

Irish Sea Offshore Racing Association



1987

**Programme,
Sailing Instructions and
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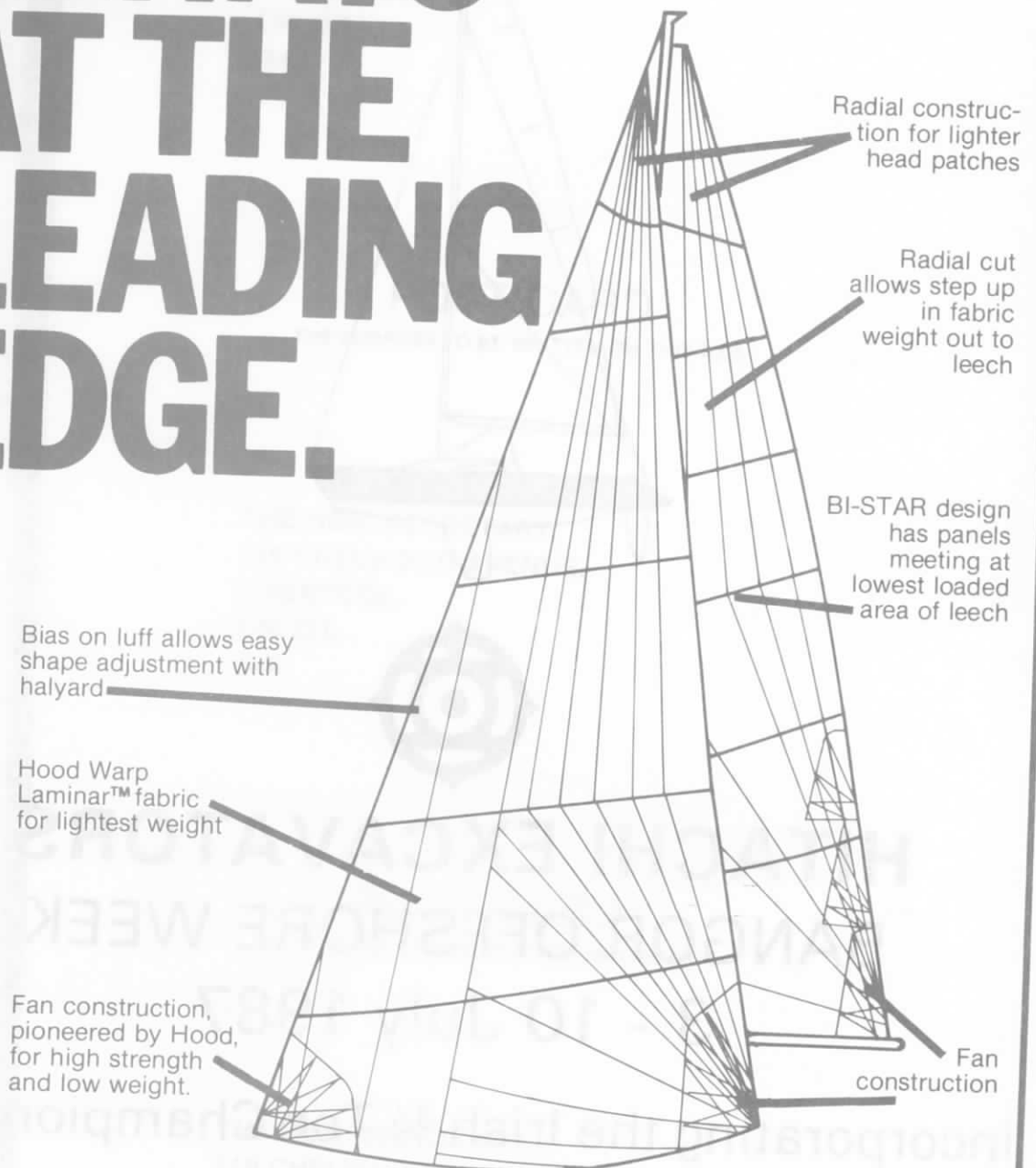
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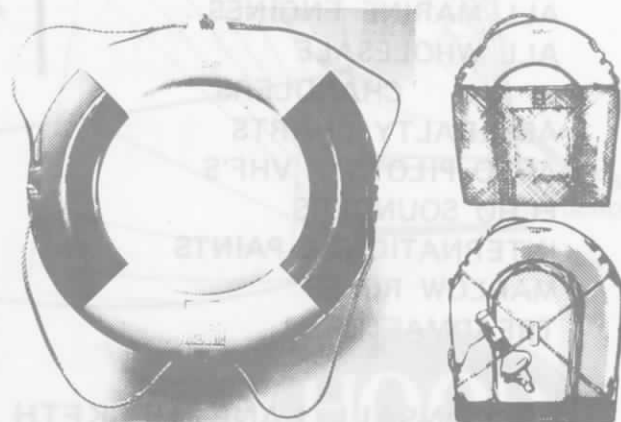
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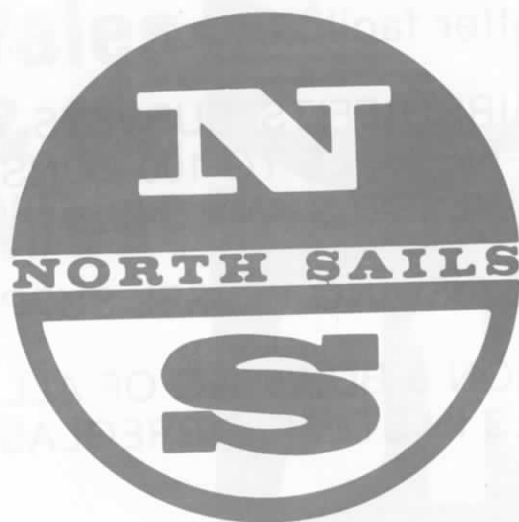
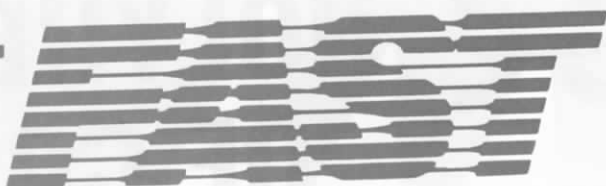
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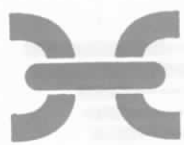
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Irish Sea Offshore Racing Association



Please note that no further Sailing Instructions will be issued for individual races and a copy of this booklet should be kept aboard each yacht.

One copy will be issued to each paid-up member. Further copies may be obtained from the Secretary for £4.00 or IR£4.50.

MEMBERSHIP OF THE ASSOCIATION AND ACCEPTANCE OF THE RULES BY THE MEMBER WILL BE DEEMED TO CONSTITUTE CONSENT TO THE HOLDING OF RELEVANT PERSONAL DATA FOR THE PURPOSES OF THE DATA PROTECTION ACT, 1984.

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 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 seems 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 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 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 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 on the Clyde. From these two events the bi-annual ISORA Race Week has evolved.

The last ten years have seen a steady development of the Association with strengthening ties directly across the Irish Sea. The physical difficulties involved in racing yachts far from home base has begun to be recognised and while every effort is made, particularly for Race Weeks, to attract competitors from further afield. It is probable that the grass roots of the Association will remain in the Irish Sea Area.

The Race Weeks have grown in strength and now require considerable organisation and financial expenditure. The Association has been particularly fortunate in obtaining the vital sponsorship necessary from Chubb Alarms for the 1980, 1982 and 1984 Weeks without which they could only be run with great difficulty. So far they have been held in:

Dun Laoghaire	1974
Crosshaven	1976
Holyhead	1978
Dun Laoghaire	1980
Cardigan Bay.....	1982
Howth	1984
Holyhead	1986

ELECTED OFFICERS OF THE ASSOCIATION

CHAIRMAN:

MIKE HILL
Leaside House,
Bennetts Lane,
Hawarden,
Deeside, Clywd.
Tel. Nos. (Office) 0244 812743 ✓
(Home) 0244 532500

VICE-CHAIRMAN:

J. PATRICK JAMESON
"Evora",
Dunbo Hill,
Howth,
Co. Dublin, IRELAND.
Tel. Nos: (Office) Dublin 743107
(Home) Dublin 322931

HONORARY SECRETARY:

JEAN SCOTT
119, Chelwood Avenue,
LIVERPOOL L16 2LL
Tel. No: (Evenings only) 051-722 8121

HONORARY TREASURER:

NICK THISTLETON
16 Holford Crescent,
Knutsford,
Cheshire WA16 8DZ.
Tel. Nos.: (Office) Holmes Chapel 33941
(Home) Knutsford 4961

CO-OPTED OFFICERS

HONORARY PRIZES SECRETARIES:

ANDREW HALL
17 Preston Road,
SOUTHPORT,
Merseyside.
Tel. Nos: (Office only)
Preston (0772) 705555

BERNARD COX
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I.S.O.R.A. COMMITTEE — 1987

ELECTED BOATOWNER MEMBERS

<p>Peter Cullen "Eyrefield", Killiney Hill Road, Killiney, Co. Dublin IRELAND</p> <p>Tel. No: (Home) 0001 857571</p>	<p>Anthony Jones Penmaen, Pwllheli, Gwynedd.</p> <p>Tel. No: Pwllheli 3793</p>
<p>Gerry Haggas "Y Dorlan", Abererch, Nr. Pwllheli, Gwynedd LL53 6AZ.</p> <p>Tel. No: (Home) 0758 61 2286</p>	<p>Derry O'Brien Smallacre, Church Road, Killiney, Co. Dublin, IRELAND.</p> <p>Tel. Nos: (Office) 0001 978828 (Home) 0001 852754</p>
<p>Urban Taylor Ridge Moor, Lake Side, Littleborough, Lancs.</p> <p>Tel. Nos: (Home) 0706 78521 (Office) 0706 843121</p>	<p>Tony Farrelly "Dunganny", Lisdarn, Cavan, IRELAND</p> <p>Tel. No: (Home) 049 31399</p>

CLUB REPRESENTATIVES

<p>Holyhead Sailing Club</p> <p>Alan Stead, "Bryn Awel" Holyhead, Anglesey.</p> <p>Tel. No: (Home) 0407 2073</p>	<p>Howth Yacht Club</p> <p>Keiran Jameson, 'Evora', Dunbo Hill, Howth, Co. Dublin, IRELAND</p> <p>Tel. Nos: (Office) Dublin 326466/391461 (Home) Dublin 322981</p>
<p>National Yacht Club</p> <p>Antony Fox, Silver Hill, Old Connaught Avenue, Bray, Co. Wicklow, IRELAND.</p> <p>Tel. Nos: (Home) 822632 (Office) 780610</p>	<p>Pwllheli Sailing Club</p> <p>Eifion Evans, Edge Hill, Lleyn Street, Pwllheli, Gwynedd.</p> <p>Tel. Nos: (Office) 0758 61 2816/3140 (Home) 0758 61 2260</p>

<p>Royal Alfred Yacht Club Frank Hughes, 15 Offington Court, Sutton, Dublin 13, IRELAND.</p> <p>Tel. Nos: (Office) 0001 393662 (Home) 0001 309446</p>	<p>Wicklow Sailing Club Michael Jones, Pheasant Hill, Brittas Bay, Co. Wicklow, IRELAND.</p> <p>Tel. Nos: (Office) 0404 3104 (Home) 0404 7188</p>
<p>Royal Dee Yacht Club Stuart Talbot, "Stoneycroft", 17 Broseley Lane, Culcheth, Nr. Warrington, Cheshire.</p> <p>Tel. Nos: (Surgery) Leigh 673188 (Home) Culcheth 2634</p>	<p>Royal Mersey Yacht Club Peter Williams, 7 Tower Road South, Heswall, Merseyside.</p> <p>Tel. No.: 051-342 6841</p>
<p>Royal Irish Yacht Club David Anderson, Woodlawn, Church Road, Ballybrace, Co. Dublin, IRELAND.</p> <p>Tel. No. (Office) 0001 760561 (Home) 0001 851447</p>	<p>Royal St. George Yacht Club Dick Lovegrove, 'Corrig', Convent Road, Dalkey, Co. Dublin, IRELAND.</p> <p>Tel. Nos: (Office) 0001 859782 (Home) 0001 770335</p>
<p>South Caernarvonshire Yacht Club John Morris, "Cadwgan," Glyn-y-Weddw, Llanbedrog, Pwllheli, Gwynedd.</p> <p>Tel: Nos: (Office) 0758 61 2251 (Home) 0758 740 478</p>	<p>Tranmere Sailing Club Stuart Tod, Strathhaven, Bevyl Road, Parkgate, South Wirral.</p> <p>Tel. No: (Home) 051-336 2036</p>
<p>ISORA WISHES TO THANK ALL THE ABOVE, TOGETHER WITH THE UNDERMENTIONED, FOR THEIR ASSISTANCE AND CO-OPERATION DURING THE 1986 SEASON</p>	
<p>Blackpool & Fleetwood Yacht Club Clyde Cruising Club Royal Welsh Yacht Club Isle of Man Yacht Club Ribble Cruising Club</p>	<p>Royal Ulster Yacht Club North Wales Cruising Club Royal Ocean Racing Club Royal Anglesey Yacht Club</p>

I.S.O.R.A. Representatives on other Committees:

British Level Rating Association : Jim Poole
Royal Yachting Association : Cedric Selby
RORC Programme and Race Organising Sub-Committee : Mike Hill

IRISH SEA OFFSHORE RACING ASSOCIATION RACING PROGRAMME 1987

Race No.	Date and Time	Race
1	Saturday, 23rd May 0900 start	Holyhead — Kish — South Burford Bank Buoy — Wicklow
2 (Long)	Saturday, 30th May 0900 start	Dun Laoghaire — Carlingford — Fairway Buoy — Holyhead
3 (Long)	Saturday, 13th June 1000 start	Pwllheli — Codling Kish — Howth
4	Saturday, 27th June 0900 start	Howth — Codling — Holyhead
5 (Long)	Saturday, 11th July 1200 start	RORC/TOD TROPHY FEEDER RACE TO ISORA RACE WEEK Abersoch — Causeway — Arklow — Lambay — Rockabill — Dun Laoghaire
14th-17th JULY INCLUSIVE		I.S.O.R.A. RACE WEEK: HOSTED BY THE NATIONAL YACHT CLUB
6	Friday, 14th August 2000 start	Start: Holyhead Finish: Dun Laoghaire
7 (Long)	Saturday, 29th August 1030 start	Pwllheli — Rockabill — Howth

ANNUAL GENERAL MEETING AND DINNER DANCE/PRIZEGIVING

The Annual General Meeting of the Irish Sea Offshore Racing Association, followed by the Dinner-Dance and Prizegiving, will be held in Ireland on Saturday, 24th October, 1987 — details to be notified at a later date.

