declaration of Tallies

The system of declarations, or tallies, to be used is set out in section 3.2.1.

4.0 COMMUNICATIONS WITH COMPETITORS

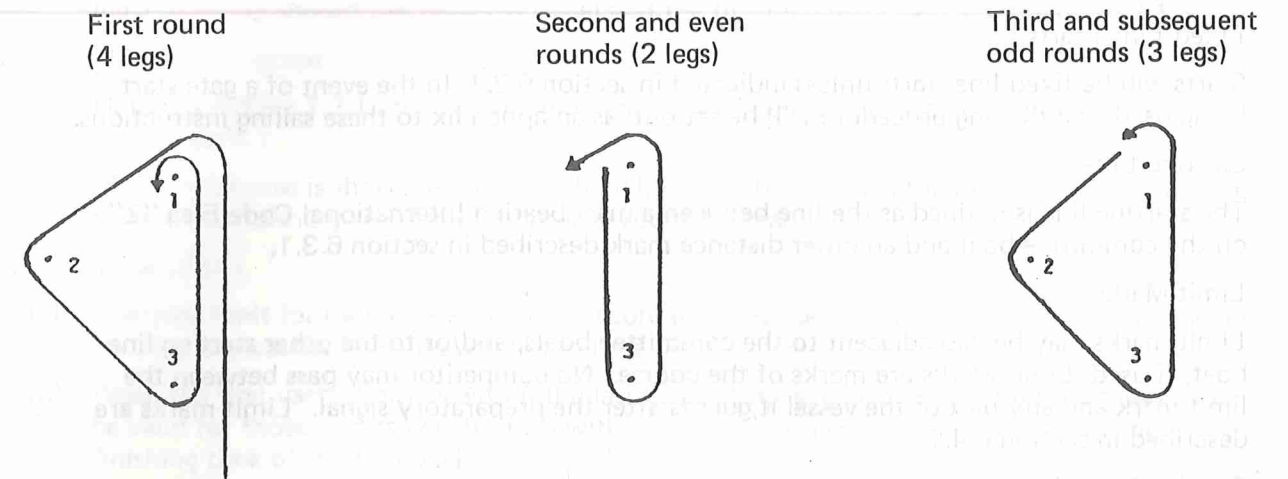
4.1 Official communications to competitors shall be posed on the official notice board located according to section 4.1.1. Any other system for communicating with competitors is indicated in 4.1.2.

4.2 Changes in Sailing Instructions

Any changes in the sailing instructions shall be posted for the two hours before the advertised start time (unless varied by section 4.2.1.) of the race or races concerned. Changes to the sailing instructions shall be indicated by displaying International Code Flag "L" unless varied by section 4.2.2.

5.0 COURSE CONFIGURATION AND ORDER OF ROUNDING

5.1 Unless indicated in 5.1.1. the course configurations will be set as in the diagrams below:—



STARTING
AREA

The diagram indicates the number of legs required to complete a particular round. It does not indicate the angular relationship between any two legs of that round. Marks are to be left to port. Mark 1 is the designated windward mark at the starting time.

5.2 Unless indicated in section 5.2.1., the order of rounding will be as follows:

First round: start, mark 1, mark 2, mark 3, mark 1.

Second round and subsequent even rounds: mark 3, mark 1.

Third round and subsequent odd rounds: mark 2, mark 3, mark 1.

When the full course is sailed, the finish will be in the vicinity of Mark 1 as laid for the final round. The final leg will then be from mark 3 to the finishing line. See section 7.

5.3 Number of Rounds

The number of rounds to be sailed shall be displayed on a board on the committee boat before the warning signal.

5.4 Magnetic bearing of Mark 1.

The approximate magnetic bearing of mark 1 from the committee boat shall be displayed on the committee boat before the warning signal.

5.5 Description of rounding marks

The description of rounding marks to be used appears in section 5.5.1.

5.6 Change of position of marks during a race

When, after the race has started, there is a major shift of wind, the race committee may move one or more marks. When the course to be made good is significantly changed by such alteration, a boat will be stationed near the start of the first leg affected, and will fly a GREEN or RED flag indicating that the direction of that leg lies either to starboard or port respectively of its previous bearing. She will draw attention to this signal by making intermittent sound signals. When the leg affected is to windward the approximate magnetic bearing of the new direction to the next mark will, when possible, be displayed near the start of that leg, although that mark may not necessarily be in position at that time.

6.0 STARTING

6.1 Starting Times

Starting times are referred to in section 6.1.1.

6.2 Fixed Line Starts

Starts will be fixed line starts unless indicated in section 6.2.1. In the event of a gate start being used, the starting procedure will be set out as an appendix to these sailing instructions.

6.3 Starting Line

The starting line is defined as the line between a mast bearing International Code Flag "Z" on the committee boat and an outer distance mark described in section 6.3.1.

6.4 Limit Marks

Limit marks may be laid adjacent to the committee boats, and/or to the other starting line boat, if used. Limit Marks are marks of the course. No competitor may pass between the limit mark and any part of the vessel it guards after the preparatory signal. Limit marks are described in section 6.4.1.

6.5 Starting Procedure

Unless specified in section 6.5.1., the starting procedure will be in accordance with IYRU racing rule 4.4 (a) System 1.

6.6 Individual Recalls

Individual recalls will be in accordance with IYRU racing rule 8.2 (b), using the class signal at the dip.

6.7 General Recalls

As soon as possible after the original starting time, fresh warning, preparatory and starting signals will be made. The procedure for starting subsequent classes in a multi-class regatta is set out in section 6.7.1.

6.8 Premature Starting Penalties

(a) "Triangle Rule"

After a general recall, unless the five minute rule described in 6.8 (b) is introduced, the following rule shall automatically apply to all subsequent starts for that race. When any part of a yacht's hull, crew or equipment, enters the triangle formed by the committee boat, the outer distance mark, and the first mark, during the last minute before the starting signal is made, she shall be disqualified unless she subsequently satisfies the race officer that thereafter she passed outside, round and to leeward of either the outer distance mark or the committee boat.

One long sound signal shall be made one minute before the starting signal is made to denote that the "Triangle Rule" is in effect.

(b) Five Minute Rule

At the discretion of the race officer, the five minute rule may be introduced for the second or subsequent starts of a race. In this case, should any part of a yacht's hull, crew or equipment enter the triangle defined in 6.8 (a) between the preparatory and starting signals, then the yacht shall be disqualified from the race and any subsequent starts for that race. The signal for the five minute rule shall be International Code Number 9, which shall be flown before the warning signal.

7.0 FINISHING

7.1 Finishing Line

When the course has not been shortened, the finishing line shall be between the mast bearing a blue flag aboard the finishing vessel and the finishing mark defined in section 7.1.1.

7.2 Shortening Course

Unless varied by 7.2.1., the signalling of a shortened course shall be in accordance with IYRU racing rule 4.1.

When the course is shortened, the finishing line shall be between the mast bearing a blue flag aboard the finishing vessel and the nearby rounding mark.

7.3 Time Limits

- The time limit for each race shall be in accordance with section 7.3.1. The race shall be valid for all those yachts finishing within the time limit.
- When the first yacht finishes within the last hour of the prescribed time limit, the race shall be valid for those yachts which finish within one hour (unless varied by 7.3.2.) of the finishing time of the first yacht.
- When no yacht finishes within the specified time limit, the race shall be abandoned. Signals shall be in accordance with IYRU racing rule 4. Notification of any resail date and time, or cancellation, will be posted on the notice board as soon as possible.

8.0 TOUCHING A MARK

8.1 Unless varied by section 8.1.1. IYRU facing rule 5.2.2. shall not apply. After touching a mark, a yacht must either protest or retire.

9.0 ALTERNATIVE PENALTIES

9.1 Unless varied by section 9.1.1. there shall be no alternative penalties for an infringement of a rule of Part IV of the IYRU racing rules.

