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An **AFLOAT** publication



GUIDE TO CHUBB ISORA WEEK
JULY 7-13 1984

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ISORA

RACE WEEK 1984

HOWTH JULY 7 - 13

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ISORA

RACE WEEK 1984

HOWTH JULY 7 - 13



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Programme of Races 7th - 13th July, 1984

Offshore Feeder Races - Start Saturday 7th July

- (a) BORG Classes 1-V { Holyhead - Cliperou (p) - Skerries (s) - South Rock (p) -
(b) ISORA Classes B10-B2 { Kiah (s) - Howth - Approx. 148 miles.

Inshore Races - all morning starts

Tuesday Round the Buoys 12 - 29 miles
Wednesday Round the Buoys 12 - 29 miles
Thursday Long Round the Buoys 21 - 40 miles
Friday Olympic Course about 25 miles

Note: Depending on the time taken to complete the feeder race it is proposed to have a level rating race for Half-tonners on Monday. Details will be posted in the Race Office.

ACKNOWLEDGEMENTS

The Race Week Committee are grateful for the support given by:

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On behalf of Chubb Ireland I would like to extend a warm welcome to everyone participating in ISORA Race Week 1984. This is the third time Chubb have sponsored the event and I can but express the hope that this year's event will be as happy and enjoyable an occasion as the previous two. I am confident that it will be.

ISORA Race Week I believe represents much of what is best in sport. It is a week that combines first class competition with a wonderful social programme; a week that promotes fellowship between competitors from both sides of the Irish Sea; a week that forges many new friendships; a time for sport in its broadest sense.

This is of course the first time the Week has been based in Howth. Great work has been done there by Howth Yacht Club ISORA Committee to ensure that nothing has been left to chance and that ISORA Race Week 1984 is going to be a memorable experience for us all. They deserve great praise for their efforts particularly in the light of the many difficulties they had to overcome due to construction work in the harbour. We are sure their efforts will be rewarded when they see how much everyone enjoys the event.

I hope you have an enjoyable week.



*Lord Killanin,
Chairman*



Directors: Lord Killanin Chairman, Basil A. Flood M.A., D.B., D.Litt., F.R.S., F.R.I., F.R.S.E., F.R.S.S., F.R.S.M., F.R.S.N., F.R.S.O., F.R.S.P., F.R.S.T., F.R.S.V., F.R.S.W., F.R.S.Z., F.R.S.A., F.R.S.C., F.R.S.D., F.R.S.E., F.R.S.F., F.R.S.G., F.R.S.H., F.R.S.I., F.R.S.J., F.R.S.K., F.R.S.L., F.R.S.M., F.R.S.N., F.R.S.O., F.R.S.P., F.R.S.Q., F.R.S.R., F.R.S.S., F.R.S.T., F.R.S.U., F.R.S.V., F.R.S.W., F.R.S.X., F.R.S.Y., F.R.S.Z., F.R.S.A., F.R.S.B., F.R.S.C., F.R.S.D., F.R.S.E., F.R.S.F., F.R.S.G., F.R.S.H., F.R.S.I., F.R.S.J., F.R.S.K., F.R.S.L., F.R.S.M., F.R.S.N., F.R.S.O., F.R.S.P., F.R.S.Q., F.R.S.R., F.R.S.S., F.R.S.T., F.R.S.U., F.R.S.V., F.R.S.W., F.R.S.X., F.R.S.Y., F.R.S.Z.

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Howth Yacht Club

The Howth 17 ft. OD Dellyins (Howard Green), Anis (Brandon Cassidy) and Laila (Norman Widdowes) with jockeyed spinnaker. On Tuesday, 10th July, during Club's ISORA Week the 17ft. class will have an evening race for the Taps 'T' Trophy, a new tape 'T' presented by sailmaker Walter D. Jamison.

The story of Howth Yacht Club is a remarkable mixture of tradition and modernity. For the members not only continue to race the boats which virtually inaugurated their club some 97 years ago, but as well they have a fleet of contemporary craft in the largest club-administered marina in Ireland - indeed, it's the largest single coastal marina in the country.

The seeds of the Club were planted in 1825 when Howth Sailing Club came into being, but it in turn only began to flower when the first Commodore, Sir Walter Boyd, who had already shown talent as an amateur designer, was asked by the members to design a 17 ft. westerline one design racing class.

The first five of the Howth 17 ft. Class were completed in the Spring of 1888 by the famous yacht-builder, Edlitch of Carrickfergus on Bellam Lough. They proved their seaworthiness by sailing to their new home past down the Irish Sea in rough April weather, and their first race was held on May 4th 1888. It was won by *Leila*. To mark their 75th season, the original five raced together on May 4th 1972. That race was also won by *Leila*, owned by that stage for almost thirty years by the redoubtable Norman Wilkinson, who continues to sail her today.

In 1900, three more boats joined the class, but thereafter further expansion came through the design's adoption by Dublin Bay Sailing Club in 1906, such that eventually more of the boats were racing in Dublin Bay than at Howth. In all, 17 were built, and though one was wrecked in a storm in 1915 while stored at the Royal Irish YC in Dan Laughaire, sixteen still survive and by the early 1960s most had moved into Howth ownership.

By this stage some of the boats had moved from the original design, while others had moved far from the sea, but a policy of gradual restoration saw all being brought back to the original design, and when the harbour development of the late 1960s was completed, for the first time all sixteen Howth 17s still in existence were based in Howth and in full commission.

The class is fundamental to the history of Howth sailing, as practically all Howth sailors of renown have sailed actively in it at some stage or other of their careers afloat. It has been said that if you can sail a Howth 17, then you can sail any keelboat, and certainly with their large sail area set on its ancient rig, they are not a craft for the faint-hearted. They have a style all their own, and participants in Club ISORA Week will be able to savour it, for their usual mid-week evening race is on Tuesday's, when they don't normally set their jackyard's tops in owing to pressure of time. But on Tuesday July 10th at 1905 hours if conditions permit they'll be racing in all their finery for the Topel Trophy, a special prize in the appropriate form of a brand new tops made by our local sailmakers, Watson & Jameson.

As with most other clubs, the most rapid growth in Howth YC has come during the past twenty years. During the 1930s, a second club with more cruiser emphasis, the Howth Motor Yacht Club, was



Tom Fitzpatrick, Commodore of Howth Yacht Club, heads a rapidly-developing organization with 1,200 members.

formed, and it took over premises in the former coastguard building on the West Pier, while the old Howth YC remained in Curlewian austerity in its original clubhouse on the East Pier. Over the years, dual membership was increasingly enjoyed by many local sailing folk, and in 1968 under the guidance of Ferry Greer the two clubs amalgamated as Howth Yacht Club with its headquarters in the considerably enlarged premises on the West Pier.

By this time, the Howth sailing community was firmly established as significant both at home and

abroad, and names such as Guinness, Courtney, Gore-Grimes, Wilkinson, Lacy, Moorey, McBride, Keating, McFarnan, Caffrey-Smith, Maguire and many others were firmly established in the sailing galaxy. Thus it was altogether typical that in 1968 the sole Irish participant in the Transatlantic Race to Cook was Ferry Greer in his first yawl *Miles of Howth*.

