

Irish Sea Offshore Racing Association



Yearbook 2019

Introduction - Race Management Committee



After the first two coastal races were cancelled due to storm Hannah, the remaining 14 races were completed on September 7th with the now classic "James Eadie" race from Pwllheli to Dun Laoghaire which confirmed the class winners and crowned the overall winner of the Wolfs Head - congratulations to Paul O'Higgins and the Rockabill VI team.

61 boats competed in 14 races, which this year included both the D2D race and the 100th edition of the Midnight Race from Liverpool to the Isle of Man. It was pleasing that ISORA boats won both these races.

The Silver Class was again hotly contested and won this year by Grzegorz Kalineck and the More Mischief team just ahead of last years winner Joe Conway and Elandra.

The coastal races attracted the greatest number of entrants, and we are very grateful to both Viking Marine and Global Displays for their support, which facilitated the use of YB trackers for these races, allowing us to remotely monitor the start and finish times and use virtual waypoints.

ISORA is affiliated to the governing bodies on both sides of the Irish Sea, Irish Sailing, the RYA and RYA Cymru Wales,. There is also liaison with both RORC and the IRC congress who's handicap system we employ.

We are very grateful to both the National Yacht Club Dun Laoghaire, and Clwyb Hwyllo Pwllheli Sailing Club who are the host organising authorities in conjunction with ISORA, and once again hosted ISORA both socially and provided assistance to our race management team with starts and finishes.

Finally we thank all the volunteers who help run ISORA, on both sides of the Irish Sea, who do great work behind the scenes. helping our race programme run smoothly and promote ISORA widely.

We hope you enjoy reading our 2019 yearbook, and we look forward to another great offshore season next year



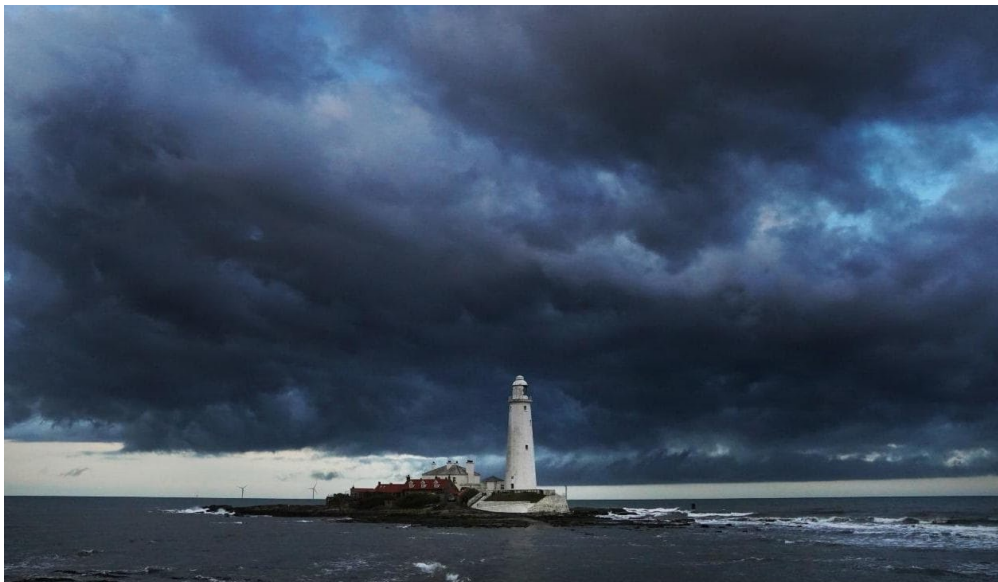
Race 1 and 2 - Viking Marine and Global Displays Coastal Races



The buildup to the 2019 seasons and the two opening races, the "Viking Marine Irish Coastal Race" at Dun Laoghaire, and the "Global Displays Welsh Coastal Race" at Pwllheli was dominated by the approach of "Storm Hannah", with force 9 winds forecast close to both race areas. The sailing committee group that has been successfully set up on "Whats App", with representatives from all three classes on both sides of the Irish Sea, along with the race management group, debated the forecast, and its implications for the two coastal races, and after a robust discussion over two days, and considering the fact it was the seasons first race, with potentially less experienced crew and new boats to ISORA, that in the interest of safety, Race 1 would be cancelled and Race 2 postponed (later cancelled)

The sailing committee group has been very successful this year with course setting and assisting the race management group with running of the ISORA races.

The next race is Race 3, the first offshore race from Dun Laoghaire to Holyhead on May 3rd



Storm Hannah approaching the UK

Race 3 – Dun Laoghaire - Holyhead Offshore Race



The first offshore race of the ISORA Offshore Championship 2019, took place on the 4th May, with a starting time of 08.00. 19 boats from the entry list of 20 came to the start line in Dun Laoghaire.

The course was decided early by the Racing Committee due to the long term forecast of northerly winds. The forecast promised gusty and cold conditions in the Irish Sea. With Races 1 & 2 blown out due to Storm Hannah the previous week, the fleet needed some comfort racing conditions. It was decided that the race would be from the start, direct to the finish in Holyhead harbour leaving South Burford to Port – approximately 55 miles.

The weather forecast for Race 3 was predicting northerly 15-20 knots however the winds picked up in the afternoon and veered more north-easterly.

The start at 08.00 was provided by NYC's Barry MacNeaney and Larry Power at the DBSC's Pier Mark. Difficulty in distributing trackers to boats at the line caused the race to be postponed for 5 minutes.

Technical issues arose with some boats even before leaving Dun Laoghaire harbour. Paul Sutton's new J109, "Jaydreamer" a replacement for Pipedreamer that was damaged in the Holyhead marina failure, developed a slight rudder problem and he decided to pull out of the race. Peter Dunlop and Vicky Cox's, Mojito from Pwllheli, the current ISORA Champion, developed a rig issue just at the start and also had to retire. Early in the race John Hughes Rebellion and David Bolger's Lady Rowena also retired and returned safely to Dun Laoghaire.



Rockabill VI - Photo courtesy of afloat.ie

Those less experienced with offshore racing would suggest that the course selected would just be a soldier's race. Nothing could be further from the truth. The direction of the wind tested crew who attempted to fly Code 0s. The apparent wind direction was too far forward for those boats on the rhumb line to fly anything but a jib. Decisions had to be made whether pushing up north of the rhumb line early to allow the use of the Code O later in the race also taking into account the strong south going tides that will be present as the fleet approached Holyhead.

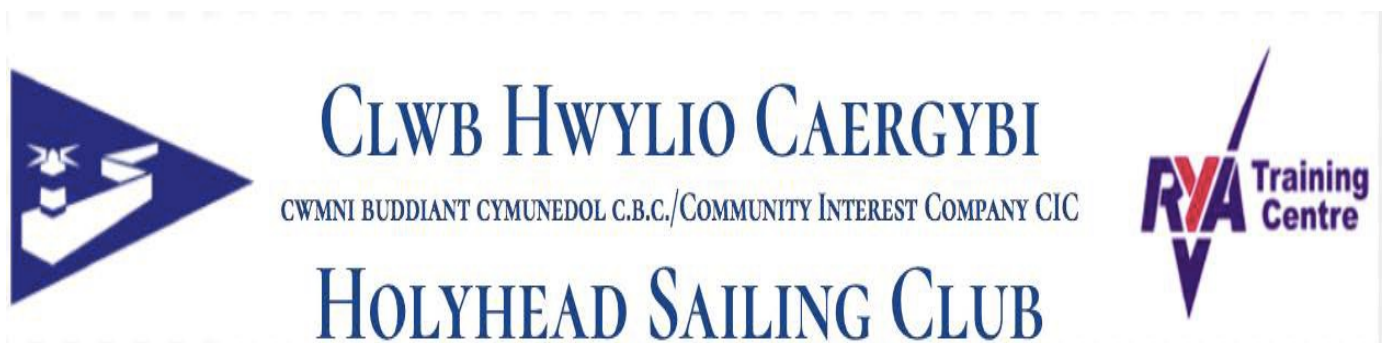
As the fleet crossed the Irish Sea, Andrew Hall's Jackknife led the way followed closely by Chris Power-Smith's Aurelia, Brendan Coughlan's YoYo and Paul O'Higgins Rockabill VI. The lead position on IRC changed constantly during the race amongst these four lead boats. However, it was Rockabill VI's ability to fly a Code 0 for the last hour and a half of the race that got them over the line to take the race Overall and Class 0.

Class 1 was won by Nigel Ingram's Jetstream and Class 2 won by Irish Offshore Sailing's boat 'Desert Star'. They also took the two-handed prize.

After the race, many of the visiting boats tied up at the Holyhead Sailing Club who had put on entertainment for the arriving crew.

The Race Organiser for Race 3 was Grainne Ryan. Anita Begley was Safety Officer. The finish was provided by Dawn Russell of Holyhead Sailing Club.