10.0 PROTESTS

10.1 The procedure for lodging protests is set out in section 10.1.1.

11.0 DECLARATIONS OR TALLIES

11.1 The system of declarations or tallies, to be used is set out in section 3.2.1.

12.0 SCORING SYSTEM

12.1 Unless varied by section 12.1.1., the Olympic Scoring System described in IYRU racing rules Appendix 5, will apply.

13.0 LOCAL VARIATIONS

13.1 Any other variations not covered by the above instructions are referred to in section 13.1.1.

4(b) Variations to Fundamental Sailing Instructions

1.0 RULES.

- 1.1.1 The prescriptions of the RYA and the safety regulations of category III of the International Offshore Rule shall apply.

2.0 CONDITIONS OF ENTRY.

2.1.1 Liability for Loss, Damage or Injury

The organising association, the Irish Sea Offshore Racing Association and the host club, Holyhead Sailing Club, accept no liability for loss, damage or injury of any description whatsoever, that may be sustained by boats, owners, crews or guests taking part in the series, or in using jetties, ramps, moorings, parks premises or any other facilities, or using or accepting assistance from launches or boats by them or otherwise, whether by negligence or their members or servants or not.

2.1.2 Insurance

It is a requirement of owners who are competing in the series, to carry insurance protection for third party or passenger liabilities to a minimum of £100,000.

2.2.1 Measurement Certificates

Before a yacht is eligible to race she must hold a valid rating certificate which shall be presented at the Race Office on request. The Series Committee reserves the right to refuse an entry, to reclassify or to disqualify, if measurement certificates are not in order, or if items of equipment are not in accordance with Regulation requirements. Random inspections may take place at any time. The Series Committee also reserve the right to amend the Conditions and Regulations or the Programme if such a necessity is deemed to have arisen.

2.2.2 Affecting Rule 19 and Rules 68. 73

A yacht must have a valid I.O.R. Mark III or Mark IIIA rating and unless there are exceptional circumstances, a copy of the rating certificate must be kept on board. The ratings of all competitors will be posted on the notice board of the Race Office. These ratings will be based on the latest RORC rating office or other national authorities' ratings issued on or before Saturday, 1st July, 1978.

- 2.4.1. Yachts must be entered in the series and owned by, or on charter to, a Yacht or Sailing Club recognised by its National Authority, or a member or members thereof.

She must have a valid I.O.R. Mark III rating between 16ft. and 70ft. issued or approved by the R.O.R.C. Rating Secretary. All yachts must comply with Category III of the O.R.C. safety regulations and R.O.R.C. and I.S.O.R.A. amendments.

It is necessary to start a feeder race to qualify for the overall class prize for the week and the general overall prize for all classes. It does not preclude yachts entering the daily races and obtaining a prize for that particular race.

3.0 SAFETY.

- 3.1.1 Adequate personal bouyancy need not be worn at all times but shall be carried in accordance with the O.R.C. regulations.

- 3.2.1 The helmsman must sign and lodge declaration forms within 2 hours of the yacht finishing. Failure to do so will normally result in disqualification.

- 3.2.2 A tally system will not be used.

4.0 COMMUNICATIONS WITH COMPETITORS.

- 4.1.1 The information for competitors will be posted on the official notice board which is in the Holyhead Sailing Club.

- 4.2.1 The International Code Flag "L" (Black and Yellow Quarters) over the Class Flag and one sound signal at least two hours before the advertised start time will denote a change or an amendment in the sailing instructions which have been posted on the official notice board. Such posting shall constitute official notice to each yacht in accordance with IYRU Rule 3.4. The International Code Flag "L" will be displayed on the Holyhead Sailing Club Flagstaff or the mast of the Committee Boat, or if possible, on both.

5.0 COURSE CONFIGURATION AND ORDER OF ROUNDING

- 5.1.1. Racing will take place in the general area of Holyhead Bay.

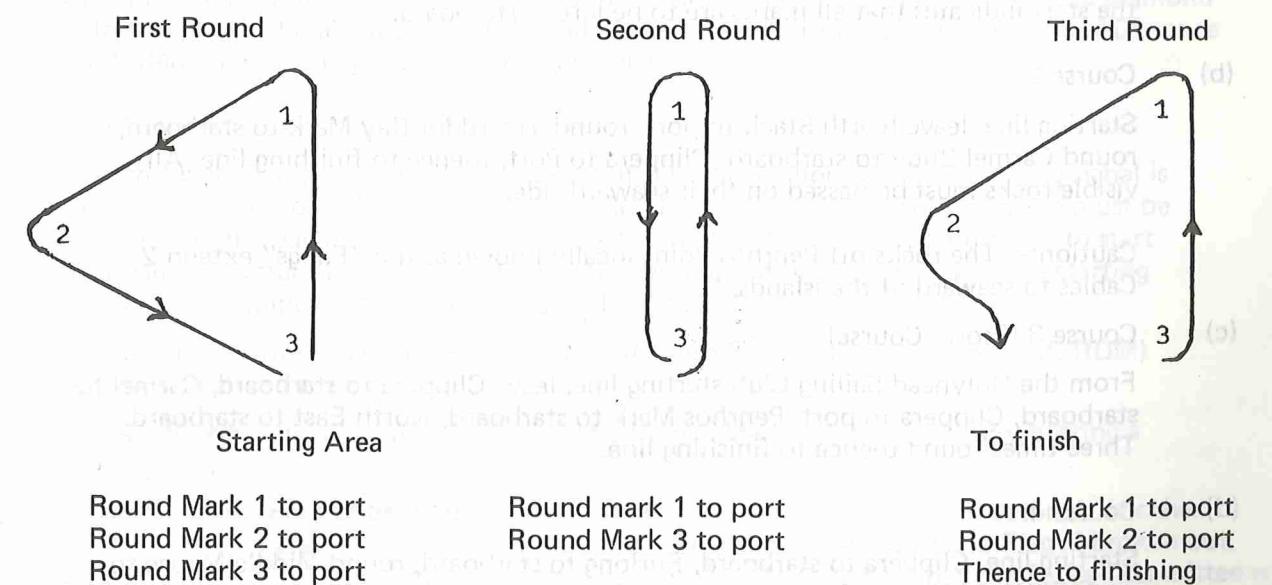
Four courses will be provided.

- (a) Course 1. Specially laid

- (i) Diagrams

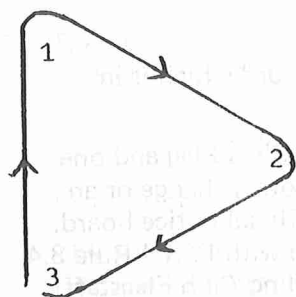
As indicated in the ensuing diagrams and situated in Holyhead Bay. Mark 1 is the designated windward mark at the starting time.

WHEN RED FLAG IS FLOWN AT START



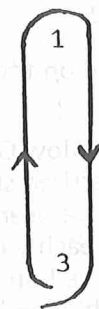
WHEN GREEN FLAG IS FLOWN AT START

First Round

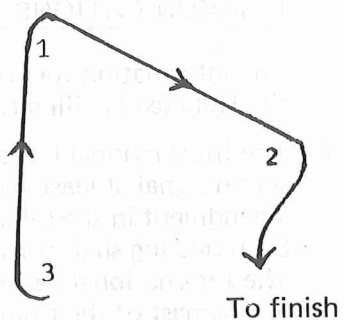


Starting Area

Second Round



Third Round



To finish

Round Mark 1 to starboard
Round Mark 2 to starboard
Round Mark 3 to starboard

Round Mark 1 to starboard
Round Mark 3 to starboard

Round Mark 1 to Starboard
Round Mark 2 to starboard
Thence to finishing line
in harbour

The diagrams indicate the number of legs required to complete particular rounds. They do not indicate the angles between legs.

