

# IRISH SEA OFFSHORE RACING ASSOCIATION



YEARBOOK 2017

# Fleet Report

## Stephen Tudor

Hon Sec ISORA



The ISORA Avery Crest 2017 Race Series aimed to provide our traditional offshore racing in the Irish Sea catchment area whilst also incorporating two coastal series, on both sides of the Irish Sea. The 14-race series also incorporated delivery races to Regattas, combined with the Classic Races such as the Dun Laoghaire to Dingle (D2D) and RORC/LYC/RDYC Lyver Trophy race whilst also attempting to minimise boat deliveries where race finishing ports provided the start for the next race.

The ISORA series was designed around a crowded racing calendar and we are grateful for the co-operation of clubs and organisations that arrange races and regattas; the importance of co-ordinating events is now recognised by most so as not to dilute the racing experience and maximise fleet sizes. The 2017 ISORA series started in April and concluded in September. There were 59 competing boats from 19 Clubs. This year the fleet has made use of seven ports including Dún Laoghaire, Holyhead, Pwllheli, Wicklow, Arklow, Poolbeg and Greystones. We are grateful for the warm welcome we have experienced from our host clubs and for their assistance, ashore and afloat.

With the support of our generous sponsors, Avery Crest and Global Displays, ISORA now has 35 YB trackers and these have been utilised to great effect in providing an experience for shore crew and friends. They have also enabled us to push the boundaries on race management with un-manned starts and finishes and good use of Virtual Waypoints.

Fleet diversification is in the make-up of the ISORA fleet with 'racers' competing against 'cruising' boats. Careful race management and the use of sub-fleets and classes means that results are spread throughout the fleet splits. ISORA has again this year used the High Points Scoring System where the more difficult races are weighted with a factor of 1.3 for cross channel Races over 100 miles. 1.2 for cross channel races less than 100 miles. 1.0 for the Night Race and 0.9 for day races. A win in a large fleet will score better than a win in a small fleet using the CHIPS 3 formula. Race results have been published as crew arrive ashore using 'Sailwave' and calculated in IRC and ECHO. Results are published for three Classes in IRC and ECHO, the restricted Silver Class for Cruising boats and, of course, the overall placings per race and Series!

Of note in the 2017 series was the development of the two ISORA Coastal Series; one in Ireland sponsored by Viking Marine and one in Wales sponsored by Global Displays. These are proving to be very popular, are gaining momentum and attracting the largest fleets. Owners are reporting difficulties in getting and retaining crew for grand-prix style racing and consider the longer legs of a 'point to point' style coastal race to be more manageable with less crew and some even reporting a preference for this style of racing. These Coastal Races offer a great starting point for offshore racing, a place where crew can gain experience and possibly become the offshore heroes and leaders of the future.

The VDLR saw an increase in the participants in the 'offshore fleet' and again is a way of attracting 'new' boats to racing. These races were typically about 25 -35 miles and aimed to get the fleet back into a port for the evening social gathering. Racing has been competitive and at times very challenging and I am sure everyone will have great stories of their experiences; the rain off Wicklow Head on the way to Arklow or that wave in Bardsey Sound!

This year the overall winner of the prestigious RDYC's Wolf's Head is Peter Dunlop, Vicky Cox and the Mojito team – Congratulations. The full results are available at the rear this year book. Our congratulations are also extended to all participants and to all Class and division winners.

More information about ISORA is available on our dedicated web site [www.ISORA.org](http://www.ISORA.org), Facebook page and Twitter feed @ISORAracing and we encourage everyone to join the 1,000 recipients of the ISORA e-newsletters by subscribing to ensure receipt of the latest ISORA and Offshore racing news. We are extremely grateful for the support of our main Sponsor Avery Crest, our Coastal Series sponsors Viking Marine and Global Displays and all our Race Sponsors.

We have all enjoyed the race reports, many thanks to our contributors and photographers. The exposure received from Afloat.ie and Y&Y has been superb, and I am sure this has also widened the appeal of offshore racing in summary, ISORA racing is healthy with a growing number of competitors a diverse fleet with varying fleet splits, an interesting race programme – something for everyone and where everyone has a chance of winning.

Finally, on behalf of all ISORA, I would like to thank our Chairman, Peter Ryan, for his energy, enthusiasm and work in arranging, managing and promoting all aspect of ISORA racing for the benefit of the whole fleet.



Peter Ryan Helming Mojito - Fastnet 2013



# Race 1 Dun Laoghaire - Wicklow Viking Marine/RAYC Coastal Series



The first race of the Overall ISORA Avery Crest Offshore Championship 2017 was also the first race in the ISORA Viking Marine Coastal Series 2017 and the Royal Alfred Coastal Series 2017. The weather forecast for the race was for little or no wind leaving a very difficult task for the Sailing Committee to set the course.

This first race saw the appearance of some new boats to ISORA. Tim Goodbody's J109, "White Mischief", Jonathan Bourke's J109, "Dear Prudence", Larry Power's First 31.7, "Kalamar", Brian Hett's Dufour 40, "Oystercatcher", Andrew Algeo's J109 "Juggerknot", Robert Rendell's XC45, "Samaton" and Jim Schofield's Nicholson 32, "Thisbe". Paul Egan and Colm Buckley have returned to the ISORA fleet with new boats First 35, "Platinum Blonde" and J109, "Indian". "Jedi" J109 has changed owners and has returned to ISORA with Kenneth Rumball.

24 boats took part in the race and another 13 boats took part in the ISORA day race being run from Pwllheli (race 2) at the same time. This gave 37 boats racing in ISORA!!! This size fleet has not been seen in ISORA for many years. With the forecast of 3-7 knots NW veering and decreasing 2-3 knots E and veering later to 3-7 knots S, setting a course that would get most boats finished was always going to be difficult.

The Race Committee set the course shortly before the start to:

Start in Dun laoghaire

– South Burford (S) –North and Finish in Wicklow –

a course of 22 miles.

The winds at the start were light north-easterly as the fleet of 24 boats headed off towards the first mark in the south going tide. Fluky winds and conditions at the start made it difficult for many of the boats to get off the start line.

“Juggerknot” and “Lively Lady” led the fleet that turned out to be a beat or tight fetch to the first mark.

Shortly after rounding the first mark, the boats headed in a run down towards the finish with the south going tide. In the decreasing winds and strong tide rounding the South Burford proved to be difficult and split the fleet.

The front bunch led by “Lively Lady” drifted towards Wicklow in the fickle winds, which continued to decrease and shift making progress very slow. While the fleet never stopped, at time it was only the south going tide that provided progress for the fleet. The leading bunch also included, “Tsunami”, Platinum Blonde”, “Jedi”, “Aurelia”, White Mischief”, “Dear Prudence” and “Another adventure”

As the wind had veered to the south east and increased slightly at the same time as the tide was turning north,

“Juggerknot” crossed the finish line first to take 1st in IRC Overall and Class 1 and 2nd in ISORA ECHO Overall and Class1. “Jedi” took 1st in ISORA ECHO while “Albireo” took Silver Class. 16 of the 24 boats finished and made their way into Wicklow harbour for the usual ISORA après sail get together at WSC, some in time to see the “Munster match”!! Crews gathered in the club and planned their next ISORA adventure.



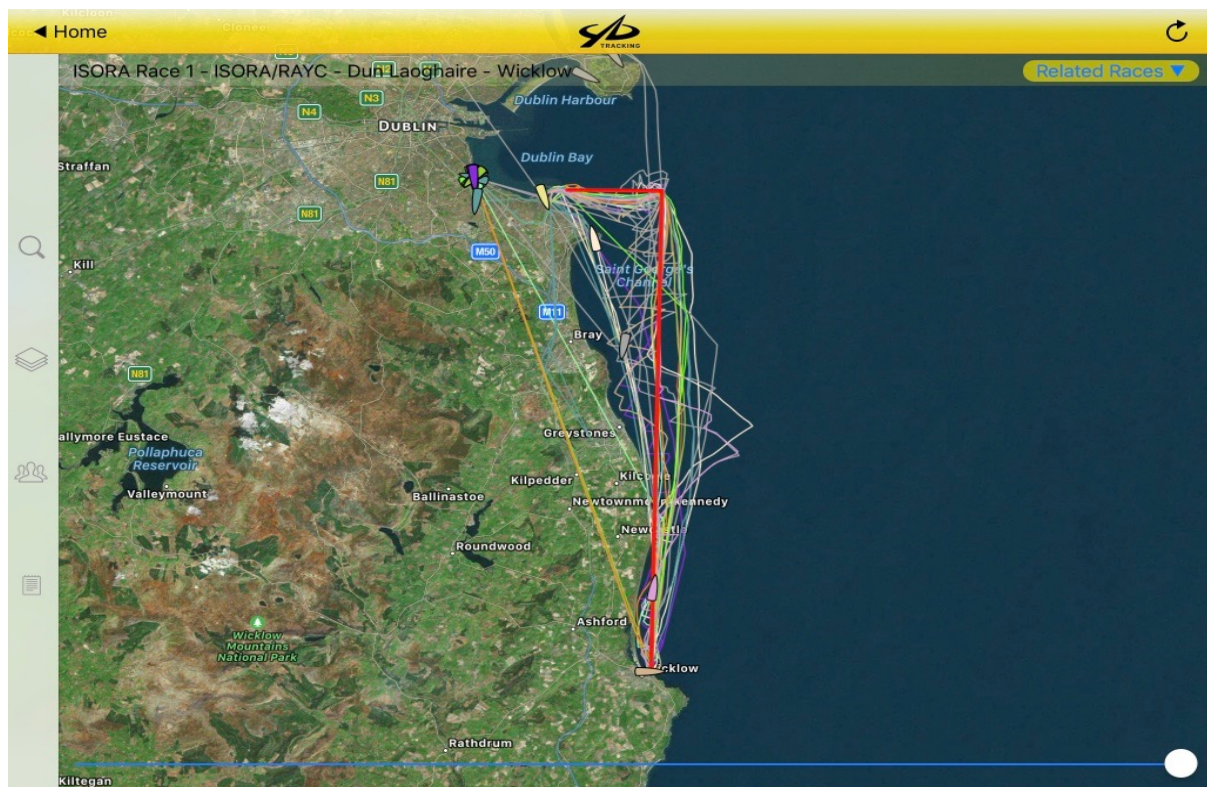
Pre start photo courtesy Afloat.ie



Aurelia photo courtesy of owners



Juggerknot photo courtesy of afloat.ie



YB Tracking for Race 1

# Race 2 Global Displays Welsh Coastal Series - Pwllheli Castle Race



ISORA race 2 was the Pwllheli Castle Race, the first of a three race coastal series within the full ISORA series, and sponsored by Global displays.