IRISH SEA OFFSHORE RACING ASSOCIATION CONSTITUTION

1. NAME.

The Association will be called The Irish Sea Offshore Racing Association.

2. OBJECT.

The Association shall be an Association of boatowners and interested crews. Its objects shall be:

- (a) The provision of a programme within the Irish Sea of offshore racing for all yachts with I.O.R. ratings, either by organising races or by arranging that traditional races run by individual Clubs shall be included in its programme.
- (b) To encourage and promote such racing in any way that the Association may from time to time consider proper.
- (c) To arrange, bi-annually, an Offshore Regatta to be known as I.S.O.R.A. Race Week.

3. MEMBERSHIP.

The Membership of the Association shall be divided into Boat Owner Members and Members:-

(a) BOAT OWNER MEMBERS:

Owners/Skippers of yachts who wish to participate in ISORA Races may apply for membership.

(b) MEMBERS:

Individuals who are not eligible for membership under 3(a), but who are either crew on yachts racing in the programme, or who are interested in the activities of the Association may apply for Membership.

- (c) If a Boat Owner Member should cease to be an owner of a yacht under 3(a), he may continue to be a Member.
- (d) In recognition of services rendered to the Association, the Annual General Meeting may have power to elect life members who shall not have voting power.
- (e) The Committee shall have the power to elect Honorary Members who shall not pay a subscription and who shall not be entitled to vote unless he be a Boat Owner Member.

Applications for each class of membership should be submitted to the Secretary of the Association on the relevant form, together with the appropriate subscription

4. OFFICERS.

The officers of the Association shall consist of a Chairman, Vice-Chairman, Honorary Treasurer, and Honorary Secretary who shall be elected by ballot at the Annual General Meeting. The Honorary Secretary shall receive an honorarium as the Committee may deem appropriate. The Committee shall have power to appoint as an officer to fill a casual vacancy among the officers until the next Annual General Meeting. Other Officers may be co-opted as appropriate.

5. COMMITTEE.

The affairs of the Association shall be managed by a Committee consisting of the officers and 6 boat owner members who shall be elected by ballot at an Annual General Meeting. Not less than 8 members of the Committee shall be full members as in 3(a). The committee shall also be empowered to co-opt such Members as the Committee may, from time to time, think appropriate. One I.S.O.R.A. Boat Owner Member or Member from each organising Club who has been nominated by that Club shall be entitled to attend Committee meetings and vote. 2 Clubs or 6 Members may sign a request for a Special Committee Meeting which shall be held within 28 days.

6. VOTING POWERS.

In the election of the officers and the Committee, and any other matters for which a vote is required, the following persons are entitled to one vote:—

- (a) BOAT OWNER MEMBERS — the joint owners of a yacht shall have only one vote.
- (b) MEMBERS — In the absence of a Boat Owner Member, a Member who is a regular crew may vote on his behalf but only on the basis of one vote per boat.

7. HOSTING OF RACES IN THE I.S.O.R.A. PROGRAMME.

In the event of a Yacht or Sailing Club, affiliated to its National Association, wishing to host a race in a future I.S.O.R.A. programme, application should be made to the Committee.

8. BURGEE.

The Burgee shall be a compass rose in gold surrounded by the leek, rose, shamrock and thistle upon blue ground. The design of the Association tie shall consist of the I.S.O.R.A. emblem as described above upon a blue ground.

9. ANNUAL GENERAL MEETING.

The Annual General Meeting shall be held during the Autumn of each year at such a time and place as the Committee may appoint, notice of which shall be sent to each member at least 28 days before the meeting. All nominations for Officers and Notices of Motion must reach the Honorary Secretary at least 14 days before the meeting. 12 Members* shall form a quorum at an Annual General Meeting.

At the Annual General Meeting, the Chair shall be taken by the Chairman or failing him by the Vice-Chairman, or failing him by some Member* at the Meeting. Every question, unless otherwise expressly provided by these rules, shall be decided by a majority of votes of the Members* present. At any Meeting (unless a poll be ordered by the Chairman or demanded by 12 Members*) a declaration by the Chairman that a resolution has been carried or lost as the case may be, shall be conclusive.

10. BUSINESS AT ANNUAL GENERAL MEETING.

At the Annual General Meeting, the Report of the Committee and Statement of Accounts shall be submitted, the Officers elected and any other business on the Agenda transacted, but nothing should be voted upon which does not appear on the Agenda.

11. SPECIAL GENERAL MEETING.

The Honorary Secretary shall call a Special General Meeting on receiving directions to that effect from the Committee or on receiving a requisition to that effect, stating the object of the proposed meeting signed by not less than 12 Members*. The Meeting shall be held within 28 days of the Secretary receiving the requisition and notice of the Meeting and its object shall be sent to each Member at least 14 days before the meeting.

12. SUBSCRIPTIONS.

Subscriptions shall be due on the 1st January each year, and should be remitted to the Honorary Secretary. No Member whose subscription remains unpaid will be eligible to race without payment of non-members race entry fee, in any events of the Association's Programme. The subscription shall be:-

Boatowner Member	—	£12.00 Sterling or IR £13.00 (Punts).
Member	—	£7.00 Sterling or IR £8.00. (Punts).

13. COMMITTEE MEETINGS.

The Honorary Secretary shall give 14 days notice of Committee Meetings to Committee Members stating the business for which the Meeting is called. Six Members shall form a quorum for a Committee Meeting.

14. DUTIES OF HONORARY TREASURER.

All payments made to or by the Association shall be made through the Honorary Treasurer, who shall keep a correct account of the same, and prepare a Statement showing the financial position of the Association and a Balance Sheet for the Annual General Meeting.

15. AUDITORS.

One or two Members or a chartered accountant shall be appointed by the Committee to audit the accounts for the current year and to report thereon to the Annual General Meeting.

16. RESIGNATION OF AUDITORS.

The Committee shall have power, in the case of resignation of the Auditors, to appoint any other person or persons they may deem competent.

17. LOANS.

The Committee shall be empowered to raise funds, by way of loan, for furthering the objects of the Association.

The assets of the Association, be they trophies or goods or other assets, shall be vested in three trustees who shall be elected at the Annual General Meeting.

18. AMENDMENTS TO RULES.

These rules may be altered or repealed and new rules may be made by the Committee from time to time, but such alterations and additions shall be circulated to Members immediately they have been adopted by the Committee and shall be confirmed by the Members* of the Association at the next Annual General Meeting, and failing such confirmation shall then cease to have effect.

*BOAT OWNER MEMBERS or their nominated Member Representative.

GENERAL CONDITIONS, SAILING INSTRUCTIONS AND RULES: 1987

1. GENERAL CONDITIONS

1.1 ELIGIBILITY FOR ENTRY TO RACES IN THE I.S.O.R.A. PROGRAMME

Yachts entering a race must be entered in the race 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/IIIA rating of 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. Regulations and R.O.R.C. and I.S.O.R.A. amendments.

All yachts must carry a minimum of £250,000 third party indemnity under sections 2 and 3 of their Marine Policies.

1.2 DIVISIONS

	Yachts Rating Between
A.1	24.6 and 70.0 ft.
A.2	22.1 and 24.5 ft.
B.1	16.0 and 22.0 ft.

1.3 OPEN AND RESTRICTED DIVISION YACHTS

All yachts which qualify for age allowance will be Restricted Division yachts (and should complete the appropriate section on the Race Entry Form). All others will be Open Division yachts.

Restricted Division yachts will race in the Open Divisions according to their ratings and will be eligible for the Open Division trophies and prizes. In addition there will be prizes for Restricted Yachts in each of the three Divisions for each race, together with a trophy for the best Restricted Yacht overall in each race. At the end of the season there will also be a trophy for the overall Restricted Yacht Champion.

1.4 ENTRY FEES AND LATE ENTRY FEES

Entry fees for each race in the Programme (with the exception of the R.O.R.C. Race) will be:-

	Entry Fee per Race		Late Entry Fee per Race	
	Sterling	Irish	Sterling	Irish
Members	10.00	11.00	17.50	18.50
Non-members	15.00	16.00	25.00	26.00

N.B. Late entries, i.e. those received by the Honorary Secretary less than 2 weeks before the start of a race must be accompanied by the appropriate late entry fee as quoted above.

1.5 BLOCK BOOKING

A "Block" booking fee of £50.00 (Sterling), IR£55.00 (Punts) entitles entry to six races for the price of five. The RORC/TOD Trophy races are excluded from the block booking and an additional fee is payable.

1.6 ENTRIES

Entries for events in the I.S.O.R.A. Programme (excluding the R.O.R.C. race) should be made directly to the Honorary Secretary of I.S.O.R.A., Miss Jean Scott, 119 Chelwood Avenue, Liverpool L16 2LL on an official entry form — a copy of which is enclosed with this Programme. A cheque covering the appropriate amount should accompany the entry form. Entry forms should reach the Honorary Secretary two weeks before the date of the race, otherwise a late entry fee must be paid.

Entries for the race organised by the Royal Ocean Racing Club (Race No. 5a) should be sent to the Secretary of the Royal Ocean Racing Club, 20 St. James's Place, London SW1A 1NN to whom application for entry forms should be made.

1.7 ENTRY CANCELLATION

Race entry fees are not refundable following cancellation.

1.8 POINTS

The number of points scored by any yacht in its five best races will be added together to arrive at her score in the Overall and Divisional Championship. To qualify, the yacht must have competed in a long race (marked (L) on the programme) but the result can be discarded in order to obtain maximum points.

N.B. (1) Races marked (L) on the programme qualify for points $\times 1.25$.

(2) The number of races to count will be reduced by one for each race that is cancelled or abandoned.

1.9 OLD AGE ALLOWANCE

I.S.O.R.A. will employ, during 1987, the same old age allowance system as the R.O.R.C. For 1987 the formula is:-
 $0.15\% (1980 \text{ minus year of launch}) = \text{age allowance to be deducted from T.M.F. Maximum } 4.35\%$.
Year of launch to be taken as age date.

2. SAILING INSTRUCTIONS

2.1 GENERAL

Please note that these Instructions apply to each race in the programme and should be read in conjunction with the specific instructions for particular races which follow.

2.2 RESPONSIBILITY

All those taking part in these races do so at their own risk and responsibility. The R.O.R.C., I.S.O.R.A. and the sponsoring Clubs are not responsible for the seaworthiness of any yacht whose entry is accepted.

It should be particularly noted that the Officer of the Day will start all races irrespective of weather conditions. **The decision with regard to starting and continuing a race must lie with the skipper of each boat as he must at all times be held responsible for the safety of his own craft.**

2.3 ALTERATIONS

If it is necessary to make a last minute alteration in the Sailing Instructions, International Code Flag 'L' will be hoisted at the starting point at least fifty minutes before the ten-minute gun. It is then the responsibility of owners to acquaint themselves with the alteration before starting.

I.S.O.R.A. and sponsoring Clubs reserve the right to make any alterations to the programme, rules and conditions, without notice other than the exhibition of International Code Flag 'L' at the starting line.

2.4 RACING RULES AND REGULATIONS

The race will be started and sailed during daylight hours under I.Y.R.U. Rules subject to R.Y.A. Prescriptions and R.O.R.C. Special Regulations, but between sunset and sunrise navigation lights must be lit. These, and any emergency navigation lights carried, must conform to Rule 22 of the International Regulations for Preventing Collisions at Sea. Yachts which cannot comply with these Regulations *must* retire from the race. I.Y.R.U. Rules 36 to 43 will cease to be applicable between sunset and sunrise, and will be replaced by Part D (Steering and Sailing Rules) of International Regulations for Preventing Collisions at Sea. Any contravention of Rules, Regulations or Sailing Instructions must be reported on the Declaration. I.Y.R.U. Rule 52 "Touching a Mark" will be operative.

2.5 CLASS FLAGS: The appropriate Flag must be exhibited.

Division A.1 Numeral 1
Division A.2 Numeral 2
Division B.1 Numeral 3

2.6 MARK UNSEEN

If a mark is not seen, the Race Committee will require with the Declaration, satisfactory evidence that the mark has been passed correctly. The onus will fall upon the competitor to satisfy the Race Committee and to appear before it if requested to do so within 72 hours of finishing the course; failing this the yacht may be disqualified.

2.7 PROTESTS

Any yacht protesting must hand in its protest form within two hours of the yacht finishing accompanied by the protest fee of £10.00 (Sterling) or IR£11.00 (Punts) to the I.S.O.R.A. representative at the finish of the race.

Yachts finishing between 21.00 hours and 10.00 hours the following morning, must submit their protest form by mid-day. Yachts finishing between 10.00 hours and 21.00 hours must submit their protest form within two hours of finishing. A yacht which is unable to finish the race or which does not enter harbour, must send the protest form to the Honorary Secretary to arrive within four days of the finishing of the last yacht.

Amended instructions apply for Race No. 5 (Abersoch — Dun Laoghaire — Feeder Race to the Race Week) — see pages 19 and 20.

2.8 RETIREMENTS

Any yacht retiring from a race must notify the I.S.O.R.A. representative at the finish at the first opportunity.

2.9 DECLARATIONS

All Declaration Cards must be signed by two people and should be deposited as soon as possible after arrival in the box provided by the host Club at the finish. (This Club has been asked to send the declarations to the Honorary Secretary 24 hours after the finish of the race). If this should prove impossible, *the declaration must be sent to the Honorary Secretary to arrive by not later than the last post on the Saturday following the finish of the race.* A yacht for which a declaration is not made will be classed as a non-finisher and thus disqualified. It should be noted that a declaration is also required from a yacht retiring from a race otherwise that yacht will be disqualified.

2.10 RATINGS

The Rating Office published list, applicable at the start of a race, will be final for that race.

2.11 RECALLS

Recall numbers will not be displayed. When a yacht starts prematurely, a gun will fire, or suitable sound signal made, as soon as possible after her starting signal and the Class Flag will be left flying at "the dip". A premature starter shall return in accordance with I.Y.R.U. racing rule 51.1, but the Race Committee will not inform her that she has wholly returned to the right side of the starting line.

2.12 GENERAL RECALL

I.C. First Substitute Flag broken out and two guns fired. The Division will be restarted 15 minutes after the original scheduled start. All subsequent Divisions will start 15 minutes later than their scheduled starts.