However, this level of activity was only an indicator of the way the pace was to increase during the 1970s. Howth sailors threw themselves into ISORA and offshore racing generally with increased enthusiasm at that time, not only winning ISORA championships, but also competing internationally to such good effect that in 1973, for instance, no less than two of the three boats in the Irish Admirals Cup team - Mungo Park's *Tam O'Shanter* and Otto Glaser's *Fritsch Frigate II* - were from Howth, and one of them, *Tam O'Shanter*, won the Gull Silver for being the best-placed Irish boat in the fleet.

As well, offshore cruising from Howth developed apace, John Guinness with Julie Sherry and more recently Deverbound ranging many seas, while the world of the Arctic has been explored to such good effect by John Gore-Grimes with *Shardona* that in recent years he has won the Royal Cruising Club's Tilman Medal, the Ocean Cruising Club's Barton Trophy, and most prestigious of all, the Blue Water Medal of the Cruising Club of America, all for his voyaging in high latitudes.



A model of the proposed new clubhouse for Howth Yacht Club in its marine side location. It is hoped that construction will start in 1985.

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The strength of Howth cruising was indicated during 1983 when boats from the port were to be found on most coasts between Rio de Janeiro and North Cape in Norway, as well as on both sides of the Atlantic, but it shouldn't be thought from this that activity on home was neglected. On the contrary, the Club's level of local racing is very high indeed, and in addition to having three large classes of cruisers, regular racing is now provided for substantial classes of Folkboats, Puffblower 22s, Spinks, Howth 17s and many dinghies, notably Lasers which race right through the winter such that Howth YC has had a continuous sailing programme since April 1974.

Naturally the training of children, using the Irish Yachting Association's highly successful Junior Training Programme, ranks high in the Club's priorities, so participants leaving the harbour during Club ISORA Week will be keenly aware, as they'll see the junior training fleets of Optimists, Mirrors and Lasers also putting to sea.

This approach, apart from instilling basic seamanship into the kids, has resulted in racing success as well, a recent peak being reached in 1982 when Howth's Dave Cummins won the Helmsman's Championship of Ireland for the second year running. Nevertheless, because Howth is essentially a deep water port, the main sailing impact is made with keelboats and particularly offshore racers - thus in recent years not only has Howth won with ISORA Club Championship, but the club has also won individual successes through craft such as Teahawey (Frank Hughes and Peter O'Reilly), Finsdohar (Patrick Jameson), and others, the outstanding success being Brian Kelly's dal Puffblower II which is the current ISORA Champion, having achieved this for an unprecedented three years in a row.

Obviously such achievement is just the peak of what is a very substantial iceberg, and though the harbour was dredged in 1967-70, by the end of the 1970s facilities were grossly inadequate for what had become a very large fleet of boats. So when the massive harbour redevelopment began in 1979, Howth Yacht Club, guided by Commodore Bill Lacy and then Bill Cullen-truth, with the latter in the hot seat for a very productive four years, went through long and detailed negotiations to ensure that space would be found for a proper



Brian Kelly's Puffblower II has kept Howth Yacht Club in the forefront of ISORA racing by winning the individual overall championship for three seasons in a row.

marina development. This was eventually achieved, and by July 1982 the first boats were taking up their berths in what will eventually be a 190-berth facility.

The harbour development, now with completion at last in sight, led inevitably to considerable disruption of club life, but despite this achievements afloat went merrily along, and it was thoroughly well-earned when IYC were declared winners of the Irish Independent/CDE 'Club of the Year' competition in 1982, the year when the first historic move was made into the marina.

But no organisation thrives by standing still, and the new shift of sailing emphasis to the eastern half

of the harbour has underlined the need for a new clubhouse strategically located right inside the marina, complete with proper dinghy park, launching facilities, workshops and so forth to meet the needs of a total fleet of more than 300 boats.

Thus even as the huge effort to get the marina in being was under way, so too was work towards a new clubhouse. A competition was organised with the co-operation of the Royal Institute of Architects in Ireland, it resulted in a gratifyingly enthusiastic and interesting response, and the winning design by Reg Chandler and Vincent Fitzgerald, with some modifications made as a result of consultation with the membership, will it is hoped begin construction in 1985.

So the members of Howth Yacht Club, now led by Commodore Tom Fitzpatrick, see themselves as being only at another stage of their steady programme of development. Admittedly the opening of the marina amounted to a huge step for the Club, but it's a measure of the organisation's strength that it was definitely seen as a step, and not a stopping point.

When Howth Sailing Club was founded in 1895, it had just forty-three members. In 1984, Howth Yacht Club has more than 1,100 members, but while they sail some of the most modern boats afloat, many of them also continue to sail the old 17-Footer with equal enthusiasm. Tradition and modernity breathe in the Club in a dynamic interrelation, and the result is a vigorous approach to getting off and sailing the sea. But we enjoy ourselves as well, and we hope that our visitors will do so also.



John Core Criner's Skeridale departing in typical style from Howth in July 1982 at the start of her cruise to Spitzbergen.

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The ISORA Story

by W. M. Nixon

The Irish Sea has few rivals anywhere in the world as an ideal area for middle distance and shorter offshore races. An interesting variety of coastlines, a useful selection of turning marks, a fascinating mixture of tidal conditions, and an entertaining choice of hospitable ports at which to start and finish races, makes for the ideal mixture whereby the offshore brigade can have the maximum amount of sport and its attendant celebrations with the minimum amount of hassle.

So not surprisingly, although the Irish Sea Offshore racing Association as it is now constituted only dates back to 1972, the history of offshore racing in the area goes back for a very long time. Indeed, it could be argued that it goes back more than 300 years, to 1663 when the world's first offshore race was held between the Holyhead to Dublin packet boat and the

revolutionary catamaran *The Experiment* which was the brainchild of the pioneering surveyor Sir William Petty. The *Experiment* won this first 50 mile windward race by something like 15 hours, but the sailing world then as now was worried by the dangers of multi-hulls disintegrating (which actually happened in the Bay of Biscay with a larger *Experiment* development) so the world of offshore sailing continued to adhere to monohulls.

Modern yachting is reckoned to date from the great peace which descended on Europe in 1815, and certainly the 19th Century was to see developments which led to the emergence of the first hints of offshore racing as we know it today. It was at the north end of the Irish Sea, in the North Channel, that cross-channel matches among craft of the Royal Northern Yacht Club -

originally founded in Belfast, but subsequently with a second base in the Clyde, and latterly wholly in the Clyde - became a regular feature by the middle of the century. And by the 1870s that pioneering organisation the Royal Alfred Yacht Club of Dublin Bay was running cross-channel races either to Holyhead or the Menai Straits, and linking up with events run by the Royal Mersey and the Royal Dee in North Wales and at Liverpool.

But although these events undoubtedly took the participants offshore, they had the flavour of extended day sails rather than being recognisably modern offshore races. However, back in 1860 there had occurred what is arguably the first true offshore race originating in the area, from Dublin



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The DRSC 24 ft. OD *Vandra*, once owned by Manago Park whose Tom O'Donoghue was to win the Gull Salver in the 1973 Fastnet Race. The 24 footers, successors of the pioneering DRSC 20s, provided many regular competitors in offshore races in the Irish Sea in the 1950s and 60s.