The sister race to the Irish side's 'Dun Laoghaire to Wicklow' race also saw light winds and a fair weather forecast. On the pontoons the fleet saw an encouraging 12 kts on the instruments but heading out to the start line at Gimlet rock confirmed that the NW- NNW was going to make things interesting. With winds coming over the hills, flat seas were created but

also very light, gusty and shifty conditions. There had been much talk about code zeros at Plas Heli the night before but in reality the course was one big, 22 mile, windward-leeward starting with a short reach to Pwllheli Sailing Club (PSC) mark number 10, an 11 mile run down to the Sarn Badrig (Causeway buoy), an 11 mile beat back to PSC mark number 3 and another short reach to the PSC offshore finish line and all avoiding the racing areas used by the 120 competitors in the Welsh Youth Championships being hosted in Pwllheli



Race 2 underway photo Gerallt Williams

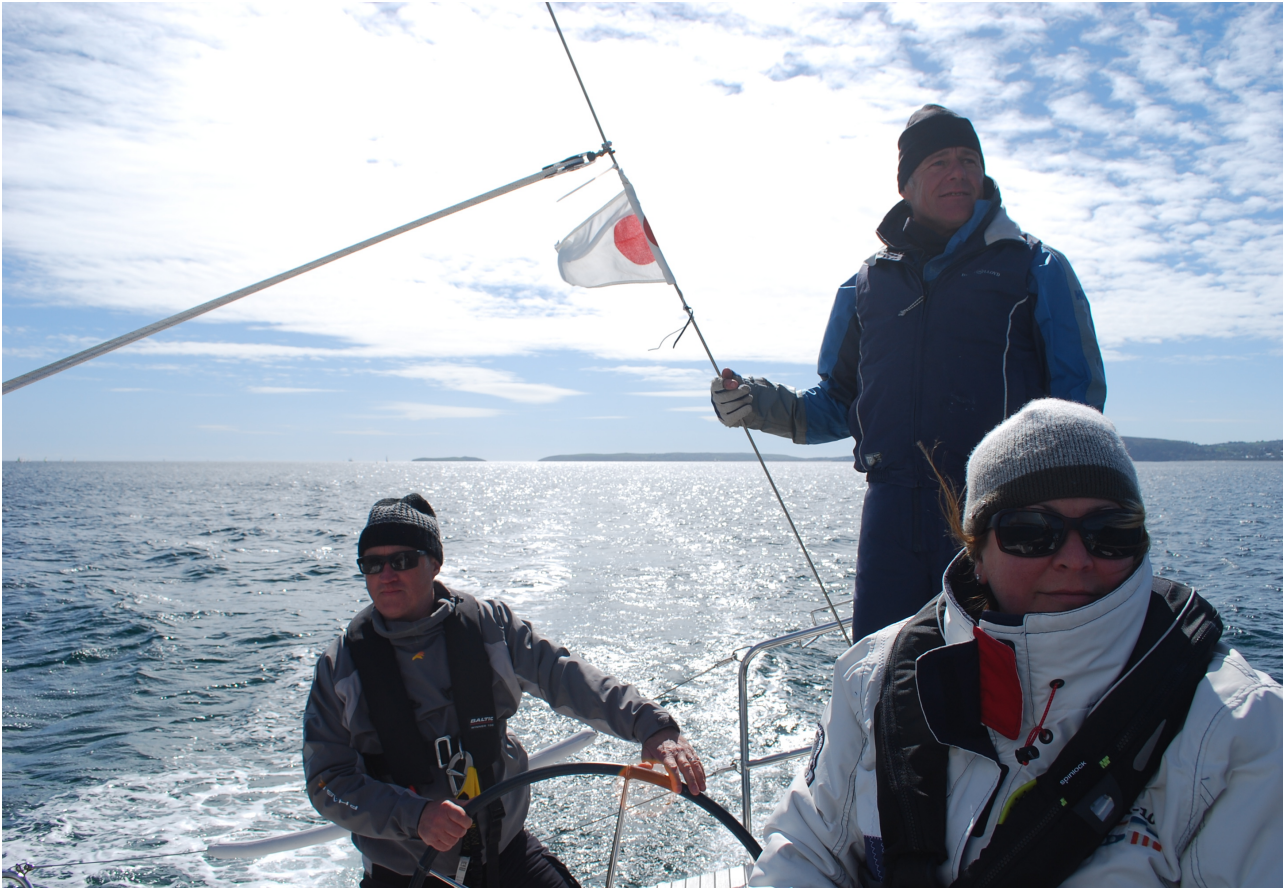
Mojito and Jackknife got off to a good start but Mojito fell into the wind of North Star, a first 40.7 and welcome newcomer to ISORA. Meanwhile last years winners Sgrech found clear air but the higher route meant they needed to cover more distance to the first mark. Jackknife rounded first followed by North Star and Mojito on their transom, up went the kites with spectacular views of Snowdonia The the whole fleet enjoying the steady northerly breeze, sunshine, stunning views of both The Llyn Peninsula and the mountains of Snowdonia and dolphins! As Mojito and North Star got settled into a comfortable deep run.

Jackknife were already hotting it up and heading for the distance on a higher course. Sgrech got a stubborn twist and dropped back whilst also taking a higher route. Aquaplane and Mojo were looking good behind Mojito and as light patches of 6kts started to appear it was looking like the deeper course was paying off. Mojo attempted to keep speed and headed up to Sgrech. This J105s handicap meant that Mojo were still looking in a very good position in the fleet overall at this stage and this new addition to the ISORA fleet, first see last year, will definitely be one to watch in the future.

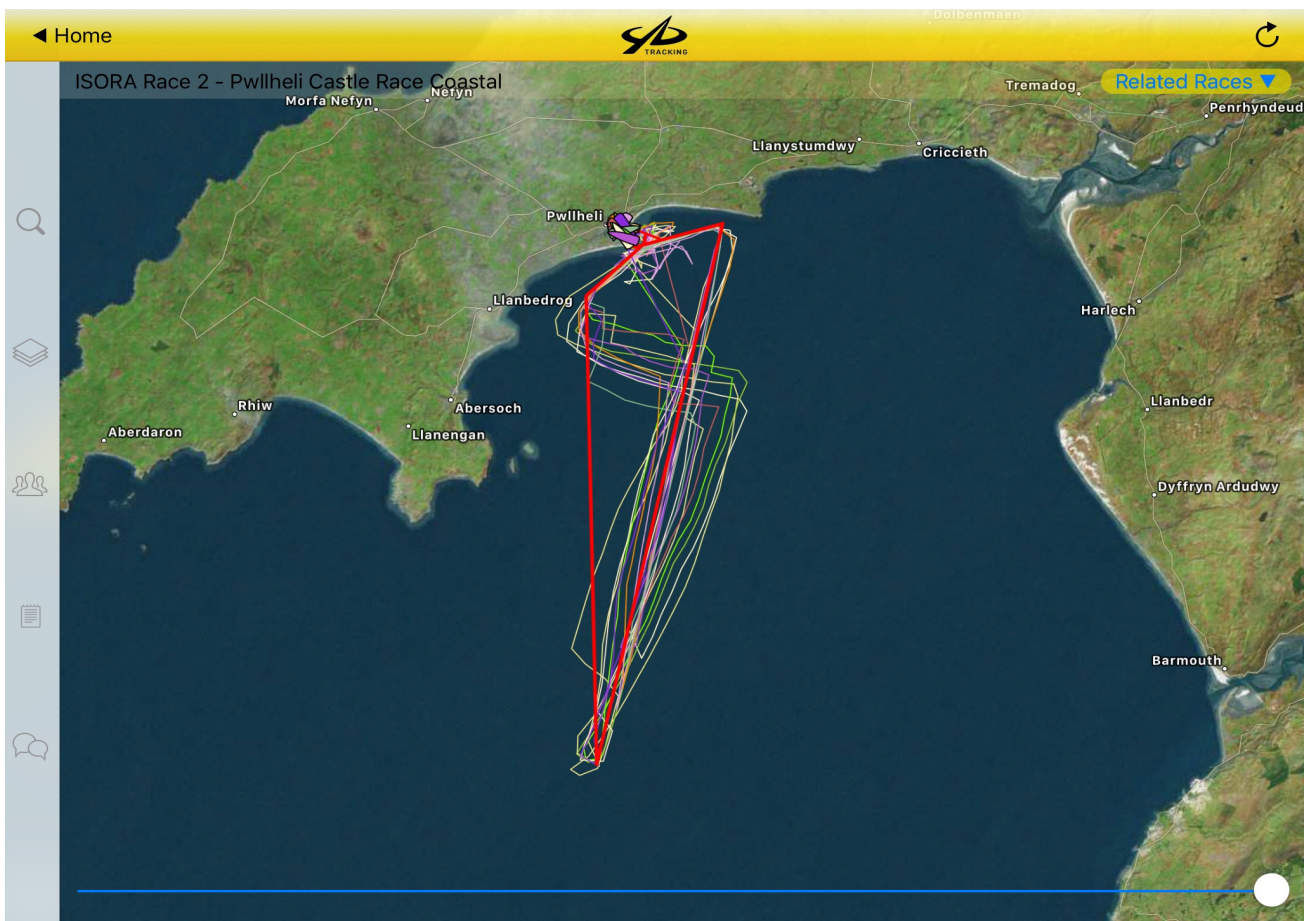
Jackknife's higher course meant they always intended to gybe down to the mark. Approaching the causeway buoy and the wind picked up with gusts of 18-20kts, completely changing the race for the boats behind. Sgrech, with their higher route down to the causeway, now looked to have enough wind to bear away and come in strong at the mark without gybing. But North Star and Mojito, enjoying the display of an accompanying pod of dolphins into the mark, made it comfortably ahead of Sgrech and Mojo in pursuit. Wind over tide on the way back made tough work for the helms in the chop and shifting winds with Jackknife, Sgrech and North Star choosing speed over height.