The next two races, as part of the Viking Marine and Global Display Coastal Series, are on the 18th May. These are coastal races with one starting and finishing in Dun Laoghaire and the other in Pwllheli. It is hoped that great numbers will take part in these races as champagne sailing conditions have been booked for the events.





Aurelia – Photo Courtesy of
Afloat.ie



Jackknife – Photo by Gerallt Williams

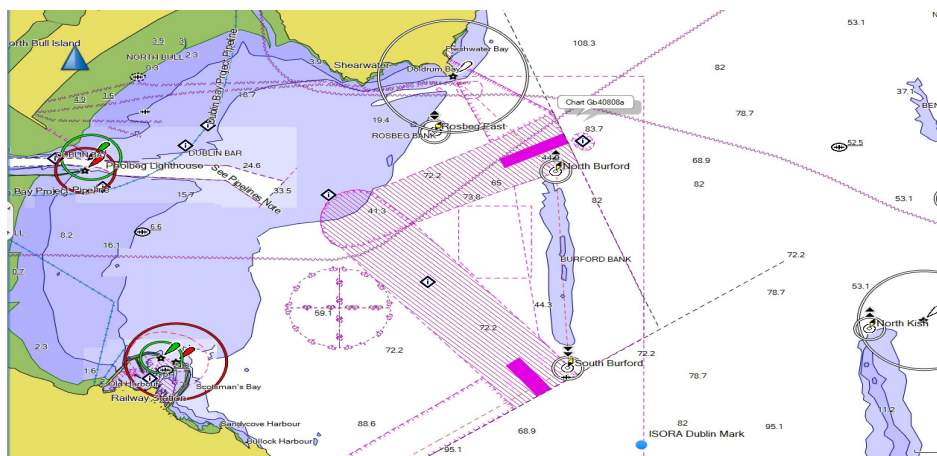
Race 4 - Viking Marine Irish Coastal Race



The first Irish Coastal race of the Viking Marine ISORA Coastal Championship 2019 took place on the 18th May with a starting time of 10.00. 21 boats from the entry list of 22 came to the start line in Dun Laoghaire.

Setting the course was difficult for the Sailing Committee as very light northerly winds were forecast for the race. To add to the difficulty, strong spring tides were also predicted. With this combination it was decided that the course should try and accommodate the tide by heading north at the start and south later in the race. It had been hoped that the course would be 40 miles by heading to South Burford, Lambay Island and back by the Kish Light. Instead, Lambay was substituted by using Howth Yacht Club's East racing mark and North Kish Cardinal mark was substituted for the Kish Light, giving a course of 30 miles.

When this course was first published Dublin Port requested that South Burford not be used as it meant that the fleet would be crossing the TSS (Traffic Separation Scheme) at South Burford. To comply with their request, ISORA have now created a permanent virtual mark, "ISORA Dublin" mark, just south east of South Burford. It is now intended that this virtual mark will be used for all future ISORA races, acting as a Turning mark for boats entering or leaving Dublin Bay. It is also proposed that all TSS's will be no-go areas in future races.



new ISORA mark on the chart

The wind at the start was as forecast – 4-7 knots north-easterly. The start at 08.00 was provided by NYC's Barry MacNeaney and Grainne Ryan at the DBSC's Pier Mark.

The fleet of 21 boats slowly moved east off the start line in a tight reach towards the new ISORA Dublin mark. Frank Whelan's Eleuthera was the first to break from the pack but was soon overtaken by Ben Shanahan's Ruth Chris Power-Smith's Aurelia and Lindsay Casey's Windjammer Just south of these, Vincent Farrell's Tsunami was sneaking along toward the first mark.



First 40.7 Tsunami - photo courtesy of afloat.ie



Eleuthera - Photo courtesy of afloat.ie

Ruth and Aurelia rounded the first mark and hardened onto a beat north toward HYC East mark. In an effort to minimise the effects of the tide and to seek stronger winds many of the fleet tacked out to sea while the remainder stayed close to the land. It was on this leg that the wind started to play tricks.

On the outer east side of the course the wind was north east and varying while on the inside of the course the winds was north west and strengthening. At one stage boats on each side of the course were sailing the same heading while on opposite tacks!! The stronger winds on the inside were sufficient to counteract the strong tides against those boats close to Howth Head and these boats gained hugely. These wind conditions changed the whole dynamic of the race and allowed the smaller boats to take control.

Eleuthera rounded the HYC East mark first followed by George Sisk's WOW and then Ruth, however, Windjammer was close by to the leading pack.

The leg to North Kish was a run south in the ebbing tide. When the first of the fleet rounded North Kish they had to beat for the ISORA Dublin turning mark and towards the finish line while the boats further back took advantage of another massive wind shift and they had a fast reach past the turning mark to the finish line.

While Eleuthera took line honours, Windjammer took the Overall win and Class 2. Second place went to another Class 2 boat, Leslie Parnell's Black Velvet and Class 1 Ruth took third place. Class 0 boats only managed to get on the leader board at 9th position with Paul O'Higgins Rockabill VI. Sean Hawkshaw's Wardance took Silver Class.

After the race, many of the crew headed to the National Yacht Club for the usual Après Race. On the same day a coastal race was held in Pwllheli,

At his stage in the season, Jackknife is just ahead of Rocabill VI in the overall table for the Wolfs Head.

The Race Organiser for Race was Grainne Ryan. Anita Begley was Safety Officer. The finish was recorded by the YB Trackers.

The next race is the second Offshore of the season and takes place on Saturday 25th May with an 08.00 start from Dun Laoghaire. The original race schedule was for the start to be in Holyhead and finish in Dun Laoghaire, but Holyhead were unable to accommodate the start. The start and finish is now in Dun Laoghaire and it is hoped that the race will be 60 miles.



Race 5 - Global Displays Welsh Coastal Race



During the build-up to the race, a changeable forecast showed winds potentially less than 5 kts and as much as 12kts in Cardigan bay, giving the race committee a challenge to set a course catering predominantly for the class 2 boats, with big spring tides to contend with. With more gradient wind forecast to the west, a course was set to Gwylan Islands, close to Bardsey sound, and return via a mark (Carreg Y Trai) outside of the St Tudwals Islands, a distance of 30 miles.

The fleet was a little depleted with several boats in Ireland sailing in race 4, so just five boats left the Plas Heli pontoons for the midday start, with the wind just indicating 5kts. The forecast showed an increase after midday and for about four hours. Luckily as the start time approached, the wind built to a steady 10 kts from the NNW, which looked favourable for a fast race. Race Officers Robin Evans and Brian Metcalf started the fleet from the PSC bridge, and it was the two Sunfast 3200's Jac Y Do (Mark and Jo Thompson) and Zig Zag (Pete Ashworth) that got way together at the front of the pack with a fetch down to PSC 1 a turning mark just after the club start line. Jac Y Do alongside and to windward of Zig Zag had a premature kite deployment when setting the tack, giving visibility issues for the helm, and whilst hoisting was unable to fully bear away due to Zig Zag having spinnaker issues of its own and holding its course. After a tense 30 secs or so, Jac Y Do was able to settle down with an A2 reachy run towards St Tudwals sound, pinching as much to windward to give a better angle through the sound where the winds can be notoriously fickle. The shenanigans at PSC1 allowed Andrew Halls J125 Jackknife to overtake the two Sunfasts, and start to open up an early lead.

Once through the sound and turning more to the west towards Hells mouth, the wind had built up to a steady 12 kts, and as the apparent wind came forward, and with a need to head a little inland, it was time to drop the kite and fetch the Gwylan Islands under white sails. Keith Greenwood's Hullabaloo Encore and Simon Windle's Shaula were also making excellent progress, just behind the two SF3200's, both under spinnaker.

First round Gwylan was Jackknife a mile ahead of Jac Y Do and Zig Zag, almost along side each other. Jackknife relished the conditions, flying an A5 to start really pulling away from the fleet, with the small boats holding the A2 back toward Abersoch Bay. Jac Y Do briefly flirted with a code zero, but finally settled on the Jib for the fetch to the finish after passing Carreg Y Trai, the final mark of the course. With the wind holding at a steady 9-10 kts the fleet all finished reasonably close to together. Jackknife took line honours, class 0 and overall, 6 minutes ahead of class 2 winner Jac Y Do

After racing crews had a great social evening in the Pwllheli Sailing Club bar at Plas Heli. The next race sees the fleets from both sides of the Irish Sea combine for an offshore race starting at Dun Laoghaire on May 25th



SF3200 Jac Y Do crew enjoying champagne sailing in race 5 -photo MThompson



J125 Jackknife - photo courtesy of Andy Green



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2019 event photos by Andy Green at www.greensea.zenfolio.com

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The 22nd edition of Cork Week will take place from 13th-18th July 2020 It is hoped that ISORA will participate in the feeder race, from Dun Laoghaire to Cobh (Kingstown-Queenstown)

Race 6 - Dun Laoghaire Offshore Race



Race 6 was originally planned as an offshore race from Holyhead to Dun Laoghaire, but had to be re-planned to start and finish in Dun Laoghaire, due to ongoing infrastructure issues at Holyhead, following last year's devastating damage to the marina.