Bay to Cook Harbour. Seven yachts - ranging from the 25-ton cutter *Musk* to the 140-ton schooner *Orania* - started on Saturday July 14th, and the winner was Sir Anson's 59-ton cutter *Sybil*, commanded by the legendary amateur skipper Henry O'Bryan.

The 'Golden Age' of yachting from around 1885 until 1910, with its rapid development of design, was reflected in an acceleration of offshore activity. The world's first one design class of cruiser / racer, the Dublin Bay 25 ft. ODs, which first raced in 1888, raced as a class across St. George's Channel to take part in the Menai Straits Regattas in the luxurious days of the Edwardian era, while across on the English side, the Transmere Sailing Club's famous Midnight Race from the Mersey to the Isle of Man was first run in 1907, further racing of an offshore flavour also being provided by the Royal Mersey's traditional race westward to take the Liverpool Sea to the Menai Straits in high summer.

The Great War of 1914-1918 brought development to a complete stop, and political events in Ireland during the 1920s tended to restrict cross-channel contact, but by 1929 the Irish Cruising Club was in being, mainly through the inspiration of the great Harry Donagan of Cork whose cutter *Gull* had been one of the seven yachts taking part in the

very first Fastnet Race of 1925, which had led directly to the formation of the Royal Ocean Racing Club. Harry Donagan's enthusiasm for offshore racing in general and the new Irish Cruising Club in particular is evident from the fact that in 1930 he sailed *Gull* from Cook round to Dublin Bay simply to do the new club's inaugural 80-mile race from Dun Laoghaire to Douglas in the Isle of Man. Eleven boats raced, and the winner was the 15-ton cutter *Espanola* owned by the ICC's first Commodore, Herbert Wright.

The tradition of an ICC race in the Irish Sea at Whitton was thus established, and in 1933 for the first time it went to Holyhead, where the Irish fleet met up with the yachts of the Royal Dee YC, giving a first hint of the kind of sociability which is now a feature of ISORA life. During the 1930s, leading ICC skippers included such legendary figures as Billy Mooney (who sailed from Howth in those days, though later he was to be most closely associated with Dun Laoghaire) and the famous designer / builder John S. Kearney, whose *Mavis*, an 11-ton yawl, was renowned both for her speed and seakindness, particularly impressing Humphrey Burton (later founder and admiral of the Ocean Cruising Club) when she beat his *Dunstaffin* and half a dozen other craft in the ICC's



The 1961 seven-ton *Crusade*, owned by the Morris family of Aberoch, is one of the most successful ISORA competitors.

stormy Whit race of 1935, which was from Howth to Peel in the Isle of Man.

Further possibilities of cross-channel racing were being aired when World War II arrived, and halted development. But then by the late 1940s things were on the move once more, there was successful Irish participation in the 1947 Fastnet Race by Billy Mooney's *Aideen*, and growing interest from the Llanarth and North Wales fleets saw the establishment in the early 1950s of the RORC's Seasmarts to Cork race, a reflection in some ways of that trail blazing race of 1860, but equally a leap into modern times as early participants included such names as Denis



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In time this race was to alternate with another BOBC event, this time within the Irish Sea and known as the Morecambe Bay race, but back in the mid-50s developments were also taking place at a more local level with the formation of Mersey and North Wales Joint Offshore Co-ordinating Committee, brought about particularly by the efforts of Peter Brett and another of the area's renowned skippers, Mostyn Vickers of the famed cutter *Dora*. That the title of the new body was such an incredible mouthful reflects the fact that it had to tread carefully for fear of offending local susceptibilities and traditions, but by 1954 it was co-ordinating a typical season of six races with an average turnout of around eight starters, the biggest fleet being sixteen for the Midnight Race.

Offshore racing in the Irish Sea was also outward looking at this period, with boats such as Michael Tomlinson's *Dee 25 Remdella* and Douglas Heard's revolutionary Flying Thirty *Raff of Arklow*, heading off to take part in BOBC events elsewhere, *Remdella* being far ever written into the history books by continuing to race through the storms which swept the Channel Race of 1956 and getting second place overall. For much of his campaigning in the English Channel, Mike Tomlinson's navigator was a young Liverpool doctor called Dick Richardson, who returns north with an enthusiasm for the offshore racing theories of John Hingworth, and one of the earliest boats he was to complete was one of the Hingworth-designed Tiger V's which was based on the Junior Offshore Group concepts.

It was in fact largely Mike Tomlinson and the crew of *Remdella* who saw to it that the old M & NWBOC was given a new lease of life when it was re-constituted as the North West Offshore Association at the AGM in the Royal Mersey YC on October 14th, 1963, and since that time twenty-one years ago, everything has of course accelerated with the remarkable expansion in all areas of sailing. This was reflected in the attractive programme of NWOA events, such that by 1971, by which time Ireland was regularly taking part in events like the Admirals Cup, half of the entries in all Irish Sea



After Events. *She of Lyons*, from Pwllheli, is typical of the smaller craft racing with division B2.

offshore events were coming from the Irish side. So in the following winter a meeting, inspired mainly by Dick Richardson and Hal Sisk, was held in the familiar surroundings of the Royal Mersey, and the Irish Sea Offshore Racing Association came into being.

In the first flush of enthusiasm, it was hoped that it might co-ordinate events in the entire area from the Clyde right down to Cork, incorporating traditional happenings such as the Round the Isle of Man Race (established in 1952) and devising new courses as well. But in practice ISORA's greatest success has come through an emphasis on races in the Irish Sea and the northern half of St. George's Channel, with most of the competitors being drawn from ports on the Dublin/North Wales axis.

The attraction of the ISORA programme is that it provides a maximum of sport for a minimum of fuss, with the added flavour of racing in a 'foreign' country where everybody conveniently speaks the same language. In an average year, about eighty different boats will take part in some or all of the races, with turnouts per race averaging around the forty mark, and the biggest single fleets pushing towards the sixty level.

It is participant sport par

excellence, and one of the most encouraging aspects of the Association's development in recent seasons has been the increased interest taken in the inter-club competition for the Royal Mersey's Victoria Cup. This involves the racing in all sections of the fleet, and winners in recent years have included Holyhead Sailing Club, the National Yacht Club, Howth Yacht Club, and Pwllheli Sailing Club.

But the thing which most vividly brings the story of ISORA to life is the recollection of the outstanding boats and the larger-than-life characters who have been sailing them at the head of the fleet. Perhaps it is unfair to single out any craft, but those of us who have been involved with ISORA racing since the Association was founded will always have entertaining thoughts of the Sisk brothers with *Alouette de Mer* and the gallant *Standfast*, David Hagan and the magnificent *Dei Moase II*, Otto Glaser with *Fritsch-Trotzsch*, Dick Richardson with *Harry Furlong*, Alan Stead with *Andromeda*, Ned Speidel with *Melaine*, Gery Hagges and Jandower, Mark Hill, Peter Gray and now David Bradley with *Ferret*, the Morris family with the evergreen *Grenada*, Eilon Evans and others with *She of Lyons*, Derry O'Brien with *Morning Flame* and *Living Wire*, Ross Courtney with *Bunderstanch*, Robert Mollard with *Korsar*, Anthony Jones with *Meterid O-Lyn*, Tony Vernon with *Force Ten-stun*, Dermot Ryan with *Red Velvet*, Jim Poole with *Fearar*, Patrick and Kieran Jameson with *Finsaber*, How Tudor with *Pistachio*, Frank Hughes and Peter O'Reilly with *Trotaway*, Bob Johnson with *Quikstep*, Tony Cowper with *Starparer*, Bernard Cox with *Dressed Lightning*, three-times champion Brian Kelly with *Pappaw II*, Bruce Lytler and *Swanstable*, and many, many others, all enjoying the great sailing and good fellowship which ISORA provides.