- (ii) When the full course is sailed, the final leg will be from Mark 2 to the finishing line.
- (iii) Magnetic bearing of Mark 1 — The approximate magnetic bearing of Mark 1 from the Committee Boat shall be displayed on the Committee Boat before the warning signal.
- (iv) A red flag flown from the Committee Boat before the start indicates that all marks are to be left to port. A green flag flown from the Committee Boat before the start indicates that all marks are to be left to starboard.

(b) Course 2

Starting line, leave North Stack to port, round Trearddur Bay Mark to starboard, round Carmel Buoy to starboard, Clippera to Port, thence to finishing line. All visible rocks must be passed on their seaward side.

Caution:— The rocks off Penrhos Point locally known as the "Fangs" extend 2 Cables to seaward of the islands.

(c) Course 3 (Storm Course)

From the Holyhead Sailing Club starting line, leave Clippera to starboard, Carmel to starboard, Clippera to port, Penrhos Mark to starboard, North East to starboard. Three times round thence to finishing line.

(d) Course 4.

Starting line, Clippera to starboard, Furlong to starboard, round Middle Mouse to port, Furlong to port, Clippera to port, thence to finish.

N.B. Yachts will start from South to North.

General Caution:

Owners are reminded of the Bank of Stones which extends in a southerly direction from the end of the Breakwater. A small black conical buoy whose presence cannot be guaranteed marks the limit of this hazard.

- 5.2.1. The order of rounding marks shall be laid out as 5.1.1.
- 5.3.1. The number of rounds shall be as defined in 5.1.1.
- 5.4.1. Magnetic bearing of Mark 1 will not be displayed for the race to Trearddur Bay (Course 2) Middle Mouse (Course 4) or the Storm Course (Course 3).
- 5.5.1. With the exception of the named navigational buoys, i.e. Clippera North East and Furlong and of the Carmel Mark which is a yellow buoy position 53.22.42N 4.38.36W. marked on current Admiralty charts and the Middle Mouse all marks will be Red Pillar Buoys.
- 5.5.2. Red Flag flown from the Committee Boat indicates all Marks to port when Course 1 is used.
Green Flag flown from the Committee Boat indicates all Marks to starboard when Course 1 is used.

6.0 STARTING.

6.1.1 Starting times are as per the Racing Programme.

6.3.1 With the exception of the Storm Course (Course 3) the starting line will be between a Committee Boat flying the Holyhead Sailing Club Burgee and a distinctive flag "Z" and a large dan buoy flying a white flag.

6.3.2 For the storm course (Course 3) the starting line will be the Holyhead Sailing Club starting line situated at the western end of the outer harbour at Holyhead which is a prolongation of a line between the Holyhead Sailing Club Flagstaff and a Red Pole bearing a red diamond extending to the breakwater. Yachts will start from West to East leaving the Inner Distance mark Red buoy bearing a Red flag to starboard.

6.3.3. Late Starting.

A yacht which has not reached the vicinity of the starting line when the starting signal is made, may proceed under power until it nears the starting line, when the engine must be stopped and the yacht then made to turn through 360° before crossing the line to start. To qualify as a starter a yacht must be manoeuvring within the vicinity of the starting line within 30 minutes of the starting signal of the yacht's class.

6.4.1 For all courses other than the Storm Course (Course 3) the Inner Distance Mark (IDM) will be a small red pellet.

6.4.2 For the Storm Course (Course 3) the Inner Distance Mark will be a red buoy bearing a red flag.

6.6.1 Recall numbers will not be used. If a yacht starts prematurely, a gun will be fired, or other suitable sound signals made as soon as possible after her starting signal and Flag X broken out. A premature starter shall return in accordance with IYRU Rule 51.1 but the Series Committee will not inform her that she has wholly returned to the right side of the starting line.

6.7.1 In the event of a start in which a number of yachts are over the line, not all of which can be identified by the Race Officer or for any other valid reason, at the discretion of the Race Officer, the 1st Substitute (Yellow and Blue Triangle Flag) will be broken out, two sound signals will be made and that start declared void. The original starting signal will then be the warning signal of the new start. Should there be a general recall for any class the starts for all subsequent classes shall be postponed accordingly.

6.8.1 The Triangle Rule and the 5 Minute Rule will not apply.

7.0 FINISHING.

7.1.1 When the course has not been shortened the finishing line will be the Holyhead Sailing Club line situated in the Western point of the outer harbour at Holyhead, and will be a prolongation of a line between the club flagstaff and a red pole bearing a red diamond extending to the breakwater. Yachts will finish from East to West, leaving the IDM (red buoy bearing a red flag) to Port.

7.3.1 The time limit for each race will be 8 hours except for Friday when it will be 6 hours. The race shall be valid for all those yachts finishing within the time limit.

7.3.2 When the first yacht in each class finishes within the last hour of the prescribed time limit for that class the race shall be valid for those yachts in that class which finish within one hour of the finishing time of the first yacht in that class.

8.0 TOUCHING A MARK.

9.0 ALTERNATIVE PENALTIES.

9.1.1 Affecting Rule 33 and 72

If the Race Week Committee considers that a breach of the rules has been committed, it may:—

- disqualify the yacht, or
- impose a penalty by allotting to the yacht the place and the score for the place worse than her finishing position by 20% to the nearest whole number of starters in that division except further that in no case shall she receive a score for a position worse than one place more than the number of starters.
- A yacht infringing a rule in more than one incident may receive a 20% penalty for each incident.
- The imposition of a 20% penalty on a yacht shall not affect the score of other yachts (Thus 2 yachts may receive the same score).

N.B. Starters means total number of starters in each division from all Feeder Races.

10.0 PROTESTS.

- Protests will be heard by a Protest Committee independent of the Series Committee.
- Protest forms will be available from the Race Week Office.
- Protests should be lodged at the Race Week Office together with a deposit of £5. within 2 hours of the protesting yacht finishing.
- Protests will be heard daily at 2100 except on Friday when protests will be heard at 1800. Feeder Race protests will be heard on Monday, 3rd July at 1500.

11.00 DECLARATIONS OR TALLIES.

11.1.1 Declarations on the prescribed Declaration Forms which are provided within the programme must be completed for each race in the series in which a yacht starts and shall be deposited in the I.S.O.R.A. Box in the Race Week Office within 2 hours of the yacht finishing.

12.00 SCORING POINTS.

12.1.1 Award of Points

The series will consist of four races as detailed in the schedule of races. All races will count towards points without discard. The series may however, be concluded on the results of a lesser number of races resulting from abandonment or cancellation.

Points will be awarded for each race — excluding Feeder Races — of each class and overall using the RORC points scoring system for Championship as follows:—

$$\text{Points} = 101 + 1000 \log 10A - 1000 \log N$$

Where A = Number of starters

Where N = Finishing position on corrected time.

N.B. A yacht which retires will score 50 points and a yacht which is disqualified will score NIL.

13.0 LOCAL VARIATIONS.

13.1.1 a) International Regulations for preventing collisions at sea apply between sunset and sunrise and these regulations take precedence over IYRU rules during that period.

13.1.2 b) Deep Sea Vessels using the deep water channel may pass through the course area. The following International Code signals are used:—

- 1 short blast — I am directing my course to starboard
- 2 short blasts — I am directing my course to port
- 3 short blasts — My engines are going full speed astern

Competitors are asked to realise that navigation of these large vessels in the channel is exacting and difficult and all yachts MUST GIVE WAY TO ALLOW THEM AN UNIMPEDGED PASSAGE. Failure to do so may entail disqualification.