The build-up up to the race gave the race committee the usual course setting conundrums with light winds forecast, and tides to consider. The forecast seemed to consistently indicate a light SW wind building to a stronger 10 - 12kt westerly as the day progressed

After much deliberation, a course was agreed as follows:

Start (DL Pier Mark)

Muglins (S) and keeping the ISORA Dublin Bay Virtual mark to port (this mark is to keep the course away from the TSS

West Codling (p)

South Codling (P)

East Codling (P)

Kish Lighthouse (S)

SORA Dublin Bay VM (S)

Finish (DL Pier Heads)

A distance of 43 miles, with hopefully 2 hours of south going tide to help the fleet on its way.

18 boats came to the line, in 4-5 kts of SE breeze, giving a beat down to West Codling. With two distinct groups at either end of the line, with Mojito choosing the pin and Jackknife the committee boat, the south going tide making it a challenge to stay above before the gun, at least two boats got recalled. Once away the fleet made steady progress past Muglins, taking advantage of the weak tide, with three tactical choices splitting the fleet - go into Bray head and remain inshore to stay out of the tide when it changed, and hopefully benefit from the wind veering, go offshore towards the banks, where there can be less tide but more wind, but risking getting headed with the wind shift, or stay close to the rhumb line.

After a debate on Jac Y Do, we felt inshore was risky with potentially less wind, and the boat feeling "sticky" in the light airs, so we decided to take the least distance option. As the tide changed, we encountered the usual lack of apparent wind and stalled off Greystones, for what seemed an eternity in the company of Joe Conway (Elandra). Looking at YB, it appeared that the brave group of four boats lead by Andrew Halls Jackknife made very good progress inshore, with the offshore group not getting anymore significant wind.



J122 Aurelia Photo Gerallt Williams



J109 Mojito - Photo Gerallt Williams

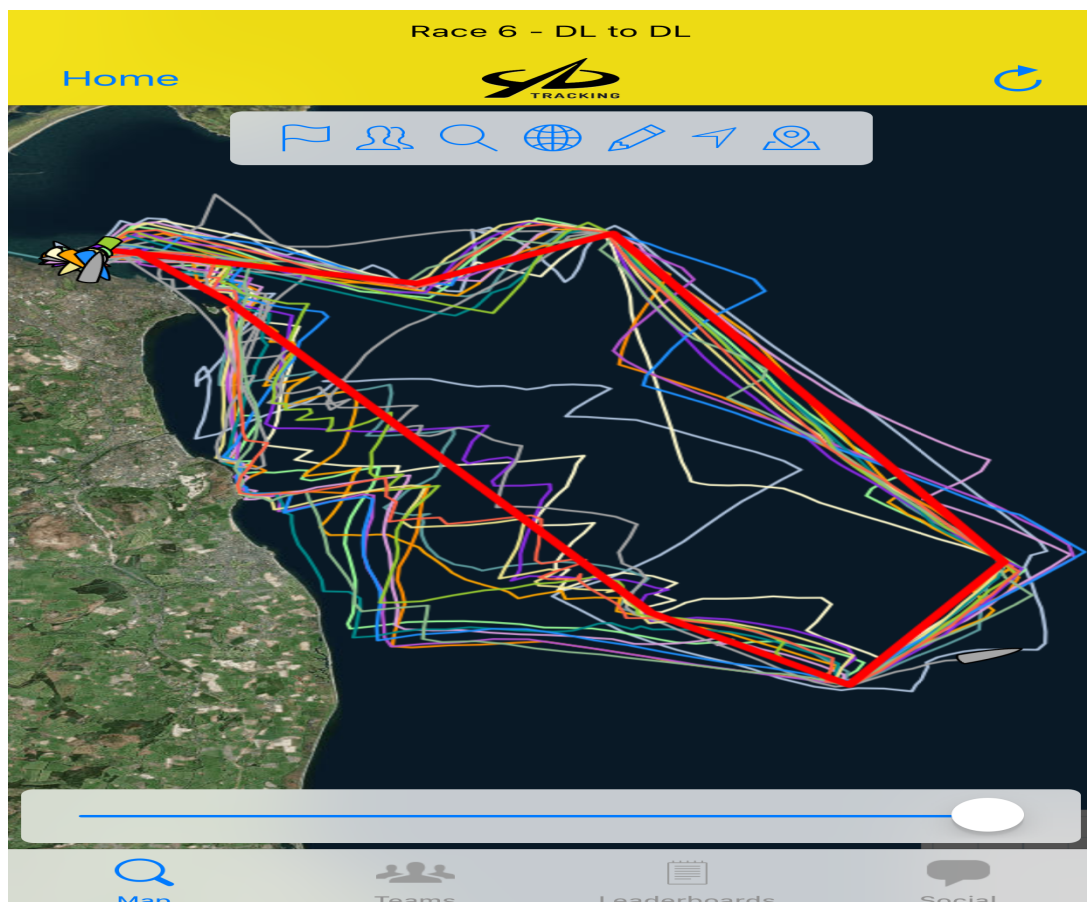
Fighting the tide and with the wind building a little, we finally started to make better progress towards West Codling, with the wind veering towards the SW, and were encouraged by the sight of the offshore group not too far ahead. Once around South Codling, it was a relief to hoist the A2 for a great ride to East Codling, with just a couple of gybes (and of course a mandatory forestay wrap and sheet change). Gybing round Codling East and a shy kite reach to Kish. We were starting to see 12-15 kts of wind now but decided to hold the A2 as long as we could, probably benefitting from about an extra 3/4 knot compared with the Jib. Watching More Mischief bravely carrying his A2, we were pleased to have a wide transom!

Ultimately the time came to drop the kite for the last mile to Kish and tack towards the virtual mark. With the wind now building to 13-18kts at times, it was a three tack sail into the sunset, and the welcoming Peir heads of Dun Laoghaire Marina and the finish.

Always a case of “what ifs” and the conditions not initially suiting the wider transom boats, it was a very fine tactical race by Andrew Hall (Jackknife) taking line honours, Mojito taking the class 1 and overall win, skippered today by Anthony Doyle, and Windjammer taking class 2 and second overall.

A tough race, but with a great welcome in the National Yacht Club for the usual ISORA post race party.

Race management by Grainne Ryan with Anita Begley as Safety officer. Jackknife continues to lead the series from Windjammer. The next race is the D2D race on June 12th



Race 7 - Dun Laoghaire - Dingle D2D race

This is an abridged extract from Winkie Nixons excellent report published in Afloat.ie.

The final stage of the Dun Laoghaire to Dingle Race, the 15 miles from Skellig Michael to the finish line on the north shore of Dingle Bay at the amphitheatre like entrance to Dingle Harbour, may seem like an easy jaunt after what the fleet has been experiencing on the more exposed parts of the course.

But for contenders in the 2019 race, it provided a final extra test of stamina and determination, for many of them were sailing it in the dark. And with the forecast rain which was supposed to envelop Kerry tending to go to Clare and Galway, there was a distinct backing of the northerly wind and a chance to race at extra speed through the night to the finish, and pick up a place or two on the way if only the spark was still there to be harnessed.

Three top boats did this with conspicuous style. After Mick Cotter's 94ft Windfall had taken line honours and established a new course record, the race was on to see which of the more normally-sized boats might get second on the water, and for almost the entire race the betting was in favour of Andrew Hall's last-minute entry from Wales, the very slippery J125 Jackknife.

But the J/125 is a very minimalist boat in terms of creature comforts, and a second night at sea in what had been a tough and very cold north wind-dominated race would have been making harsh demands on her crew.

Yet aboard Conor Doyle's Xp50 Freya, a boat of substance and comfort, they could take it in their stride, and with talents aboard like Kenneth Rumball, the attractive big Freya seemed to be going better with every mile sailed.

All the way up the beat from Mizen head to the Skellig, they were closing what had at one time been a 12-mile gap behind Jackknife. They were still astern making the final turn, and for the eased sheets passage to the finish, it might have been assumed that Jackknife would be back in charge.

Not a bit of it. Freya remorselessly wore down her lead as they raced through the night, and when they crossed the line at 02:09 in the small hours of Friday morning, Freya was four minutes ahead.

The overall winner Rockabill had meanwhile been sailing an exemplary race. In the long run down the east coast, they made good straight-line progress under spinnaker while other boats went hither and yon tacking to lee. The guys on Rockabill know their boat, they knew that once the breeze had freshened again after its hiccup at the start this was the way for the best basic speed, and consequently they kept themselves in the frame while conserving energy.