2.13 SAFETY CERTIFICATES

Yachts must conform with the appropriate ISORA/RORC special safety regulations and must be inspected, and the safety certificate (copy enclosed) returned to the Hon. Secretary BEFORE the yacht is entitled to race. This certificate, in exceptional circumstances, may accompany the declaration card, provided the inspection takes place PRIOR to the race. Failure to submit the safety certificate to the Hon. Secretary will result in disqualification.

3. RULES

3.1 Races will be sailed under I.Y.R.U. Racing Rules with R.Y.A. Prescriptions, I.O.R. Mk III and IIIA ratings, R.O.R.C. and I.S.O.R.A. Special Regulations and these General Conditions.

3.2 MK IIIA RATINGS.

In addition to the Mk III rating a Mk IIIA figure appears on some I.O.R. certificates and is the result of modifications in the rating formula to compensate for the early design date of the yacht's hull and sail plan. The Mk. IIIA rating is used in calculation of results, and also decides the I.O.R. Class/Division in which the yacht races. Age allowance is applied independently.

3.3 CREW LIMITATIONS

Crew limitations will be enforced as per rating certificates.

3.4 RACE COMMITTEE.

The race committee shall be the committee of I.S.O.R.A. or the club(s) organising the race. The senior representative of the organising club(s) present at the race, may call a race sub-committee of not more than five nor less than three in number. The sub-committee shall be chosen from officers, members of the committee or senior members of I.S.O.R.A., the organising club(s) or other yacht clubs. The sub-committee will be included in the term "race committee" wherever it is used.

3.5 ELECTRONIC AIDS, RADIO TRANSMISSION AND RECEPTION.

The use of electronic aids and linked electronic devices is permitted.

3.6 USE OF ENGINE

- (a) An engine may be used to recover a man overboard, to render assistance, or in any other grave emergency and full details must be reported on the declaration.
- (b) An engine or power pump may be used for charging batteries, pumping bilges or supplying power for weighing anchor.
- (c) At the discretion of the Race Committee an engine or tow may be used by a yacht arriving late at the start provided that she:—
 - (i) switches off her engine or drops her tow and then completes a 360° turn before starting;
 - (ii) does not start until five minutes after the starting signal;
 - (iii) reports the incident on her declaration.

3.7 YACHTS MOORED AFTER THE PREPARATORY SIGNAL.

The Race Committee at its discretion, may waive I.Y.R.U. Rule 53.1. when a yacht does not leave her moorings before the preparatory signal. The incident shall be reported on the declaration.

3.8 BOARDING, LEAVING AND GOING ASHORE WHILST RACING.

Crew may board their yacht by any means up to two hours after her starting signal and may leave by any means to take no further part in the race, but otherwise crew, gear or stores may be taken to or from the shore only in her dinghy propelled by oars.

3.9 RULE INFRINGEMENTS.

If the race committee considers that a breach of rules has been committed, it may:—

- (a) disqualify the yacht, or
- (b) impose a penalty by allotting to the yacht the place and score for the place worse than her actual finishing position by 20% to the nearest whole number of the starters in that Division, except that in no case shall she receive a score for a position worse than one more than the number of starters.
 - (i) A yacht infringing a rule in more than one incident may receive a 20% penalty for each incident
 - (ii) The imposition of a 20% penalty on a yacht shall not affect the score of other yachts. (Thus two yachts may receive the same score).
- (c) recommend the I.S.O.R.A. Committee to refer the matter to the R.Y.A. for action under I.Y.R.U. racing rule 74.

3.10 ALTERNATIVE PENALTIES.

Alternative penalties may be applied where a yacht acknowledges infringing a rule under Part IV of the International Yacht Racing Rules:-

- (i) Rule 45: re-rounding after touching a mark shall apply.
- (ii) Section II of Appendix 3 headed "Percentage" shall apply.

SUNDRIES

NEW TIES:

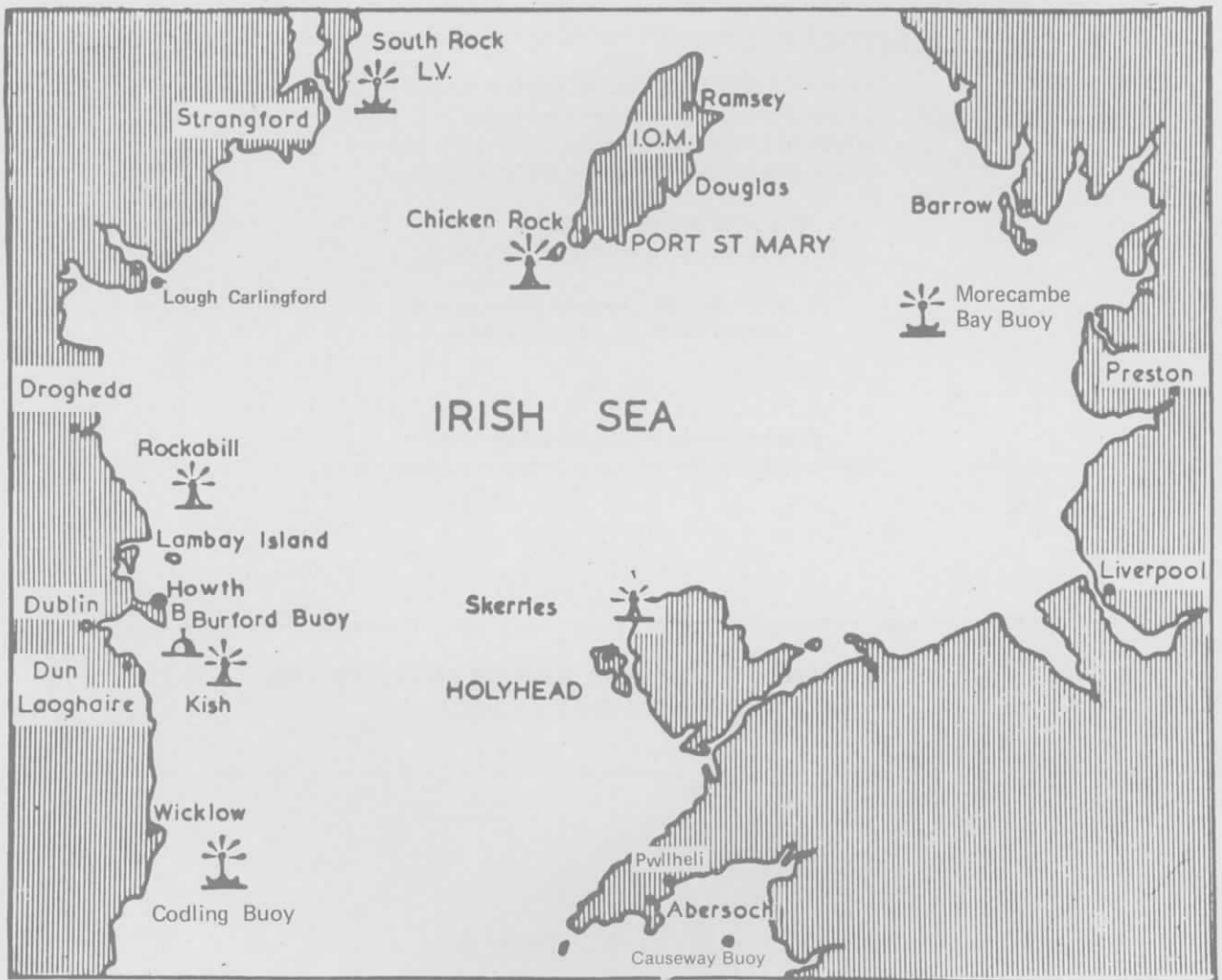
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VICTORIA CUP

This is the Team Racing Trophy of the Irish Sea Offshore Racing Association which has been presented by the Royal Mersey Yacht Club. The rules of the competition are:-

1. Each Yacht/Sailing Club shall nominate a maximum of six yachts in priority order. Yachts 1, 2 and 3 will be awarded points for each race unless one (or any) of the first three yachts do not take part in which case the next yacht(s) on the priority list (4 to 6) will count.

The team may be made up of yachts from any Division.

2. Races which shall count towards the series are as follows:—

1, 2, 3, 4, 5 (A & B), 6 and 7.

3. The Yacht or Sailing Club whose team which, over the season, gains the largest total number of points while racing in the designated races shall be awarded the Victoria Cup. Points shall be awarded as follows:—

Number of points awarded to the first placed yacht on corrected time will be three times ($\times 3$) the number of Clubs participating, (during the season), e.g. should there be seven Clubs entered:—

21 points will be awarded to the first placed yacht on corrected time.

20 points will be awarded to the second placed yacht on corrected time.

etc. etc.

Retired yachts will be awarded $\frac{1}{2}$ point
Disqualified yachts will be awarded 0 (nil) points.

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LEVEL RATING

The Morlaise Trophy	1 ton maximum rating 30.5ft.
The Sealink Trophy	$\frac{3}{4}$ ton maximum rating 24.5ft.
The Holsten Trophy	$\frac{1}{2}$ ton maximum rating 22.0ft.
The Dareyu Trophy.....	$\frac{1}{4}$ ton maximum rating 18.5ft.



isora

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Further details available from:
Brian Barry (National Y.C.) Tel. (0001) 855129 (Evenings)
Jean Scott (ISORA Secretary) Tel. (051) 722 8121 (Evenings)

RACE No. 1 — HOLYHEAD — WICKLOW
Sponsored by Montague Meyer

Hosted by: Holyhead Sailing Club and Wicklow Sailing Club.

Date of Start: Saturday, 23rd May, 1987.

Time of Start:

DIVISIONS B1

08.50
08.55
09.00

DIVISIONS A1 and A2

09.05 Division flags broken out, gun.
09.10 Blue Peter broken out, gun.
09.15 Starting gun. Flags hauled down.

Starting Line: The starting line is at the western end of Holyhead Sailing Club, and will be an extension of the line from the flag-pole on the Clubhouse flying the Holyhead Sailing Club Burgee, to a RED painted pole with a RED DIAMOND shape continuing to the Breakwater. Yachts will start between the inner Distance Mark (a RED flag on a WHITE buoy) and the Breakwater.

Caution: A dangerous reef extends in a south easterly direction from the end of the Breakwater. Yachts are advised to leave the buoy, which normally marks the extent of this reef to port, but the position of the buoy cannot be guaranteed.

Course: From the starting line, Cliperau to port, Kish to port, South Burford Bank Buoy to port — thence to finish.

Distance: Approximately 72 miles.

Finishing Line: The finishing line runs between the light on the East Pier Head and a lit outer distance buoy on the Eastern (seaward side) of the East Pier Head opposite the East Pier. The outer distance buoy must be left to Port.

Retirements: Yachts retiring should telephone the Wicklow Sailing Club — Wicklow (010353) 67526.

Notes: (1) The time of crossing the line should be carefully noted and entered on the Declaration Card, which must be signed by two people.

(2) Navigation lights are obligatory between 21.19 and 04.58 hours B.S.T.

(3) To assist the finishing officer, during the hours of darkness, sail numbers must be clearly illuminated by a high intensity Aldis type lamp or white flare.

(4) Yachts with V.H.F. should communicate to the Finishing Officer on Channel 37, when they estimate they are within two hours of the finish.

(5) **Approximate Co-ordinates:**

Kish:	53° 19'N	05° 55'W
South Burford:	53° 18'N	06° 01'W



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RACE No. 2 — DUN LAOGHAIRE — HOLYHEAD

Sponsored by Old Spice

Hosted by: Royal St. George Yacht Club and the Holyhead Sailing Club.

Date of Start: Saturday, 30th May, 1987.

Time of Start:

DIVISION B1

08.50
08.55
09.00

DIVISIONS A1 and A2

09.05 Division flags broken out, gun.
09.10 Blue Peter broken out, gun.
09.15 Starting gun. Flags hauled down.

Starting Line: The starting line will be a line from the main mast of a flagship situated in the vicinity of Scotsman Bay extending 360° magnetic to an ORANGE outer limit mark and should be crossed, when starting, from west to east.

Course: From the starting line Carlingford Fairway Buoy to Starboard thence to Holyhead finishing line.

Distance: Approximately 106 miles.

Finishing Line: The finishing line runs between the Breakwater Light at Holyhead and the Cliperau Buoy.

Caution: Owners are reminded of the bank of stones which extends in a south easterly direction from the Breakwater end. A buoy, whose presence cannot be guaranteed, marks the limit of this hazard.

Retirements: Yachts retiring should telephone the Holyhead Sailing Club — (0407) 2496.

Notes: (1) The time of crossing the line should be carefully noted and entered on the Declaration Card, which must be signed by two people.

(2) Navigation lights are obligatory between 21.28 and 04.50 hours B.S.T.

(3) To assist the finishing officer, during the hours of darkness, sail numbers must be clearly illuminated by a high intensity Aldis type lamp or white flare.

(4) Yachts with V.H.F. should communicate to the Finishing Officer on Channel 37, when they estimate they are within two hours of the finish.

(5) **Approximate Co-ordinates:**
Carlingford Fairway Buoy: 53° 59'N 06° 01'W

Old Spice



THE MARK OF A MAN!

RACE No. 3 — PWLLHELI — HOWTH
Sponsored by Firmhelm

Hosted by: Pwllheli Sailing Club and the Howth Yacht Club.

Date of Start: Saturday, 13th June, 1987.

Time of Start:

DIVISIONS B1

09.50
 09.55
 10.00

DIVISIONS A1 and A2

10.05 Division flags broken out, gun.
 10.10 Blue Peter broken out, gun.
 10.15 Starting gun. Flags hauled down.

Starting Line:

The Pwllheli Sailing Club start line is defined by the Transit of the Club Flagstaff and a red/white pole with red triangular top mark. The limits of the line are indicated by a red inner distance mark buoy (IDM) without topmark and a red outer distance mark buoy (ODM) with triangular topmark. All boats must pass between the IDM and ODM when starting from North East to South West leaving the ODM to Port. The IDM and ODM are not necessarily laid exactly on the line.

Course:

From the start, Codling Lamby Buoy to Starboard, Kish Lighthouse to Port — thence finish.

Finishing Line:

Between the South Rowan buoy (Green conical quick flashing Green) and the centre of the hut on the East Pier illuminated at night by a Blue light.

Caution: 1

Do not confuse the finishing buoy with the "Howth" mark which is approximately South East of the "South Rowan" which is also a green conical/flashing.

