



ISORA

RACE WEEK 1986

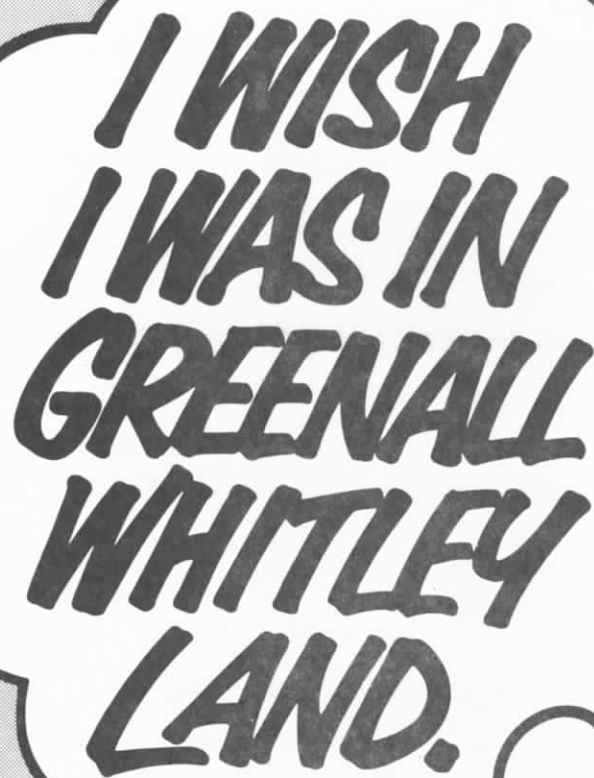


12th-18th July.
Holyhead, Anglesey, N.Wales.
Organised by Irish Sea Offshore
Racing Association
and Holyhead Sailing Club.



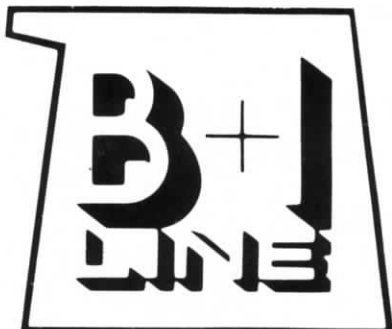
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**I WISH
I WAS IN
GREENALL
WHITLEY
LAND.**

**Do some
wishful
drinking.**



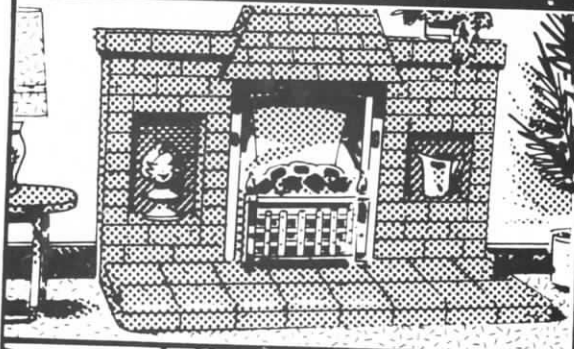
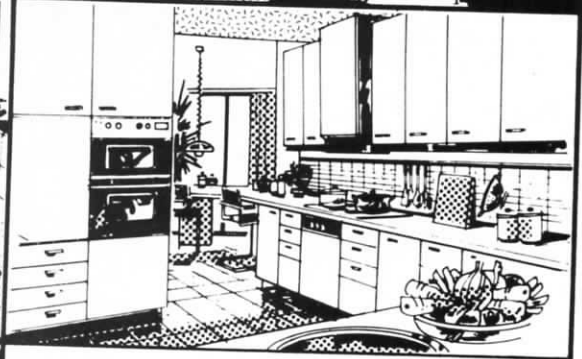
ISORA RACE WEEK 1986