All along the south coast Rockabill was always there or thereabouts, and sometimes in first place on IRC, but her crew knew that if the forecast brisk breezes from ahead were

experienced off the southwestern seaboard, they'd be in their element with energy to burn. And they'd a private race going with the higher-rated J/122 Aurelia. Aurelia may have led round the Skellig, but Rockabill was hounding her, and in the romp up the bay, she rolled over the J boat and got in four minutes ahead of her to correct into an overall lead which was soon unbeatable by any boat still outracing.

Next in after Aurelia were the Martin brothers in the First 44.7 Lively Lady – they've been having the race of their lives, and while Lively Lady may have moved down to tenth on corrected time, it has been a remarkable sail they'll remember for a long time. Close behind Lively Lady as the new day hinted was one of the most interesting duels of all. Former Olympian Mark Mansfield was on the strength of John O'Gorman's Sunfast 3600 Hot Cookie (NYC), and the big Corkman found reserves of speed and stamina in the Cookie crew that they didn't know they possessed. Thus, in the beat up to the Skellig, they were snapping at the heels of Conor Fogerty's very new Figaro 3 -Raw – an ironic state of affairs, as Fogerty's previous all-conquering boat Bam had been a Hot Cookie sister-ship.

Once the turn had been made and sheets freed, you'd have expected the foiling Raw to be gone. No way. Big Mark and his shipmates sailed like men possessed, and they beat Raw to the finish by precisely one minute.

Throughout this diverse fleet, there'll have been local duels like this going on at every part of the course. But it was a grand-standing finale that three of these duels at the very top level were fought with such tenacity right into the final furlong and through the line.

Managing the energy levels is a very significant part of offshore racing. It's all very well having all hands on deck to squeeze every ounce of performance out of the boat when the crowds are still there to watch at the start, but in cold wet weather with headwinds towards the end, the need for a fresh watch to be available is paramount.



Thus, Rockabill's race has been a textbook performance in energy conservation. And it shows most vividly in the actual distance she sailed. It was a minimal 277 miles. Only one other boat – the J/109 Outrajeous skippered by Johnny Murphy to an eventual 6th overall after leading the J/109s all the way to the Fastnet – managed to get to Dingle on only 277 miles.

However, we shouldn't let total economy of distance sailed dominate our thinking too much, there are many other factors involved. The reality is that the J/109 leader at the finish, the Shanahan family's Ruth skippered by 19-year-old Tom Shanahan who overtook Outrajeous with such a flourish at the Fastnet, did the course in 279 miles to place fourth overall and first in the Corinthian Division, a great achievement for such a young skipper

Some really piled it on. For instance Windfall, in trying to find fresher northerlies offshore as she led the reach along the south coast, curved her course so much she was looking at 299 miles by the finish.

And the gallant little Mini 6.50 Port of Galway, which Dan Mill and Yannick Lemonnier were tacking to lee with such enthusiasm during all the run down the east coast that at times they were sometimes nearly in the middle of the Channel, well, when they finished at lunchtime yesterday 7 miles ahead of Louis Mulloy in Blackshell Farm, they were showing 305 miles logged.

Thus although the fully-crewed hotshot boats and the big record-breaker inevitably have been receiving all the attention, we mustn't forget that there were two IRC Classes, and Rupert Barry's JOD 35 Red Alert from Greystones won IRC 2, while placing 14th overall, and there was also a keenly-contested two-handed division which was won Colm Buckley and Simon Knowles from Howth with the J/109 Indian, which they sailed to such good effect that they also took 12th overall in the 41-strong open division.

In among the two-handers was the only wooden classic in the race, Paul Moxon's 1939-built 50ft Amokura. Unfortunately after looking very stylish at the start, she suffered upper spreader damage further down the line, and at the time of writing is carefully plodding towards the finish under reefed main and storm jib, but the hope is she'll make it to Dingle in time for the party.

Either way, there'll still be more Dun Laoghaire to Dingle Race veterans around Dingle tonight than at any time in the race's 26-year history. Such a gathering will make for a story in itself. Adam Winkelmann and Con Murphy and their many voluntary helpers have pulled off a real success and deserve every congratulation.



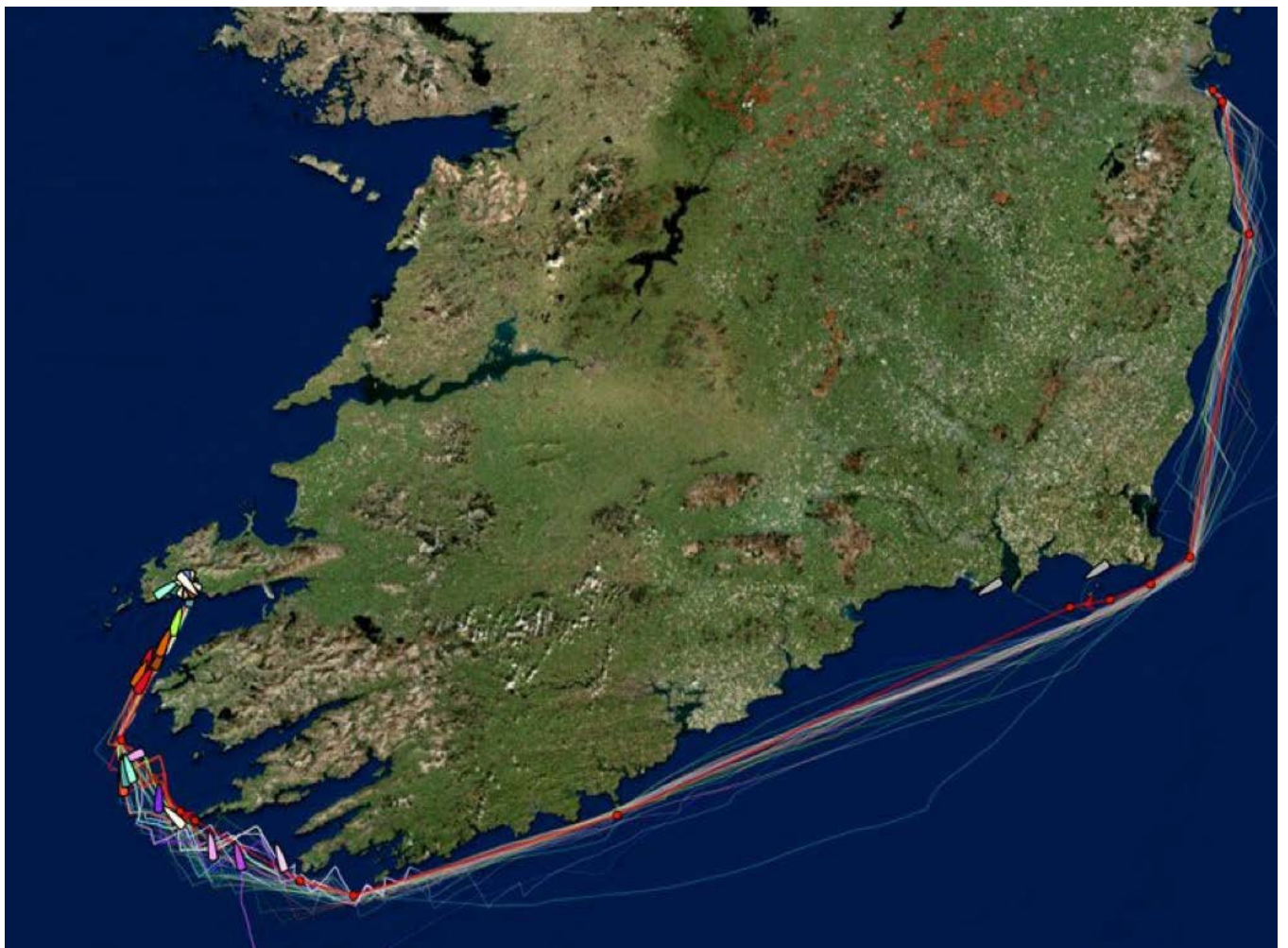
Class 2 winners RedAlert photo courtesy Afloat.ie



Foiling Figaro 3 "Raw" photo courtesy Afloat.ie



Victorious Rockabill VI crew at Dingle - photo courtesy Dominick Walsh



YB Tracking D2D race

Race 8 and 9 - The 100th Midnight Race and Isle of Man to Dun Laoghaire Offshore Race

Aurelia won the 100th edition of the Midnight Race and Jackknife won race 9 back to Dun Laoghaire utilising an offshore finish gate. Below is a brief history of this iconic race

The Isle of Man Midnight race has a proud heritage, which will be celebrating its 100th race in 2019.