Caution: 2

A light will be in position approximately 275ft. north of the old Lighthouse and will be F1(2) W.R. 7.5 seconds sectored white 247°-295° red elsewhere.

Distance:

85 miles.

Retirements:

Yachts retiring should telephone Howth Yacht Club, Dublin 3221431.

Notes: (1)

The time of crossing the line should be carefully noted and entered on the Declaration Card, which must be signed by two people.

(2)

Navigation lights are obligatory between 21.41 and 04.43 hours B.S.T.

(3)

To assist the finishing officer, during the hours of darkness, sail numbers must be clearly illuminated by a high intensity Aldis type lamp or white flare.

(4)

Yachts with V.H.F. should communicate with Howth Yacht Club Finishing Line on Channel 37, when two hours from finish, and confirm sail number when finishing.

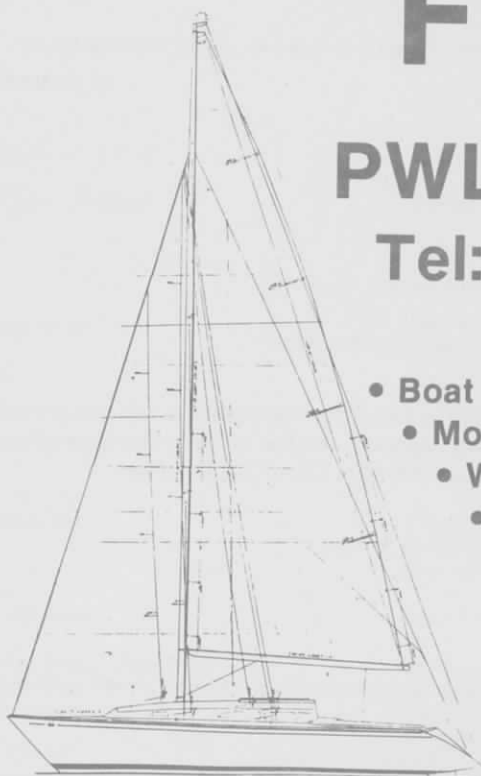
(5)

Approximate Co-ordinates:

Codling Lanby Buoy:
 Kish Bank Light House:

53° 03'N
 53° 19'N

05° 41'W
 05° 55'W



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RACE No. 4 — HOWTH — HOLYHEAD

Hosted by: Howth Yacht Club, Royal Dee Yacht Club and the Holyhead Sailing Club.

Date of Start: Saturday, 27th June, 1987.

Time of Start:

DIVISION B1

08.20
08.25
08.30

DIVISIONS A1 and A2

08.35 Division flags broken out, gun.
08.40 Blue Peter broken out, gun.
08.45 Starting gun. Flags hauled down.

Starting Line: The starting line is off the East Pier on a transit formed by two poles, one on the Starters' Hut from which signals will be made, and the other on the back of the Pier, leaving the South Rowan Buoy (GREEN CONICAL) to Port.

Course: Starting line, Codling to Port, thence to finish.

Distance: Approximately 70 miles.

Finishing Line: The finishing line runs between the Breakwater Light at Holyhead and the Cliperau Buoy.

Caution: Owners are reminded of the bank of stones which extends in a south easterly direction from the Breakwater end. A small buoy, whose presence cannot be guaranteed, marks the limit of this hazard.

Retirements: Yachts retiring should telephone Holyhead Sailing Club — (0407) 2496.

Notes: (1) The time of crossing the line should be carefully noted and entered on the Declaration Card.

(2) Navigation lights are obligatory between 21.13 and 04.44 hours B.S.T.

(3) The finishing officer 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. During the hours of darkness sail numbers must be clearly illuminated by a high intensity Aldis type lamp or white flare.

(4) Yachts with V.H.F. should communicate to the Finishing Officer on Channel 37, when they estimate they are within two hours of the finish.

(5) **Approximate Co-ordinates:**
Codling Fairway Buoy: 53° 03'N 05° 40'W

FEEDER RACE I.S.O.R.A. WEEK
RACE No. 5a — R.O.R.C. (Classes I-V) JAMES EADIE RACE

Hosted by: Royal Ocean Racing Club, South Caernarvonshire Yacht Club, National Yacht Club.

Date of Start: Saturday, 11th July, 1987.

Time of Start: **DIVISIONS A1 and A2**

12.05	Division flags broken out, gun.
12.10	Blue Peter broken out, gun.
12.15	Starting gun. Flags hauled down.

Starting Line: The starting line is in front of the S.C.Y.C. Clubhouse to seaward of the moorings and is formed by a continuation of a straight line joining the main mast of a committee boat flying a RED flag with a WHITE letter 'C' and a BLACK SPHERICAL INNER LIMIT BUOY surmounted by a BLACK POLE. The line is bounded by a BLACK SPHERICAL OUTER LIMIT BUOY with a BLACK CIRCULAR TOP MARK which may or may not be situated exactly on the line. Yachts will start between the inner and outer distance mark.

Course: From the starting line leave outer distance mark to Port, St. Patricks Causeway Buoy to Starboard, Arklow Lanby Buoy Starboard, Rockabill to Port and thence finish.

Distance: Approximately 140 miles.

Finishing Line: Between the Pier Heads of Dun Laoghaire Harbour Breakwater.

Retirements: Yachts retiring should telephone the National Yacht Club — Dublin (0001) 801196, (0001) 805725.

Notes: (1) The time of crossing the line should be carefully noted and entered on the Declaration Card.

(2) Navigation lights are obligatory between 21.44 and 04.46 hours B.S.T.

(3) To assist the finishing officer, during the hours of darkness, sail numbers must be clearly illuminated by a high intensity Aldis type lamp or white flare.

(4) Yachts with V.H.F. should communicate to the Finishing Officer on Channel 37, when they estimate they are within two hours of the finish.

(5) **Approximate Co-ordinates:**

St. Patricks Causeway:	52° 41'N	04° 25'W
Arklow Lamby Buoy:	52° 40'N	05° 59'W
Rockabill:	53° 36'N	06° 00'W

(6) **Declaration Cards**

Race Week Competitors

Declaration cards must be deposited in the Race Week Office National Yacht Club within 12 hours of the yacht finishing.

(7) Non-Race Week Competitors

See para 2.9 of the Sailing Instructions.

PROTESTS

Protests for this race must be lodged in the I.S.O.R.A. Race Week Office in the National Yacht Club, within twelve hours of the yacht finishing or retiring into National Yacht Club. This time limit will be extended for yachts retiring into other Irish or U.K. harbours provided that the intention to protest is notified by telephone to the Race Week Office by no later than 1800 hours on Sunday, 12th July, and the protest Form and fee is received by the Race Week Office by no later than the last post on Tuesday, 14th July.

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

SPECIAL NOTES: 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 should be made.

Owners are advised to study carefully the R.O.R.C. 1987 Safety and Special Regulations.

Eligibility: R.O.R.C. Classes I-V. For the purposes of this race the Royal Ocean Racing Club has amended its classes and the lower limit of Class IV will be for Yachts with ratings of 22.1 and Class V an upper limit of 22.0

This Race will count for Divisional and overall I.S.O.R.A. points.

FEEDER RACE I.S.O.R.A. WEEK
RACE No. 5b — TOD TROPHY (JAMES EADIE RACE) ABERSOCH — DUN LAOGHAIRE

Hosted by: South Caernarvonshire Yacht Club, National Yacht Club.

Date of Start: Saturday, 11th July, 1987.

Time of Start: **DIVISION B1**

11.50	Division flags broken out, gun.
11.55	Blue Peter broken out, gun.
12.00	Starting gun. Flags hauled down.

Starting Line: The starting line is in front of the S.C.Y.C. Clubhouse to seaward of the moorings and is formed by a continuation of a straight line joining the main mast of a committee boat flying a RED flag with a WHITE letter 'C' and a BLACK SPHERICAL INNER LIMIT BUOY surmounted by a BLACK POLE. The line is bounded by a BLACK SPHERICAL OUTER LIMIT BUOY with a BLACK CIRCULAR TOP MARK which may or may not be situated exactly on the line. Yachts will start between the inner and outer distance mark.

Course: From the starting line, leave the Outer Distance Mark to port, St. Patricks Causeway Buoy to starboard, Arklow Lamby Buoy to starboard, Rockabill to port, thence to finish.

Distance: 140 miles.

Finishing Line: Between the Pier Heads of Dun Laoghaire Harbour Breakwater.

Retirements: Yachts retiring should telephone the National Yacht Club — Dublin (0001) 801196, (0001) 805725.

Notes: (1) The time of crossing the line should be carefully noted and entered on the Declaration Card, which must be signed by two people.

(2) Navigation lights are obligatory between 21.44 and 04.46 hours B.S.T.

(3) To assist the finishing officer, during the hours of darkness, sail numbers must be clearly illuminated by a high intensity Aldis type lamp or white flare.

(4) Yachts with V.H.F. should communicate to the Finishing Officer on Channel 37, when they estimate they are within two hours of the finish.

(5) **Approximate Co-ordinates:**

Kish:	53° 19'N	05° 55'W
St. Patricks Causeway	52° 41'N	04° 25'W
Arklow Lamby Buoy	52° 40'N	05° 59'W
Rockabill	53° 36'N	06° 00'W
Dun Laoghaire	53° 18'N	06° 07'W

(6) **Declaration Cards**
 Race Week Competitors
 Declaration cards must be deposited in the Race Week Office National Yacht Club within 12 hours of the yacht finishing.

(7) Non-Race Week Competitors
 See para 2.9 of the Sailing Instructions.

PROTESTS

Protests for this race must be lodged in the I.S.O.R.A. Race Week Office in the National Yacht Club, within twelve hours of the yacht finishing or retiring into National Yacht Club. This time limit will be extended for yachts retiring into other Irish or U.K. harbours provided that the intention to protest is notified by telephone to the Race Week Office by no later than 1800 hours on Sunday, 12th July, and the protest Form and fee is received by the Race Week Office by no later than the last post on Tuesday, 14th July.

This Race will count for Divisional and Overall I.S.O.R.A. points.

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PRINTERS OF THIS PROGRAMME

RACE No. 6 — HOLYHEAD — DUN LAOGHAIRE
Sponsored by Xuxu Joinery

Hosted by: Holyhead Sailing Club and the National Yacht Club.

Date of Start: Friday, 14th August, 1987.

Time of Start:

DIVISION B1

19.50
 19.55
 20.00

DIVISIONS A1 and A2

20.05 Division flags broken out, gun.
 20.10 Blue Peter broken out, gun.
 20.15 Starting gun. Flags hauled down.

Starting Line:

The Starting Line is at the western end of Holyhead Sailing Club and will be an extension of the line from the flag-pole on the Clubhouse flying the Holyhead Sailing Club Burgee, to a RED painted pole with a RED DIAMOND shape continuing to the breakwater. Yachts will start between the inner distance mark (a RED flag on a WHITE buoy) and the breakwater.

Caution:

A dangerous reef extends in a south easterly direction from the end of the breakwater. Yachts are advised to leave the buoy, which normally marks the extent of this reef, to port. The position of the buoy cannot be guaranteed.

Course: 1

From the starting line, Cliperau Buoy to port, Rockabill to port, Lambay to starboard — thence to finish.

Course: 2

From the starting line, Cliperau Buoy to port, Codling to starboard, Kish to port — thence to finish.

Distance:

65 to 75 miles.

Finishing Line:

Between the two Breakwaters at the entrance to Dun Laoghaire Harbour.

Retirements:

Yachts retiring should telephone the National Yacht Club — Dublin (0001) 801196 or 805725.

Notes: (1)

The time of crossing the line should be carefully noted and entered on the Declaration Card, which must be signed by two people.

(2)

Navigation lights are obligatory between 20.41 and 05.52 hours B.S.T.

(3)

To assist the finishing officer, during the hours of darkness, sail numbers must be clearly illuminated by a high intensity Aldis type lamp or white flare.

(4)

Yachts with V.H.F. should communicate to the finishing officer on Channel 37 when they estimate they are within two hours of the finish.

(5)

Approximate Co-ordinates:

Rockabill:	53° 36'N	06° 00'W
Codling:	53° 03'N	05° 41'W

Special Note:

Choice of course will be selected one hour prior to the start by displaying the international numeral 1, 2 or 3 alongside code 'O' on the bridge of Holyhead Sailing Club.

Course 1:

Holyhead — Rockabill to port — Dun Laoghaire.

Course 2:

Holyhead — Codling to starboard — South Burford to port — Dun Laoghaire.

Course 3:

Holyhead — Kish to port — Dun Laoghaire

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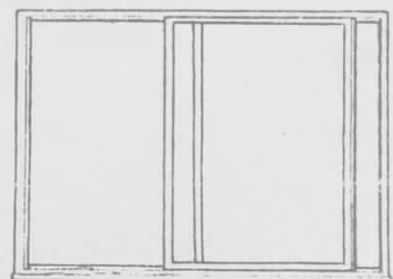
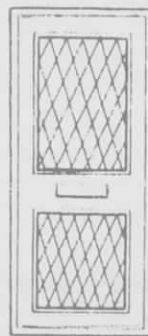
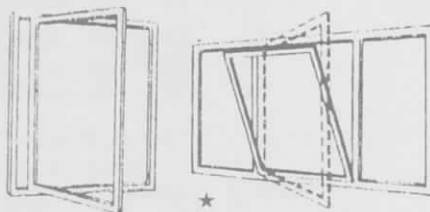
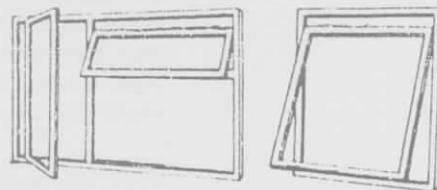
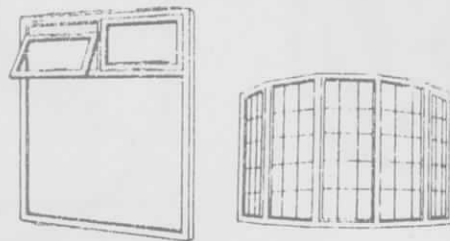
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RACE No. 7 — ST. GEORGE'S CHANNEL RACE
Sponsored by Regent Garage

Hosted by: Pwllheli Sailing Club and Howth Yacht Club.

Date of Start: Saturday, 29th August, 1987.