ORGANISED JOINTLY BY
THE IRISH SEA OFFSHORE RACING
ASSOCIATION
AND THE
HOLYHEAD SAILING CLUB



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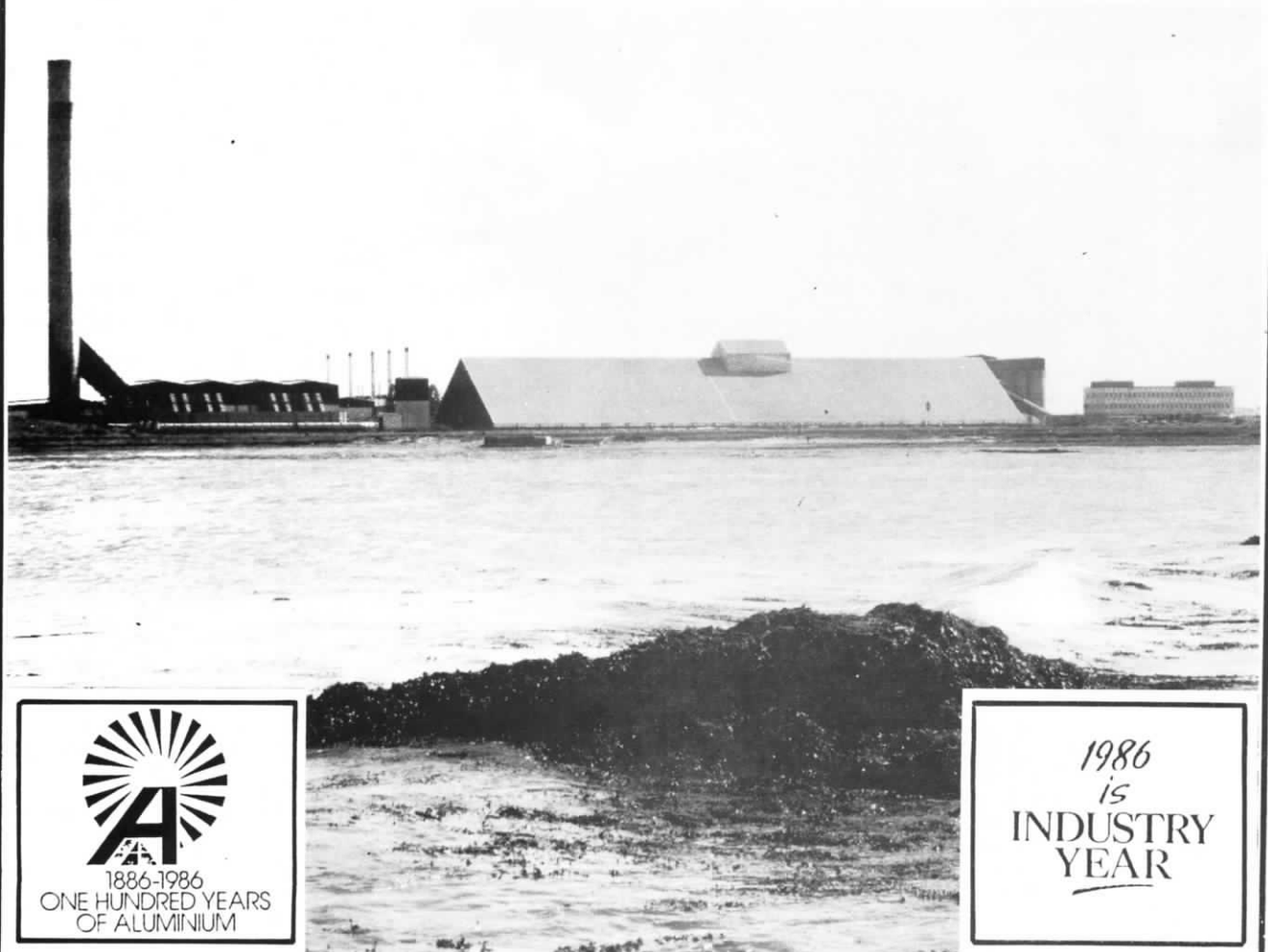
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gysylltiedig a'r achlysur**



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The Irish Sea Offshore Racing Association History

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

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

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

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

"To organise, with 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

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Holyhead Sailing Club Commodore's Address

We are very pleased to be given the opportunity to host I.S.O.R.A. Race Week this year. The Clubhouse, mooring area and sheltered waters make Holyhead the ideal venue for this event.

Many successful events have been hosted over the years including G.P. 14 Nationals, Toppers and Squibs. We were particularly pleased to host the Captains Cup Series in the early 1970's which was the forerunner of I.S.O.R.A. Race Week as we know it today.

Sponsorship is always very difficult to obtain, and this year has been no exception. However we are extremely grateful to Sealink British Ferries, B. + I., the Welsh Tourist Board and all our other sponsors without whom an event such as this would be impossible to host.

The Flag Officers and members of the Holyhead Sailing Club extend a warm welcome to all our competitors and guests and wish you a successful and exciting Race Week.