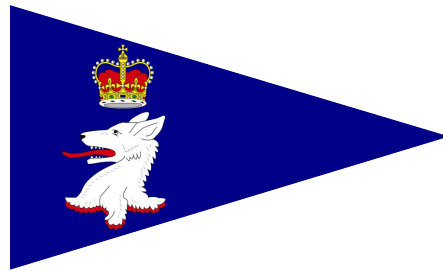
At the first Isle of Man Midnight race many distinguished guests attended including The Lord Mayor of Wirral. Ever since then we have continued the practice of inviting the Lord Mayor of Wirral to be at the race start. The Mayor passes a letter of fraternal greeting to the mayor of the host city of Douglas, via the LYC Race Officer, which gets passed at the results announcement at Douglas Bay Sailing Club.

We now also as a matter of courtesy invite the Lord Mayor of Liverpool to the start of the race as it is started from LYC's International Start Line at the Albert Dock.

The overall winner of the race receives The Grand Challenge Trophy; a magnificent cup, one of only four in existence, one other being given to the winner of the Australian Open Tennis Championship, (it would be great if one year Andy Murray could win it, we could have a real scoop on our hand showing the winner of the Midnight Race and him at Tranmere!) another being in the museum at Southport.



Race 10 - The "Hendrick Ryan" Royal Dee Offshore Championship, and Dun Laoghaire Regatta Offshore Class,



35 boats took part in the Hendrick Ryan Royal Dee Offshore Championship 2019 that took place over two weekends and over 5 races. The championship included the ISORA Offshore from Douglas IOM to Dun Laoghaire on Sunday the 7th July and the four Offshore races of the Volvo Dun Laoghaire Regatta. The series was decided on points from the five results with no discards. The ISORA race had a weighting of 1.2. The High Point scoring system was used.

At the end of the series, J109, "Mojito" (Peter Dunlop and Vicky Cox), from Pwllheli, the current Championship holders, just regained the title, but only by 0.4 of a point over 428 points. Another J109, "Jetstream", Nigel Ingram from Holyhead took second place. Paul O'Higgins from the Royal Irish in his JPK10.8, "Rockabill VI" took third place.

"Rockabill VI" took Class 0 Overall with "Mojito" taking Class 1 Overall. Lindsay Casey's J97, "Windjammer" took Class 2 Overall.

The race winners were:

Race 1 – "Jackknife" – Andrew Hall

Race 2 – "Mermaid IV" – Seamus Fitzpatrick Race 3 - "Mermaid IV" – Seamus Fitzpatrick

Race 4 – "Mojito" – Peter Dunlop & Vicky Cox (ISORA Race 10)

Race 5 - "Mermaid IV" – Seamus Fitzpatrick.

Prizes were presented as part of the Volvo Dun Laoghaire Regatta prize giving and they were presented by the Royal Dee Yacht Club Commodore, Charlie Jones.

Race 11 Dun Laoghaire to Pwllheli Offshore Race

The build-up to race 11 showed a consistent NW wind in the mid Irish Sea, with potentially less in both Dublin and Cardigan Bays. The general consensus of the sailing committee, was to start as published and route direct to the finish line at Pwllheli, with the only mark of the course the ISORA bay mark to keep clear of Dublin Port. The talk in the bar the night before however was the tidal gate at Bardsey, and its impact on the race - with a potential in light airs for the class 2 boats to take advantage of a parked fleet, or in stronger winds to allow the faster boats to get through before the tide turned.

Saturday dawned brightly, and a fleet of 15 gathered off the Dun Laoghaire harbour entrance, ready for the 75 mile race to Pwllheli, with the up to date forecast promising a little more wind, particularly on the Welsh side.

Barry MacNeaney and Larry Power of the National Yacht Club started the fleet from the pier mark, with the fleet getting away cleanly in a 10 kts North Westerly breeze, with spinnakers hoisted on the line on Starboard Gybe

J125 Jackknife taking an early lead, chose to remain on starboard and go south of the rhumb line, with most of the fleet gybing onto port shortly after passing Muglins. Leaving Dublin bay the wind built as promised averaging 12-17kts allowing a fast crossing, with the fleet bunching in class order! The south going tide was with the fleet for 5 hours, allowing most of the fleet to sail just south of the rhumb line, and soak further down when able, to mitigate the later tide turn. The fleet enjoyed a great spinnaker run, with some impressive boats speeds, and frankly champagne sailing!

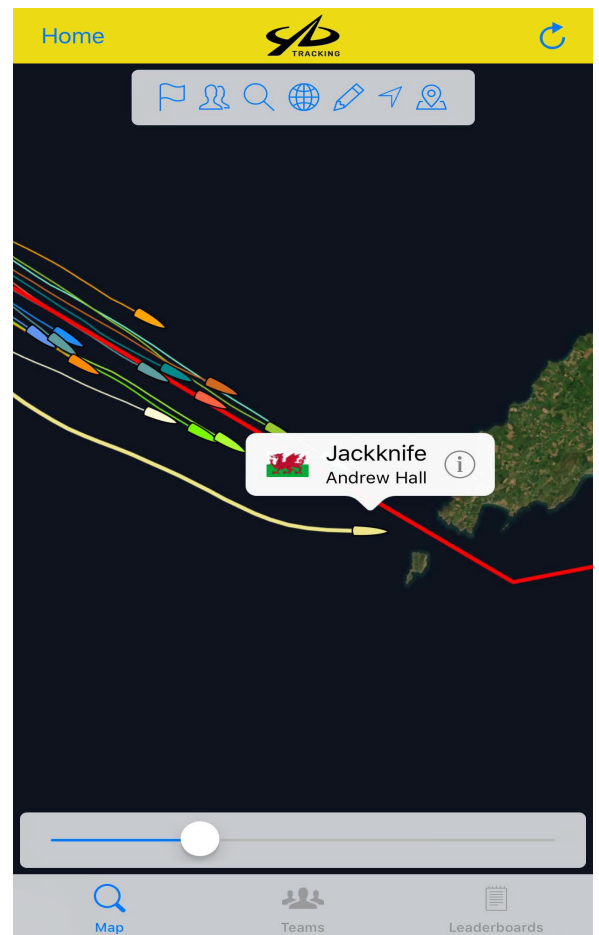
Approaching the Welsh side, the north going tide didn't trouble the fleet too much, particularly as the wind veered a little to the north as the tide changed, which was very helpful in being able to lay the sound without gybing. A few boats went close to the North coast of the Llyn Peninsula, and reported some big windshifts and turbulent water. Jackknife managed to get to Bardsey Sound just at the end of slack water and blasted through with speeds of 10-12ts over the ground, with Aurelia arriving as the tide turned. The rest of the fleet lead by Rockabill and Mojito got to Bardsey a little later and had to sail though against 4-5 kts of tide, but with the wind holding at 15 kts were able to maintain good boat speed. The sound was reasonably calm considering wind over tide, but a few boat experienced the overfalls and disturbed water south of the tripods!

The whole fleet got through Bardsey against the tide without any major problems.





Jac Y Do flew the A2 for 60 miles



YB Tracking Race 11

Once through Bardsey a straight forward sail to Pwllheli with a few wind holes for the backmarkers to negotiate, in a generally dying northerly breeze, with a fetch from St Tudwals to the Plas Heli finish line under white sails, manned by ISORA finishers Brian Metcalf and Robin Evans. The last boat finished at 21:20 , and all enjoyed a “boisterous” après sail in Plas Heli, with Richard Tudor (Jackknife) and Pete Ashworth (Zig Zag) celebrating a special birthday milestone this weekend.

Congratulations to Andrew Hall J125 “Jackknife” who took line honours, class O and overall, Peter Dunlop and Vicky Cox J109 “Mojito” who won class 1 and Lindsay Casey and Denis Power J97 “Windjammer” who won class 2 giving the J109’s a great race. Silver Class was won by Gregorz Kalinecki “More Mischief” and they now lead the Silver Class Series table chased by Joe Conway on Elandra.

“Jackknife” leads the ISORA overall from “Rockabill VI” with coastal races on both sides of the Irish sea in August, before the high point scoring “James Eadie” race from Pwllheli to Dun Laoghaire in September

Race management by Peter Ryan at the Dun Laoghaire end, with Jo Thompson and Awel Tudor managing the trackers in Pwllheli. Thanks also to safety officer Anita Begley . The next races are the Exposure lights night races on August 16th

Race 12 - Viking Marine Irish Coastal Night Race



The race has taken place in the past with mostly balmy conditions when the fleet glided down the coast, illuminated by the lights on land. Well, this year was not to be like that. The weather for the previous day and for the morning of the race was very windy with a Gale Warning in operation for most of the country. The weather was so unsettled that the Night Race from Pwllheli, that was to take place at the same time, was postponed.