Closer into land and the wind shifts became more extreme -at one point North Star and Mojito were no more than 20 degrees away from the same heading but both on different tacks. The wind with Mojito was the most stable and if anything, lifting into the mark, whilst North Star and Sgrech were severely headed and forced to put in another couple of tacks. Closer into the mark and it was Mojito that appeared to be suffering from the shifts - did they bear away too soon? They had been cautious though and the small shift back was enough to get a good rounding just as Jackknife (Andrew Hall) were at the finish line well in front of the fleet and taking line honours. On the reach to the finish and North Star (Cris Miles) were in their element and gaining significant ground on Mojito and neck and neck in a nail biting race towards the finish but they couldn't quite get there.

They finished just a bow behind Mojito but rewarded for their efforts with a fine first in IRC class 0. Mojito (Peter Dunlop and Vicky Cox) secured first place in class 1 taking the race overall, with last years Wolfs head winners Sgrech (Stephen Tudor) taking 2nd place. IRC Class 2 was won by Perseverance (Wim Baptist) and E They finished just a bow behind Mojito but re-warded for their efforts with a fine first in IRC class 0. Mojito (Peter Dunlop and Vicky Cox) secured first place in class 1 taking the race overall, with last years Wolfs head winners Sgrech (Stephen Tudor) taking 2nd place. IRC Class 2 was won by Perseverance (Wim Baptist) and the post-race gathering enjoyed the Commodore's reception on the top deck with spectacular views and a presentation later in the bar for Race officer Robin Evans



Aquaplane on the final leg race 2 photo Gerallt Williams



YB Tracking Race 2

# Race 3 "Averycrest" Offshore Race

## Holyhead - DunLaoghaire



The first offshore race of the ISORA Avery Crest Offshore Championship 2017 took place on the 13th May. 32 boats from the entry list of 36 came to the start line in Holyhead.

The weather forecast was predicting southerly winds increasing fresh to strong later in the day. For the first offshore of the season, and to minimise the exposure of the fleet to the later conditions, the course was chosen to be from the start at Holyhead, taking the M2 weather buoy to port, South Burford to starboard and then to the finish. A distance of 59 miles. The start at 08.00 was provided by Dawn Russell of Holyhead Sailing Club using the Pier lighthouse and the Clipperra buoy. Despite a huge natural bias on the line for the lighthouse end, boats appeared to be happy spread along the start line in the gusting winds.

Not only was wind going to be the issue for the fleet but a very strong north going tide at the start would push the fleet northwards, turning what should have been a tight spinnaker leg to M2 into a loose fetch. The fleet headed towards M2 some allowing the tide to push them North, some sailing the Rhumb line. Andrew Hall's "Jackknife" lead the fleet to the M2, located half way across the Irish Sea. At rounding the mark, the fleet was well bunched, encouraging crews.

The leg to South Burford was a tight fetch. It was hoped that the turning tide would push the fleet southwards allowing boats to free up in the increasing winds and sea state

This did not happen until much later in the race – a favourable tide turns quickly, the unfavourable tide never appears to turn? Conditions as the fleet approached South Burford had deteriorated. The winds had increased to 27 knots southerly with greater gusts. The sea state was particularly bad close to the Burford Bank with winds against tide.

Once in Dublin Bay, calm was restored and the final 4 mile reach to the finish was a relief. Despite the wind backing to SE close to the finish, none of the battered crews attempted to launch spinnakers but elected to maintain speed in the blustery conditions.

The finish line was between the pier heads in Dun Laoghaire and the constant procession of boats kept the Finishers, Grainne Ryan, Kathryn Meghan and Anita Begley busy. The trackers were also used to provide finish time and these worked well, providing instant provisional results on the YB Tracking app and ISORA website.

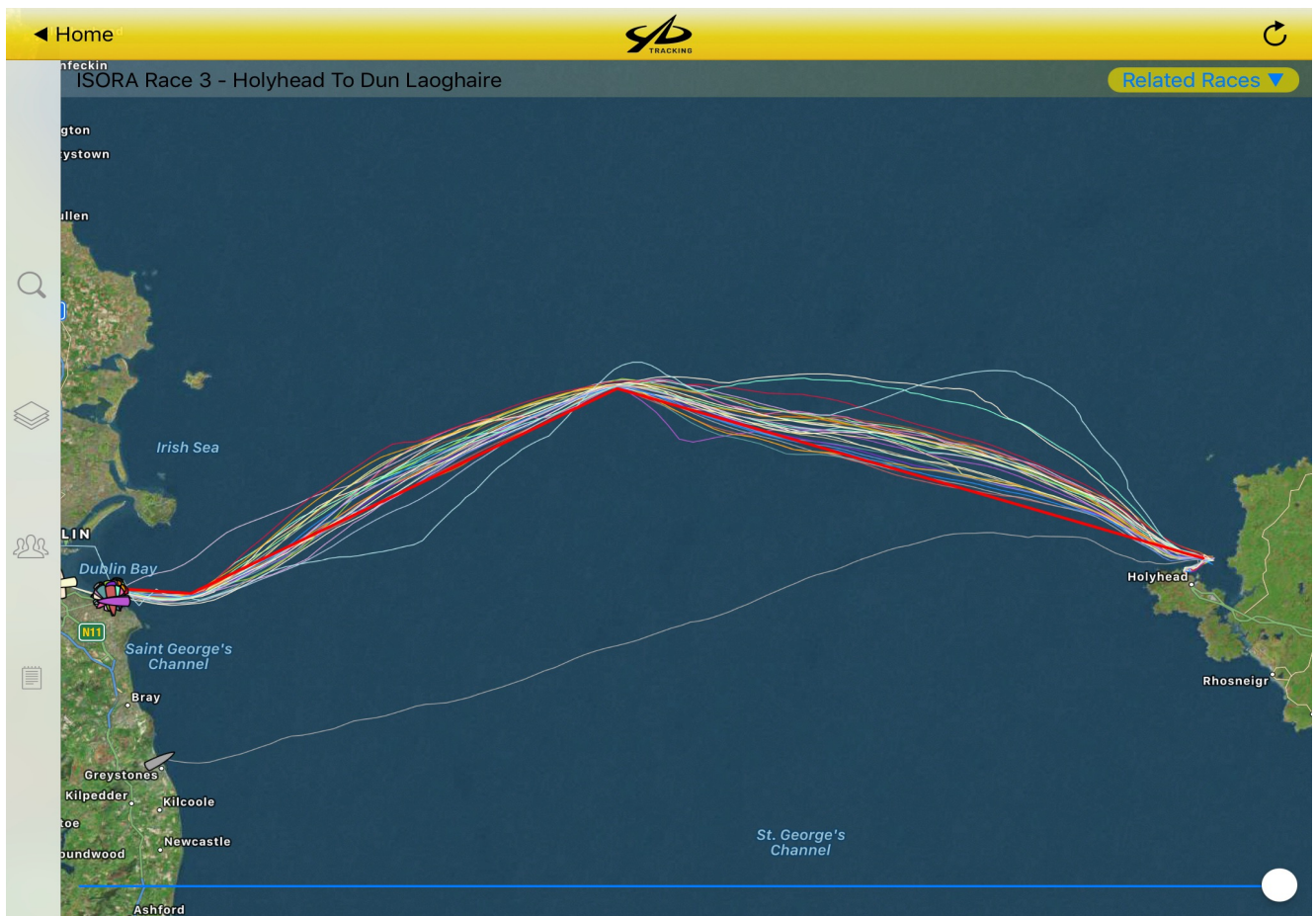
“Jackknife” maintained the lead and took line honours after 7 hours and 34 minutes racing, just over one minute ahead of Neil Eatough’s “Forty Shades”. Paul O’Higgins “Rockabill VI” took IRC Overall and Class 0, breaking the “J Boats monopoly” of the recent results. IRC Class 1 was won by Peter Dunlop and Victoria Cox’s “Mojito” pursued relentlessly through the race by Stephen Tudor’s “Sgrech” who took 2nd place IRC Class 1. IRC Class 2 and Silver Class was won by Charlene Howard’s “AJ Wanderlust”. The newly adopted “ISORA Progressive ECHO” worked fantastically well giving Derek Matthews “Pleione of Dee” ECHO Overall and Class 0. Of the 32 starters, 31 boats finished with Brian Hett’s “Oystercatcher” retiring soon after the start with gear trouble.

After the exhausting race many of the visiting boats tied up at the National Yacht Club and the usual “apres sail” commenced.

Despite not ideal conditions, the general opinion of the race was “tough but rewarding!



Pleione of Dee photo courtesy of afloat.ie



YB Tracking Race 3

# Race 4 Averycrest Offshore Race

## Dun Laoghaire - Arklow



For the week leading up to the race, the weather forecasts were predicting southerly winds. There was also extremely strong tides that day.

As the day of the race approached the different sources of weather forecast varied widely. Some were predicting northerly winds, some southerly and other westerly. In wind strength, the forecasts varied for 0 to 25 knots!! Rain and no rain was also forecast. The feeling was that there was going to be light conditions at the start anyway and the fleet would be punished by the exceptional tide while trying to make their way south. This uncertain weather with the strong tides was a major factor in the reason why some boats pulled out due to the conditions forecast for the course

was: Start at Dun Laoghaire

Muglins (S) South Arklow (S) Finish in Arklow

The start was provided by at DBSC Pier mark by Larry Power and Barry MacNeaney. Just prior to the race the weather readings from the Dublin Bay Buoy was 2-3 knots South West.

In preparation of this start scenario, where the entire fleet would be pushed back from the line at the start and committee boat would stand down at 10 minutes after the start signal and after that, any boats that have not crossed the start line would leave the pin end to (P).

Obviously the "Wind Gods" favour ISORA and Offshore Racing as they provided 5 knots westerly immediately before the start that was sufficient to propel the fleet under spinnaker towards the Muglins. However, even the Wind Gods can change their mind and the wind dropped soon after the start.



Race 4 start picture courtesy of afloat.ie

This drop in wind scattered the fleet, with some boats heading in towards land to get out of the foul tide while others hunted out to sea in search of zephyrs. It took over one and a half hours for the first boat to complete the 1.5 miles to the Muglins.