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Programme of Races

1. (a)	FEEDER RACE	DUN LAOGHAIRE TO HOLYHEAD	Sat. 1st July.	Start 11.55
1. (b)	FEEDER RACE	DUN LAOGHAIRE TO HOLYHEAD	Sat. 1st July.	Start 11.45
1. (c)	FEEDER RACE	BANGOR (Northern Ireland) TO HOLYHEAD	Sat. 1st July.	Start 11.00
1. (d)	FEEDER RACE	FLEETWOOD TO HOLYHEAD	Sat. 1st July.	Start 10.00
2.		COURSE 1	Tue. 4th July.	Start 10.30
3.		COURSE 2	Wed. 5th July.	Start 14.00
4.		COURSE 1	Thurs. 6th July.	Start 10.30
5.		COURSE 1	Friday	Start 09.00
		or		
		COURSE 4		

I(a) Feeder Race — Dun Laoghaire to Holyhead

H W DOVER 0908 BST 5.6m
HOLYHEAD 0821 BST 4.7m

SATURDAY 1st JULY, 1978.

PLEASE NOTE: These are not the definite sailing instructions — they will be issued by the Royal Ocean Racing Club directly to all entrants.

SPONSORED BY: Royal Ocean Racing Club, Royal Alfred Yacht Club, and Holyhead Sailing Club. Open to all Classes I—VIII.

STARTING LINE: This will be between a committee boat anchored in the area of Scotman's Bay and an outer distance mark. In addition there will be an inner distance mark and boats must not pass between this and the Committee vessel.

TIME OF START: 11.55 hours.

COURSE: Kish (P), South Rock (P), Strangford Fairway Buoy (S) Rockabill to Port Thence to Finish.

DISTANCE: Approximately 190 miles.

FINISHING LINE: The Finishing Line runs between the Breakwater Light at Holyhead and the Cliperau Buoy. The finisher will be on the Breakwater and it is incumbent on yachts to round up behind the Breakwater after crossing the Line to confirm their identities. The Sail Number should be illuminated on the Starboard side when finishing in the dark. Owners are reminded of the Bank of Stones which extends in a Southerly direction from the Breakwater end. A small BLACK CONICAL buoy whose presence cannot be guaranteed marks the limit of the hazard.

RETIREMENTS: Yachts retiring should telephone Holyhead Sailing Club, (0407) 2496.

NOTE: The time of crossing the line should be carefully noted and entered on the Declaration Form.

ADDITIONAL NOTES:

- For the purpose of this race the Royal Ocean Racing Club have amended their classes and the lower limit of class IV will be for yachts with ratings of 21.8. The Royal Ocean Racing Club will also accept entries from classes V, VI, VII and VIII for this race, i.e. for yachts down to 16.0.

2. Entries for this race will be received, and sailing instructions issued, by the Royal Ocean Racing Club, 20 St. James's Place, London, SW1A 1NN to whom all enquiries about this race should be made.

3. Category 3 of O.R.C. Safety Regulations with R.O.R.C. and I.S.O.R.A. prescriptions will be accepted in classes V - VIII.

N.B.

This is the only race to count for I.S.O.R.A. season series points.

I(b) Feeder Race — Dun Laoghaire to Holyhead

H W DOVER 0908 BST 5.6m
HOLYHEAD 0821 BST 4.7m

SATURDAY 1st JULY, 1978.

ALL DIVISIONS

TIME OF START:

Division Flag broken out — Gun	11.35
Blue Peter broken out — Gun	11.40
Starting Gun — Flags Hauled down	11.45

STARTING LINE: This will be between a committee boat anchored in the area of Scotman's Bay and an outer distance mark. In addition there will be an inner distance mark and boats must not pass between this and the Committee vessel.

COURSE: From the starting line, Carlingford Lough Buoy to starboard — thence to the finishing line.

DISTANCE: Approx. 90 miles.

RETIREMENTS: Yachts retiring should telephone the Race Week Office, Holyhead at (STD 0407) 2496.

FINISHING LINE: The finishing line runs between the Breakwater Light at Holyhead and the Cliperau Buoy. The finisher will be on the Breakwater and it is incumbent on yachts to round up behind the Breakwater after crossing the line to confirm their identities. The sail number should be illuminated on the Starboard side when finishing in the dark. Owners are reminded of the Bank of Stones which extends in a Southerly direction from the Breakwater end. A small BLACK CONICAL Buoy whose presence cannot be guaranteed marks the limit of this hazard.

TIME LIMIT: There will be no time limit in this race.

I(c) Feeder Race — Bangor (Northern Ireland) to Holyhead

H W DOVER 0908 BST 5.6m
HOLYHEAD 0821 BST 4.7m

SATURDAY 1st JULY, 1978

CLASSES: I.S.O.R.A. Divisions A1, A2, B1, B2 and C

TIME OF START:

	ALL CLASSES
Division Flag broken out — Gun	1050
Blue Peter broken out — Gun	1055
Starting Gun — Flags Hauled Down	1100

STARTING LINE: This is formed when the white flag pole in the R.U.Y.C. grounds is in line with the Flag Pole at the Battery. Both fly a white flag with the letter "S" in blue. The outer limit of the starting line is defined by a Buoy also with the letter "S" which may or may not be on the line. The start will be from West to East leaving the limit buoy to Port.

COURSE: From the starting line, South Briggs Buoy to Starboard, Rockabill to Port — thence the finishing line.

DISTANCE: Approx 131 miles.

RETIREMENTS: Yachts retiring should telephone the Race Week Office, Holyhead at (STD 0407) 2496.

FINISHING LINE: The finishing line runs between the Breakwater Light at Holyhead and the Cliperau Buoy. The finisher will be on the Breakwater and it is incumbent on yachts to round up behind the Breakwater after crossing the Line to confirm their identities. The Sail Number should be illuminated on the Starboard side when finishing in the dark. Owners are reminded of the Bank of Stones which extends in a Southerly direction from the Breakwater end. A small **BLACK CONICAL BUOY** whose presence cannot be guaranteed marks the limit of this hazard.

TIME LIMIT: There will be no time limit in this race.

I(d) Feeder Race — Fleetwood to Holyhead H W DOVER 0908 BST 5.6m
HOLYHEAD 0821 BST 4.7m

SATURDAY 1st JULY, 1978.

CLASSES: I.S.O.R.A. DIVISIONS A1, A2, B1, B2 and C. ALL CLASSES

TIME OF START: Division Flag broken out — Gun. 9.50
Blue Peter broken out — Gun. 9.55
Starting Gun — Flags Hauled Down. 10.00

STARTING LINE: Starters for this race should contact the Blackpool and Fleetwood Yacht Club for a definition of the starting line.

COURSE: From the starting line, Point of Ayrto Port Rockabill to Port — thence the Finishing Line.

DISTANCE: Approx. 200 miles.

RETIREMENTS: Yachts retiring should telephone the Race Week Office, Holyhead at (STD 0407) 2496.

FINISHING LINE: The Finishing Line runs between the Breakwater Light at Holyhead and the Cliperau Buoy. The finisher will be on the Breakwater and it is incumbent on yachts to round up behind the Breakwater after crossing the Line to confirm their identities. The Sail Number should be illuminated on the Starboard side when finishing in the dark. Owners are reminded of the Bank of Stones which extends in a Southerly direction from the Breakwater end. A small **BLACK CONICAL** Buoy whose presence cannot be guaranteed marks the limit of this hazard.

TIME LIMIT: There will be no time limit in this race.

2. Triangular Course in Holyhead Bay

TUESDAY 4th JULY, 1978.