D. J. CONIAM,
Commodore.

History of Holyhead Sailing Club

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

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

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

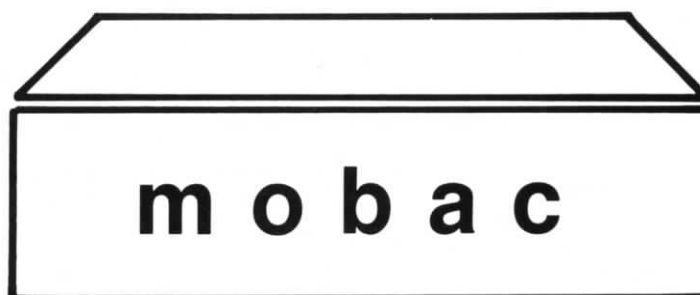
Fired with zeal emanating from this background of local maritime history, a hard core of enthusiasts eventually set about building a permanent Clubhouse in 1954. After two years of what may constitute the greatest combined voluntary effort the Club has ever experienced, the building was finished in time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

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

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YNYS MÔN ISLE OF ANGLESEY

May I on behalf of the people of the Island of Anglesey extend to you a very warm "Croeso" which literally translated, means "Welcome". You will have to experience it to realise it, it means much more than the translation. It carries subtle innuendoes of hospitality, friendship, openhearted generosity and kinship to over-whelm the visitor.

If you and your family like sea, sand and sunshine — you will enjoy a holiday on the Island — which has 120 miles of ever changing coastline that defies description — the huge expanses of Llanddwyn, Aberffraw, Benllech and Red Wharf Bay, to intimate little coves at Cable Bay, Porth Dafarch and Llaneilian, naming but a few. There are so many beaches that even the most popular never becomes congested, and for most of the year you could find yourself in what is virtually a private little cove.

For the Yachtsman and Fisherman there are several harbours and deepwater inlets, including Holyhead, Amlwch, Beaumaris and Menai Bridge.

Inland, the sightseer will be met by a seemingly endless vista of rolling country-side, and from most parts of the Island one can view the panoramic mountains of Snowdonia on the mainland.

Anglesey is the most accessible of Islands — having both road and rail links with the mainland. Telford's graceful suspension road bridge and Stephenson's road and rail bridge links the island across the Menai Strait to the mainland of Wales.

Your holiday accommodation choice is as wide as the beaches. Our holiday information booklet — "Britain's Treasure Island", which gives details of accommodation available is free on request from our Tourist Office, Penyrsedd, Llangefni, Gwynedd.

There is plenty to see, plenty to do, and more important still, it is a place where anyone can relax completely, casting aside the cares of everyday life, and let the island overwhelm you with "CROESO" —

"THAT IS ANGLESEY'S INVITATION TO YOU"

Ar ran pobl Ynys Môn ga' i estyn croeso cynnes iawn i chi. Cyfieithiad llythrennol y gair yw "Welcome". Ond golyga lawer mwy na chyfieithiad a rhaid i chi ei brofo i'w sylweddoli. Mae'r gair yn cario'r awgrym o letygarwch, cyfeillgarwch, haelioni rhadlon a pherthyn sy'n swyno'r ymwelydd.

Os ydych chi a'ch teulu yn hoffi'r môr a'r traethau a'r haul, yna byddwch yn mwynhau gwyliai ym Môn, sydd â 120 o filltiroedd o arfordir amrywiol sydd tu hwnt i ddisgrifiad — o draethau llydan Llanddwyn, Aberffraw, Benllech a Thraeth Coch i gilfachau clud yn Porth Trecastell, Porth Dafarch a Llaneilian, heb sôn am ragor. Mae yna gymaint o draethau fel nad yw'r rhai mwyaf poblogaidd hyd yn oed byth yn orlawn, ac am y rhan fwyaf o'r flwyddn y gellwch chi ddod o hyd i'r rhai sy bron yn gilfachau preifat.

I'r dyn hwylio neu i'r pysgotwr mae yna sawl harbwr a baeau dŵr dwfn gan gynnwys Caergybim Amlwch, Beaumaris a Phorthaethwy.

Ymhellach i mewn i'r Ynys daw'r ymelydd i olygfa ddi-ddiwedd bron o gefn gwlad bryniog, ac o'r rhan fwyaf o'r Ynys bron gellir gweld panorama mynyddoedd Eryri ar y tir mawr.

Un o'r Ynysoedd mwyaf hawdd ei chyraedd yw Môn, mae ganddi gysylltiadau ffordd a rheilffordd â'r tir mawr. Mae pont osgeiddig Telford ar gyfer moduron a phont Stephenson ar gyfer y rheilffordd a moduron, yn ymestyn ar draws yr Afon Menai i dir mawr Cymru.