It was Andrew Halls's "Jackknife" and Chris Power-Smith's "Aurelia" who appeared to dominate the position at the Muglins. Paul O'Higgins "Rockabill VI" who had taken the land side appeared to be stall against the land only to accelerate across Dalkey Sound and nudge in behind the leading boats. At this stage the wind started to build to 5-7 Knots Northerly and just enough to allow most of the fleet to make progress south against the tide. For such a huge tide, the tidal currents did not appear to be generally exceptional? As the fleet approached Wicklow Head the wind disappeared completely.



A wet day on Sgrech photo by Sarah Pemberton

Fortunately the tide had now started to ebb and was helping the fleet south. Despite no wind, the locally strong tides around Wicklow Head pushed the fleet south past the head at nearly 5.0 knots!!! Adding to the challenge of the race, torrential rain fell on the fleet around Wicklow.

The next decision after passing Wicklow Head was what side of the Arklow Bank would boats go? The decision was mostly easily made as boats “found” themselves one side or the other in the slack winds.

The next twist came at the Arklow Bank when suddenly the wind appeared from the West and increased rapidly to 20-24 knots. The boats that had found themselves in at the shore were now reaching fast towards South Arklow while those outside the Arklow Bank were beating for the mark.

Again at the South Arklow buoy, the enormity of the south going tide was obvious as boats “crabbed” around the mark trying to avoid hitting it!!

The final 10 mile leg to the finish in Arklow was a fetch in the strong westerly winds. As the first boats finished, the tide had turned again assisting those boats towards the back of the fleet.

“Jackknife” took line honours with Colm Buckley’s J109

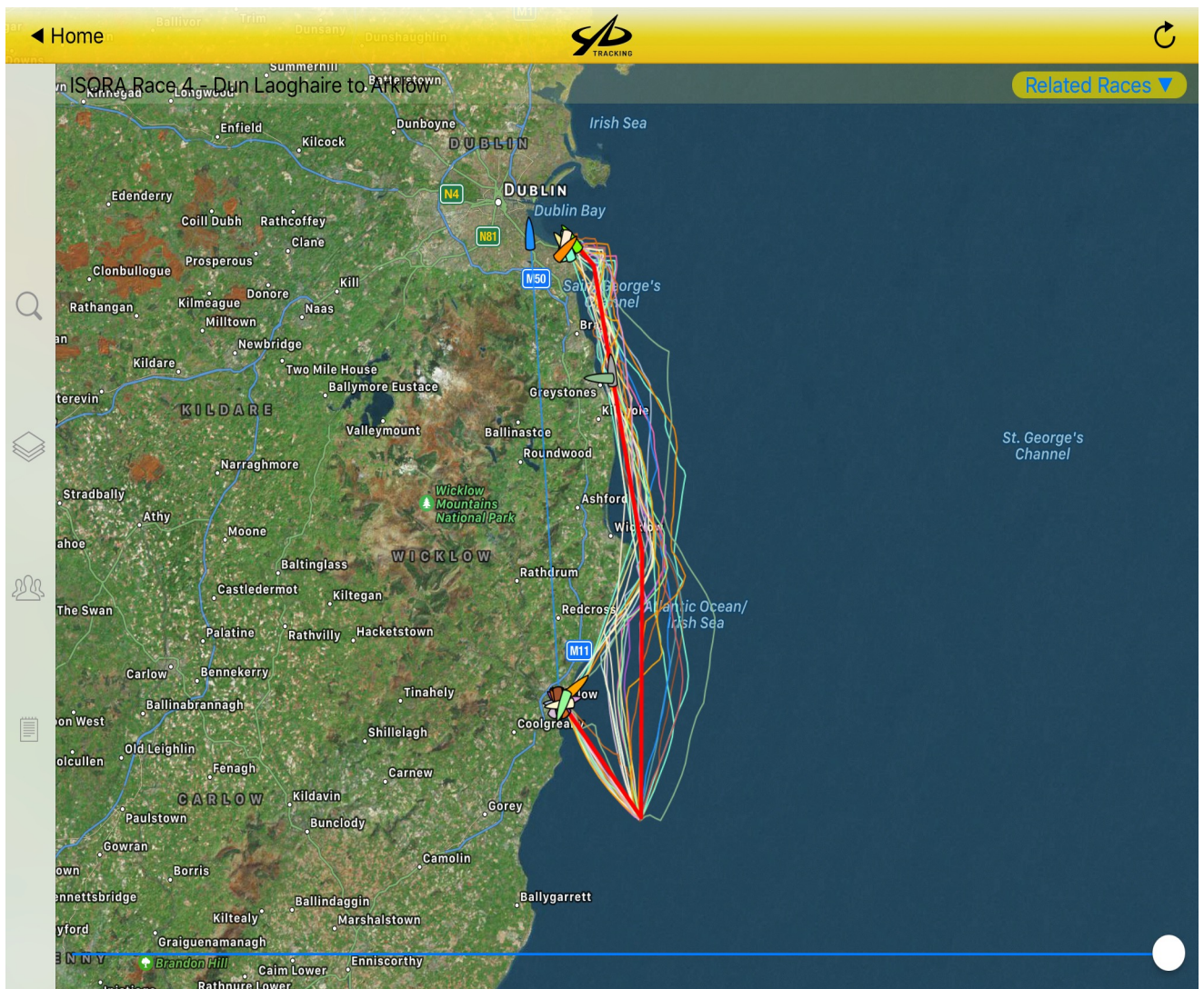
“Indian”, who had no YB tracker fitted, took IRC Overall and Class 1. Two more J109’s, Peter Dunlop’s “Mojito” and Roger Smith’s “Wakey Wakey” took 2nd and 3rd place IRC Overall and Class 1. Paul O’Higgins “Rockabill VI” took IRC Class 0 while Joe Conway’s “Elandra” took Class 2.

The new “ISORA Progressive ECHO” proved to work well with Brian Hett’s “Oystercatcher” taking ECHO Overall and Class 1 while “Elandra” took 2nd ECHO Overall and Class 2 and Grant Kinsman’s “Thalia” took ECHO 3rd Overall and Class 0.

The ISORA fleet had not been to Arklow before but they were met with a huge welcome from Mark Fallon, Commodore of Arklow Sailing Club and all the members there. The large numbers of tired sailors who made their way to the very comfortable Clubhouse were reward with a complimentary BBQ and some live music. All this ensured that another great ISORA Apres Sail took place.



Race 4 Prizegiving photo by Andrew Rosewarne



YB Tracking for Race 4



# Race 5 Lambay and Dublin Port Race



On Saturday, 3rd June, due to a clash of events, the Howth YC's Lambay Races and the Poolbeg Y&BC's Regatta, both of which ISORA committed to incorporate, a new race format evolved.

The way to take part in both events was developed by ISORA. The ISORA fleet would have their start as part of the HYC Lambay Race and complete that course. The fleet would then sail through that finish line and continue on the Poolbeg Y&BC to a second finish at Poolbeg Lighthouse

This was made manageable by the use of the YB trackers recording the first finish at "Stack" mark off Ireland's Eye. The ISORA / Poolbeg Y&BC Race was sponsored by Dublin Port.

Howth Race Officer David Lovegrove started the fleet of 25 boats with an downwind leg from "Viceroy" mark towards Lambay Island. The weather forecast was for 5-15 Knots SE which materialised.

Conditions start to get fickle as the fleet rounded Lambay Island. Andrew Hall's "Jackknife" led the fleet followed by George Sisk's "WOW" and Paul O'Higgins "Rockabill VI". Four J109's were also bunched behind these leaders, Vicky Cox's "Mojito", Liam Shanahan's "Ruth", Kenneth Rumball's "Jedi" and Roger Smith's "Wakey Wakey". There was significant and constant variation in wind conditions across the course varying from 5 to 15 knots. The leg to Portmarnock was a beat. The varying conditions spread the fleet widely and places were won and lost from tack to tack.

As the fleet approached "Portmarnock" some confusion arose with advice from the Race Committee that the mark was "missing" and they were replacing it with a RIB flying an M flag.

When the fleet arrived at the location, the RIB had stood down and the mark had been replaced. Fortunately for most of the fleet, this did not lead to any difficulties.

The last leg of the Lambay course was led by "WOW" who took line honours. "Mojito" took IRC Overall and Grant Kinsman's "Thalia" took ECHO Overall. A Prize giving by Howth YC is to be arranged.

The fleet then continued towards Poolbeg in even flukier conditions. On this leg, the front boats were experiencing very light condition while those boats at the back of the fleet had good wind which had now veered west. This bunched the fleet as it rounded North Burford for the beat to the finish at Poolbeg.

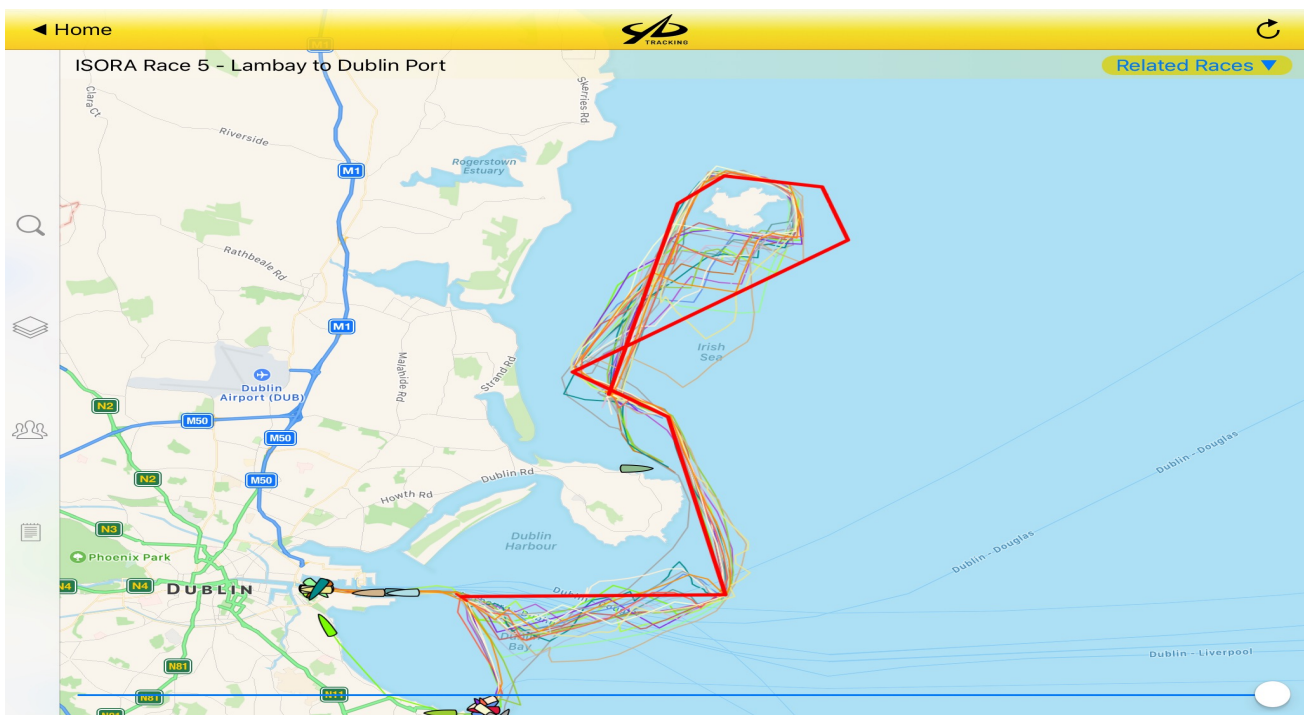
The Overall winner of the IRC Section of the Poolbeg Y&BC Regatta and the ISORA race was "Rockabill VI" with five J Boats taking the next places – "Mojito", "Jedi", "Ruth", Chirs Power's "Aurelia" and "Wakey Wakey". Derek Dillon's "Big Deal" from Foynes YC took Class 2.