H W DOVER 11.33 BST 6.1m
H W HOLYHEAD 10.39 BST 4.9m

CLASSES: I.S.O.R.A. DIVISION A1, A2, B1, B2 and C

STARTING TIMES:

	A.1.	A.2.	C	B1	B2.
Division Flag broken out — Gun	10.20	10.30	10.40	10.50	11.00
Blue Peter broken out — Gun	10.25	10.35	10.45	10.55	11.05
Starting Gun — Flags Hauled down	10.30	10.40	10.50	11.00	11.10

STARTING LINE: The starting line will be between a Committee Boat flying the Holyhead Sailing Club Burgee and a large clan buoy flying a white flag. Note should be made of Sailing Instructions 6.4 and 6.4.1 in respect of Limit Marks.

COURSE: As indicated in diagrams shown in Sailing Instructions 5.1.1.

1st ROUND: From Starting Line — Mark 1 — Mark 2 — Mark 3 — Mark 1

2nd ROUND: Mark 3 — Mark 1

3rd ROUND: Mark 2 to port when the red flag is shown at the start or to starboard where green flag is shown at start. Thence to finish. The diagram indicates the number of rounds required to complete the course. It does not indicate the angular relationship between any two legs of a round.

DISTANCE: Approx. 25 miles.

FINISHING LINE: When the course has not been shortened, the Finishing Line will be the Holyhead Sailing Club line situated in the Western part of the outer harbour at Holyhead and will be a prolongation of a line between the club flagstaff and a red pole bearing a red diamond extending to the breakwater. Yachts will finish from East to West, leaving the IDM (red buoy bearing a red flag) to port.

When the course has been shortened the finishing line shall be between the mast bearing a blue flag aboard the finishing vessel and the nearby rounding mark.

TIME LIMIT: There will be a time limit of 8 hours for this race.

DECLARATIONS: The time of crossing the line should be carefully noted and entered on the Declaration Form (provided on the back of the Race Programme).

3. Short Offshore Race to Trearddur Bay

WEDNESDAY 5th JULY, 1978

H W DOVER 12.09 BST 6.2 m
H W HOLYHEAD 11.16 BST 4.9m

CLASSES: I.S.O.R.A. DIVISIONS A1, A2, B1, B2 and C

STARTING TIMES:

	B2	B1	C	A2	A1
Division Flag broken out — Gun	13.50	14.00	14.10	14.20	14.30
Blue Peter broken out — Gun	13.55	14.05	14.15	14.25	14.35
Starting Gun — Flags hauled down	14.00	14.10	14.20	14.30	14.40

STARTING LINE: The starting line will be between a Committee Boat flying the Holyhead Sailing Club Burgee and a large dan buoy flying a white flag. Note should be made of Sailing Instructions 6.4 and 6.4.1 in respect of limit Marks.

COURSE: Course 2 being from the starting line, North Stack to Port, round Trearddur Bay Mark to starboard, round Carmel Buoy to starboard, Cliperau to port, thence to finishing line. All visible rocks must be passed on their seaward side. (Caution: The rocks off Penhos Point locally known as the "Fangs" extend 2 cables to seaward of the islands).

DISTANCE: Approx. 30 miles.

FINISHING LINE: The finishing line will be the Holyhead Sailing Club line situated in the Western part of the Outer Harbour at Holyhead, and will be a prolongation of a line between the club flagstaff and a red pole bearing a red diamond. Yachts will finish from East to West, leaving the IDM (red buoy leaving a red flag) to port.

TIME LIMIT: There will be a time limit of 8 hours for this race.

DECLARATIONS: The time of crossing the line should be carefully noted and entered on the Declaration Form (provided at the rear of the Race Programme).

DISTANCE: Approx. 25 miles.

FINISHING LINE: When the course has not been shortened, the Finishing Line will be the Holyhead Sailing Club line situated in the Western part of the outer harbour at Holyhead, and will be a prolongation of a line between the club Flagstaff and a red pole bearing a red diamond extending to the breakwater. Yachts will finish from East to West, leaving the IDM (red buoy bearing a red flag) to port.

When the course has been shortened the Finishing Line shall be between the mast bearing a blue flag aboard the finishing vessel and the nearby rounding mark.

TIME LIMIT: There will be a time limit of 8 hours for this race.

DECLARATIONS: The time of crossing the line should be carefully noted and entered on the Declaration Form (provided at the back of the Race Programme).

5(a) Triangular Course in Holyhead Bay

H W DOVER 13.16 BST 6.5.
HOLYHEAD 12.26 BST 5.0m

FRIDAY 7th JULY, 1978.

CLASSES:	A1	A2	C	B1	B2
Division Flag broken out - Gun	8.50	9.00	9.10	9.20	9.30
Blue Peter broken out - Gun	8.55	9.05	9.15	9.25	9.35
Starting Gun - Flags Hauled down	9.00	9.10	9.20	9.30	9.40

STARTING LINE: The starting line will be between a Committee Boat flying the Holyhead Sailing Club Burgee and a large dan buoy flying a white flag. Note should be made of Sailing Instructions 6.4 and 6.4.1 in respect of Limit Marks.

COURSE: As indicated in the diagrams shown in Sailing Instructions 5.1.1.

1ST ROUND: From Starting Line - Mark 1 - Mark 2 - Mark 3 - Mark 1.

2nd ROUND: Mark 3 - Mark 1

3rd ROUND: Mark 2 to port when the red flag is shown at the start or to starboard when green flag is shown at start. Thence to Finish.

DISTANCE: Approx. 25 miles.

FINISHING LINE: When the course has not been shortened, the Finishing Line will be the Holyhead Sailing Club line situated in the Western part of the outer harbour at Holyhead, and will be a prolongation of a line between the club flagstaff and a red pole bearing a red diamond extending to the breakwater. Yachts will finish from East to West, leaving the IDM (red buoy bearing a red flag) to port.

When the course has been shortened, the Finishing Line shall be between the mast bearing a blue flag aboard the finishing vessel and the nearby rounding mark.

TIME LIMIT: There will be a time limit of 6 hours in this race.

DECLARATIONS: The time of crossing the line shall be carefully noted and entered on the Declaration Form (provided at the back of the Race Programme).

4. Triangular Course in Holyhead Bay

H W DOVER 12.43 BST 6.4m
HOLYHEAD 11.51 BST 4.9m

THURSDAY 6th JULY, 1978

CLASSES: I.S.O.R.A. Divisions A1, A2, B1, B2 and C.

STARTING TIMES:	A1	A2	C	B1	B2
Division Flag broken out - Gun	10.20	10.30	10.40	10.50	11.00
Blue Peter broken out - Gun	10.25	10.35	10.45	10.55	11.05
Starting Gun - Flags Hauled down	10.30	10.40	10.50	11.00	11.10

STARTING LINE: The starting line will be between a Committee Boat flying the Holyhead Sailing Club Burgee and a large dan buoy flying a white flag. Note should be made of Sailing Instructions 6.4 and 6.4.1. in respect of Limit Marks.

COURSE: As indicated in the diagrams shown in Sailing instructions 5.1.1.

1st ROUND: From Starting Line - Mark 1 Mark 2 - Mark 3 - Mark 1

2nd ROUND: Mark 3 - Mark 1.

3rd ROUND: Mark 2 to port when the red flag is shown at the start or to starboard when green flag is shown at start. Thence to finish.

5(b) Race to Middle Mouse and Back

FRIDAY 7th JULY, 1978.

H W DOVER 13.16 BST 6.5 m
HOLYHEAD 12.26 BST 5.0 m

CLASSES: I.S.O.R.A. Divisions A1, A2, B1 B2 and C

STARTING TIMES:

	A1	A2	C	B1	B2
Division Flag broken out — Gun	8.50	9.00	9.10	9.20	9.30
Blue Peter broken out — Gun	8.55	9.05	9.15	9.25	9.35
Starting Gun — Flags Hauled down	9.00	9.10	9.20	9.20	9.40

STARTING LINE: The starting line will be between a Committee Boat flying the Holyhead Sailing Club Burgee and a large dan buoy flying a white flag. Note should be made of Sailing Instructions 6.4 and 6.4.1 in respect of Limit Marks.