Fortunately the weather moderated on the west Irish Sea and the forecast for the race was for SW 10-15, Gusting 25 knots. This was the weather that existed for much of the race except when conditions became very squally when winds up to 35 knots were recorded. Of the 22 entries only 13 boats came to the start line at DBSC "Pier" mark and were sent on their way by Barry MacNeaney and Larry Power. The race organiser for the race was Grainne Ryan and the Safety Officer was Anita Begley.

Conditions at the start were light with 8-10 Knot SW winds providing a spinnaker start for the fleet towards the first mark. The tide on the day was a strong spring tide so the course for the race, as set by the Sailing Committee, ensured that the least amount of tide plugging took place. The tide was fast flooding north at the start. The fleet headed north.

The 39 mile course was:

Start at DBSC "Pier Mark"

>ISORA Dublin (Virtual Mark) (P)

>Taylor's Rock Cardinal (S)

>Lambay Island (S)

>Bennet (S)

>ISORA Dublin (Virtual Mark)

Finish - DL Harbour



Rockabill VI -photo Gerallt Williams

Conditions leaving Dublin Bay became light with winds dropping to 5-6 Knots for a time. Chris Power-Smith's "Aurelia" led the charge out of the bay and was first to round ISORA Dublin virtual mark. As the fleet rounded ISORA Dublin the first of many squalls hit and caused a huge amount of frenzied activity on many boats, trying to get spinnakers down and jibs up. The squalls did not last long, but it changed the Leaderboard.

"Aurelia" and Paul O'Higgins "Rockabill VI" led the fleet north towards Taylors Rock Cardinal, located just north of Lambay Island. This leg was a tight reach and suited those boats with asymmetric spinnakers. Rounding Taylor's Rock caused some confusion to the fleet as there was no light on the buoy and the first boats approached the buoy in darkness. Well used to rounding virtual marks, the fleet successfully rounded the "dark shape" and turned south toward Bennet. This leg was a fetch. Squalls were still blowing through.

The Line Honour placings within the fleet remained the same except that the faster boats could not get sufficiently away from the remainder of the fleet to take overall leading positions. The leg from Bennet to ISORA Dublin Bay was a beat and the final leg to the finish was a very tight reach.

Finish times were recorded automatically using the YB trackers and results were displayed immediately a boat crossed the finish line.

"Aurelia" took line honours but not sufficiently far ahead to prevent "Rockabill VI" taking the Overall IRC and Class 0 win. Simon Knowles, J109 "Indian", took 2nd place Overall IRC and 1st in Class 1, just ahead of Peter Dunlop's "J109, "Mojito". Lindsay Casey's "Windjammer" took Class 2. Grzegorz Kalinecki's "More Mischief" took Silver Class. Full results are on the ISORA website >[here](#)

The result for "Rockabill VI" tightens the top of the ISORA Overall Championship and focuses the spotlight on the top four contenders – Andrew Hall's "Jackknife", "Rockabill VI", "Aurelia and "Mojito".

As the championship uses the high point scores, the Champion for 2019 will not be known until after the last offshore race on the 7th September, from Pwllheli to Dun Laoghaire. This race is of further importance as the weighting for the points in the race is 1.3. In the Silver Class, "More Mischief" and Joe Conway's "Elandra" are close together for the Silver Class Series.

As we head into the last coastal race next Saturday the Viking Marine Coastal Series will be decided in Greystones. A discard will kick in after that race and this will open the Series to several boats. At this stage "Mojito" is leading in Overall but "Windjammer" and "Rockabill" are close behind. Class winners will also be decided.

The next race is a coastal race and takes place next Saturday 24th August. The start is in Dun Laoghaire and finishes in Greystones. It is the final race in the Viking Marine Coastal Series and acts as a feeder race to the Greystones Regatta. Greystones Regatta is a great social and sailing event and takes place on Sunday the 25th. ISORA boats are encouraged to enter this event and join in the fun.

Race 14 - Viking Marine Irish Coastal Race, Dun Laoghaire - Greystones

Mojito wins Viking Marine Coastal Series without striking a blow."

Race 14 of the ISORA Offshore Series 2019 took place from Dun Laoghaire on the 24th August 2019. The race was a Coastal Day Race with an 10.00 start. The race was part of the ISORA "Viking Marine" Irish Coastal Series and also a feeder race to the Greystones Regatta.

The race was the last race in what was to be a five race series for the Viking Marine Coastal Series. However, one of the earlier races was cancelled due to severe weather. The discard was still to be applied after this race. It was hoped that this could open the challenge for the series. Peter Dunlop's "Mojito" was leading the series into the last race followed by Lindsay Casey's "Windjammer" and Paul O'Higgins "Rockabill VI".

Of the 24 entries, 14 boats came to the start line at DBSC "Pier" mark and were sent on their way by Barry MacNeaney and Larry Power. The race organiser for the race was Grainne Ryan and the Safety Officer was Anita Begley.

The series leader "Mojito" was not to be seen. It was back home in Pwllheli taking part in the ISORA UK Global Dislays coastal series taking place the same day. Just prior to the start Rupert Barry's "Red Alert" developed steering problems and retired.

The forecast for the day was for SSE winds 10-15 knots and possibly reaching 20 knots. The winds were very local with very light winds in all other parts of the Irish Sea. To ensure that the fleet finished in Greystones in sufficient time to take part in the "Taste of Greystones", a 33 mile course was selected by the Sailing Committee
The course was:

>Start at DBSC "Pier Mark"

>Muglins (S)

North India

(S)

>Wicklow Outfall (s)

Finish at Greystones.



J109 Mojito - Irish Coastal series winner
Photo - Gerallt Williams

As the boats exited Dun Laoghaire harbour for the start the winds were SSE 14-18 knots. However, soon after the start the wind dropped to 10 knots. At the start there was still two hours of south going tide. The first leg to the Muglins was a beat with the fleet splitting, some heading inshore and the remainder staying out in the tide offshore.

Frank Whelan's "Eleuthera" led the fleet from start to finish followed closely by Chris Power-Smith's "Aurelia" and George Sisk's "WOW". The second leg down the coast started with a fetch but the veering wind to South headed the fleet inshore and produced another beat. The fleet made landfall at Greystones but had to keep going another 8 mile to North India. Close tacking along the beach to avoid the tide, paid off.

Eventually the fleet had to strike out into the tide for North India. As the leaders arrived at North India the wind dropped to 3-5 knots making rounding the buoy very difficult for all boats. The leading Class 0 boats managed to round North India before the tide became too strong in the light winds to make any progress to the mark. Many of the boats retired at this point, unable to reach North India.

Those boats that managed to round North India crabbed their way against the tide in the zephyrs for the 6 miles fetch to Wicklow Outfall. Once Wicklow Outfall was rounded, good progress was made in a dead run towards the finish in Greystones.

Finish times were recorded automatically using the YB trackers and results were displayed immediately a boat crossed the finish line.

"Eleuthera" took line honours, Class 0 and the Overall IRC. "Windjammer" took Class 2. Grzegorz Kalinecki's "More Mischief" took Silver Class. Full results are available [here](#)

The Greystones Regatta committee presented prizes for 1st and 2nd Overall in the ISORA Race.

The results in this race, after the discard was applied, did not knock "Mojito" off the top, despite not even taking part. "Mojito" won the Viking Marine ISORA Coastal Series and Class 1. "Windjammer" took 2nd Overall and Class 2 while "Rockabill VI" took 3rd Overall and Class 0. "More Mischief" took Silver Class.

The next race is the final offshore to take place on the 7th September from Pwllheli to Dun Laoghaire. It will be the decider race for the Overall ISORA Championship with Andrew Hall's "Jackknife" leading the series. A weighting of 1.3 will be applied to the results of this race. This weighting with an anticipated large fleet taking part could topple "Jackknife", "Aurelia" and "Rockabill VI" are in position to challenge for the coveted Wolf's Head trophy and Overall ISORA Offshore Championship.



Race 13 and 15 - Global Displays Welsh Coastal Series - Day and Night Races



Due to Gale force winds, the Welsh night race was postponed, and re-scheduled for the same weekend as Race 15. The weekends racing report below by Vicky Cox (Mojito)

The first race of the weekend, the Global Displays Welsh Coastal Day race, was a 30nm coastal race taking in Pwllheli Sailing Club (PSC) Mark 10 off Penychain, the Causeway buoy and the Tudwal islands before heading back to the finish via the Tom Buoy. Given the winds forecast (none!), some felt the course was a little ambitious but with a steady 6-8kts at the start, all boats got away cleanly and steadily along the beach.

Andrew Hall's Jackknife rounded PSC10 first, closely followed by Peter Dunlop & Vicky Cox's Mojito and once their kites and code zeros went up they progressed at a steady 6-7 knots down to the causeway cardinal buoy. Meanwhile, back at Penychain it looked like the wind had dropped and Peter Ashworth's ZigZag, Mark & Jo Thompson's Jac y Do rounded 30-40 minutes after the leading boats.