In ECHO, two Sigmas took first and second place with Grant Kinsman's Sigma 400 "Thalia" beating Joe Conway's Sigma 33 "Elandra", ahead of "Jedi" and "Big Deal".

Most of the finishing boats made their way down the river to Poolbeg Y&BC where a great “Beach Party” was arranged. A BBQ and music ensured that the party went on well in to the night. A prize giving for the IRC and ECHO winners and placing took place with Commodore Roger Smith making the presentations.



Tsunami Photo by owners



YB Tracking race 5

# Race 6 Dun Laoghaire - Dingle

Full report in [Afloat.ie](http://Afloat.ie)



An account by Charlene Howard - AJ Wanderlust

After a Tuesday overnight delivery to Dun Laoghaire, in which a seal on the port light window failed, a good part of Wednesday morning pre- D2D race was filled with repairs to ensure water would not gush into the boat whenever we were on a starboard tack. Big thanks to master window dresser Stu. More unwelcome excitement when in familiarizing with the inner forestay Ian was unable to remove the elongated shackle for repositioning the stay to the foredeck. Quick work with a hacksaw minutes before departing for the start line nearly gave this skipper heart palpitations. AJ Wanderlust started the D2D race under full main and a reefed headsail, principally because the start line was "busy" and with us sailing as a double handed team, we needed visibility around/under the head sail.

Proceeding south, while most of the fleet went inshore, AJ Wanderlust stayed out. In retrospect, this probably was not the best tactical move, however its intentions were good as it meant less tacking and less being subject to squally inshore winds, all of which would mean more rest for a short handed crew. In later conversations at Dingle, we heard Wednesday night was atrocious at sea. We admitted difficulty recovering lasagna from oven but nothing spectacular in terms of sea state or wind.

Thursday morning dawned with continued big seas and winds. But a beautiful morning to be sailing. :-) Given an impending forecast of even stronger winds, Ian set about rigging the inner forestay so we would be able to set a heavy weather jib. We managed to do this while still sailing best possible course, using the high side effectively. In the end, we really did not need

the heavy weather jib. We noticed ourselves having lost about 5 to 8 miles distance on competitors in the daylight hours of Thursday.

Happily we were able to recover some of this distance on Friday, especially as we neared Fastnet Rock Lighthouse. AJ Wanderlust could not have had a more glorious rounding of Fastnet Lighthouse. Winds were lightening, and the sun was setting in a spectacular flaming orange display. Heading away from Fastnet, we were able

to bear away a bit to Mizen Head. And then, as happens in most offshore races, the wind died. I awoke Ian as Mizen Head approached, not sure if we needed fenders, an anchor or wind, but thinking it best if both were on deck to inch past this headland. Next up, the Bull, the Calf and the Gull.

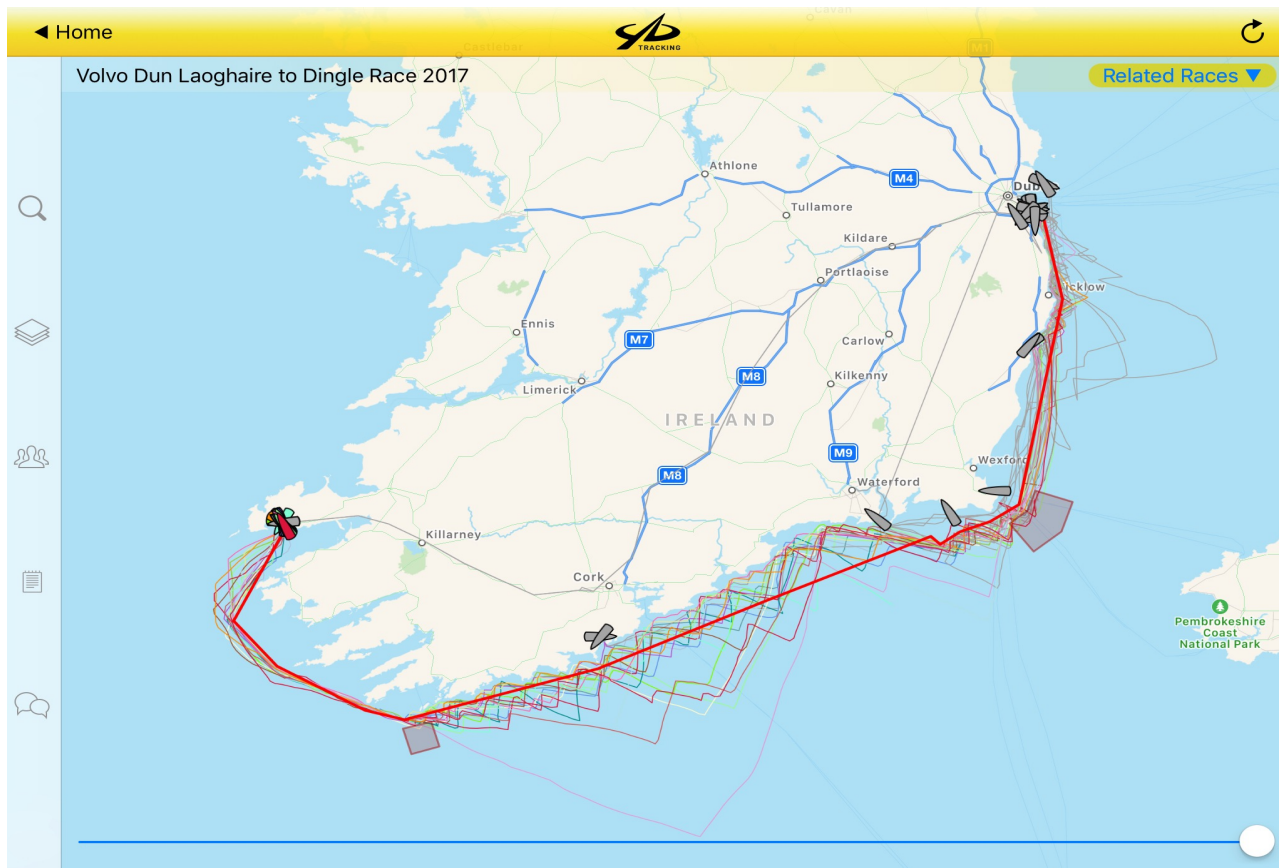
No wind, tide and big seas. AJ Wanderlust struggled past as best a 13 tonne boat can in light breeze. We watched the chart-plotter helplessly as many of our competitor boats escaped and sailed away.

Saturday morning now, finally clear of the Bull, Calf and Gull, we sail toward the Skelligs in a light to moderate breeze, anxious for the moment we can pop the spinnaker and fly. We round Skellig and set the kite. Being an asymmetric, we sail angles for best speed. It is a beautiful sun filled day. I mention out loud what a shame it is to be getting in midday to Dingle, maybe we should just cross the line and keep sailing. Ian's expression tells me I best quickly say not to worry, just joking.

Starting at 7 pm on Wednesday night, AJ Wanderlust crossed the finish line in Dingle on Saturday at 1:06 pm and 34 seconds. After two days, eighteen hours, 6 minutes and 34 seconds of racing. AJ Wanderlust crossed the finish in Dingle in great style, flying her colourful spinnaker. :-) We had sailed 363 miles to complete the course. Our final overall IRC position was 15th, which sounds impressive considering 43 starters, however much was down to competitor retirements.

An excellent greeting in Dingle both by the horn of the finisher, as well as the lovely marina and race committee folks who met us on the pontoon to catch lines and hand over a case of beer from Dingle Brewery. Great night at the prize giving, and the best night's sleep. Actually oversleep, as I never quite got my alarms set.

Sunday, 11 am and we are about to set sail again, after 22 hours in port. Stu makes a rapid repair to the table which has sheared its screws in the boisterous seas. Ian does the shopping for the delivery trip home. It is a glorious day in Ireland with brilliant sunshine sparkling on the green island. We head north and hug the coast, as we do for the better part of the next three days. Unfortunately, most of the delivery home is without wind. We are only able to sail about 15 hours in total. At approximately 12:30 pm on Wednesday, 21 June, we sail into Douglas Harbour. AJ Wanderlust has made her first circumnavigation of Ireland. She is back to IOM with 933 nautical miles more of experience under her keel. Many and great thanks to awesome crew mates Ian and Stu



YB Tracking D2D race

# Race 7 "Lyver Race"

## Holyhead-Dun Laoghaire



The Lyver Race, after the postponement from the 30th June, took place on Friday 21st July. The race is also an ISORA, RORC and a qualifier for the Fastnet Race. While 32 boats had entered the race for the original date, only 13 boats came to the start line in Holyhead last Friday.

The weather forecast for the race was for light to moderate southerly winds to back to westerly during the night and early morning. There was also strong tides.

The race start was provided by Liverpool Yacht Club committee boat at the Cliper buoy outside Holyhead Harbour. The course was as follows: Start - TSS Area (P) – M2 (S) – Rockabill (P) – Kish Light (S) – South Burford (S) and Finish between the pier heads in Dun Laoghaire – 100 miles.