COURSE: Course 4 being from the starting line, Furlong to starboard, Middle Mouse to port Furlong to port, Clipperau to port, thence to finish. Yachts will start from South to North.

DISTANCE: Approx. 24 miles.

FINISHING LINE: The finishing line will be the Holyhead Sailing Club line situated in the Western part of the outer harbour at Holyhead, and will be a prolongation of a line between the club flagstaff and a bearing a red diamond. Yachts will finish from East to West, leaving the IDM (red buoy bearing a red flag) to port. between the club flagstaff and bearing a red diamond. extending to the breakwater Yachts will finish from East to West, leaving the IDM (red buoy bearing a red flag) to port.

TIME LIMIT: There will be a time limit of 6 hours for this race.

DECLARATIONS: The time of crossing the line shall be carefully noted and entered on the Declaration Form (provided at the rear of the Race Programme).

Storm Course

CLASSES: I.S.O.R.A. Divisions A1, A2, B1, B2 and C

STARTING TIMES: As shown for normal racing on that particular day.

STARTING LINE: The starting line will be the Holyhead Sailing Club starting line situated at the Western end of the outer Harbour at Holyhead which is a prolongation of a line between the Holyhead Sailing Club Flagstaff and a Red Pole bearing a red diamond extending to the breakwater. Yachts will start from West to East leaving the Inner Distance Mark (Red Buoy bearing a red flag) to starboard.

COURSE: Course 3 being from the Starting Line, leaving Clipperau to starboard, Carmel to starboard, Clipperau to port. Penrhos Mark to starboard, North East to starboard. Three times round thence to finishing line.

FINISHING LINE: The finishing line will be the Holyhead Sailing Club line situated at the Western end of the outer harbour at Holyhead, which is a prolongation of a line between the Holyhead Sailing Club Flagstaff and a Red Pole bearing a red diamond extending to the breakwater. Yachts will finish from East to West leaving the Inner Distance Mark (Red buoy bearing a red flag) to port.

TIME LIMIT: There will be a time limit of 8 hours except for Friday when it will be 6 hours.

DECLARATION: The time of crossing the line shall be carefully noted and entered on the Declaration Form (provided at the rear of the Race Programme).

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and that during that race the I.Y.R.U. racing rules, the R.Y.A. prescriptions, the sailing instructions and
the Division rules were observed. I estimate that I crossed the finishing line at:

..... hrs. mins. secs, on

I finished about minutes behind the yacht

and about minutes ahead of the yacht

SIGNED

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I finished about minutes behind the yacht

and about minutes ahead of the yacht

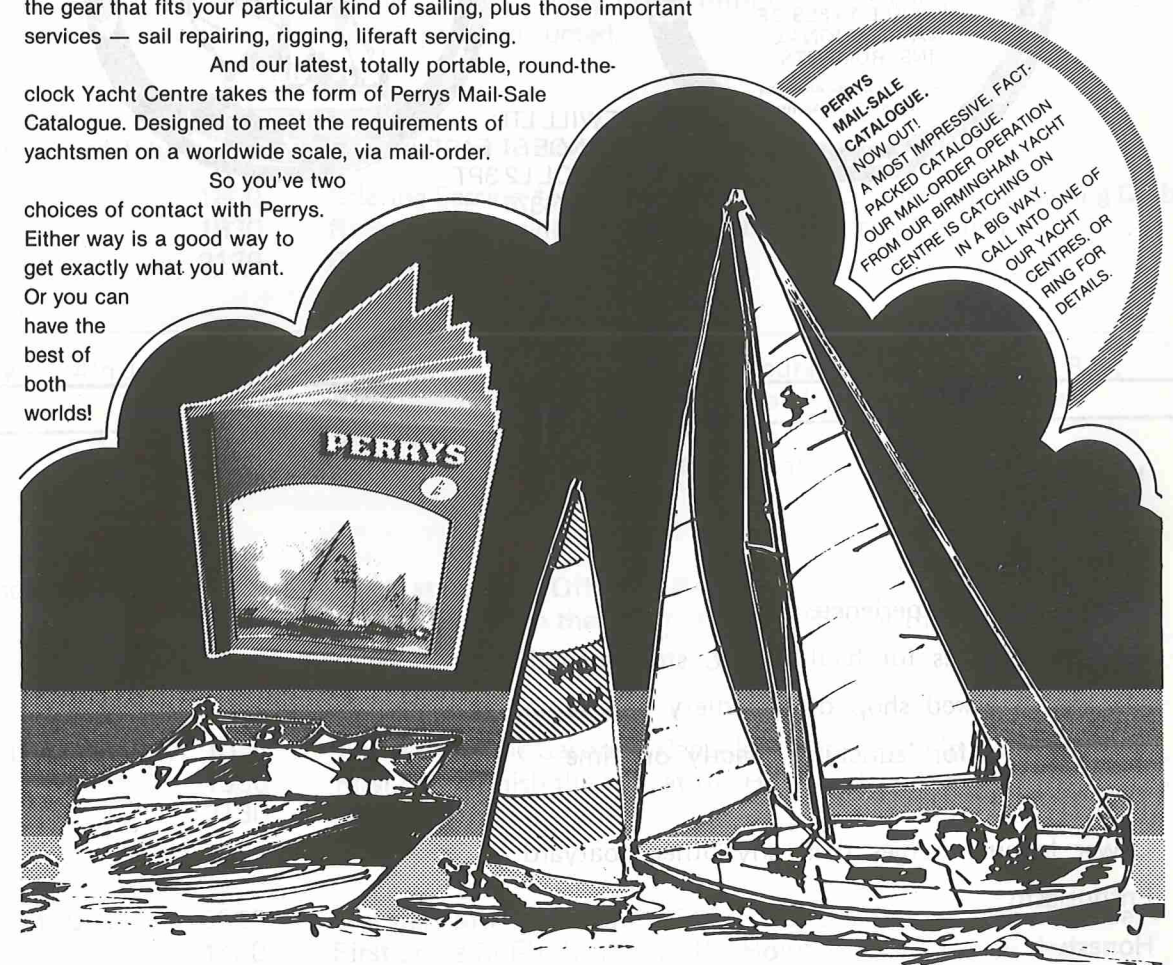
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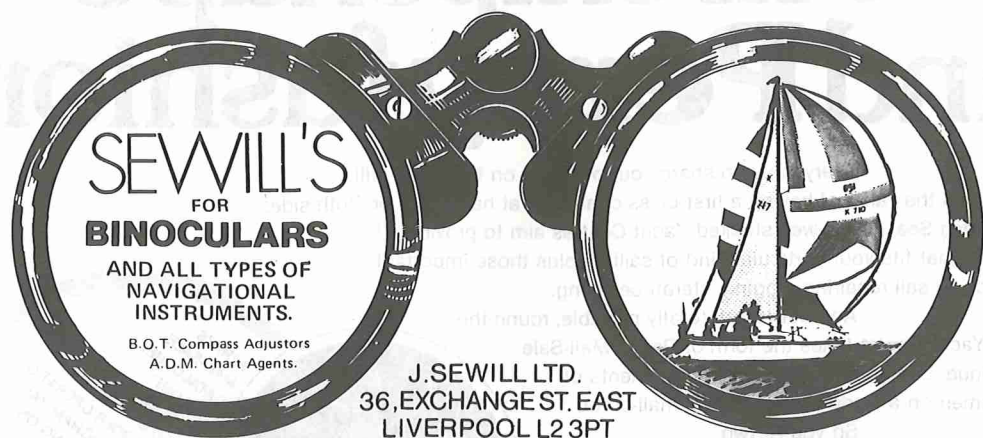
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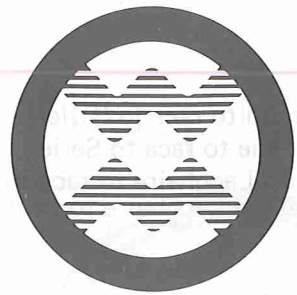
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Time Table of Events