Mae yna gymaint o ddewis llety ichi â'r traethau. Mae ein llyfryn gwybodaeth "Britain's Treasure Island" yn rhoi manylion am y llety sydd ar gael, ac mae ef ar gale am ddim yn ein Swyddfa Dwristiaeth, Penyrsedd, Llangefni, Gwynedd.

Mae yna ddigon i'w weld, digon i'w wneud ac yn bwysicach byth, dyma'r lle i bawb ymlacio yn llwyr a bwrw heibio gofalon bywyd bob dydd, a gadael i Fôn eich swyno â "CHROESO".

"DYMA WAHODDIAD YNYS MÔN I CHI"

I.S.O.R.A. Race Week 1986 Officials

Chairman:	W. Alun Roberts
I.S.O.R.A. Hon. Secretary:	Jean Scott
Organising & Entry Secretary:	B. Pearce
Treasurer:	D. F. Bradley
Chairman of Protest Committee:	G. Wilson
Series Race Officer:	T. Lockett
Assistant Series Race Officer:	Dr. J. C. Richardson
Social Secretary:	B. Pearce
Prizes:	Dr. A. L. Stead

The Organising Association

IRISH SEA OFFSHORE RACING ASSOCIATION

Chairman:	Mike Hill
Vice-Chairman:	P. Jameson
Hon. Treasurer:	D. F. Bradley
Hon. Secretary:	Jean Scott

The Host Club

HOLYHEAD SAILING CLUB

Commodore	D. Coniam
Vice-Commodore	R. J. Hughes
Honorary Treasurer	D. F. Bradley
Honorary Sailing Secretary:	I. Keymer
Honorary Secretary:	Mrs. S. Crayfourd

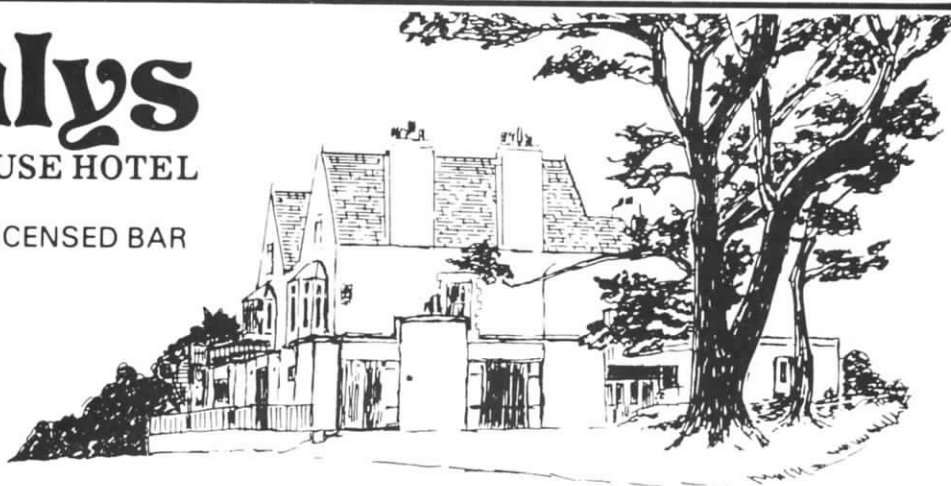
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**SEALINK/B+I I.S.O.R.A. RACE WEEK,
12th-18th JULY, 1986,
HOLYHEAD, ANGLESEY, NORTH WALES**

Organised for I.S.O.R.A. by the Holyhead Sailing Club

PROGRAMME

Entries close 14th June, 1986

1. RACE COMMITTEE OFFICERS:

Chairman: W. A. Roberts
Vice Chairman: A. L. Stead
ISORA Chairman: C. M. Hill
Commodore H.S.C.: D. J. Coniam
ISORA Race Week Secretary: B. Pearce
ISORA Hon. Secretary: J. Scott
Treasurer: D. F. Bradley
Principal Race Officer: T. Lockett

2. PROGRAMME OF RACES:

12th to 18th July, 1986

3. OFFSHORE FEEDER RACE:

Howth to South Rock to Holyhead, dist. approx 140 n.m.

Note: THIS RACE IS PART OF THE ISORA PROGRAMME

4. INSHORE RACES:

It is intended that the Inshore Races will consist of TWO TRIANGULAR COURSES of 20-25 miles each. One Olympic Course of 20-25 miles and a race to Llanwyn Island of approx. 36 miles.

5. PRIZES:

Over ninety prizes will be awarded including the "Captain's Cup" and a £500 Sealink/B+I Holiday Voucher which the Overall Winner may select from their Company Brochures.