The area of the TSS (Traffic Separation Scheme) was identified by a series of coordinates and all boats were to keep out of this area.

The downwind start saw “Rockabill VI” and “Jackknife” making a clean start and leading the fleet north in a light easterly breeze. Immediately behind these were the three J109’s “Sgrech”, “Mojito” and “Jedi”. These boats continued to match race for the entire 100 miles.

Rounding the top of the TSS the fleet were still under spinnaker as they headed towards M2. On this leg the fleet split with “Jackknife” and “Rockabill VI” taking a southerly route and the other maintaining a more northerly line. Even after the M2 the fleet were still under spinnaker and as the fleet approached Rockabill it was evident that the northerly line was paying off. The winds remained south easterly and had not backed as forecast.

“Jackknife”, although first around Rockabill, had not made sufficient distance from the following fleet and “Mojito” followed next and was leading the fleet.

At that stage only three boat lengths separated “Mojito” from “Sgrech”. “Jedi” had fallen a small distance behind.

The leg to the Kish was a fetch against the tide. On this leg “Sgrech” just managed to inch in front of “Mojito” and rounded the Kish ahead of them. The last leg in towards Dun Laoghaire was a full run in slackening easterly winds and against the now ebbing tide.

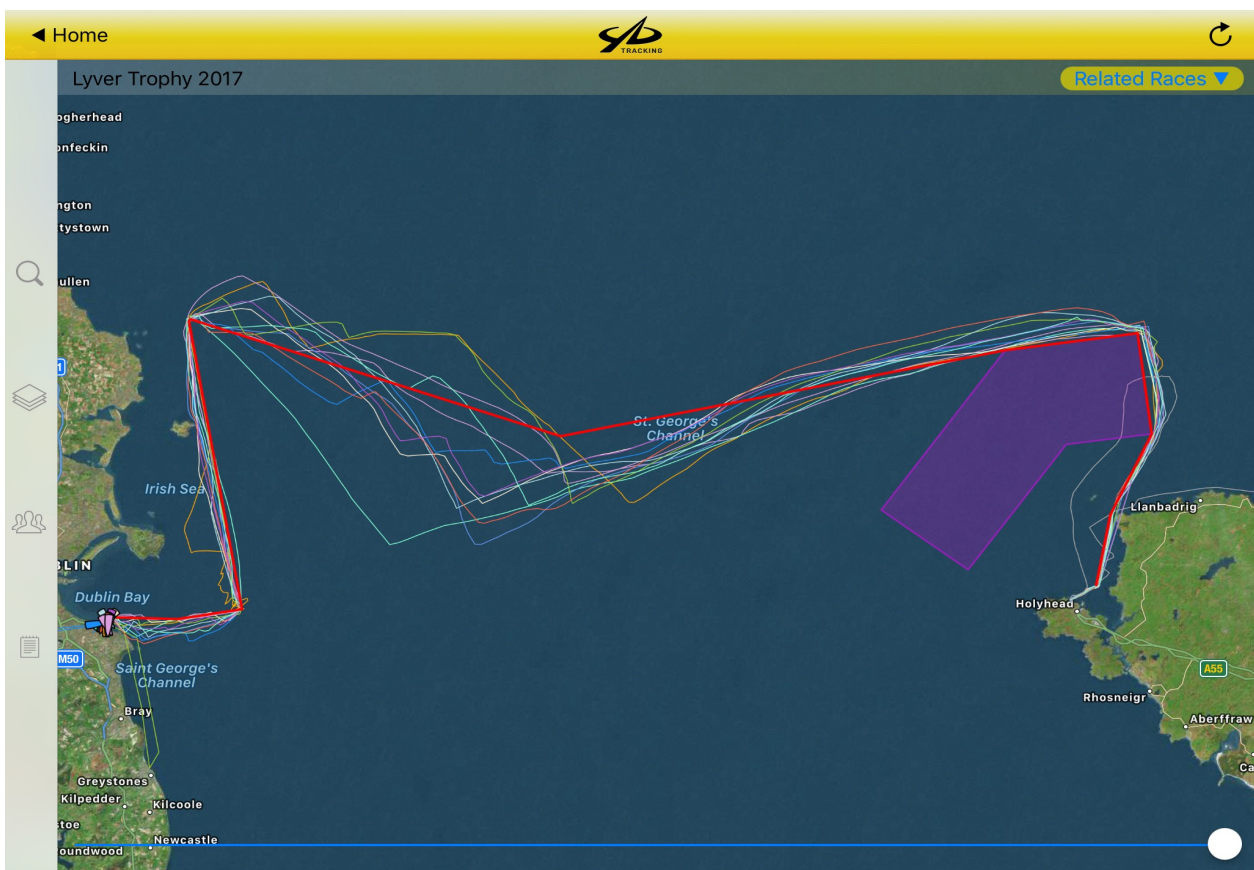
“Jackknife” took line honours and Class 0 IRC but only managed 4th Overall IRC. “Sgrech” managed to hold the slight lead into the harbour, finishing just 2 minutes 26 seconds ahead of “Mojito” but enough to give “Sgrech” the Overall IRC Win and Class 1 IRC. “Elandra” took Class 2.

In ECHO, “Jackknife” took Overall and Class 0 while “Sgrech” took class 1 and “Elandra” took Class 2.

The win by “Sgrech” reduces “Mojito”’s lead in the Overall Wolf’s Head series. However, with “Mojito” heading off to compete in the Fastnet Race, they will miss the next offshore on the 5th August and their lead may reduce even further. All this opens up the competition and may develop a repeat of last year when the Overall Series was dependant on the results of the last race



Flashback - photo by owners



YB Tracking race 7

## Race 8 “Lighthouse Race”



**Adrian Lee  
& Partners**

ACTIVE ASSET AND CURRENCY MANAGEMENT

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**Race 8 is an ISORA qualifying race, a Viking Marine/RAYC Coastal Series race, and also the third day of the Volvo Dun Laoghaire regattae offshore Class, attracting many ISORA boats who were also able to compete in the the RDYC/Jack Ryan offshore series as well**

The forecast for Saturday was for a very light gradient wind, and with a later start scheduled due to the Lions Rugby match, many skippers were nervous about a long course after the experience of shifty light winds over the previous two days. However this delay allowed the sea breeze to develop, and a shorter than the normal 35 miles was planned, with the course set at 21 miles around South Burford, North Burford North Kish and back around South Burford and North Burford, perhaps the race will be renamed the cardinal buoy race? It was a great course though to challenge the crews if the wind developed as forecast.

The VDLR Regatta offshore fleet experienced many wind generally caused by the competition between the forecast NW gradient wind and the SE sea breeze! This has minimal effects inshore but a couple of miles out was where the big effects were!

Luckily with a lighter gradient wind the sea breeze won and with clear skies provided the fleet with a consistent 6-10 kt wind for the whole race, incorporating the much talked about harbour finish! a procedure incorporating a few inshore marks and leading to a finish line deep inside Dun Laoghaire Harbour! A great spectacle for the shoreside supporters, but slightly tense on board the yachts racing to the finish to this line shared by many other fleets including classic yachts



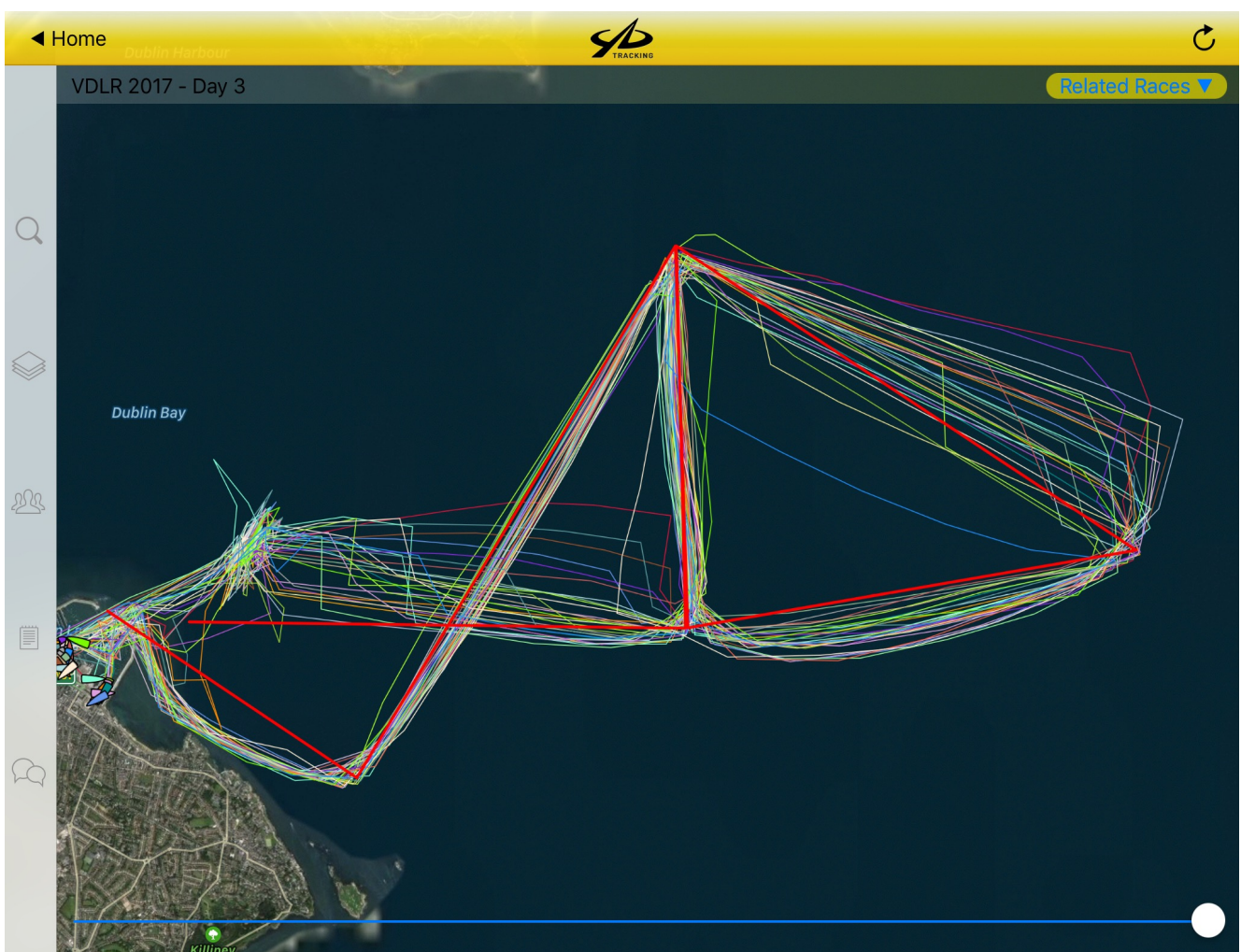
The start was slightly delayed under AP and was moved from the normal area in Scotsman bay to allow for a windward first leg, which on the whole was generally well behaved with a bias at the committee boat end. We elected to go down the line and look for a clearer lane, knowing we would need to tack a couple of times on the first leg with the higher performance boats being able to lay the first mark on one tack. Next leg was a pleasant spinnaker run to North Burford, Upwind to North Kish and finally close to a lighthouse! Round the two Burford cardinals again (with "Aquaplane" getting a closer than desired view of the "Jonathon Swift" fast ferry heading east at 34kts! as we rounded North Burford leeward Mark) and then a fetch down to the Volvo V40 Mark to allow for the infamous harbour finish, mostly under spinnaker, threading between many other fleets racing close to Dun Laoghaire Harbour. With the wind being consistant all day, the race winner completed the course in just under 3 hours.