Saturday	1st July.	1000 1100 1145 1155	Boats start Feeder Race from Fleetwood to race to Series. Boats start Feeder Race from Ballyholme to race to Series. Boats start short Feeder race from Dun Laoghaire to race to Series. Boats start RORC Feeder Race from Dun Laoghaire to race to series.
Sunday	2nd July.		Boats are expected to arrive in Holyhead at various times throughout the day and following night and will finish the race by crossing the finishing line which is a line from the end of the Holyhead Breakwater to the Clipperau buoy. After finishing boats will take up their moorings as instructed.
Monday	3rd July.		Boats will continue to arrive at Holyhead.
		1800 1830 2130	Briefing Session for owners and navigators at Holyhead Sailing Club. Reception by invitation only in the Holyhead Sailing Club. Dancing in the marquee to Disco.
Tuesday	4th July.	1030 1530 2030 2100	The start of the First Triangular Course Race in Holyhead Bay. First boats finish the race at the Holyhead Sailing Club line. Barbeque at Soldiers Point. Dancing on the grass at Soldiers Point.
Wednesday	5th July.	1330 1930	Boats start short Offshore Race. First boats finish the Short Offshore Race at the Holyhead Sailing Club line.
Thursday	6th July	1030 1530 2130	The start of the Second Triangular Course Race in Holyhead Bay. First boats finish the race at the Holyhead Sailing Club line. Dancing in the marquee
Friday	7th July.	0900 1400 2000	The start of Race Round Middle Mouse or the last Inshore Race. First boats finish the race at the Holyhead Sailing Club line. Presentation of prizes in the marquee.



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General Information

- INFORMATION** – All general queries should be directed to the Shore Liaison Officer, Kenneth. S. Hopkins or his assistant at the Race Office.
- RACE OFFICE** – The Race Office is situated near the Holyhead Sailing Club.
- BRIEFING SESSION** – Owners and Navigators are invited to attend a Briefing Session at 1800 hours on Monday 3rd July, 1978 in the Marquee.
- RESULTS** – Race Results will be displayed at the Race Office and on the Notice Board in the Holyhead Sailing Club.
- FERRYING SERVICE** – A continuous Ferrying Service will be operated. Crews are requested to assemble on shore in order to keep the number of trips to each yacht to a minimum.
- SAIL REPAIRS** – Contact the Race Office.
- TELEPHONE MESSAGES**
Competitors may be contacted by telephoning Holyhead (STD 0407) 2526, 2496 where brief messages will be taken and held for them at the Race Office.
- MEDICAL ASSISTANCE**
Medical Assistance is available throughout the Series for competitors and their families by contacting the Medical Officer through the Race Office.
- CATERING** – Catering facilities are available throughout the Series in the Marquee at reasonable prices and "take-away" packed lunches will be available each day. Competitors are asked to book their take away packed lunches on the evening prior to their requirements.
- SOCIAL EVENTS** – Admission to all Social Events will be by badge only.
- BAR HOURS** – The Holyhead Sailing Club bar and marquee bar will be open during the following hours:—
Sunday 2nd July 12.00 – 14.00 and 19.00 - 22.30
Monday 3rd July 11.00 – 01.00 (Tuesday)
Tuesday 4th July 11.30 – 01.00 (Wednesday)
Wednesday 5th July 11.30 – 0100 (Thursday)
Thursday 6th July 11:30 – 0100 (Friday)
Friday 8th July 11.30 – 15.30 and 17.30 – 22.30
A bar extension has been applied for by the owner at Soldiers Point for the Tuesday evening.
- BREAD, MILK & PAPERS**
Arrangements have been made with the tradesmen to provide these facilities at the following times:—
Monday and Wednesday between 09.00 and 10.30
Tuesday, Thursday and Friday between 08.00 and 09.00
- CAR PARKING** – Competitors are requested to use the Car Park at the rear of the Clubhouse.
- TAXI SERVICES** – These can be obtained by telephoning Holyhead 2534 and 2425.



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Social Events

The Entertainment Committee has arranged a number of Social events during the ISORA Race Week, the programme of which is as follows:—

- MONDAY 3rd July. An Official Reception and Cocktail Party by invitation at 1830 in the Holyhead Sailing Clubhouse. Dancing to be organised by the Holyhead Sailing Club in the marquee at 2130.
- TUESDAY 4th July. A Barbeque to be organised by the Royal Dee Yacht Club at Soldier's Point, Holyhead at 20.30. Dancing to be organised by the Royal Dee Yacht Club at Soldier's Point at 2100 (Admission to both the above events at Soldier's Point will be by Badge only).
- THURSDAY 6th July. Dancing to be organised by the Pwllheli Sailing Club in the marquee at 2130.
- FRIDAY 7th July. Presentation of Prizes in the marquee at 2000. A buffet and some drinks will be given free of charge to the competitors.

Note: Competitors may purchase a badge at the cost of £4. which will entitle entry to the marquee. Competitors and Friends may purchase a badge at the cost of £1. for a particular day (0800 - 0200). These daily badges are limited in number per day and are obtainable from the Race Office.

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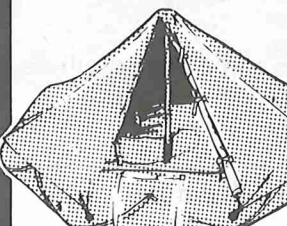
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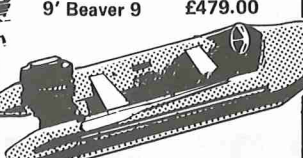
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M. O' Flaherty, Esq., for the use of his yacht "Cuilaun of Kinsale" as the Committee Boat.
 Mr. Leyland Morris for the use of his yacht "Roxana"

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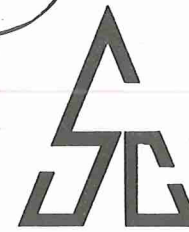
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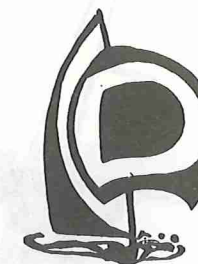
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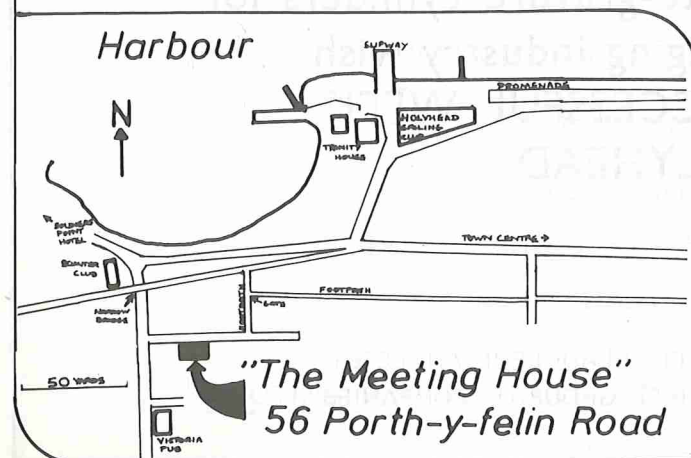