Team Prizes and a Prize for the 1, 3/4, 1/2 and 1/4 Ton Champions will be awarded.

6. FACILITIES:

Facilities will include the addresses of the local boatyard, sailmakers and ferrying arrangements.

7. ACCOMMODATION:

A comprehensive list will be provided to each competitor.

8. SOCIAL CALENDAR:

See rear of Programme.

9. CATERING:

A full catering service is available throughout the week in the fully licensed Marquee.

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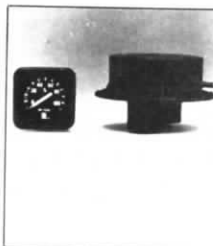


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Sailing Instructions

FEEDER RACE.

Sailing instructions relevant to the ISORA Howth/Holyhead Feeder Race on Saturday, 12th July which counts for points in the Race Week, will be found in the ISORA ANNUAL PROGRAMME BOOKLET. Entries for this race MUST BE MADE TO I.S.O.R.A.

INSHORE RACES.

1.0. RULES.

Racing will take place under the current International Yacht Racing Rules (IYRR), the prescriptions of the RYA, these Sailing Instructions and the Safety Regulations of Category III of the International Offshore Rules.

2.0. CONDITIONS OF ENTRY.

2.1. General.

The safety of a yacht and her entire management, including insurance, shall be the sole responsibility of the owner/competitor racing the yacht. The establishment of these sailing instructions in no way limits or reduces the complete responsibility of the owner/competitor for his crew, his yacht and the management thereof.

2.1.1. The organising association, the IRISH SEA OFFSHORE RACING ASSOCIATION and the host Club, Holyhead Sailing Club, accept no liability for loss, damage or injury of any description whatsoever, that may be sustained by boats, owners, crews or guests taking part in the Series, or in using jetties, ramps, moorings, parks, premises or any other facilities, or using or accepting assistance from launches or boats by them or otherwise, whether by negligence of their members or servants or not.

2.1.1. It is a requirement of owners who are competing in the Series, to carry insurance protection for third party or passenger liabilities to a minimum of £250,000.

2.2. Measurement Certificates.

A yacht must have a valid I.O.R. Mark III or Mark IIIA rating of between 16 feet and 70 feet and unless there are exceptional circumstances, a copy of the rating certificate must be kept on board and available for presentation at the RACE OFFICE if required. These ratings will be based on the latest RORC rating office or other National Authorities ratings issued on or before 09.00 hrs on Saturday, 12th July, 1986. The Race Committee reserves the right to refuse an entry, to reclassify or to disqualify, if measurement certificates are not in order, or if items of equipment are not in accordance with regulation requirements. The Race Committee also reserve the right to amend the Conditions and Regulations or the Programme if such a necessity is deemed to have arisen.

2.3. Measurement.

Random inspections may take place at any time.

2.4. Eligibility.

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

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

2.5. Divisions.

Each yacht shall conform to one of the following divisions and shall carry, displayed on her backstay, before her warning signal is broken out, the appropriate pendant. Such flag must be displayed until the yacht has finished.

DIVISIONS	PENDANT	YACHTS RACING BETWEEN
A1	Numeral 1	24.6 and 70.0 feet (white with red spot)
A2	Numeral 2	22.1 and 24.5 feet (blue with white spot)
B1	Numeral 3	20.0 and 22.0 feet (Red, white, blue vertically divided)
B2	Numeral 4	16.0 and 19.9 feet (Red with white horizontal cross)

2.5.1. Beta Yachts.

Yachts with a hull design before 1976 will qualify as Beta Yachts and will also be eligible for Beta trophies as well as their divisional trophies and prizes.

2.5.2. Age Allowance.

It is the sole responsibility of the owner to claim any allowance for age of a yacht under the I.O.R. Such allowance may be permitted by the Race Committee.

2.5.3. Crew limitation.

The O.R.C. "Crew Limitation" Rule will not apply.

2.5.4. Team Participation.

The Race Committee is prepared to consider entries for a Club Team Event comprising three nominated yachts, if notification in writing of the entry is received not later than 18.00 hrs. on Friday, 11th July, 1986. A fee of £6.00 will be payable on entry.

More than one team may enter on behalf of any one Club but any one particular yacht cannot be nominated for more than one team. For the event all races (including the Howth-Holyhead Feeder Race) will count without discard. The points awarded in each race will be indicated in Sailing Instruction 14.0 "the number of starters" being the number of team yachts entered and the "finishing position" of each yacht being her position relative to other team yachts ignoring all other competitors.