As the wind died further offshore, boats had the added problem of waves close to the bar. For Keith Greenwood's Hullabaloo Encore, who rounded the PSC10 last, progress was painfully slow at less than 2kts and they were forced to eventually retire.

Meanwhile at the causeway buoy, Jackknife managed to get some wind and sped away at an impressive 7-8kts leaving Mojito to round in the dying airs now 3 miles behind. It certainly looked like Jackknife had the race in the bag.

In consideration for the slower boats, the course was shortened - straight to the finish from the Tudwal islands but that's where Jackknife ran into trouble and appeared to be heading west along the headland rather than east through the sound. An hour later they were joined by Mojito who soon realised the problem - barely any wind and significant tide against them.

Much merriment ensued in the deathly quiet of the sound and Jackknife were heard hailing from a distance 'Starboard!' Both boats erupted in laughter. Trying all tactics to get through, they both ended up close inshore next to Bear Grylls island where a gentleman appeared at the edge of the cliff asking 'Are you alright?', 'Do you need any help?', 'Do you need any fuel?'. 'We could do with some beer!', was the reply.

Jackknife tacked away to try the other side of the sound while Mojito floated past hoping for more wind being funnelled through the islands.

Now joined by the two Sunfast 3200's ZigZag and Jac y Do two hours after they had arrived, Jackknife appeared to be parked for the night under the cliffs of the headland so put up their kite in a desperate attempt to get the boat moving. Mojito appeared to be in a worse position as they were floating backwards between the two islands watching the slightest of zephyrs on the water, all frustratingly too far out of reach. The discussion onboard was a debate on how Bear Grylls managed to keep the flag flying on his island with such vigour while all around there was no wind to be seen. Boredom started to set in, so up went Mojito's kite - at least it would dry it out after a heavy 10 days of sailing.



The view back towards St Tudwals as the sun sets during Race 15 with Zig Zag just behind Jac Y Do using any zephyrs of wind it could, Mojito and Jackknife ahead.- photo Rich Mawby

Jac y Do watched as Mojito slowly disappeared between the islands, with just their mast head showing and then witnessed them being catapulted back out at speed. The zephyr had arrived! A desperate attempt to tack the kite meant it was wrapped in the very moment it was needed - of all the times!! But they managed to get it free and it filled. After over 3 hours of floating it was such an uplifting moment, almost worthy of a cheer. Off they shot smartly at 6kt

But it was short lived, the wind had gone in the shadow of St Tudwals East. They could see wind at a flag on a lobster pot up ahead. Did they have enough momentum to get there? Yes, they did! And they managed to stay in it all the way to Pwllheli leaving the rest of the fleet to float at 0.5kts for another hour at least.

Mojito finally finished at 2133 taking 1st overall and class 1, Jackknife finished an hour later taking class 0 and Jac y Do an hour and 15 mins after that took 2nd overall and class 2 1st. Tremendous perseverance saw ZigZag finish at 0122 in the morning, taking 2nd in class 2.

After the struggle in the day race, there was little appetite for a lengthy Global Displays Night race in similar wind conditions, so it was kept short - PSC start, St Tudwal islands, and back to the finish. St Tudwals again?! Hadn't we learned?! This time the fleet were sent through with the tide, rounding St Tudwals East, St Tudwals West and the bell buoy all to port.

Mojito got a good start along with Jackknife and managed to keep with them on the beat all the way to the islands, playing the shifts. Jackknife rounded St Tudwals West, up went the kite and off they went. Luckily the 6-7kts breeze was steady, with puffs of 8kts coming from the east. Mojito managed to capitalise on the wind bend with fewer gybes managing to finish just 10 minutes behind Jackknife to take 1st overall again. While Stephen Williams's Darling xx were visibly closing the gap they were unable to beat Jackknife on handicap and had to settle for 3rd overall.



A Zephyr of wind - a calm evening during the Global Displays Coastal race -
Photo Chris Jones

Mojito missed the first race of the Global Displays (originally planned as a four race coastal series in Pwllheli, but the first Welsh race cancelled, as was the first on the Irish side due weather.), by taking part in the Irish coastal series sponsored by Viking marine. all the talk was of Mojito potentially winning the coastal series on both sides of the water. Had they compromised their lead in the Viking Marine series on the Irish side by being in Pwllheli?... As results came in from both sides of the Irish Sea it was evident that Mojito had brought back some Irish luck that weekend, and by a fluke of events and results, they had won the Viking Marine series overall without doing the last race. But with no discards on the Welsh side, they had to settle for 3rd overall in Pwllheli despite taking top spot in the last two races.

Jackknife had done enough to win the Global Displays Welsh Coastal series, with a 1st, 2nd and a 3rd, meaning that they retained the Midland Punch bowl. Jac Y Do took second overall and 1st class 2 with Mojito frst class 1In time honoured tradition, the bowl was filled by the two coastal series winning skippers with vodka & tequila sunrises and the party continued well into the early hours.



Rounding the causeway buoy with the wind dropping, the fleet had the course shortened at the next mark (St Tudwals Islands) - Photo Rich Mawby

Race 16 - Pwllheli - Dun Laoghaire Hendrick Ryan - "James Eadie Race"



"Rockabill VI" takes James Eadie Race and ISORA Overall Offshore Championship 2019.

The 2019 ISORA Offshore Championship was decided in a tight contest between three boats – Paul O'Higgins "Rockabill VI", Chris Power Smith's "Aurelia" and Andrew Hall's "Jackknife". All any of those boats had to do to win the 63 boat, ISORA Offshore Series 2019, was to beat the other two boats in the last race.

The race was the annual James Eadie Race from Pwllheli to Dun Laoghaire, a distance of 80 miles. There were 23 entries for the race but only 14 managed to get the Pwllheli for the start. The starters included a new to ISORA boat from Arklow Sailing Club, John Conlon's "Humdinger".

The forecast for the race was moderate North-Westerly winds veering North-Easterly and eventually going very light. The weather for the race was as forecast.

Due to the light forecast in the evening, it was decided by the race committee to select a direct course. The course was:

Start at Pwllheli Bridge – PS2 (Racing buoy) (S) – ISORA Dublin (Virtual Mark) (P) – Finish between the pier heads in Dun Laoghaire. The course was approximately 82 miles.

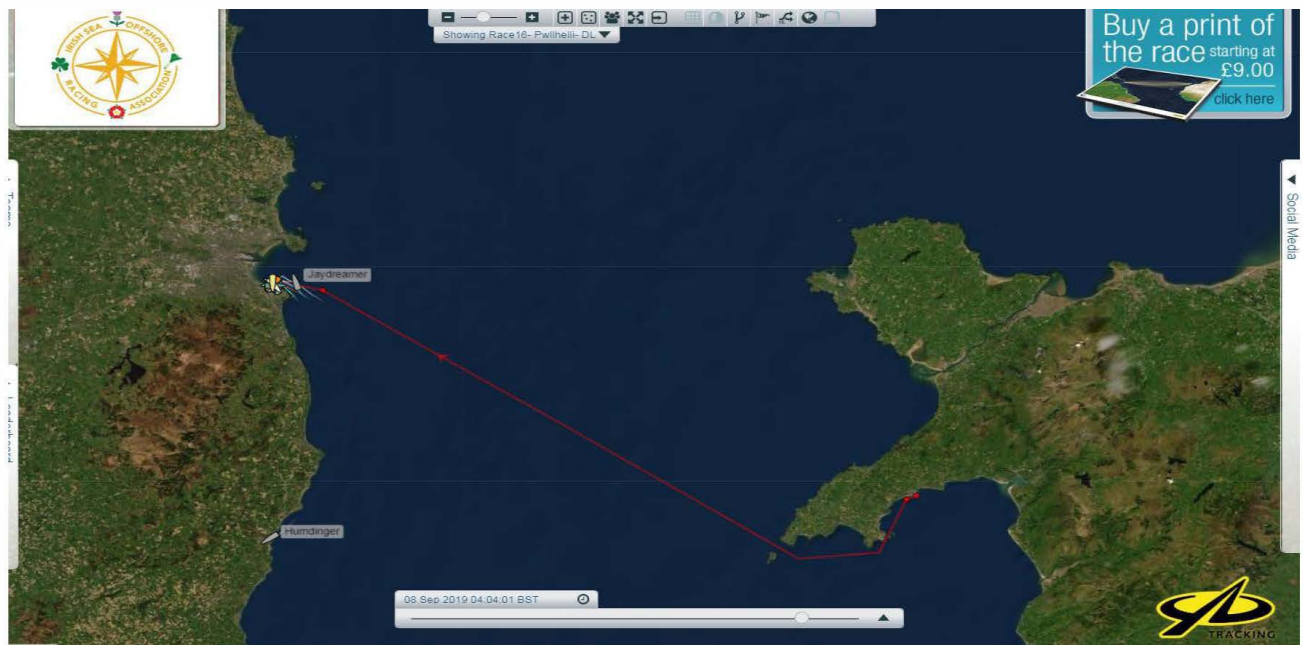
The race started at 07.30. The starter on the Pwllheli Bridge was Robin Evans. The north- westerly wind provided a tight reach from the start line and "Jackknife" and "Rockabill" were fast off the start line and reaching west along the beach towards PS2. After rounding PS2, the fleet headed south west towards St Tudwal's Islands under spinnaker.