Michael Tomlinson's on her moorings at Morecambe in the Mersey Straits. With *Remdella* and later with *Flying 30*, Michael Tomlinson played a leading role in the development of offshore racing in the Irish Sea.



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ISORA Week 1980 in Dublin Bay, and Ken Bolan's famous No. 22746 sloop (left). Flood apt shows the style which won her the week's overall championship.

ISORA Week

Although there are many regattas - usually one or two day events - in the Irish Sea area which provide events for offshore racers, the notion that there should be a week of special racing for ISORA boats is virtually as old as the Association itself. It should be remembered that ISORA is in some ways a direct offspring of the International Offshore Rule, which achieved worldwide acceptance at the time ISORA was coming into being, and the Association has adhered faithfully to the IOR, and the kind of boat it provides, ever since.

Such boats give of their best in a mixed programme of offshore and inshore events, racing unsuited to craft of any other type. So in the early '70s, ISORA's founding father, Dick Richardson of Holyhead, began the week of racing for the Captain's Cup in his home port, and in 1972 the first Race Week was held there, with the top honours being taken by the Brown Brothers from Furtassery in Mullin.

The following year saw racing both for the Comet Wind in the Clyde and the Captain's Cup again in Holyhead, but experience indicated that it was a mistake to try to overfill the programme, and 1974 saw the first fully fledged



John Guinness, Chairman of the ISORA Race Week Organising Committee. A former commodore of both South Coast Club and the Irish Cruising Club, he is also Chairman of the Commissioners of Irish Lights. In addition to being a noted long distance cruising enthusiast, he has been a navigator in the Irish Admiral's Cup team.

ISORA Race Week being held in Dublin Bay, when the overall winner was a visitor from the English Channel, the late Dave Johnson with his very handsome Swan 41 Cruise Two IV.

By this time the concept of having

the event every other year, in non-Fastnet years, had become accepted, and in 1976 some ninety boats raced in ISORA Week at Cork. Appropriately the overall winner was Dick Richardson and his family with the Shamrock class Harry Farlong. Came 1978, and the event returned to home waters - a breezy week at Holyhead saw the overall winner being Chris Neworth from Newtown in the Scampi class Royal Fisher.

Regatta weeks were now springing up all over the place, so as ISORA is an organisation which exists totally to meet the needs of its members, the feeling was that a special Race Week within the Association's area, aimed precisely at the kind of sailing ISORA crews enjoy, was what was needed. So in 1980 ISORA Race Week was held in Dublin Bay, and for the first time it received the full sponsorship backing of the Chubb organisation. It was a source of much amusement that the overall winner, Ken Bolan's famous Admiral's Copper Regardier, just happened to be helmed by Sean Flood, the Managing Director of Chubb Ireland....


Two years later, and the venue remained strictly in the ISORA area,

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Chris Newirth's Scepter class Royal Yacht was ISORA Week at Holyhead in 1979.



Since 1980, ISORA Race Week has been sponsored by the Club's organisation. Seen here at a reception to launch Club's ISORA Week 84 are (left to right) Derry O'Brien (Commodore, Royal St. George Yacht Club, Swan Strand), George Flacke (Managing Director, Club's Ireland) and Freddie Conroy (Commodore, National Yacht Club).



Dick Richardson's Shamrock class Harry Farling racing off Monah in 1976. In the same year, Harry Farling was overall winner of ISORA Week when it was held at Cork.

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We allowed ourselves a spot of celebration at McWilliam Sailmakers for the results we obtained over the Whit Weekend. In fact, our story started on the Thursday night, when Dick Lowgrove took his Scampi Little Egypt out to race with Cruisers 2 in Dublin Bay with a new set of our sails, and swept the board by getting five honours and taking first in both ECHO and IOR handicaps as well.

Then as the weekend itself got going, down in Cork we took the first three places in the Irish Quarter Ton Championship - congratulations to skippers George MacIlwraith, Keith Jennings and Bruce Matthews. Also here in home waters we provided the sails to help Martin Lane win the South Coast National 18 Championship.

Back in the Irish Sea, Tony O'German was going ahead with our sails to win the East Coast Dragon Championships (and the following week he was to win the Irish Championship in Dublin Bay as well). Meanwhile, offshore with ISORA in this record Whit Weekend, our old friend Alan Steel in his veteran Andromeda, which has always carried our sails, placed second overall in a fleet of forty racing in the Dun Laoghaire-Carlisleford-Holyhead race.

Up north, on the wide open spaces of Lough Neagh, Anthony O'Leary took a set of our sails long to race in the J 24 Northern Championship - he won. And as clubs throughout the country, other boats were scoring with our sails in events big and small. At McWilliam Sailmakers, we give the same attention to your sails as we do to those we make for the Round Ireland Champion Monohuller.

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The two GK 24s *Treasurer* (Frank Hughes) and *Peter O'Reilly* and *Joggerman* (Donal Morrissey) racing in 2001A West 1982 in Cardigan Bay when *Joggerman* was overall champion.

but at the new regatta locality of Cardigan Bay under the joint auspices of Pwllheli Sailing Club and South Caernarvon Yacht Club, in an elegant setting with the whole range of Snowdonia as a backdrop. Once again Chubb Alarms were as sponsors. It proved a highly enjoyable event for the 110 boats competing, and the overall winner was Donal Morrissey's GK 24 *Joggerman*, normally based in Galway but spending the 1982 season in the Irish Sea with the not inconsiderable talents of Howth sailmaker Philip Watson aboard.

For 1984 ISORA Week comes for the first time to Howth, and with a continuation of the successful sponsorship, it has now become known as Chubb ISORA Week. The concept of keeping the week within the Association's area seems to meet with a favourable 'consumer response', so it is fairly safe to predict that future Weeks will rotate between Holyhead, Cardigan Bay, Dun Hoaghair and Howth - in fact, the administration effort is such that some sort of set schedule

will be required in order to allow for the necessary advance planning.

The emphasis is now totally on OR racing, and on particularly its offshore aspect - the initial offshore race from Holyhead counts 1.25



Frank Hughes, Organising Secretary of ISORA Week '84, is an active participant in ISORA events, being partner of the successful GK 24 *Treasurer*.

points. In times past, efforts were made to spread the net as widely as possible in order to swell numbers, and some rather artificial feeder races were introduced to this end. But now the concept of one long race to start the week has been strongly advocated by ISORA members, and doing that race is essential for anyone seriously interested in placing well in the overall points table.

Your dyed-in-the-wool ISORA member is not at all bothered by the fact that this strict adherence to the spirit of the Association may keep members down in the Race Week itself, for in fact your thorough-going ISORA person - and one can have every sympathy with his or her viewpoint - will incline to the view that the ideal number of boats in ISORA Week would be around the fifty mark. There will of course be many more boats than that in Chubb ISORA Week 1984 at Howth, but we can be sure that the spirit of the Week will be in keeping with the Association's solid tradition of genuine friendship.