The winning team will be that with the highest total points on aggregate.

Change of yachts in a team will not be permitted except in the case of serious gear failure which results in complete or temporary withdrawal from the series. Replacement in this situation will be at the discretion of the Race Committee. The Team Racing Rules, Appendix 4, of the IYRR shall not apply.

3.0. SAFETY.

All yachts must comply with Category III of the ORC Safety Regulations.

4.0. COMMUNICATIONS WITH COMPETITORS.

4.1.1. Class Flags.

The Class Flags will be as follows:-

Division A1	IC Flag "Numeral One"
Division A2	IC Flag "Numeral Two"
Division B1	IC Flag "Numeral Three"
Division B2	IC Flag "Numeral Four"

4.1.2. Class signals will be in accordance with the National Authority's prescription to IYRR 4.2. (a) System 1.

4.2. Notices to Competitors.

Notices to competitors will be posted on the official notice board located at the Race Office in the Holyhead Sailing Club.

4.3. Changes in Sailing Instructions.

Any changes in Sailing Instructions will be posted on the Race Office Noticeboard two hours before the advertised starting time of the race or races concerned. Changes in the Sailing Instructions will be indicated by displaying IC Flag "L" on the Holyhead Sailing Club Flagstaff.

5.0. COURSE INSTRUCTIONS.

5.1. Course Area.

The course area is in the general area of Holyhead Bay and along the South Coast of Anglesey, (Chart No. 1413 and No. 1970).

5.2. Courses.

A Feeder Race and Four Inshore Courses will be provided.

5.2.1. Feeder Race.

From the Howth YC Start Line, leave South Rock Light to starboard thence to finishing line. (See ISORA Annual Programme instructions).

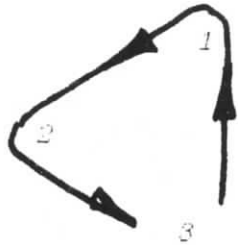
5.2.2 Course "A"

The course configuration and the order of rounding of marks will be as follows:-

First & Third
rounds
(3 Legs)

Second & Fourth
rounds
(2 Legs)

Finishing Leg



Starting Area

Round Mark 1 to Port
Round Mark 2 to Port
Round Mark 3 to Port

Round Mark 1 to Port
Round Mark 3 to Port

Mark 1 is the intended windward mark.

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

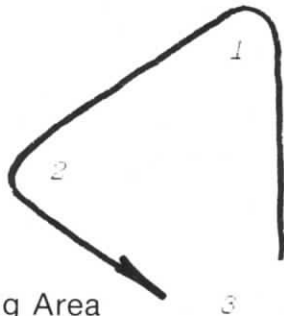
The full course will comprise four rounds plus a finishing leg from Mark 3 to the finishing line.

5.2.3. Course "B".

The course configuration and the order of rounding of marks will be as follows:-

First & Subsequent Rounds
(3 Legs)

Finishing Leg



Starting Area

Round Mark 1 to Port
Round Mark 2 to Port
Round Mark 3 to Port

Mark 1 is the intended windward mark.

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

The full course will comprise 3 rounds plus a finishing leg from Mark 3 to the finishing line.

5.2.4. Course "C".

From the starting line, leave the Orange cylindrical mark laid approximately one mile seaward of the Fangs and positioned 53° 16'N 4° 42'W to Port. Round the Orange cylindrical mark off Llanddwyn Island to Port 53° 5'N 4° 28'W and hence to the finishing line between the Breakwater Light and the Cliperau Buoy leaving the mark off the Fangs to starboard.

5.2.5. Course "D".

From the start leave Cliperau to Starboard, Boliva to Port, Coast Mark (a Yellow Buoy 53° 19.6'N 4° 38.9'W to Port, Meath Wreck Bouy to Port, Bolivar to Port, Coast to Port, Meath to Port, Bolivar to Port, Coast to Port, Cliperau to Starboard, thence to finish.

5.3. For Courses A and B the approximate magnetic bearing of mark 1 from the Committee Boat will be displayed on the Committee Boat before the warning signal.

5.4. Marks for courses A, B and C will be large orange coloured cylinders.

6.0. STARTS:

6.1. Starting Times.

	DIVISION			
	A1	A2	B1	B2
Saturday, 12th July, Feeder Race	10.15	10.15	10.00	10.00
Tuesday, 15th July, 1st Inshore Race	10.30	10.35	10.40	10.45
Wednesday, 16th July, 2nd Inshore Race*	08.50	08.45	08.40	08.35
Thursday, 17th July, 3rd Inshore Race	10.30	10.35	10.40	10.45
Friday, 18th July, 4th Inshore Race	10.30	10.35	10.40	10.45

* In the event of the race to Llanddwyn Island being postponed on this day, all subsequent races may be rescheduled.