Congratulations to Chris Pattane Smith J122 "Aurelia" for overall and Class 0 win, Kenneth Rumball J109 "Jedi" first in Class 1 and Paddy Gregory First 34.7 "Flashback" first in class 2 The Royal Dee offshore series was a great success and by won Paddy Gregory in "Flashback" who also won Class 2. Class 0 was won by "Aurelia" and class 1 "Jedi" YB tracking was used for the offshore fleet as in all ISORA races, which again provided a great tool for race management and enable the shore- based supporters at Dun Laoghaire and else- where to follow the action.

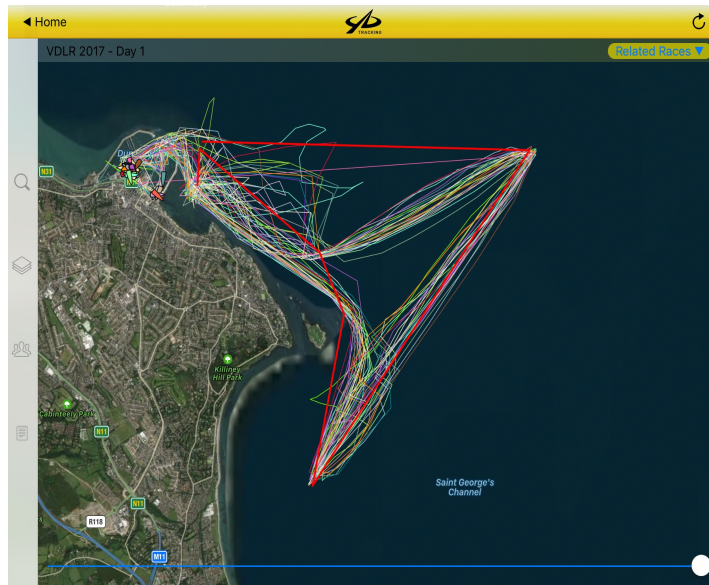
The "Lighthouse race" was won overall and class 0 by Chris and Pattane Power Smith "Aurelia" Kenneth Rumball "Jedi" took class 1, with "Black Velvet" taking class 2

The RDYC/Jack Ryan Offshore series won by Paddy Gregorys "Flashback"

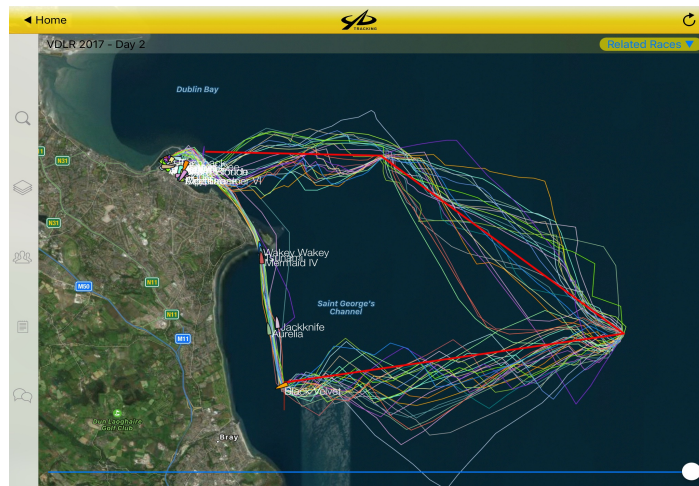


YB Tracking race 8 and VDLR day 3

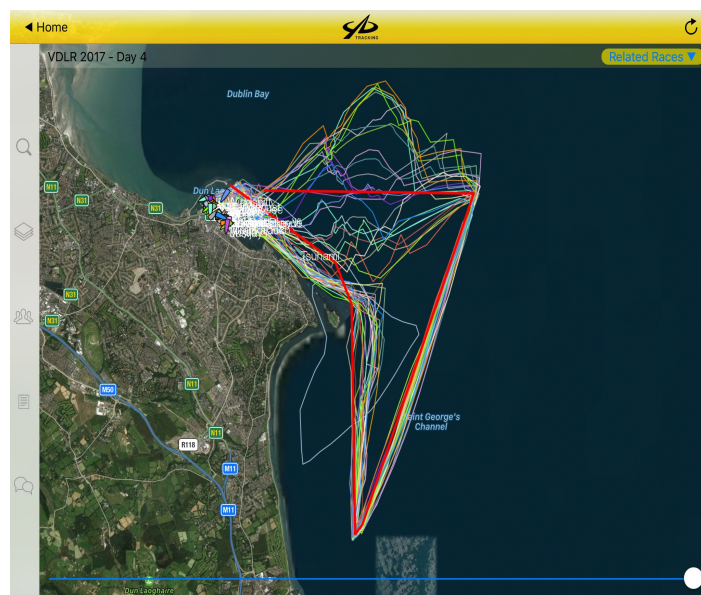
# YB Tracks Volvo Dun Laoghaire Regatta



VDLR Day 1



VDLR Day 2



VDLR Day 4

# Race 9 Dun Laoghaire - Pwllheli



With many ISORA boats competing in the fastnet, a smaller than usual number came to the downwind start line under spinnaker in a 10kt south westerly, which was forecast to reduce from the west during the day. There were many issues to contend with, a strong Irish Sea tide, and crucially the infamous Bardsey "tidal gate" which was in favour until 1530 or so and becoming slack until 16:30hrs. After that with a strong tide against wind, progress through Bardsey would be a challenge!

Andrew Hall's J125 "Jackknife" relished the conditions and had no issues making the Bardsey gate, and enjoyed a great run across Hells Mouth recording speeds of 10kts or so and took line honours in an elapsed time of 9 hrs 41 mins followed by J122 Aurelia.

Chasing hard behind and making the Bardsey gate with 20 mins to spare overall IRC winner, J109 Sgrech, who carried the same spinnaker for the entire race, and only gybing three times. Stephen Tudor described the whole race like a game of chess, with so many variables at play! Indeed Just Jay



was forced to make several sail changes during the run to Bardsey, costing many minutes! Second overall was Howth based J109 "Indian" who enjoyed their first Pwllheli race immensely. Mid fleet finishers recorded elapsed times of 12 -14 hours and managed to dodge the worst of the ebbing tide. At the rear of the fleet in Class 3 "Elandra" and "Oystercatcher" missed the gate and took some time against the strong tide to get clear of Aberdaron bay, indeed "Oystercatcher" elected to go round south of Bardsey meeting up with "Elandra" off Hellsmouth, and both finally finished between midnight and 1am. A great performance by these two class 2 boats who got valuable points, with Sigma33 "Elandra" now leading this hotly contested class.

All competitors were warmly welcomed to Plas Heli, the Welsh National Sailing Academy, busy hosting the Topper Nationals, and the "Pwllheli Sailing Club" bar, where a special ISORA "Sailors Stew" and jugs of beer were on hand for the weary crew.