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Getting there - Howth Harbour in July 1962, with the first boats in their berths in the initial stage of the marina.



HOWTH

by W. M. Nixon

The Howth peninsula has many attractions for the sailing enthusiast. Almost an island - it didn't become joined to the mainland until about 4,000 years ago - it still has a sense of separate identity while providing rapid access to the city of Dublin. Its steep hills and cliffs ensure that large tracts of countryside remain unspoilt, yet there is sufficient flat ground to allow enough urban development to provide all amenities. And the topography of the sheltered northern shore, with the island of Ireland's Eye close beside it, makes for channels which are ideal for fishing boats and sailing craft, yet exclude all but the smallest commercial vessels.

As well, Howth's strategic location on the western side of the Irish Sea makes it an ideal home port for anyone interested in sailing offshore. Not surprisingly, this same key siting has made it of interest to sea peoples over the ages. The earliest settlements in the area date back to 3,500 BC, and since then the

seaman's eye has always looked to it as a useful base. Originally called Ben Eadair (which the Phoenicians re-worked as 'Eidra') it became Howed or 'headland' under the Vikings who settled the area around 840 AD. Then in 1177 on St. Lawrence's Day the Danish community was attacked by a Norman force led by Almericus Trivirum, a name which suggests British interest as well. The 'Battle of Evora' which was fought on the site of the western part of the present village was won by the invader, he took the name St. Lawrence in honour of the day, and the St. Lawrence family have lived in Howth castle ever since.

As any modern offshore racing enthusiast will agree, it is often easier when sailing across channel from North Wales to make into the Irish coast south of Howth Head rather than batter your way to Dublin Bay, so in the era of primitive cross channel packet boats, Howth was often used as the main ferry port. But as the size of

the vessel increased, the shallowness and lack of shelter of the place limited its use. At first there was an attempt - started in 1807 - to improve the harbour. This was finished, but the new harbour at Dun Laoghaire on the south side of Dublin Bay was much larger, and after 1834 the mail packet service was transferred there, leaving Howth to slumber in peace and devote all its attention to fishing, for which it had always been renowned.

Dun Laoghaire also became the focus of yachting in Dublin, and the early Howth regattas - the first is believed to have been in 1858 - tended to be commercial propositions run by the village with the enthusiastic support, once it opened, of the Great Northern Railway. But gradually the local spirit of seafaring, coupled with the fact that Howth was increasingly seen as an attractive suburban area, led to a developing local tradition of sailing, and by 1895 Howth Sailing Club was in being and future



Hawth Harbour as it was in 1970.

harbour developments had to take account of the needs of the sailing community in addition to the fishing fleet.

For many years the harbour as left by the retreating pocket boats was adequate for the needs of all, and in fact the only ripple of excitement from the sailing point of view was the arrival of Erskine Childers' ketch *Asgard* with guns for the Irish Volunteers in Hawth on July 26th, 1914. But by the 1930s sailing yacht numbers were showing signs of real increase, particularly with the establishment of the Hawth Motor Yacht Club in 1934 with its headquarters on the West Pier. Indeed, Hawth had considerable influence for such a small sailing centre, for it was as a result of the Annual Dinner of the Hawth Sailing Club in February 1929, when Harry Donegan of Cork was guest of honour, that the Irish Cruising Club came into being, and during the 1930s boats from Hawth provided much of the ICC's impetus, with its long-term influence on offshore sailing.

However, it wasn't until the 1950s that numbers in sailing showed a really marked increase, which accelerated in the 1960s until in 1968 the harbour had become such a high-powered centre of sailing activity that it made sense to amalgamate the two clubs under the name of Hawth Yacht Club, with

that distinguished offshore skipper Ferry Greer as Commodore. At this time the harbour was in process of being dredged, with much rock-blasting, and the benefit of having one central body to speak for sailing people's needs resulted in vastly improved mooring space.

But the sheer upsurge in boat numbers during the 1970s meant that the new facilities were soon outstripped, and by 1977 NYC was forced to have some of its boats lying on exposed moorings on the west side of the West Pier. Thus when proposals for very substantial development of the fishing harbour through EEC grants were aimed at this time, the administrators of NYC were active in ensuring that compensatory space would be provided for lost mooring area, and the result was the provision of the dredged area where Hawth Yacht Club now has its 190-boat marina.

This redevelopment of the harbour has greatly improved the entire Hawth region's potential as a maritime community. With the old shallow harbour, inevitably activity around boats tended to be concentrated at the deep water, at a considerable distance from the centre of Hawth village. But now that the basic work has been completed in improving depths, the result is that village and harbour are now much closer together in

every sense, and the effect has been to create a much more vibrant atmosphere, with the needs of boats and sailing people being seen as natural to the life of the village.



Charles McDermott, Chairman of Hawth Chamber of Commerce, who has welcomed the opportunity ISORA Week offers to strengthen Hawth's position as a maritime community.

Thus any visitor coming by sea to the harbour in general and the marina in particular now has immediate access to a rapidly improving seafaring village. Obviously much work still needs to be done, but the facilities which Hawth provides for the floating community have improved out of all recognition by comparison with what they were only five years ago, and in a very few years time Hawth will be a sailing centre with few rivals.

In order to achieve this, we will be looking for the interested support of all Chubb ISORA Week participants. We want you to enjoy your visit to Hawth, with its pubs (14 in all), its restaurants, shops and hotels. And we want you to let everyone in Hawth know what can be done to improve the level of service we provide for visitors, because we think Hawth and its harbour is a great place, and we'd like to share it with you.



Tom Crossie is superintendent of Hawth Marina.

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PROCTOR MASTS

Girl in a man's world

ISORA'S Jean Scott

by W. M. Nixon

While a number of women do race regularly in ISORA events, and during the 1970s one of the Association's keelboat skippers was the formidable Peggy Robinson of Holyhead Sailing Club, nevertheless the world of offshore racing in the Irish Sea is very much a man's world. And yet the person who keeps the whole show on the road, and whose word is law for even the toughest he-man skipper, is just a slip of a very feminine girl, the one and only Jean Scott, Honorary Secretary of the Irish Sea Offshore Racing Association.

Many things about her aren't quite what you'd expect. The daughter of a Scottish father and a Liverpool mother, her family led a somewhat peripatetic existence, and she was actually born in America while they were spending a year there, and is thus an American citizen. But soon they were back in England, living either in London or Liverpool, and as she happened to graduate from commercial college during one of the Merseyside sojourns, it is in Liverpool that she has made her home, working with the Medical Department of Liverpool Health Authority where she is now Principal Administrative Assistant.

As in Ireland, the world of medicine in Liverpool has a remarkably high number of people who are obsessed by boats, and her work brought her in contact with perhaps the most obsessed of them all, the great Dick Richardson, a top anaesthetist of whom even his best friends would admit that he scarcely projects the image of the smooth medical man, because from time to time his hands are an eloquent testimonial of the fact that he has built something like a dozen boats, and does all his own maintenance.

We asked Jean what her first impression of Dick Richardson was, and she laughingly replied "No Comment", but in doing secretarial work for him she found herself roped in to doing some additional secretarial work for the Irish Sea Offshore Racing Association which he was in process of bringing into existence, and gradually, she simply became hooked on solving the administrative problems which the



expanding Association brought in its train.