6.2. Course Signals will be as follows:-

International Code Flag "A"	Course "A"
International Code Flag "B"	Course "B"
International Code Flag "C"	Course "C"
International Code Flag "D"	Course "D"

7.0. FIXED LINE STARTS.

7.1. Starting Lines.

For the Feeder Race see ISORA Annual Programme Instructions. For the Inshore Races the Starting Line is defined as the line between a mast bearing International Code Flag "Z" on the Committee Boat and the adjacent course mark.

7.2. Starting Procedure.

The Starting Procedure will be in accordance with IYRR 8.1(a)(i) (Recalls), using the class warning signal at the dip.

7.3. General Recalls.

The Class recalled will receive a new starting signal 5 minutes after the last scheduled class to start, or in succession, thereafter at five minute intervals.

7.6. Prohibited Area Triangles.

(a) "Triangle Rules"

IYRR 51.1(c) shall not apply and IYRR 51.1(b) is amended. After a general recall, unless the five minute rule described in 7.6(b) is introduced, the following rule will automatically apply to all subsequent starts for that class.

No yacht shall race within the triangle formed by the mast of the committee boat, the starting mark and the first mark, during the last minute before the starting signal unless she subsequently passes outside, round and to leeward of either the starting mark or the Committee Boat.

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

(b) "Five Minute" Rule.

At the discretion of the Race Officer, the Five Minute Rule may be introduced. In this case, yachts which race within the triangle defined in S.I. 7.6(a) between the preparatory and starting signals shall immediately retire from that race. IYRR 8.2(b) shall not apply. The signal for the five minute rule will be International Code Flag "Numeral pendant 9", which will be displayed before the Warning Signal.

8.0. GATE START.

Gate start shall not apply.

9.0. FINISHING.

9.1. Finishing Lines.

For the Feeder Race and Course "C" the finishing line shall be between the Breakwater Light at Holyhead and the Cliperau Buoy. For all other races the finishing line will be between the mast displaying a blue flag aboard the finishing vessel and the nearby rounding mark.

9.2. Time Limits.

- (a). The time limits for races on courses "A", "B", and "D" will be 6 hours. The race will be valid for all those yachts finishing within the time limit.

The time limit for course "C" will be 12 hours.

- (b). When the first yacht in each class finishes within the last hour of the prescribed time limit for that class, the race will be valid for those yachts in that class which finish within one hour of the finishing time of the first yacht in that class.

- (c). When no yacht finishes within the prescribed time limit, the race will be abandoned. Signals will be in accordance with IYR Rule 4.1"N" (Signals). Notification of any resail date and time, or cancellation will be posted on the notice board as soon as possible.

10.0. TOUCHING A MARK.

10.1. IYR Rule 52 (Touching a mark) is amended. A yacht which touches a mark as defined in 52.1(a)(i) to (iii) and 52.1(b) shall accept an Alternative Penalty as defined in S.I. 11.0, and not re-round the Mark as required by 52.2.

11.0. ALTERNATIVE PENALTIES.

11.1. The percentage penalty as provided in rule 74.5, (Alternative Penalties), and appendix 3, Alternative Penalties for Infringement of a Rule of Part IV, of the yacht racing rules shall apply for infringement of a rule of Part IV.

12.0. PROTESTS.

12.1. Protests must be made in accordance with IYR Rule 68. Protests must be lodged at the Race Office together with a deposit of £5 within three hours of the protesting yacht finishing.

12.2. Protests will be heard daily at 21.00 hours in the Race Office except on Friday when they will be heard as soon as possible following the Race.

13.0. DECLARATIONS.

13.1. Declaration Cards for the Feeder Race must be deposited in the Race Week Office in the Holyhead Sailing Club within 12 hours of the yacht finishing. Declaration cards are not required for Inshore Races except where a competitor has infringed the Racing Rules. In that event the declaration card should be deposited in the Race Office and recorded within 3 hours of the yacht finishing. Yachts retiring should inform the Race Office as soon as possible.

14.0. SCORING SYSTEM.

14.1. The series will consist of a Feeder Race plus four inshore races as detailed in S.I. 5.0. All races sailed will count without discard. Points for each race will be awarded by reference to the Cox-Sprague Table with the feeder race qualifying for points multiplied by 1.25.