At this stage the format for the race was being set. The three contenders for the Wolf's Head, "Jackknife", "Aurelia" and "Rockabill VI" split from the fleet and were racing together in close contact. This was to last for the entire race.

Rounding the headland at St Tudwals the leg west to Bardsey Sound was a fetch but with a foul tide against the fleet, the route to and through Bardsey Sound had to be selected carefully.

Exiting Bardsey Sound the tide was ebbing south. The wind at this stage was still north-westerly providing a 60 mile beat to the finish but this soon changed as the wind veered to the North, liftin the fleet closer to the rhumb line.

It soon became apparent that the forecast was proving correct and the fleet would be close fetching toward Dun Laoghaire. This eliminate most of the tactical options, so boat speed was the main concern.



RockabillVI shortly after starting Race 16, unddr code Zero to PSC 2 -75 miles to go and a win required to seal the Wolfs Head for 2019 - Photo Gerallt Williams

“Jackknife” led the fleet into Dublin Bay and was the first boat to succumb to the failing winds. This allowed the following boats to close the gap. At one stage, it was looking like a small boat race as all the lead boats slowed and the smaller boats compacted the fleet.

The last 7 miles were tricky for the leaders due to the light fickle winds in Dublin Bay. “Jackknife” managed to inch across the finish line under spinnaker to take Line Honours but only managed a 4th Overall. “Aurelia”, followed closely by “Rockabill VI” and Peter Dunlop and Vicky Cox’s “Mojito”, managed to cross the line in the failing breeze. Unfortunately, at that stage the tide was starting to ebb south, stopping the remainder of the fleet as they entered the bay. All of the remaining fleet struggled to cross the line, with some boats retiring late in the evening.

After this challenging and frustrating race, “Rockabill VI” managed to stay close enough to the other two contenders to win the race Overall and the James Eadie trophy and to take the ISORA Offshore Championship 2019. They also won Class 0.

Grzegorz Kalinacki’s “More Mischeif” won the Sliver class to take the Overall ISORA Silver Class 2019 Championship.

“Mojito” took Class 1 with Mark Thompson’s “Jac Y Do” taking Class 2. Full results, as well as the YB tracking of the race can be found on the website: www.isora.org

The traditional end-of-season party took place at the National Yacht Club after the race, where crew from all boats gathered to exchange stories and socialise together. The party extended early into the morning with Charlene Howard’s “AJ Wanderlust” crossing the finish just after 02.00. Finish times were recorded automatically using the YB trackers fitted to every boat.

Prior to the race, on Friday evening, a pre-race get-together took place in Plas Heli (Pwllheli Sailing Club)



Fleet leaving Pwllheli shortly after sunrise - photo Gerallt Williams



The start of race 16 with a fetch to PSC 2 before the reach to St Tudwals - photos by Gerallt Williams



This race ended the ISORA Offshore 2019 Series and Rockabill VI was confirmed as the 2019 Offshore Champions and winner of the Wolfs Head. Class and coastal winners are listed at the end of the yearbook

Prizes for the season will be presented at the Annual ISORA Dinner to be held in the NYC on 9th November. That afternoon the ISORA AGM takes place where the race schedule for 2020 is discussed and agreed.



Jackknife and Rockabill VI shortly after the start of Race 16 under code zero's
Photo by Gerallt Williams

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Mojito Peeling from Code Zero to A2 chasing Aurelia - photo Gerallt Williams



Humdinger, Yo Yo, Jac Y Do and Flair IV - photo Gerallt Williams



AJ Wanderlust, Elandra and More Mischief - The Silver Class top three pictured together in Race 16 - all three photos by Gerallt Williams



Jaydreamer (formerly Sgrech) - This boat knows its way across the Irish Sea



Elan 40 Flair IV



The race is on ! Jackknife, Rockabill VI, Aurelia, Mojito, Jaydreamer and North Star
Photo by Gerallt Williams



Battle of the Sunfasts in Class 2 - SF3200 Jac Y Do and SF37 Humdinger
photo by Gerallt Williams



Elandra, More Mischief and A J Wanderlust during race 16 - Photos by Gerallt Williams

Previous Winners Wolfs Head

2018	Mojito	Peter Dunlop & Vicky Cox
2017	Mojito	Peter Dunlop & Vicky Cox
2016	Sgrech	Stephen Tudor
2015	Ruth	Liam Shanahan
2014	Ruth	Liam Shanahan
2013	Sgrech	Stephen Tudor
2012	Sgrech	Stephen Tudor
2011	Raging Bull	Matt Davis
2010	Raging Bull	Matt Davis
2009	Tsunami	Vincent Farrell
2008	Galileo	Tennyson/Lemass/ Kelliher
2007	Gums n Roses	John and Guy Rose
2006	Gums n Roses	John and Guy Rose
2005	Galileo	NYC
2004	Trincula	HYC
2003	Gums n Roses	John and Guy Rose
2002	Jackhammer	Andrew Hall
2001	Sigmagic	R Dobson
2000	Sigmagic	R Dobson
1999	Keep on Smiling	J T Little
1998	Keep on Smiling	J T Little
1997	Corwynt Cymru	G F Evans
1996	Jackhammer	Andrew Hall
1995	Jackhammer	Andrew Hall
1994	Megalopolis	U Taylor
1993	Megalopolis	U Taylor
1992	Grenade	H & C Morris
1991	Megalopolis	U Taylor & N Biggs
1990	Scenario Encore	A Fitton
1989	Decibel	J Marrow/J Reynolds/P Watson
1988	Checkmate	JM Biggs
1987	Canterbury	AJ Vernon
1986	Banga Wanga	CM Hill
1985	Glider	L Keriiesz
1984	Demelza	N Maguire
1983	Rapparee II	B Kelly
1982	Rapparee II	B Kelly
1981	Rapparee II	B Kelly
1980	Swuzzlebubble	WB Lister
1979	Sundancer	GR Haggas
1978	Dai Mouse III	DWT Hague
1977	Andromeda	AL Stead

2019 Winners Overall for Wolfs Head

1st	Rockabill VI	Paul O'Higgins	678.4
2nd	Aurelia	Chris & Pattane Power-Smith	674.2
3rd	Jackknife	Andrew Hall	665.2

Class 0

1 st	Rockabill VI	Paul O'Higgins	628.6
2 nd	Jackknife	Andrew Hall	616.7
3 rd	Aurelia	Chris and Pattane Power-Smith	609.0

Class 1

1 st	Mojito	Peter Dunlop & Vicky Cox	628.4
2 nd	Jaydreamer	Paul Sutton	515.4
3 rd	Jetstream	Nigel Ingram	479.3

Class 2

1st	WindJammer	Lindsay Casey & Denis Power	651.7
2nd	Elandra	Joe Conway	552.3
3rd	More Mischief	Grzegorz Kalinecki	548.1

Silver Class

1 st	More Mischief	Grzegorz Kalinecki	620.6
2 nd	Elandra	Joe Conway	591.7
3 rd	A J Wanderlust	Charlene Howard	432.1

Coastal Series

Global Displays Welsh Coastal Series - Overall

1st	Jackknife	Andrew Hall	226.6
2nd	Jac Y Do	Mark and Jo Thompson	202.9
3rd	Mojito	Peter Dunlop and Victoria Cox	175.0

Class winners

Class 0	Jackknife	Andrew Hall	
Class 1	Mojito	Peter Dunlop and Victoria Cox	
Class 2	Jac Y Do	Mark and Jo Thompson	

Viking Marine Irish Coastal Series - Overall

1st	Mojito	Peter Dunlop and Victoria Cox	250.6
2nd	Windjammer	Lindsey J Casey and Denis Power	248.0
3rd	Rockabill VI	Paul O'Higgins	238.8

Class Winners

Class 0	Rockabill VI	Paul O'Higgins	
Class 1	Mojito	Peter Dunlop and Victoria Cox	
Class 2	Windjammer	Lindsay Casey & Denis Power	

ISORA Club Team Racing Victoria Cup– Irish Sea Cup

1st	Royal St George	565.7
2nd	Pwllheli SC	558.7
3rd	Royal Irish YC	435.8

ISORA - Irish Sea Offshore Racing Association



REAL BOATS RACE OFFSHORE



With thanks to our race report contributors and photographers..