At first her official title was Assistant Honorary Secretary, and she worked in this capacity with early secretaries Bert Whitehead and Frank Drabble, and then for many years with David Beadley. As with any modern organisation, inevitably the running of ISORA became more complex over the years, and increasingly those involved - the chairmanship had now passed to another Liverpool medical man, Alan Soud - felt that increased centralisation of the day-to-day administration would make things run more smoothly. In other words, Jean was asked if she'd like to do all the secretarial work a couple of years ago, and from an early casual involvement as a result of an informal 'roping in' in the best Dick Richardson style, she is now running the show for an organisation which provides the summer sport for something like 800 different people.

Perhaps the oddest thing of all is that back at the start she wasn't really a sailing person at all. She has several other interests, but at that time sailing wasn't one of them - she simply became involved because of her administrative talent. Happily now she does sail in the occasional ISORA event, though as she crisply says, often this is because it's the handiest way to get to the finish of a race at the other side of the channel. As well she'll be having a sailing holiday in the Greek Isles, but the 'missing about

in boats' which means so much to many sailing enthusiasts is not her primary interest.

Which is just as well for ISORA members, because the running of their Association involves a prodigious amount of work. This year a computer was brought in to try to make the work easier, but incompatibility between the initial program and the hardware resulted in even more to-ing and fro-ing as things were sorted out. But in any case, during the season the running of ISORA takes up some of Jean's time - and sometimes a lot of it - every day, and even in the depths of winter there are always administrative matters arising.

The documentation of a modern offshore race is remarkably complex, so when you multiply that by the number of boats involved, some idea of the background work involved in just one ordinary cross-channel event can be guessed at. Jean does it all with good humour and efficiency, and her talent in this department is regarded so highly that she is frequently asked to help the RORC and other organisations in running events elsewhere.

In all it's a remarkable story, that someone who didn't even have an interest in boats should now be running one of the most effective offshore racing organisations in the world. And all because, fourteen years ago, she just happened to be secretary to a surly doctor who had an idea about rationalising offshore racing in the Irish Sea.....



ISORA

RACE WEEK 1984



General Conditions

A) Entries

(1) Entries on the prescribed form, completed in full together with the entry fee of 18000 (Stg. £30) must be lodged with the committee not later than 4th June 1984.

Late entries may be accepted at the discretion of the committee up to the 25th June 1984, providing they are accompanied by an addition fee of 18025 (Stg. £30).

(2) Entries shall include a signed declaration to the effect that (a) a copy of the valid racing certificate will be available for inspection prior to the Feeder Race and that it will be presented to the Race Week Secretary or registration at Slough, (b) the owner/skipper of the yacht concerned indemnifies the ISORA Race Week Committee against all claims arising from the yacht's entry into and participation in the series (c) the recommendation that each yacht holds third party insurance cover of at least 180500,000 has been noted and (d) the yacht is fully equipped with safety gear etc. in accordance with the relevant category of R.O.R.C. / I.S.O.R.A. special regulations and that the owner / skipper agrees to be bound by the I.Y.R. Rules, I.Y.A. prescriptions and R.O.R.C. / I.S.O.R.A. special regulations.

B) Divisions

Each yacht shall conform to one of the following divisions and shall carry, prominently displayed on her backstay, before her warning signal is broken out, the appropriate pennant. Such flag must be displayed until the yacht has finished. Failure to do so will result in disqualification.

Division	Pennant	Yachts Racing Between
A1	Numeral 1	24.6 and 70.0 ft.
A2	Numeral 2	22.1 and 24.5 ft.
B1	Numeral 3	20.6 and 22.0 ft.
B2	Numeral 4	18.0 and 19.9 ft.

- 1 - White with Red Spot
- 2 - Blue with White Spot
- 3 - Red, White and Blue vertically divided
- 4 - Red with White horizontal cross.

C) Beta Yachts

Yachts with hull design data before 1973 will qualify as Beta yachts and while qualifying for the open division trophies and prizes they will also be eligible for overall Beta trophies and prizes. Such yachts must notify the Race Office at registration. She shall also carry International Code Flag 'C' (Blue, White, Red, White, Blue horizontal stripes) below her Division Pennant. Failure to do so will result in ineligibility.

D) 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 Week Committee.

E) I.O.R. Ratings

Unless subsequent documentary proof is provided T.M.F.s will be in accordance with those published by the R.O.R.C. Rating Office as amended up to Thursday 5th July 1984.

F) Crew Limitation

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

G) Team Participation

The Race Week 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 hours on Friday 6th July 1984. A fee of 1807.50 (Stg. £8.00) 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 team event all races (including the Holyhead-Breath Feeder Race) will count without discard. The points awarded in each race will be as in Clause 101 of the Sailing Instructions, 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 Week Committee.

The Team Racing Rules, Appendix 4, of the I.Y.R. Rules will not apply.

Sailing Instructions

Feeder Races

Sailing instructions relevant to the R.O.R.C. / I.S.O.R.A. Holyhead Slough Feeder Race on Saturday 7th July which count for points in the Race Week will be found in the 1984 R.O.R.C. / I.S.O.R.A. programme. Entries for these races must be made to I.S.O.R.A. and R.O.R.C. as appropriate. No other feeder race will count for points towards Race Week.

INSHORE RACES

1.0 Rules and Prescriptions:

1.1. Racing will take place under I.Y.R. Rules, I.Y.A. Prescriptions and these Sailing Instructions.

1.2. Safety Regulations of Category 3 of the R.O.R.C. shall apply.

2.0 Conditions of Entry:

GENERAL: The safety of a yacht and her entire management including insurance shall be the sole responsibility of the owner / skipper racing the yacht. These sailing instructions in no way limit or reduce that responsibility.

2.2 LIABILITY: Neither the Organising Association, the Irish Sea Offshore racing Association, Borech Yacht Club Limited nor the Race Week Committee accept liability for loss, damage or injury of any description whatsoever that may be sustained by boats, owners, crews and/or guests taking part in this programme of races or using jetties, ramps, moorings, marine furniture, premises or any other facilities or using or accepting assistance from launches or boats by them or otherwise, however, occasioned, whether by negligence of their members or servants, or not.

2.3 DISTINGUISHING NUMBERS: All yachts shall carry correct sail numbers on all sails, except headsails with LP of less than 130%, during races. In special circumstances the Race Week Committee may approve in writing a dispensation from this rule, at their discretion, provided three clear days notice in writing is given before the start of the Foster Race. Notwithstanding any approval given by the Race Week Committee for a substitution of sails, it shall be incumbent upon the owner / skipper to establish that the substitution of a sail or sails does not invalidate the I.O.R. Rating Certificate of the yacht concerned.

2.5 DECLARATIONS: The owner/skipper must sign and lodge a declaration form in the appropriate box situated in the Race Week Office within two hours of the yacht finishing each race. Failure to do so will result in disqualification subject to a decision of the Protest Committee.

4.0 Communicating with Competitors:

4.1 NOTICES TO COMPETITORS: The Official Race Week notice board will be located in the vicinity of the R.N.L.I. Boatbase.