Time of Start:

DIVISION B1

10.20
 10.25
 10.30

DIVISIONS A1 and A2

10.35 Division flags broken out, gun.
 10.40 Blue Peter broken out, gun.
 10.45 Starting gun. Flags hauled down.

Starting Line: The Pwllheli Sailing Club start line is defined by the Transit of the Club Flagstaff and a red/white pole with red triangular top mark. The limits of the line are indicated by a red inner distance mark buoy (IDM) without topmark and a red outer distance mark buoy (ODM) with triangular topmark. All boats must pass between the IDM and ODM when starting from North East to South West leaving the ODM to Port. The IDM and ODM are not necessarily laid exactly on the line.

Course: From the starting Limit Mark to starboard, Rockabill to port, Lambay to starboard, Rowan Rocks to starboard — thence finish.

Distance: Approximately 102 miles.

Finishing Line: Leaving Rowan Rocks East Cardinal Buoy (quick flashing 3 every 10 seconds) to starboard, proceed to the finishing line between the South Rowan Buoy (Green conical quick flashing green) and the centre of the hut on the East Pier, illuminated at night by a blue light.

Caution: A light will be in a position approximately 275ft. North of the Old lighthouse and will be FL(2) WR 7.5 seconds sectored White 247° -295° Red elsewhere.

Do not confuse the finishing buoy with the "Howth" mark which is approximately South East of the "South Rowan" which is also a green conical/flashing.

Retirements: Yachts retiring should telephone Howth Yacht Club, Dublin (0001) 322141.

Notes: (1) The time of crossing the line should be carefully noted and entered on the Declaration Card which must be signed by two people.

(2) Navigation lights are obligatory between 20.23 and 06.06 hours B.S.T.

(3) To assist the finishing officer, during the hours of darkness, sail numbers must be clearly illuminated by a high intensity "Aldis" type lamp or white flare.

(4) Yachts with V.H.F. should communicate with H.Y.C. finishing line on Channel 37 (M), when approximately two hours from the finish and confirm sail number when finishing.

(5) **Approximate Co-ordinates:**

Rockabill:	53° 36'N	06° 00'W
Rowan Rocks	53° 23.5'N	06° 03'W

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MEASUREMENT AND RATING

Applications for measurement to the International Offshore Rule (IOR) in the United Kingdom and Ireland should be made to:-

R.O.R.C. Rating Office,
Seahorse Building,
Bath Road, Lymington,
Hants SO4 9SE
Telephone: Lymington (0590) 77030
(International)+ 44 590 77030
Telex: 8954475 ORACER G.
Telegraphic: MEASURING LYMINGTON
Rating Secretary: F. A. H. ASHMEAD

Sail numbers are issued to U.K. yachts on receipt of the application for measurement. For measurement in other countries apply to the National Yacht Authority in that country.

Measurement is normally carried out in two stages. Hull measurements are taken when the yacht is ashore standing level on an even keel and measurements of freeboards and an inclining test are carried out when the yacht is afloat in full commission. Changes of ownership or any alteration made to the yacht or its rig renders the rating certificate invalid and when a yacht has been sold or modified the certificate should be returned to the Rating Office.

An extract from the IOR explaining the owners responsibilities both during and after measurement is available from the Rating Office free of charge. The full International Offshore Rule Mk III (including Mk IIIa) may be bought from the Secretary, O.R.C. 19 St. James's Place, London SW1A 1NN (Tel. 01-629 8701).

The Rating Office publishes an alphabetical list of all yachts with valid certificates issued in the U.K. The list gives ratings (Mk III and IIIa) and TMF, including age allowance, calculated as set out in General Conditions.

Responsibilities under the International Offshore Rule

The IOR under which I.S.O.R.A. races, contains sections affecting owners, and through them crews. It is important that all those taking part in racing understand that breach of these rules means that the yacht is either no longer eligible before the race even starts because the Rating Certificate is invalid or is liable to disqualification if any contravention occurs during the race. See especially IOR 106-109 and 202H covering:

1. *Owner's responsibility prior to and during measurement.*
Presentation of yacht for ashore and afloat measurements, arrangements for sails and spars.
2. *Owner's general responsibility after measurement.*
Duty to inform Rating Office of changes to ballast, tankage, engine and propeller installations, changes affecting trim and flotation.
Movement of measurement bands and changes in spars including any renewals.
Changes of hull shape.
3. *Owner's responsibility whilst racing.*
Limitation on sail setting and sheeting; securing the propeller.
Devices to fix drop keels or movable appendages.
Shipping, unshipping or moving ballast and movement from stowage of any equipment.
Anchor and chain shall be secure in clearly marked stowage.

Note — Inspections may be made without warning.

R.O.R.C. MEASURERS FOR THE IRISH SEA & CLYDE AREAS

Mersey and North Wales

R. B. Smith, Y Cadnavon, Mynytho, Pwllheli, Gwynedd, Wales. Tel: Pwllheli (0758) 740818 - Home; (0758) 6130358 - Office.

G. Whittaker, 21 Abbots Walk, Fleetwood, Lancs. Tel: (03917) 79023

South Wales

Q. Hallett, 6 Enville Road, Newport, Gwent, Wales, NPT 5AE. Tel: Newport (0633) 51370.

Scotland (Clyde)

A. D. Davidson, Hillside, Upper Higher Road, Innellan, Argyll, Scotland.

Tel: Innellan (036 983) 378 home; Dunoon (0369) 5010 office.

Ireland

Lt.Col. J. S. McLean, Fernbank, 22 River Road, Cargycreevy, Lisburn, Co. Antrim, N. Ireland.

Tel: Baillies Mills (084 663) 323 home.

J. Petch, Seaview Farm, Kilbrittain, Co. Cork, Eire. Tel: Bandon 49610 (Ireland Routing 023).

J. A. Stafford, B.Sc., 15 Maretimo Gardens East, Black Rock, Co. Dublin, Eire.

Tel: Dublin (0001) 542088 ext. 218 work; (0001) 882468 home.

POINTS SCORING SYSTEM FOR CHAMPIONSHIPS

Points will be awarded for Divisions A1, A2 and B1 by reference to the Cox-Sprague table below except that for each race the minimum number of eight (8) starters will be assumed for points:-

RACES MARKED (L) IN THE PROGRAMME WILL QUALIFY FOR POINTS MULTIPLIED BY 1.25. A YACHT DISQUALIFIED RECEIVES NO POINTS.

Number of Starters													Place
8	9	10	11	12	13	14	15	16	17	18	19	20 or More	
72	76	80	84	87	90	92	94	96	97	98	99	100	1
66	70	74	78	81	84	86	88	90	91	92	93	94	2
62	66	70	74	77	80	82	84	86	87	88	89	90	3
58	62	66	70	73	76	78	80	82	83	84	85	86	4
55	59	63	67	70	73	75	77	79	80	81	82	83	5
52	56	60	64	67	70	72	74	76	77	78	79	80	6
50	54	58	62	65	68	70	72	74	75	76	77	78	7
48	52	56	60	63	66	68	70	72	73	74	75	76	8
(46)	50	54	58	61	64	66	68	70	71	72	73	74	9
	(48)	52	56	59	62	64	66	68	69	70	71	72	10
		(50)	54	57	60	62	64	66	67	68	69	70	11
			(52)	55	58	60	62	64	65	66	67	68	12
				(53)	56	58	60	62	63	64	65	66	13
					(55)	57	59	61	62	63	64	65	14
						(56)	58	60	61	62	63	64	15
							(57)	59	60	61	62	63	16
								(58)	59	60	61	62	17
									(58)	59	60	61	18
										(58)	59	60	19
											(58)	59	20

Pts. in () are for YACHTS RETIRING; DSQ = NIL

Place	Pts.	Place	Pts.	Place	Pts.	Place	Pts.
21	58	27	52	33	46	39	40
22	57	28	51	34	45	40	39
23	56	29	50	35	44	41	38
24	55	30	49	36	43	42	37
25	54	31	48	37	42	43	36
26	53	32	47	38	41	etc.	etc.

MEMORANDUM ON SAFETY

1. Manoeuvrability of Ships: There is now greatly increased commercial traffic in waters around the United Kingdom. Some large single-screw ships cannot manoeuvre easily and owners are urged to bear this in mind at all times.

2. Lookout: Particular attention is drawn to the importance of keeping a full and proper lookout, especially when low-cut sails are set.

3. Use of Engine to Prevent Collision: If a yacht has to take urgent avoiding action to prevent a collision, the engine may be used and the circumstances reported on the Declaration. (see *RORC General Condition 14*). Auxiliary engines should be kept in a condition in which they will start readily (see *S. Reg. 5.3*).

4. White Flares: White flares may be used at any time to draw attention to the presence of the yacht. Flares carried for this purpose should be kept in readiness for instant use and clearly marked and separate from red flares. (*S. Reg. 11.65*).

5. Lamps: Aldis lamps should not be aimed at ships' bridges for long periods as this can obscure the pilots' vision.

6. Clip Points and Deck Lines: The usefulness of safety harnesses depends on strong practical clipping points being available; owners should ensure that crew can clip on before coming on deck or unclip after going below, and should where possible arrange guide-lines so that crew can work along the deck safely and efficiently (see *S. Reg. 11.3*).

7. Lifebuoys, liferafts and lifejackets are recommended to be fitted with retro-reflective materials (to be mandatory from 1.1.87). (see *Merchant Shipping Notice No. M1056 and S.Reg. 10.5*).

8. Radar reflectors: Care should be taken to display these correctly in the "catch rain" position at least 12 feet (4m) above the water (see *S. Reg. 8.7*).

9. Search and Rescue procedures: Attention is drawn to the "Annual Summary of Admiralty Notices to Mariners" available from Mercantile Marine Offices in the UK and from Admiralty Chart Agents. The publication is free of charge. To obtain a copy, please contact:-

Messrs. J. D. Potter,
145, The Minories,
LONDON, E.C.3.
Telephone: 01-709 9076

10. Adequate Charts (see *S. Reg. 9.3*): Attention is drawn to the importance of adequate charts for likely harbours of refuge.

11. Man Overboard Drill: Attention is drawn to the importance of regular MoB drill. (see *S. Regs. 10.5, 11.52, 11.53, 11.7 etc.*).

12. Protection of Offshore Installations (Oil rigs, etc.) (see *Annual Summary of Admiralty Notices to Mariners*).

1. All yachts are warned that offshore installations (oil rigs etc.) may be encountered at sea. Close approach by a yacht to such installations (which may include unmarked submerged obstructions) can be extremely dangerous to the yacht and to the rig. Mariners are advised always to assume the existence of a safety zone extending to a distance of 500 metres around installations measured from their outer edges; and to keep outside such zone.

2. A 500 metre safety zone may at any time be subject to an Order of the Department of Energy under which the entry by unauthorised vessels into the zone makes the owner, master, etc. liable to a fine or imprisonment, or both.

O.R.C. SPECIAL REGULATIONS (with R.O.R.C./I.S.O.R.A. Amendments)

GOVERNING MINIMUM EQUIPMENT AND ACCOMMODATION STANDARDS

/ A left-hand margin line indicates a change in 1987

- 1.0 INTRODUCTION. These regulations are ORC Category 2 except as noted in this Introduction.
- 1.1 It is the purpose of these Special Regulations to establish uniform minimum equipment and accommodation standards for mono-hull* yachts racing offshore. ORC Special Regulations Categories 0-4 are available direct from ORC (see notice elsewhere in this Programme).
- * In which the hull depth in any section does not decrease towards the centre-line.
- / 1.2 DELETED.
- 1.3 DELETED.
- / 1.4 Please see also the RORC Memorandum on Safety in this Programme.
- 1.5 "ORC minimum standard specifications for safety harnesses" and "ORC minimum standard specifications for liferafts" are mandatory in all categories. Copies available direct from the ORC (see notice elsewhere in this Programme).
- 1.6 DELETED.
- 2.0 OWNER'S RESPONSIBILITY
- 2.1 The safety of a yacht and her crew is the sole and inescapable responsibility of the owner, or owner's representative who must do his best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used.
- 2.2 Neither the establishment of these special regulations, their use by sponsoring organisations, nor the inspection of a yacht under these regulations in any way limits or reduces the complete and unlimited responsibility of the owner or owner's representative.
- 2.3 It is the sole and exclusive responsibility of each yacht to decide whether or not to start or continue to race.
- 3.0 INSPECTION
- 3.1 A yacht may be inspected at any time. If she does not comply with these special regulations her entry may be rejected, or she will be liable to disqualification or penalty *see rule infringements*.
- 4.0 CATEGORIES OF OFFSHORE EVENTS (Category zero and Category 4 are not included here).
- 4.1 ORC Special Regulations are used by a wide variety of types and sizes of yachts in many types of races, ranging from long-distance ocean races sailed under adverse conditions to short-course day races sailed in protected waters. To provide for the differences in the standards of safety and accommodation required for such varying circumstances, categories of races are established as follows:-
- 4.2 *Category 1 race.* Races of long distance and well offshore, where yachts must be completely self-sufficient for extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.
- 4.3 *Category 2 race.* Races of extended duration along or not far removed from shorelines or in large unprotected bays or lakes, where a high degree of self-sufficiency is required of the yachts but with the reasonable probability that outside assistance could be called upon for aid in the event of serious emergencies.
- 4.4 *Category 3 race.* Races across open water, most of which is relatively protected or close to shorelines, including races for small yachts.
- 5.0 BASIC STANDARDS
- 5.1 All required equipment shall:
Function properly
Be readily accessible
Be of a type, size and capacity suitable and adequate for the intended use and size of the yacht.
- 5.2 Yachts shall be self-righting (see IOR Part XII). They shall be strongly built, watertight and, particularly with regard to hulls, decks, cabin trunks, capable of withstanding solid water and knockdowns. They must be properly rigged and ballasted, be fully seaworthy and must meet the standards set forth herein. "Properly rigged" means (*inter alia*) that shrouds shall never be disconnected.

- 5.3 Inboard engine installation shall be such that the engine, when running, can be securely covered, and that the exhaust and fuel supply systems are securely installed and adequately protected from the effects of heavy weather.
- When an electric starter is the only provision for starting the engine, a separate battery shall be carried, the primary purpose of which is to start the engine.
- Each yacht fitted with a propulsion engine shall carry a minimum amount of fuel in a permanently installed fuel tank. This minimum amount of fuel shall be sufficient to be able to meet charging requirements for the duration of the race and to motor at \sqrt{L} (\sqrt{LWL}) knots for at least 8 hours.
- / 5.4 Yacht equipment, fittings and internal ballast shall be securely fastened so as to remain in position should the yacht be capsized 180°.