15.0. LOCAL VARIATIONS.

15.1. International regulations for preventing collisions at sea apply between sunset and sunrise and these regulations take precedence over IYRU Rules during that period.

15.2. Deep Sea Vessels using the deep water channel may pass through the course area. The following international code signals are used:

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

Competitors are asked to realise that navigation of these large vessels in the channel is exacting and difficult and all yachts MUST GIVE WAY TO ALLOW THEM AN UNIMPEDED PASSAGE.

Failure to do so may entail disqualification.

15.3. CAUTIONS

- (a). There is a bank of stones in a S.E. Direction from the end of the Breakwater.
- (b). Attention is drawn to the Maen Piscar Rocks $53^{\circ} 15.26'N$ $4^{\circ} 37.96'W$.
- (c). Yachts should be aware of commercial shipping at anchor in the Harbour.

General Information

- INFORMATION — All general queries should be directed to the Sailing Club Office.
- RACE OFFICE — The Race Office is situated in the Holyhead Sailing Club.
- BRIEFING SESSION — Owners and Navigators are invited to attend a Briefing Session at 18.30 hours on Monday, 14th July, 1986 in the Club House.
- RESULTS — Race Results will be displayed on the Notice Board in the Holyhead Sailing Club.
- FERRYING SERVICE — A continuous Ferrying Service will be operated. Crews are requested to assemble on shore in order to keep the number of trips to each yacht to a minimum.
- SAIL REPAIRS — Contact the Race Office.
- TELEPHONE MESSAGES — Competitors may be contacted by telephoning Holyhead (STD 0407) 2526, 2496 where brief messages will be taken and held for them at the Race Office.
- MEDICAL ASSISTANCE — Medical Assistance is available at the Stanley Sailors Hospital, Holyhead throughout the Series for competitors and their families.
- CATERING — Catering facilities are available throughout the Series in the Marquee and Club House at reasonable prices and "take-away" packed lunches will be available each day. Competitors are asked to book their take away packed lunches on the evening prior to their requirements.
- SOCIAL EVENTS — Admission to all Social Events will be by badge only.
- BAR HOURS — The Holyhead Sailing Club bar and marquee bar will be open during the following hours:—
Sunday, 13th July 12.00 — 14.00 and 19.00 — 22.30
Monday, 14th July — Friday, 18th July. A Bar/s will be open between 12.00 — 24.00 hours.
- CAR PARKING — Competitors are requested to use the Car Park at the rear of the Clubhouse.
- TAXI SERVICES — See Notice Board.



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Social Events

- MONDAY, 14th JULY — Commodore's Reception and Briefing. 18.30 hours in the Clubhouse.
- TUESDAY, 15th JULY — Dancing to the River City Jazzmen in the Marquee.
- WEDNESDAY, 16th JULY — Interboat "Yard of Ale" Contests in the Marquee.
- THURSDAY, 17th JULY — Dancing to Rumour in the Marquee.
- FRIDAY, 18th JULY — Prize Presentation and Buffet. Dancing to The Blue Bell Steel Band.
- NOTE:
MONDAY, 14th JULY — Public Sports Day, Rowing Races, Sailboarding, Greasy Poles etc.

Acknowledgements

The Organising Committee wish to record their sincere thanks to:—

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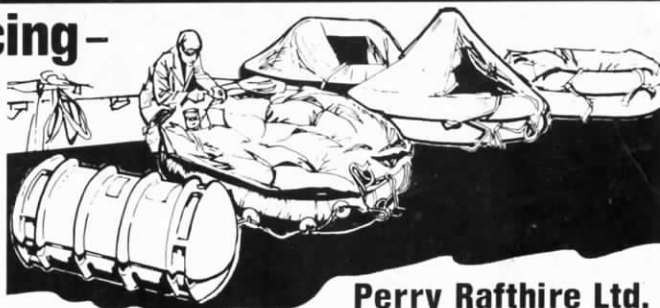
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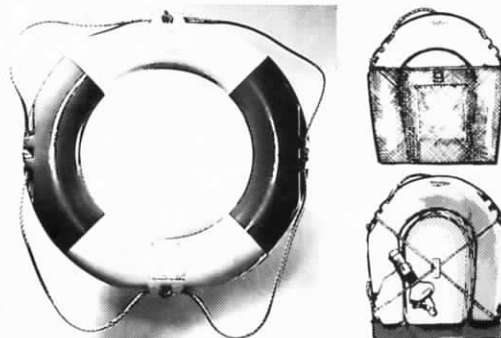
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