4.2 CHANGES IN SAILING INSTRUCTIONS: International Code Flag "L" (Black and Yellow Quarter) flown from the Flagstaff of the Borech Yacht Club Clubhouse shall signify that a change in Sailing Instructions has been posted on the Official Race Week notice board and repeated on the notice board in the hallway of the B.Y.C. Clubhouse. Such flag will be down for at least two hours before the first gun of the Races concerned. All such changes shall be valid and binding on all competitors.

5.0 Starts

5.1 STARTING TIMES (I.R.S.T.)

Date	Race	Warning Sig	Start			
			A1	A2	B1	B2
Tues. 10	Short round the buoys	10.20	10.30	10.35	10.40	10.45
Wed. 11	Short round the buoys	10.20	10.30	10.35	10.40	10.45
Thurs. 12	Long round the buoys	8.20	8.30	8.35	8.40	8.45
Fri. 13	Olympic	10.20	10.30	10.35	10.40	10.45

5.2 STARTING LINE AREA: The starting line will normally be laid in an area south of Borech Harbour bounded by R.Y.C. West, Malahide, North and East Racing Marks.

5.3 STARTING LINE: Races will normally start from a Committee Boat, the starting line being formed by the line between the main mast of the Committee Boat flying International Code Flag "Z" (Yellow, Red and Black diagonal quarters) and a round orange inflatable outer limit mark. An inner limit mark may be laid approximately on the starting line in the vicinity of the Committee Boat. Yachts may not pass between the inner limit mark and the Committee Boat at any time.

5.4 STARTING PROCEDURE: A gun will be fired as the warning signal for the first class to start. The class flag will be broken out at the preparatory signal for each class and lowered at the start.

NOTE: International code flag "F" will not be displayed.

5.5 INDIVIDUAL RECALLS: Recall numbers will not be used. If one or more yachts start prematurely a gun will be fired, or other suitable sound signal made, as soon as possible after their starting signal and the class flag Down "at the dip" until all yachts so affected have returned or for two minutes, whichever is the shorter. Premature starters shall return in accordance with I.Y.R.U. Rule 51 but the Committee Boat will not inform such yachts that they have wholly returned to the right side of the starting line. Failure of a yacht to see or hear her recall notification shall not relieve her of her obligation to start correctly.

NOTE: Recall information will not be given by V.H.F. radio.

5.6 GENERAL RECALLS: In the event of a start in which a number of yachts are over the line, not all of which can be identified by the Race Officer, or for any other valid reason, at the discretion of the Race Officer, the International Code Flag "1st Substitute" (Yellow and Blue Triangle) will be broken out, two sound signals will be made and that start declared void.

Should there be a general recall for any division the starting for all subsequent divisions shall be postponed accordingly.

Five minutes after a general recall, new preparatory and starting signals will be made.

5.7 Prohibited Area Penalties

(a) "Triangle Rule"
I.Y.R. rule 51.1(a) shall not apply. After a general recall, unless the five minute rule is introduced, the following rule will automatically apply to all subsequent starts for that race.

No yacht shall sail within the triangle formed by the mast of the Committee Boat, the outer starting line 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 outer starting line 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, a yacht which sails within the triangle defined in 5.7(a) between the preparatory and starting signals shall immediately retire from that race and subsequent restarts of that race. I.Y.R. Rule 4.3(b) shall not apply. The signal for the five minute rule will be the International Code Flag "3rd Substitute" (White with Black horizontal stripes) which will be displayed before the warning signal.

5.8 CANCELLATION, POSTPONEMENT, ABANDONMENT ETC. Visual and sound signals for these will be as per I.Y.R. Rule 4.1 and 4.5. Where

relevant, visual signals will be repeated on the flagstaff of Howth Yacht Club.

6.0 Finishing:

6.1 FINISHING LINE - ROUND THE BUOYS RACES: Other than for the Olympic and shortened courses the finishing line will be off the East Pier and will be on the transit formed by the Black and White Pale on the Starters Hat (flying blue flag) and a Black and White Pale on the back of the pier (leaving an outer limit mark (orange buoy) to Starboard.

6.2 FINISHING LINE - OLYMPIC COURSE: For the Olympic Course the finishing line will be a line between the main mast of a vessel flying a blue flag and the finishing mark of the Olympic Course as defined in 7.2 except where the course is shortened as in 6.3.

6.3 SHORTENED COURSES: A shortened course in both Round-the-Buoys and Olympic Courses is signalled by International Code Flag "3" (White with Blue Square) flying on the Committee Boat in the vicinity of any mark on the course. Flag "3" followed by two sound signals shall mean "the finishing line is between the nearby mark and the main mast of the Committee Boat."

6.4 TIME LIMITS: The time limit for the short Round-the-Buoys and the Olympic Course Races shall be seven hours for each class from the time of its start. The time limit for the long Round-the-Buoy Race (i.e. Thursday 12th July) shall be twelve hours for each class from the time of its start.

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

When no yacht finishes within the specified time limit, the race shall be abandoned in accordance with I.Y.R. Rule 4. In the event of one or more divisions race being abandoned no overall points will be awarded in that race. Divisions that do finish will carry their points for the divisional championship only.

7.00 Courses:

7.1 ROUND-THE-BUOYS RACES ("SHORT AND LONG"): A mark (large yellow balloon type) will be laid approximately 1 mile to windward of the starting line. Yachts when starting must leave the outer limit mark (Round Orange inflatable) to port and then proceed to the windward mark leaving it to port or starboard as indicated by a Red (port) or Green (starboard) flag displayed on the Committee Boat at the start. Yachts must then sail the course as detailed below.

Marks must be left to port (p) or starboard (s) as designated and must be rounded in the order specified.

Courses will be signalled by a White Letter or numeral displayed on the Committee Boat as from the preparatory signal for Division A1.

COURSE MARKS

	Approx. Length
(a) Bennett (P) - Lambay Mark (P) - Rowan Rocks (S) - Finish	27m
(c) Lambay Mark (S) - Bennett (S) - Finish	24m
(d) Kish (P) - Lambay Island (P) - Rowan Rocks (S) - Finish	29m
(h) Lambay Island (S) - Kish (S) - Finish	27m
(k) Bennett (S) - North Burford (S) - Bennett (P) - Finish	22m
(l) Bennett (S) - Rosbeg East (S) - Kish (P) - Finish	26m
(m) Bennett (S) - South Burford (S) - N. Burford (S) - Bennett (P)	25m

- (i) Lambay Mark (P) - Malahide Mark (P) - Stack Mark (S) - Rowan Rocks (S) - Finish 14m
 (j) Malahide Mark (S) - Lambay Mark (S) - Rowan Rock (S) - Finish 12m
 (n) East Mark (P) - Malahide Mark (P) - West Mark (P) - East Mark (P) - Malahide Mark (S) - West Mark (S) - East Mark (S) - Rowan Rocks (S) - Finish 21m
 (w) West Mark (S) - Malahide Mark (S) - East Mark (S) - West Mark (S) - Malahide Mark (S) - East Mark (S) - Rowan Rock (S) - Finish 19m
 (1) Kish (P) - Rockabill (P) - Rowan Rocks (S) - Finish 39m
 (2) Rockabill (S) - Kish (S) - Finish 29m
 (3) Lambay Island (S) - Kish (S) - Rosbeg East (S) - Bennett (P) - Finish 38m
 (4) Lambay Island (S) - Bennett (S) - Rosbeg East (S) - Kish (P) - Finish
 (5) Rockabill (S) - Rowan Rocks (S) - Finish 23m

NOTE: In all courses yachts must sail East of the Rowan Rocks Buoy. This is classified as a "mark not surrounded by navigable waters" for the purpose of I.Y.R. Rule 52.2(a).