6.0 STRUCTURAL FEATURES

- 6.1 *The hull, including deck, coach roof and all other parts*, shall form an integral, essentially watertight unit and any openings in it shall be capable of being immediately secured to maintain this integrity (see 5.1). For example, running rigging or control lines shall not compromise this watertight unit. Centreboard and daggerboard trunks shall not open into the interior of the hull.
- (A hose may be used to test watertight integrity - there should be no leakage).
- / 6.12 *Hatches*. No hatch forward of the BMAX (maximum beam) station shall open inwards excepting ports having an area of less than 110sq.in. (670cm²). Hatches shall be so arranged as to be above the water when the hull is heeled 90°. All hatches shall be permanently fitted so that they can be closed immediately and will remain firmly shut in a 180° capsize. The main companionway hatch shall be fitted with a strong securing arrangement which shall be operable from above and below.
- 6.13 *Companionways*. All blocking arrangements (washboards, hatch-boards, etc.) shall be capable of being secured in position with the hatch open or shut and shall be secured to the yacht by lanyard or other mechanical means to prevent their being lost overboard.
- 6.14 *Cockpit companionways*, if extended below main deck level, must be capable of being blocked off to the level of the main deck at the sheer line abreast the opening. When such blocking arrangements are in place this companionway (or hatch) shall continue to give access to the interior of the hull.
- 6.21 *Cockpits* shall be structurally strong, self draining and permanently incorporated as an integral part of the hull. They must be essentially watertight, that is, all openings to the hull must be capable of being strongly and rigidly secured. Any bow, lateral, central or stern well will be considered as a cockpit for the purposes of 6.21, 6.22, 6.23, and 6.31.
- 6.22 *Cockpits opening aft to the sea*. The lower edge of the companionway shall not be below main deck level as measured above. The openings shall not be less than 50 per cent of maximum cockpit depth multiplied by maximum cockpit width. The requirement in 6.31 and 6.32 that cockpits must drain at all angles of heel, applies.
- 6.23 *Cockpit volume*
- 6.23.1 (Category 1) As in 6.23.2 but delete "9%", insert "6%"
- 6.23.2 The maximum volume of *all cockpits* below lowest coamings shall not exceed 9% L times B times FA (9% load water line times maximum beam times freeboard abreast the cockpit). The cockpit sole must be at least 2% L above LWL (2% length overall above load water line).
- 6.31 *Cockpit drains (see also 8.21.3)*.
- 6.31.1 *For yachts 21 feet R (28 feet length overall) and over*. Cockpits drains adequate to drain cockpits quickly but with a combined area (after allowance for screens, if attached) of not less than the equivalent of four $\frac{3}{4}$ in. (2.0cm) diameter drains. Yachts built before 1.1.72 must have drains with a combined area (after allowance for screens, if attached) of not less than the equivalent of two 1in. (2.5cm) drains. Cockpits shall drain at all angles of heel.
- 6.31.2 *For yachts under 21 feet R (28 feet length overall)*. Cockpits drains adequate to drain cockpits quickly but not less in combined area (after allowance for screens, if attached) than the equivalent of two 1in. (2.5cm) diameter drains. Cockpits shall drain at all angles of heel.
- 6.4 *Storm covering* for all windows more than two square feet in area.
- 6.51 *Sea cocks or valves* on all through-hull openings below LWL, except integral deck scuppers, shaft log, speed indicators, depth finders and the like, however a means of closing such openings, when necessary to do so, shall be provided.
- 6.52 *Soft wood plugs*, tapered and of the correct size to be attached to, or adjacent to, the appropriate fitting.
- 6.53 *Ballast and Heavy Equipment*. Inside ballast in a yacht shall be securely fastened in position. All other heavy internal fittings (such as batteries, stoves, gas bottles, tanks, engines, out-board motors, etc) and anchors and chains (see 8.31) shall be securely fastened against a capsize.
- 6.54 *Sheet winches* shall be mounted in such a way that no operator is required to be substantially below deck.
- / 6.55 *Mast step*. The heel of the mast shall be securely fastened to the mast step or adjoining structure.

- 6.6 LIFELINES, STANCHIONS AND PULPITS
- 6.61 *For all yachts.*
- / 6.61.1 *Life-line terminals and lifeline material.* Where wire lifelines are required, they shall be multi-strand steel wire (see also IYRR 62). A taut lanyard of synthetic rope may be used to secure lifelines, provided that when in position its length does not exceed 4ins. (10cm).
- 6.61.2 *Stanchions* shall not be angled from the point of their attachment to the hull at more than ten degrees from vertical throughout their length.
- / 6.61.3 *Overlapping pulpits.* Life-lines need not be affixed to the bow pulpit if they terminate at, or pass through, adequately braced stanchions set inside and overlapping the bow pulpit, provided that the gap between the upper life-line and the bow pulpit does not exceed 6 ins. (15cm.)
- 6.61.4 *Pulpit and stanchion fixing.* Pulpits and stanchions shall be through-bolted or welded, and the bases thereof shall be not further inboard from the edge of the working deck than 5% of B max. (maximum beam) or 6 ins. (15cm), whichever is greater. Stanchion bases shall not be situated outboard of the working deck.
- 6.62 *For yachts over 21 feet R(28 feet length overall) and over:*
- 6.62.1 *Taut double life-lines*, with upper life-line of wire at a height of not less than 2 feet (60cm) above the working deck, to be permanently supported at intervals of not more than 7 feet (2.15m). When the cockpit opens aft to the sea, additional life-lines must be fitted so that no opening is greater in height than 22in. (56cm). (See also 6.61.1 and IYRR 62).
- 6.62.2 *Pulpits.* Fixed bow pulpit (forward of headstay) and stern pulpit (unless life-lines are arranged as to adequately substitute for a stern pulpit). Lower life-lines need not extend through the bow pulpit. Upper rails of pulpits shall be at not less height above the working deck than upper life-lines. Upper rails in bow pulpits shall be securely closed while racing.
- Any life-line attachment point will be considered as a stanchion in so far as its base shall not be situated outboard of the working deck.
- 6.63 *For yachts under 21 feet R (28 feet length overall):*
- 6.63.1 *Taut single wire life-line*, at a height of not less than 18ins. (45cm) above the working deck, to be permanently supported at intervals of not more than 7 feet (2.15m). If the life-line is at any point more than 22ins. (56cm) above the rail cap, a second intermediate life-line must be fitted. If the cockpit opens aft to the sea additional life-lines must be fitted so that no opening is greater in height than 22ins. (56cm). (See also 6.61.1).
- 6.63.2 *Pulpits.* Fixed bow pulpit and stern pulpit (unless life-lines are arranged as to adequately substitute for a stern pulpit). Lower life-lines need not extend through the bow pulpit. Upper rails of pulpits must be at no less height above the working deck than upper life-lines. Upper rails in bow pulpits shall be securely closed while racing. The bow pulpit may be fitted abaft the forestay with its bases secured at any points on deck, but a point on its upper rail must be within 16ins. (40cm) of the forestay on which the foremost headsail is hanked.
- Any life-line attachment point will be considered as a stanchion in so far as its base shall not be situated outboard of the working deck.
- 6.64 *A toe-rail of not less than 25mm* shall be permanently fitted around the deck forward of the mast, except in way of fittings. Location to be not further inboard from the edge of the working deck than one third of the local beam. A third life-line (or second for yachts under 21 ft. R (28 feet length overall) at a height of not less than 25mm or more than 50mm above the working deck will be accepted in place of a toe-rail. In yachts built before 1.1.81 a toe-rail of 20mm will be accepted.
- 7.0 ACCOMMODATIONS
- 7.11 *Toilet*, securely installed, (or, Category 3 only, fitted buckets).
- 7.2 *Bunks*, securely installed.
- 7.31 *Cooking stove*, securely installed against a capsize with safe accessible fuel shut-off control capable of being safely operated in a seaway.
- 7.41 *Galley facilities*, including sink. (Sink not required in Category 3).
- 7.51 (Category 1) *Water tanks*, securely installed and capable of dividing the water supply into at least two separate containers.
- 7.52 *At least one securely installed water tank.*
- 7.53 *At least 2 gallons (9 litres) of water for emergency use*, carried in one or more separate containers.
- 8.00 GENERAL EQUIPMENT
- 8.1 *Fire extinguishers*, at least two, in suitable and different parts of the yacht.
- 8.21.1 *Bilge pumps*, at least two manually operated. Securely fitted to the yacht's structure, one operable above, the other below deck. Each pump shall be operable with all cockpit seats, hatches and companionways shut.
- 8.21.2 *Each pump shall be provided with a permanently fitted discharge pipe(s)* of sufficient capacity to accommodate simultaneously both pumps.
- 8.21.3 *No bilge pump may discharge into a cockpit* unless that cockpit opens aft to the sea. Bilge pumps shall not be connected to cockpit drains.

8.21.4 Unless permanently fitted, each bilge-pump handle shall be provided with a lanyard or catch or similar device to prevent accidental loss.

(Category 3 only: at least one manual bilge pump operable with all cockpit seats, hatches and companionways closed. Otherwise as 8.21.1, 8.21.2, 8.21.3 and 8.21.4).

8.24 Two buckets of stout construction each with at least 9 litres capacity. Each bucket to have a lanyard.

8.31 Anchors. Two with cables except yachts under 21 feet R (28 feet length overall), which shall carry at least one anchor and cable.

Anchors and any chain shall be securely fastened in the position recorded on the Rating Certificate when not in use.

8.41 Flashlights, one of which is suitable for signalling: water resistant, with spare batteries and bulbs.

8.5 First aid kit and manual.

8.6 Foghorn.

8.7 Radar reflector. If the radar reflector is octahedral it must have a minimum diagonal measurement of 18 ins. (46cm), or if not octahedral must have a documented equivalent echoing area of not less than 10m².

8.8 (Category 1) set of international code flags and international code book.

8.9 Shut-off valves on all fuel tanks.

9.0 NAVIGATION EQUIPMENT

9.1 Compass, marine type, properly installed and adjusted.

9.2 Spare compass.

9.3 Charts, light list and piloting equipment. (See also Memorandum on Safety).

9.4 (Category 1) Sextant, tables and accurate time piece.

/ 9.5 Radio direction finder or some other type such as Decca or Loran.

9.6 Lead line or echo sounder.

9.7 Speedometer or distance measuring instrument.

9.8 Navigation lights, to be shown as required by the International Regulations for Preventing Collision at Sea, mounted so that they will not be masked by sails or the heeling of the yacht. Navigation lights shall be mounted above deck level. Spare bulbs for navigation lights shall be carried. Yachts under 7m LOA shall comply with the regulations for those over 7m LOA in that they shall exhibit sidelights and a sternlight.

10.0 EMERGENCY EQUIPMENT

/ 10.1 Alternative navigation lights and power source. Any alternative navigation lights shall have the same minimum specifications as the navigation lights in 9.8. Both power source and wiring must be separate from primary system.

10.21 The following specifications for mandatory sails give maximum areas; smaller areas may well suit some yachts. Appropriate sheeting positions on deck shall be provided for these sails.

10.21.1 One storm trysail not larger than 0.175 P × E (0.175 × mainsail luff × mainsail foot) in area. It shall be sheeted independently of the boom and shall have neither a headboard nor battens and be of a suitable strength for the purpose. The yacht's sail number and letter(s) shall be placed on both sides of the trysail in as large a size as is practicable. (Category 3 — see below).

10.21.2 One storm jib of not more than 0.15 IG² (0.05 × height of foretriangle squared) in area, the luff of which does not exceed 0.65 IG (0.65 × height of the foretriangle), and of suitable strength for the purpose. (Category 3 — see below).

10.21.3 One heavy-weather jib of suitable strength for the purpose with area not greater than 0.135 IG² (0.135 × height of the foretriangle squared) and which does not contain reef points. (Category 3 — see below).

Category 3 alternatives to 10.21.1, 2 and 3:

10.22 One heavy-weather jib as in 10.21.3 (or heavy-weather sail in boat with no forestay) and either:-

(a) a storm trysail as in 10.21.1 or,

(b) mainsail reefing equipment capable of reducing the effective luff to 60% P or less.

10.23 Any storm or heavy-weather jib if designed for a seastay or luff-groove device shall have an alternative method of attachment to the stay.

10.24 No mast shall have less than two halyards each capable of hoisting a sail.

10.3 Emergency steering equipment. All yachts shall carry an emergency tiller capable of being fitted to the rudder stock. Crews must be aware of alternative methods of steering the yacht in any sea condition in the event of total rudder failure. An inspector may require that this method be demonstrated.

10.4 Tools and spare parts, including adequate means to disconnect or sever the standing rigging from the hull in case of need.

10.5 Yacht's name on miscellaneous buoyant equipment, such as life-jackets, oars, cushions, etc. Portable sail number. (See G. C. 10). From 1.1.87 lifebuoys, liferafts and life jackets shall be fitted with retro-reflective material. (see Memorandum on Safety in this Programme).

/ 10.61 Marine Radio Transmitter and Receiver with minimum transmitter power of 25 watts. May become mandatory in Category 2 races in the U.K. from 1.1.87).

10.61.2 *Yachts fitted with VHF transceivers are recommended to install VHF Channel 72 (156.625 MHz Simplex). This is an international ship-ship channel which, by "common use", could become an accepted yacht-yacht channel for all ocean racing yachts anywhere in the world.*

10.62 *Radio receiver capable of receiving weather bulletins.*

11.0 SAFETY EQUIPMENT

11.1 *Life jackets, one for each crew member.*

11.2 *Whistles attached to life jackets.*

11.3 *Safety belt (harness type) one for each crew member. Shall comply with ORC minimum standards - copies available from ORC - see Notice elsewhere in this Programme).*

Each yacht may be required to demonstrate that two thirds of the crew can be adequately attached to strong points on the yacht. For rapid detachment a clip at each end of the lifeline is recommended. (See Memorandum on Safety, para. 6, elsewhere in this Programme).