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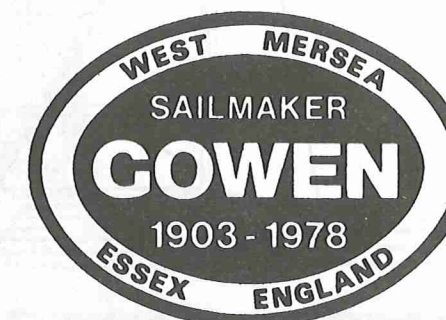
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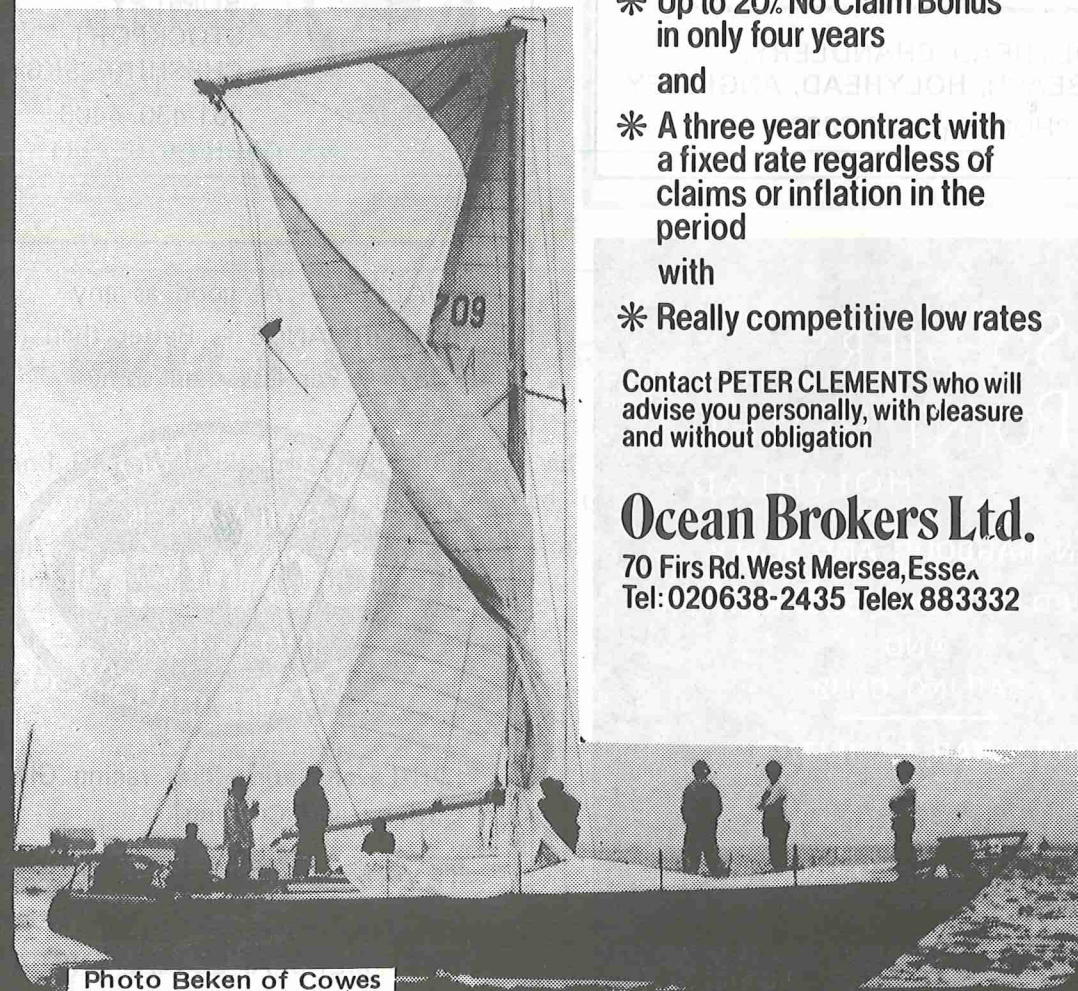


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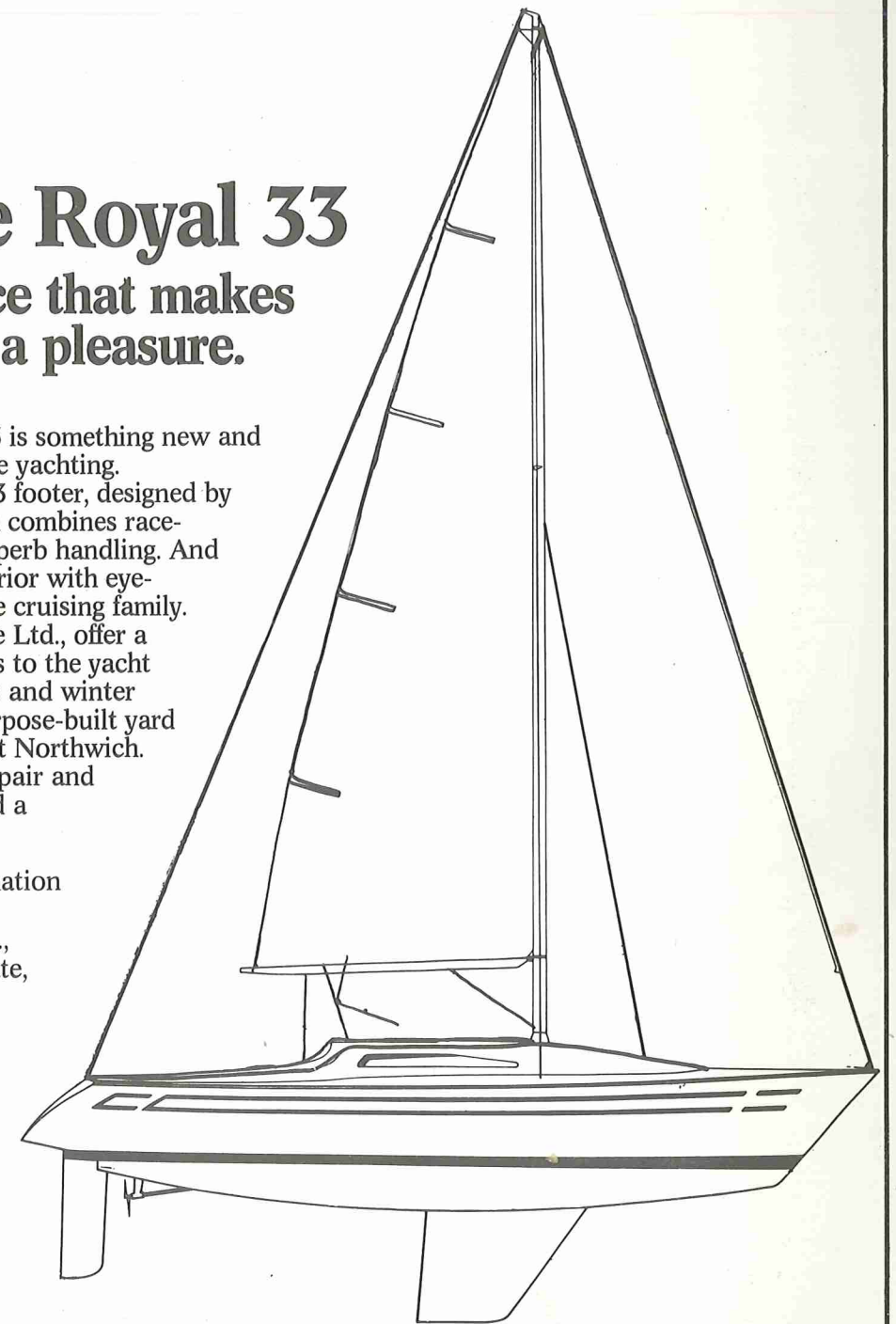
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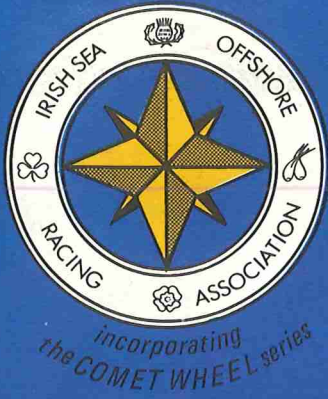
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