The following are a description and the approximate position of the Howth Yacht Club racing marks used in courses.

Mark	Description	Approx. Position
East Mark	Black Conical	53°25.44'N 6°2.56'W
Lambay Mark	Black Conical	53°29.20'N 6°1.85'W
Malahide Mark	Black Conical	53°26.09'N 6°5.80'W
Stack Mark	Black Conical	53°25.46'N 6°2.70'W
West Mark	Black Conical	53°24.83'N 6°5.54'W

Any of these marks may be replaced by a distinctive alternative.

"Lambay Island" includes both the Taylor and Barron Patches which should be given a wide berth.

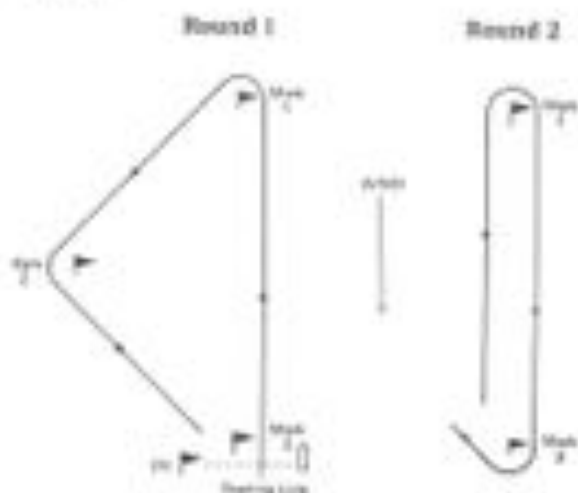
Details of all other marks will be found on the relevant Admiralty Chart.

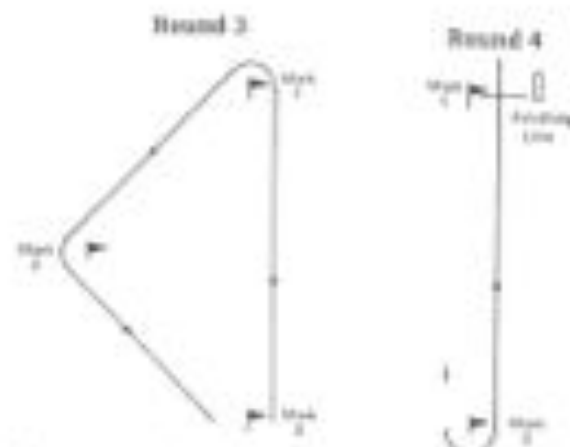
7.2 OLYMPIC COURSES

(a) The Olympic Course Race will take place within the area between Inisfad's Eye and Lambay Island.

(b) The diagram below indicates the number of legs required to complete a particular round. It does not indicate the angular relationship between any two legs on the course. Marks are to be left to port if a red flag is displayed on the Committee Boat or Starboard if a green flag is displayed.

NOTE: Only the port hand course is indicated on the diagram.





Marks 1, 2 and 3 are large yellow spherical marks. Mark 3 may not be laid until all classes have started and will be in the vicinity of the starting line.

The starting line shall be between the main mast of the Committee Boat and a round orange water limit mark. An inner limit mark may also be laid. The approximate magnetic bearing of mark 1 from the Committee Boat may be displayed from the Committee Boat at the warning signal.

The order of rounding will be as follows:

First Round	Start, Mark 1, Mark 2
Second Round	Mark 3, Mark 1
Third Round	Mark 3, Mark 1, Mark 2
Fourth Round	Mark 3 to Finishing Line

When the full course is sailed the finishing line shall be between Mark 1 as laid for the first round and a Committee Boat flying a blue flag.

The full course will be sailed unless the Race Officer shortens the course by displaying International Code Flag "S" (white with blue square) from the Committee Boat followed by two sound signals. The finish will then be between the nearby mark and the main mast of the Committee Boat.

8.0 Rule Infringements:

8.1 The alternative penalties as provided for in I.Y.R. Rule 74.5 shall not apply.

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

- Disqualify the yacht or
- If the infringing yacht acknowledged an infringement of Part IV of the Racing Rules impose a penalty by allotting to the yacht the place and score the place worse than her actual finishing position by 20%, or the nearest whole number of the starters, except that in no case shall she receive a score for a position worse than one more than the number of starters.

A yacht infringing a rule in more than one incident may receive a 20% penalty for each incident.

The imposition of a 20% penalty on a yacht shall not affect the score of another yacht, thus two yachts may receive the same score.

9.0 Protests:

9.1 A Protest flag must be Down at the first reasonable opportunity after the incident and kept up until the helmsman has notified the Race Officer of his dispute and had his intention to protest acknowledged.

before leaving the vicinity of the finishing line. Notification and confirmation may be made by V.H.F. Radio (Channel M) to the Race Officer.

Protests must be lodged with the Race Committee at the Race Week Office on I.Y.A. forms available from that Office together with a deposit of IR£5 within three hours of the protesting yacht finishing.

Protests will normally be heard as required in the Howth Yacht Clubhouse at 21.00 hours BDT except on Friday 13th July when they will be heard as soon as possible after racing. It is the sole responsibility of every competitor involved in or affected by a protest to acquaint himself with the time and place of hearing of the protest and to make himself available on a continuing basis until the determination of the protest. Failure to attend any such protest on behalf of any yacht's owner or crew will be treated in accordance with I.Y.R. Rules.

Notices of protests will, where possible, be posted on the Race Week Notice Board. However, this in no way affects competitors obligations stated above.

10.0 Scoring System:

10.1 **AWARD OF POINTS** The series will consist of the Freder Race plus the four leaders races as detailed in Sailing Instruction 5.1. All races will count without discard. The outcome of the series may however be determined by the results of a lesser number of races resulting from abandonment or cancellation.

Points will be awarded by reference to the Cox-Sprague table below with the Freder Race qualifying for points multiplied by 1.25.

NUMBER OF STARTERS																									
4	5	10	11	12	13	14	15	16	17	18	19	20 or more	Place	Score											
72	76	80	84	87	88	82	84	86	87	88	89	100	1												
68	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	62	67	70	72	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												
44	48	52	56	59	62	64	66	68	69	70	71	72	10												
	42	46	50	53	56	58	60	62	63	64	65	66	11												
		40	44	47	50	52	54	56	57	58	59	60	12												
			38	42	45	48	50	52	53	54	55	56	13												
				36	40	43	46	48	49	50	51	52	14												
					34	38	41	44	45	46	47	48	15												
						32	36	39	41	42	43	44	16												
							30	34	37	38	39	40	17												
								28	32	33	34	35	18												
									26	28	29	30	19												
										24	25	26	20												
											22	23	21												
												20	22												

Pls. 1-61 = score for yachts starting 2001-201

Place	Pls.	Place	Pls.	Place	Pls.	Place	Pls.
21	58	27	62	33	66	39	70
22	57	28	61	34	65	40	69
23	56	29	60	35	64	41	68
24	55	30	59	36	63	42	67
25	54	31	58	37	62	43	66
26	53	32	57	38	61	44	65



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