11.41 *Life raft(s) capable of carrying the entire crew and meeting the following requirements: Shall comply with ORC minimum standards - copies available from ORC - see Notice elsewhere in this Programme.*

(A) *Must be carried on the working deck or in a special stowage opening immediately to the working deck containing the life raft(s) only.*

(B) *For yachts built after 1.7.83. Liferrafts may only be stowed under the working deck provided:-*

(a) *the stowage compartment is watertight or self-draining.*

(b) *if the special stowage is not watertight, the floor of the special stowage is defined as the cockpit sole for the purposes of Rule 6.23.2.*

(c) *the cover of this compartment shall be capable of being opened under water pressure.*

(C) *Life raft(s) packed in a valise and not exceeding 40kg may be securely stowed below deck adjacent to the companionway.*

(D) *Each raft shall be capable of being got to the lifelines within 15 seconds.*

(E) *Must be designed and used solely for saving life at sea.*

(F) *Must have at least two separate buoyancy compartments, each of which must be automatically inflatable; each raft must be capable of carrying its rated capacity with one compartment deflated.*

(G) *Must have a self-erecting canopy to cover the occupants.*

(H) *Must have a valid annual certificate from the manufacturer or an approved servicing agency certifying that it has been inspected, that it complies with the above requirements and stating the official capacity of the raft, which shall not be exceeded. The certificate, or a copy thereof, to be carried on board the yacht.*

(I) *Must have the following equipment appropriately secured to each raft:*

1 Sea anchor or drogue, 1 Bellows, pump or other means for maintaining inflation of air chambers, 1 Signalling light, 3 Hand flares, 1 Baler, 1 Repair Kit, 2 Paddles and 1 Knife.

11.42 (Category 1) *Provision for emergency water and rations to accompany rafts in waterproof, buoyant "grab bags". (See ORC recommended standard specification for Yachtsmens liferafts, for list of recommended minimum contents).*

11.52 *At least one horseshoe-type life-buoy marked with the yacht's name and equipped with a drogue, a whistle and a self-igniting light having a duration of at least 45 minutes within reach of the helmsman and ready for instant use.*

/ 11.53 *At least one more horseshoe-type life-buoy marked with the yacht's name and equipped with a whistle, dye marker, drogue, a self-igniting high intensity light, and a pole and flag. The pole shall be permanently extended and attached to the ring with 25 ft. (8m) of floating line and is to be of a length and so ballasted that the flag will fly at least 6 ft. (1.8m) off the water. (Not required in Category 3).*

11.61 *Distress signals conforming to the current International Convention for the Safety of Life at Sea (SOLAS) regulations (chapter III Visual Signals) (See Note 2 below) to be stowed in a waterproof container or containers, as indicated. (Red flares should be kept separately from white flares):-*

11.62 (Category 1) — as in 11.63 but delete "Four" insert "Twelve".

11.63 *Four red parachute flares. (SOLAS Regulation 35).*

11.64 *Four red hand flares. (SOLAS Regulation 36).*

11.65 *Four white hand flares. (Although not specified by SOLAS, it is recommended that design criteria excepting colour and candela rating, be in accordance with SOLAS regulation 36).*

11.66 *Two orange smoke day signals. (SOLAS regulation 37).*

NOTE 1.

Non-Solas distress signals purchased in 1984 will be acceptable until 31.12.1986. Distress signals which are more than three years old (as indicated by the date of manufacture) or of which the date of expiry has passed, are not acceptable.

NOTE: 2.

Compliance with SOLAS in Special Regulations 11.62, 11.63, 11.64 and 11.66 will be mandatory from 1.1.87.

11.77 *Heaving line (50ft. (16m) minimum length) readily accessible to cockpit.*

IRISH SEA OFFSHORE RACING ASSOCIATION PRIZE WINNERS 1986

OVERALL CHAMPIONSHIP : WOLF'S HEAD

- | | | | |
|----|-------------------|-------------------------------|---------------|
| 1. | Banga Wanga | C. M. Hill | Holyhead S.C. |
| 2. | Glider II | L. Kertesz and J. Poole | National Y.C. |
| 3. | Checkmate | J. M. Biggs | Holyhead |

DIVISIONAL CHAMPIONSHIP

DIVISION A.1 — ROYAL ANGLESEY YACHT CLUB CHALLENGE CUP

- | | | | |
|----|-------------------|--------------------|---------------|
| 1. | Megalopolis | U. C. Taylor | Holyhead S.C. |
| 2. | Imp | R. Dickson | Howth Y.C. |
| 3. | Star Wars | P. Boyle | Howth Y.C. |

DIVISION A.2 — NOEL SPIEDEL MALAISE TROPHY

- | | | | |
|----|-----------------------|-------------------|---------------|
| 1. | Banga Wanga | C. M. Hill | Holyhead S.C. |
| 2. | Act of Defiance | A. N. Hall | S.C.Y.C. |
| 3. | Checkmate | J. M. Biggs | Holyhead S.C. |

DIVISION B.1 — HILARY VICKERS CUP

- | | | | |
|----|-----------------|-------------------------------|---------------|
| 1. | Glider II | L. Kertesz and J. Poole | National Y.C. |
| 2. | Demelza | N. Maguire | Howth Y.C. |
| 3. | Grenade | H. S. Morris | S.C.Y.C. |

DIVISION B.2 — HOLYHEAD BOATYARD CUP

- | | | | |
|----|-------------------------|------------------------|---------------|
| 1. | Status Quo | P. Kenny | Howth Y.C. |
| 2. | Insoluble | N. J. Thistleton | Holyhead S.C. |
| 3. | Sundancer-o-Lleyn | J. C. Selby | Pwllheli S.C. |

LEVEL RATING CHAMPIONSHIP

ONE TON — MORLAISE TROPHY

- | | | | |
|----|-------------------|--------------------|---------------|
| 1. | Imp | R. Dickson | Howth Y.C. |
| 2. | Megalopolis | U. C. Taylor | Holyhead S.C. |
| 3. | Canterbury | A. J. Vernon | S.C.Y.C. |

THREE-QUARTER TON — SEALINK TROPHY

- | | | | |
|----|-----------------------|-------------------|---------------|
| 1. | Banga Wanga | C. M. Hill | Holyhead S.C. |
| 2. | Checkmate | J. M. Biggs | Holyhead S.C. |
| 3. | Act of Defiance | A. N. Hall | S.C.Y.C. |

HALF-TON HOLSTEN TROPHY

- | | | | |
|----|---------------------|-------------------------------|---------------|
| 1. | Glider II | L. Kertesz and J. Poole | National Y.C. |
| 2. | Demelza | N. Maguire | Howth Y.C. |
| 3. | Crystal Clear | P. A. Farrelly | Howth Y.C. |

QUARTER TON — DAREYU TROPHY

- | | | | |
|----|-------------------------|-------------------|---------------|
| 1. | Status Quo | P. Kenny | Howth Y.C. |
| 2. | Sundancer-o-Lleyn | J. C. Selby | Pwllheli S.C. |
| 3. | Enigma | T. C. Earls | Howth Y.C. |

BETA CHAMPIONSHIP

- | | | | |
|----|------------------------|-------------------|---------------|
| 1. | Grenade | H. S. Moris | S.C.Y.C. |
| 2. | Demelza | N. Maguire | Howth Y.C. |
| 3. | Andromeda of Dee | A. L. Stead | Holyhead S.C. |

VICTORIA CUP (INTER-CLUB CHAMPIONSHIP)

1. Holyhead Sailing Club.....
2. South Caernarvonshire Yacht Club.....
3. Howth Yacht Club.....

RACE No. 1 : HOLYHEAD — WICKLOW

DIVISION A.1 : WICKLOW SAILING CLUB TROPHY

1. Rob Roy N. Reilly Holyhead Y.C. 1st overall
2. Imp R. Dickson Holyhead Y.C. 2nd overall
3. Finndabar of Howth J. P. Jameson Royal St. George Y.C.

DIVISION A.2 : SETANTA TROPHY

1. Banga Wangá C. M. Hill Holyhead S.C. 3rd overall
2. Checkmate J. M. Biggs Holyhead S.C.
3. Scenario A. J. M. Jones Pwllheli S.C.

DIVISION B.1 : FRENESI CUP

1. Glider II L. Kertesz and J. Poole National Y.C.
2. Little Egypt R. V. Lovegrove Royal St. George Y.C.
3. Tsarina G. F. Evans Pwllheli S.C.

DIVISION B.2 : JALMA TROPHY

1. Insoluble N. J. Thistleton Holyhead S.C.

RACE No. 2 : DUN LAOGHAIRE — HOLYHEAD

DIVISION A.1 : PAT HALL TROPHY

1. Star Wars P. Boyle Holyhead Y.C.
2. Tearaway F. J. Hughes and P. J. O'Reilly Holyhead Y.C.
3. Live Wire D. D. O'Brien Royal St. George Y.C.

DIVISION A.2 : NATIONAL YACHT CLUB TROPHY

1. Act of Defiance A. N. Hall S.C.Y.C.
2. Banga Wangá C. M. Hill Holyhead S.C.
3. Panache H. & R. Tudor Pwllheli S.C.

DIVISION B.1 : FOLKBOAT ROSE BOWL

1. Crystal Clear P. A. Farrelly Holyhead Y.C. 1st overall
2. Demelza N. Maguire Holyhead Y.C. 2nd overall
3. Little Egypt R. V. Lovegrove Royal St. George Y.C. 3rd overall

DIVISION B.2 : PORTH-Y-FELIN CUP

1. Status Quo P. Kenny Holyhead Y.C.
2. Insoluble N. J. Thistleton Holyhead Y.C.

RACE No. 3 : RORC/TOD TROPHY

DIVISION A.1 : MAERSK SALVER

1. Canterbury A. J. Vernon S.C.Y.C. 1st overall
2. Megalopolis U. C. Taylor Holyhead S.C.
3. The Grouse D. Cullen R.O.R.C.

DIVISION A.2 : MOSTYN VICKERS CUP

1. Banga Wangá C. M. Hill Holyhead S.C. 3rd overall
2. Lightning L. Shanahan National Y.C.
3. Act of Defiance A. N. Hall S.C.Y.C.

DIVISION B.1 : TOD TROPHY

1. Glider II L. Kertesz and J. Poole National Y.C. 2nd overall
2. Demelza N. Maguire Howth Y.C.
3. Humphrey Go-Kart T. Fox and V. Farrell National Y.C.

DIVISION B.2 : SHEILA CUP

1. Status Quo P. Kenny Howth Y.C.
2. Insoluble N. J. Thistleton Holyhead S.C.

RACE No. 4 : JAMES EADIE CUP

DIVISION A.1 : GWYLAN CUP

1. Canterbury A. J. Vernon S.C.Y.C.
2. Megalopolis U. C. Taylor Holyhead S.C.
3. Greased Lightning B. J. Cox Pwllheli S.C.

DIVISION A.2 : N. V. SMITH SALVER

1. Banga Wanga C. M. Hill Holyhead S.C. 1st overall
2. Panache H. & R. Tudor Pwllheli S.C. 3rd overall
3. Checkmate J. M. Biggs Holyhead S.C.

DIVISION B.1 : JAMES EADIE CUP

1. Grenade H. S. Morris S.C.Y.C. 1st overall
2. Glider II L. Kertesz and J. Poole National Y.C.
3. Little Egypt R. V. Lovegrove Royal St. George Y.C.

DIVISION B.2 : ROYAL ST. GEORGE TROPHY

1. Insoluble N. J. Thistleton Holyhead S.C.

RACE No. 5 : HOWTH — HOLYHEAD

DIVISION A.1 : MARINE ENTERPRISE CUP

1. Megalopolis U. C. Taylor Holyhead S.C.
2. Star Wars P. Boyle Howth Y.C.
3. Imp R. Dickson Howth Y.C.

DIVISION A.2 : HOLTON CUP

1. Sunstone T. and V. Jackson S.C.Y.C. 1st overall
2. Banga Wanga C. M. Hill Holyhead S.C. 2nd overall
3. Andromeda of Dee A. L. Stead Holyhead S.C. 3rd overall

DIVISION B.1 : RONNIE SHAW TANKARD

1. Grenade H. S. Morris S.C.Y.C.
2. Humphrey Go-Kart T. Fox and V. Farrell National Y.C.
3. Glider II L. Kertesz and J. Poole National Y.C.

DIVISION B.2 : RIBBLE CRUISING CLUB TROPHY

1. Enigma T. C. Earls Howth Y.C.
2. Insoluble N. J. Thistleton Holyhead S.C.
3. Status Quo P. Kenny Howth Y.C.

RACE No. 6 : HOLYHEAD — DUN LAOGHAIRE

DIVISION A.1 : HOWTH YACHT CLUB TROPHY

1. Canterbury A. J. Vernon S.C.Y.C.
2. Imp R. Dickson Howth Y.C.
3. Megalopolis U. C. Taylor Holyhead S.C.

DIVISION A.2 : ROYAL DEE BLUE WATER TROPHY

- | | | | | |
|----|-----------------------|-----------------------|--------------------|-------------|
| 1. | Act of Defiance | A. N. Hall | S.C.Y.C..... | 2nd overall |
| 2. | Seren Wib | W. V. Humphreys | Pwllheli S.C. | 3rd overall |
| 3. | Checkmate | J. M. Biggs | Holyhead S.C. | |

DIVISION B.1 : A. H. STOTT CUP

- | | | | | |
|----|---------------------|-------------------------------|--------------------|-------------|
| 1. | Glider II | L. Kertesz and J. Poole | National Y.C. | 1st overall |
| 2. | Demelza | N. Maguire | Howth Y.C. | |
| 3. | Crystal Clear | P. A. Farrelly | Howth Y.C. | |

DIVISION B.2 : THELMA CUP

- | | | | | |
|----|------------------|------------------------|---------------|--|
| 1. | Status Quo | P. Kenny | Howth Y.C. | |
| 2. | Insoluble | N. J. Thistleton | Holyhead S.C. | |

RACE No. 7 : ST. GEORGE'S CHANNEL RACE

DIVISION A.1 — WALLWORK TROPHY

- | | | | | |
|----|--------------------------|---------------------|-----------------------|--|
| 1. | Megalopolis | U. C. Taylor | Holyhead S.C. | |
| 2. | Imp..... | R. Dickson | Howth Y.C. | |
| 3. | Finndabar of Howth | J. P. Jameson | Royal St. George Y.C. | |

DIVISION A.2 : McIVER TROPHY

- | | | | | |
|----|-------------------------|--------------------|--------------------|-------------|
| 1. | Banga Wanga | C. M. Hill | Holyhead S.C. | 1st overall |
| 2. | Checkmate | J. M. Biggs | Holyhead S.C. | 2nd overall |
| 3. | Sunspot of Dwyfor | G. R. Haggas | Pwllheli S.C. | 3rd overall |

DIVISION B.1 : SORENTI CUP

- | | | | | |
|----|-----------------|-------------------------------|-----------------------|--|
| 1. | Glider II | L. Kertesz and J. Poole | National Y.C. | |
| 2. | Madame X | S. Moran | Royal St. George Y.C. | |
| 3. | Grenade | H. S. Morris | S.C.Y.C. | |

DIVISION B.2 : BURRIDGE TROPHY

- | | | | | |
|----|------------------|------------------------|------------------|--|
| 1. | Insoluble | N. J. Thistleton | Holyhead S.C. | |
| 2. | Status Quo | P. Kenny | Howth Y.C. | |
| 3. | Quistar | D. Anderson..... | Royal Irish Y.C. | |

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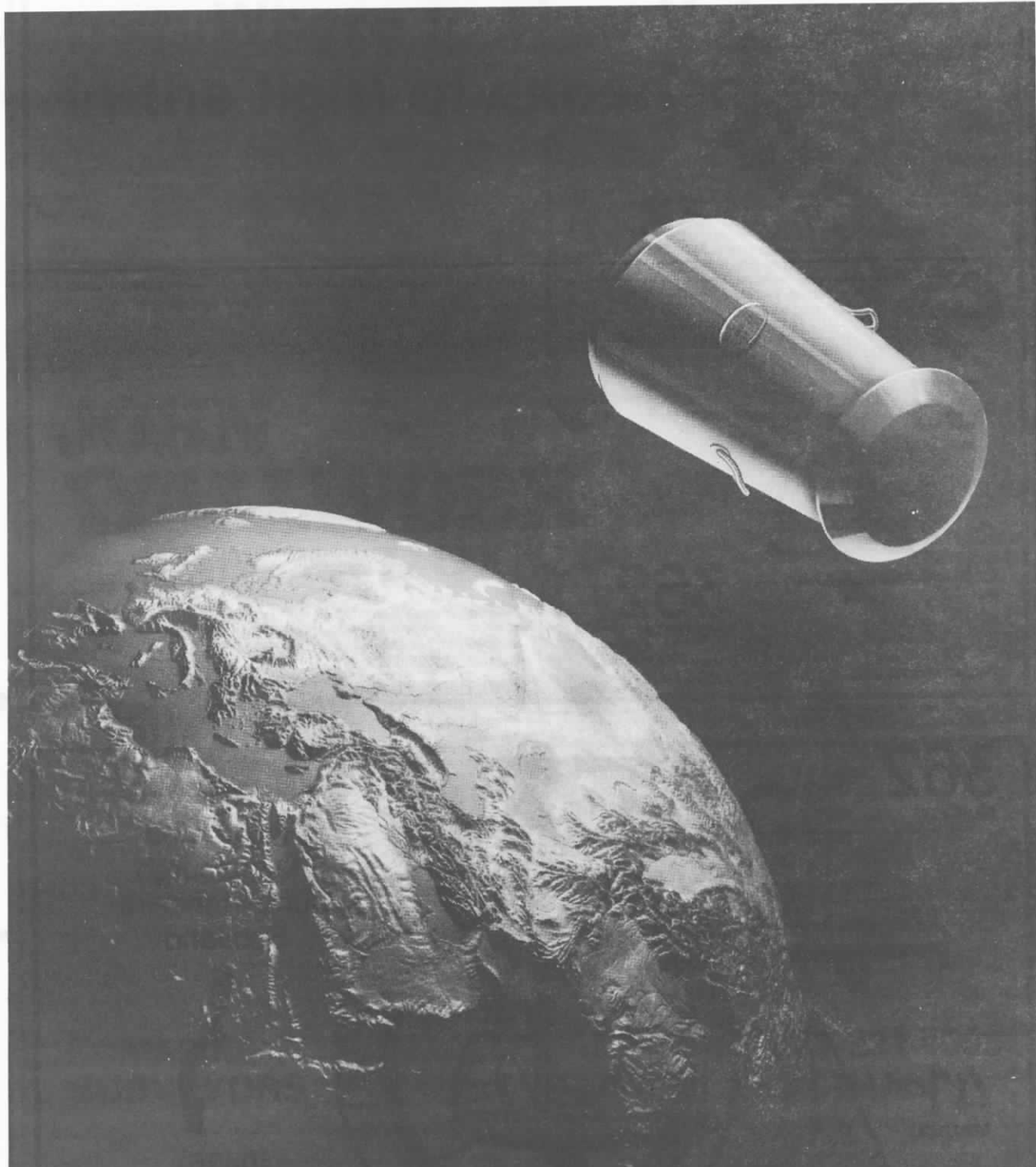

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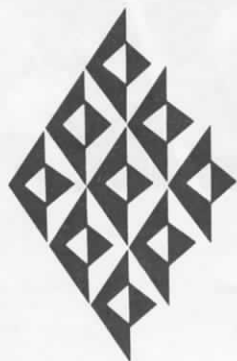
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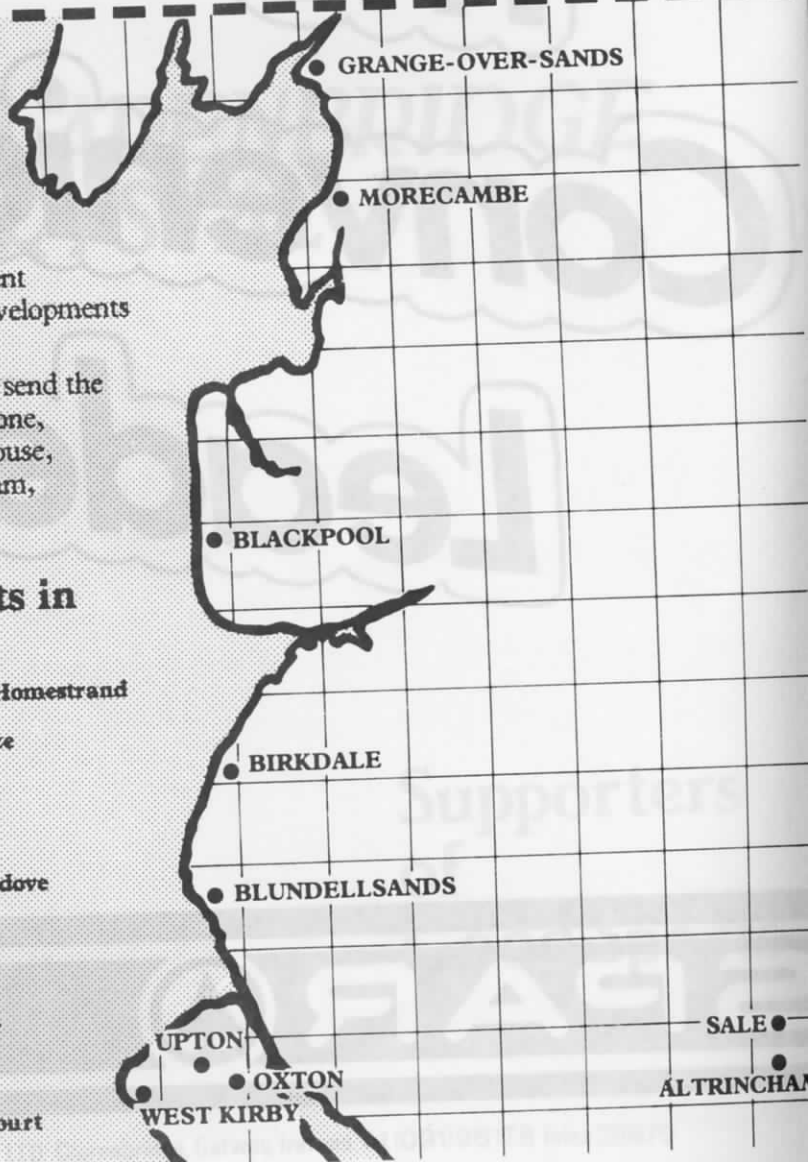
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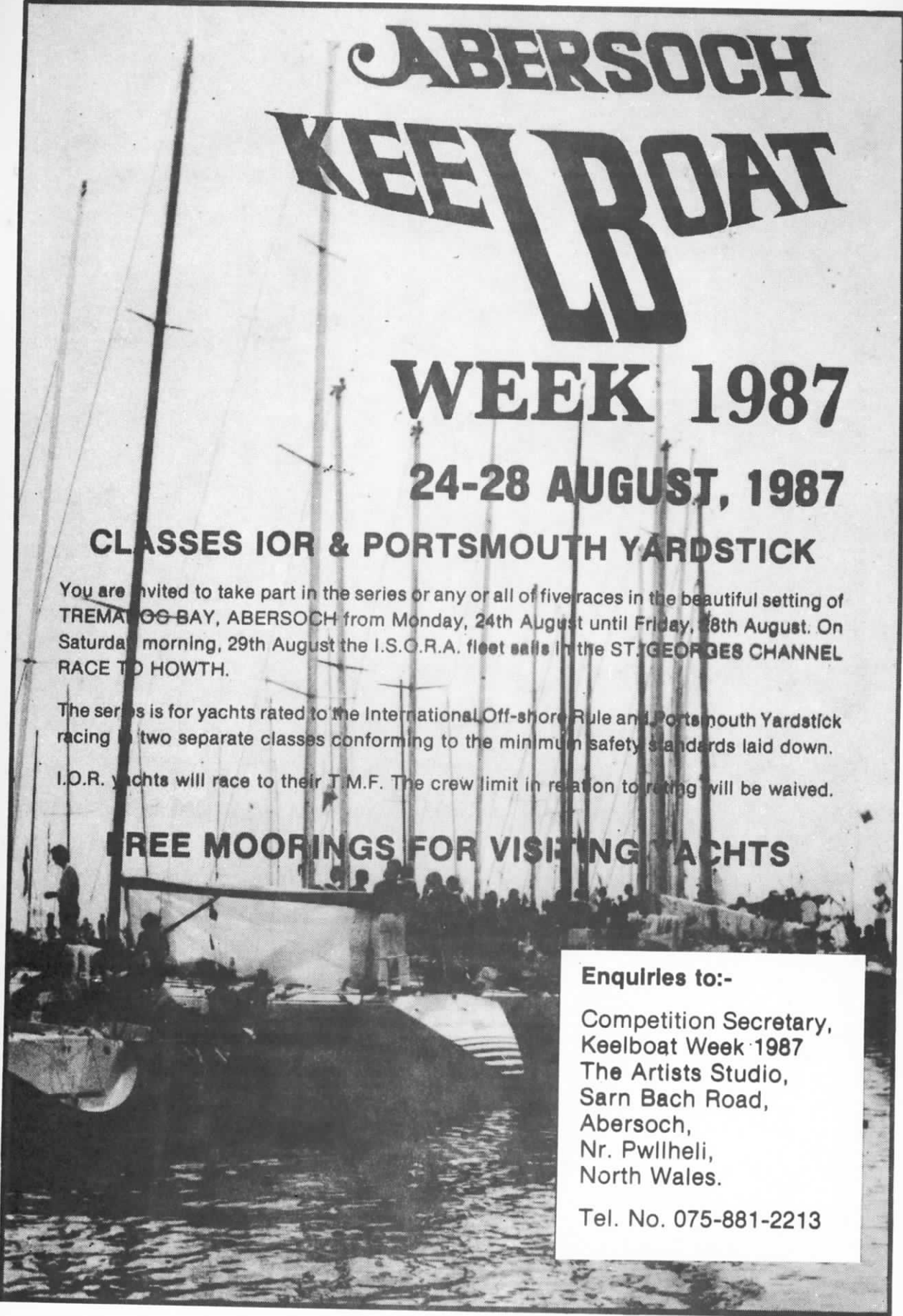
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WATSON & JAMESON

WATSON & JAMESON review the last decade of their involvement with I.S.O.R.A. . . .

In 1977, 18 year old Kieran Jameson left school and joined Philip Watson in Syversen Sails, Howth. He brought with him a wealth of experience, racing and cruising in Keelboats. Watson at this stage was an enthusiastic dinghy sailor and a three times National Champion of the very popular Enterprise Class.

The cross-pollination of their ideas saw the pair getting more involved with larger yachts, and some new sails added to the wardrobe of "Standfast" (especially the High Clew Reacher) were instrumental in helping her win the ISORA Championship . . . they were hooked. The next Season (1978) Philip bought the first UK built J24 and proceeded to win the first ISORA race (Holyhead — Wicklow) with a very complete wardrobe of their sails . . . "Pathfinder II" went on to win her Class in the Offshore Championship, and Philip rounded off the year by taking the first British J24 National Championship. Any volunteers to sail offshore next Season in a J24?

1979, and the Champion boat "Dai Mouse" began to change to the Watson & Jameson sails, as they were now called, and Watson borrowed "Silver Apple" for the windy Fastnet Race of that year, just having time to win the Port St. Mary to Dun Laoghaire ISORA before leaving for Cowes.

In 1980 Watson & Jameson expanded into a new 5,000 sq. feet, purpose built, sail loft, increasing the range and size of sails they could now manufacture. "Tearaway" won her Class in the Offshore championship but was bested by "Regardless" in ISORA Week.

The early Eighties were definitely the "Rapparee" years and she won the Championship an unprecedented 3 times on the trot using the first mylar sails seen in the Irish Sea. 1982 also saw Kieran in "Finndabar" win the Class Championship whilst Philip steered "Joggernaut" to top slot in ISORA Week. Word had got out that the W. & J. sails were fast, and good value. With Kieran and Philip's presence at all the ISORA races to offer service and helpful advice, they became increasingly popular in Holyhead and further afield.

1983 was the year when the Victoria Cup (Team prize for the Offshore Championship) was won by boats using exclusively Watson & Jameson sails and also the year when North Sails chose Watson & Jameson to represent them in Ireland and to sew up the increasingly "High Tech" sails bearing the "North" label, designed and cut, using computers in their UK loft.

"Demelza", a genuine cruiser/racer, showed everyone in 1984 what could be done with very skilful sailing and a mixture of W. & J. and North sails, by clinching the Overall Championship and first in a very hot Half-Ton fleet at ISORA Week. The top Captain's Cup Team used exclusively W. & J. sail wardrobes.

1985 showed that old dogs do not lie down easily if they have fast sails and Kieran again piloted "Finndabar" to class victory whilst "Golden Leprechaun" took B1 with sails from you know who.

1986 completes the 10 year history and Kieran and Philip were well pleased to learn that 6 of the first 7 boats in the classic Round Ireland Race had some Watson & Jameson sails aboard, and that whilst our double champion "Banga Wanga" was acquired with more Brand X sails than a 12 metre, the one sail added during her terrific Season was a W. & J. Flanker which we are told was used with great effect during ISORA Week.

1987 . . . Our story of total involvement continues to unfold . . . Would your boat like to make history?

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