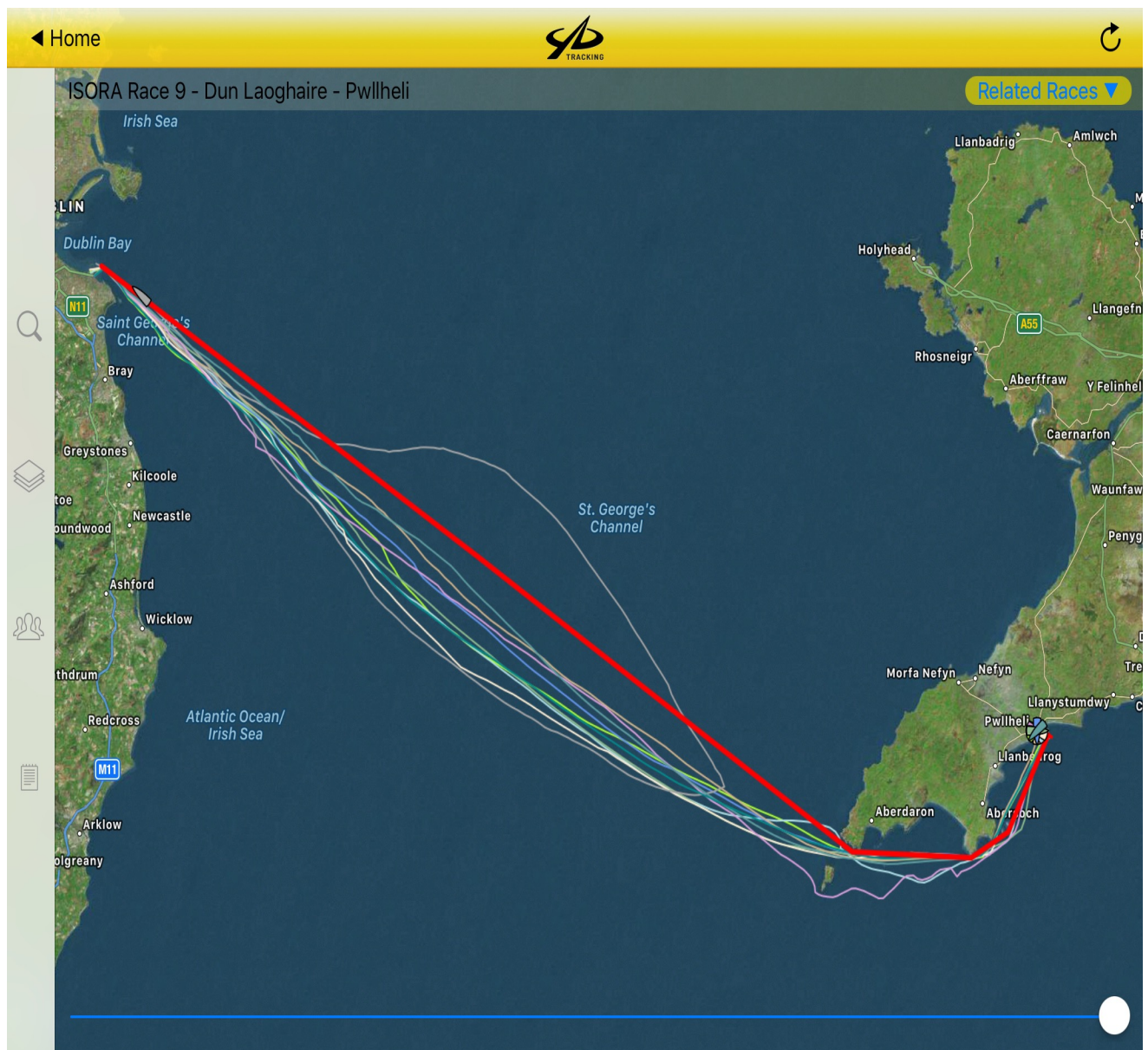


Oystercatcher photo by owners

A great night was had by all and everyone connected with ISORA agreed it was another excellent Race.

This spices things up for the overall 'Wolfs Head' trophy and it looks once again it's going to be a match race during the James Eadie race in September, between Sgrech and the series leader Mojito

This race was also the feeder race for the Welsh IRC Championships. more information on this championship at [www.ircwelshchamps.com](http://www.ircwelshchamps.com)



YB Tracking Race 9

# Race 10 Viking Marine/RAYC Coastal Series Night Race



What has been ideal night sailing conditions for this race in past seasons was certainly not ideal last Friday night, 18th August, for ISORA's Night Race. Weather forecasts all agreed on what faced the fleet of 18 boats that came to the start line. Four other boats had earlier pulled out. All forecasts were promising westerly winds of 25 knots and gusting. This was to remain before moderating by early morning.

Due to the conditions the Sailing Committee decided not to use the traditional turning mark on the course, North Arklow, but instead use an inshore course, keeping the fleet away from the banks. The course was: Start at Dun Laoghaire – North Burford (S) – Killiney Outfall (P) – Breeches Buoy (P) - South Bur-ord (S) – Finish between the pier heads in Dun Laoghaire – 36 miles

The race started in the 25 knots of westerly wind, sending the fleet fast broad reaching towards North Burford. Some of the boats attempted to hoist spinnakers but no great

advantage was gained due to handling difficulties as the westerly winds gusted up to 32 knots. Daragh Cafferkey's "Another Adventure" was first to round followed by Chris Power-Smith's "Aurelia". The next leg was a loose fetch / tight reach down to Killiney Bay. The fleet had split at this stage. "Aurelia" had passed "Another Adventure" to round that mark first. Close behind the leaders was Kenneth Rumball's "Jedi" and Roger Smith's "Wakey Wakey" and Vincent Farrell's "Tsunami".

The next long leg south to Breeches was another broad reach but this time those boats who ventured to hoist spinnakers broke away from the fleet, despite the many broaches. Rounding Breeches Buoy, "Aurelia" still was maintaining its lead just ahead of "Another Adventure".

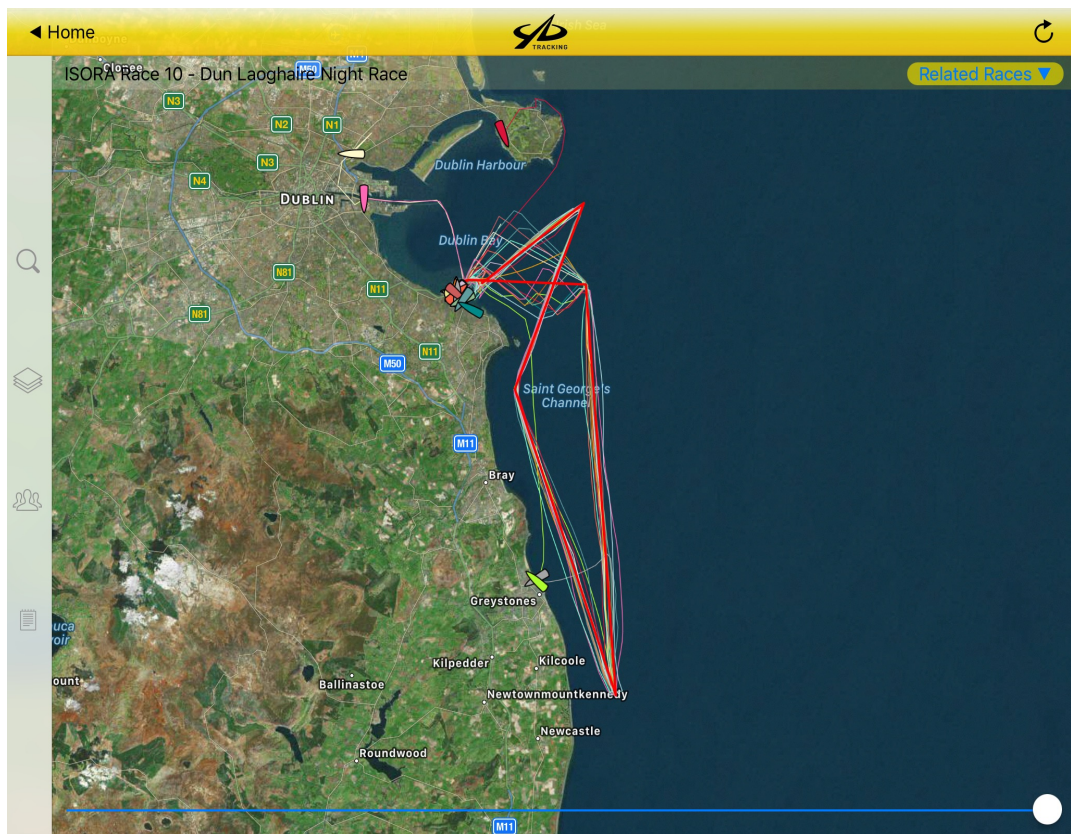
The following leg was a fetch north to South Burford. "Aurelia" had by this time extended its lead from "Another Adventure" followed by "Jedi", Colm Buckley's "Indian", "Tsunami" and Paul Egan's "Platinum Blonde". The last leg to the finish was a beat. "Aurelia" continued to extend his lead and took Line Honours, IRC Overall and IRC Class 0. "Jedi" just pipped "Another Adventure" by 26 seconds to take 2nd IRC Overall and IRC Class 1. Derek Dillon's "Big Deal" took IRC Class 2. In ECHO, Jim Schofield's "Thisbe" took Overall and Class 2. "Aurelia" took Class 0 while "Jedi" took Class 1. T

The Overall Avery Crest Offshore Championship is hotting up with "Mojito" slightly ahead of the current Champion "Sgrech" and followed closely by "Jedi" and "Aurelia".

With a large fleet expected for the last offshore from Pwllheli to Dun Laoghaire on the 9th September, it is possible for any one of those boats to snatch the coveted "Wolf's Head" trophy.



Kenneth Rumball INSS.ie "JEDI"



YB Tracking race 10

# Race 11 Global Displays Welsh Coastal Series Night Race



Race 11 was the rescheduled Pwllheli night race, always a popular race for the UK based fleet, and the final race of the Global Displays Welsh Coastal Series. Once again in the build up to the race, forecast light winds dropping to 1-2 kts by midnight left the race committee with great difficulties setting a course.

With many of the lit marks not appropriate for the wind direction, a decision was taken to use a "virtual mark" as part of the course. This is one of the advantages of using Yellow Brick trackers and one of many innovative race management decisions ISORA has made over the years. With breeze most likely to be found to the SW a course was set for a 20:15 start: PSC start/ PSC2/Carreg Y Trai/52 44N 004 31W/Carreg Y Trai/Plas heli Finish

The fleet assembled for the 20:15 start for a gentle fetch down to the west end mark into a glorious sunset, with many electing to fly an A3 sail even at a fairly tight angles. Carreg y Trai and darkness came very quickly. The wind held for the leg up to the virtual mark, but with the wind starting to veer a little. Sail choices were difficult with many boats changing between Jibs and A sails.

A clear gap opened up, between the leading J's and the pack at the rear of the fleet, but with decent speeds being maintained, we elected to retain the A3 for the whole of the leg up to the virtual mark, and with thoughts of making it back for last orders, and a fast race, we broke out the wine gums! this signalled a sudden drop in the wind and with the direction fluctuating widely we were buried ..again. This affected the group of four boats at the rear, and certainly dampened the high spirits.!

With the next leg a reciprocal, we knew it would also have an impact on the leading pack, so hopefully not a disaster. Luckily the wind although reduced steadied, and we were able to make reasonable progress up to the mark, and hoped to see the sail choices of the leading boats as they passed in the moonlight. With Jackknife Sgrech and Mojito all using different sails, we learnt nothing!

Round the virtual mark, steady progress with three sail changes back down to Carreg Y Trai with the breeze steady from the North at 3- 4kts. With careful trimming, minimal movement and a bit of tide, we were able to maintain a steady 2-3 kts on the flat oily sea, and noticed the leading pack were parked 1/2 a mile or so from the finish, and we were closing the gap! Queue spirits back up! So decision time....it looked like the wind was slowly veering, so we elected sacrifice a little boat speed to keep pushing North of the Rhumb line, and try and use the weak flood and lay the finish in one tack, hoping the wind would not veer too much. Hearing nothing on the radio we continued to close the gap at a steady rate with one eye on the ais! Constant trimming and hard work by the crew kept the boat moving at a reasonable VMG.

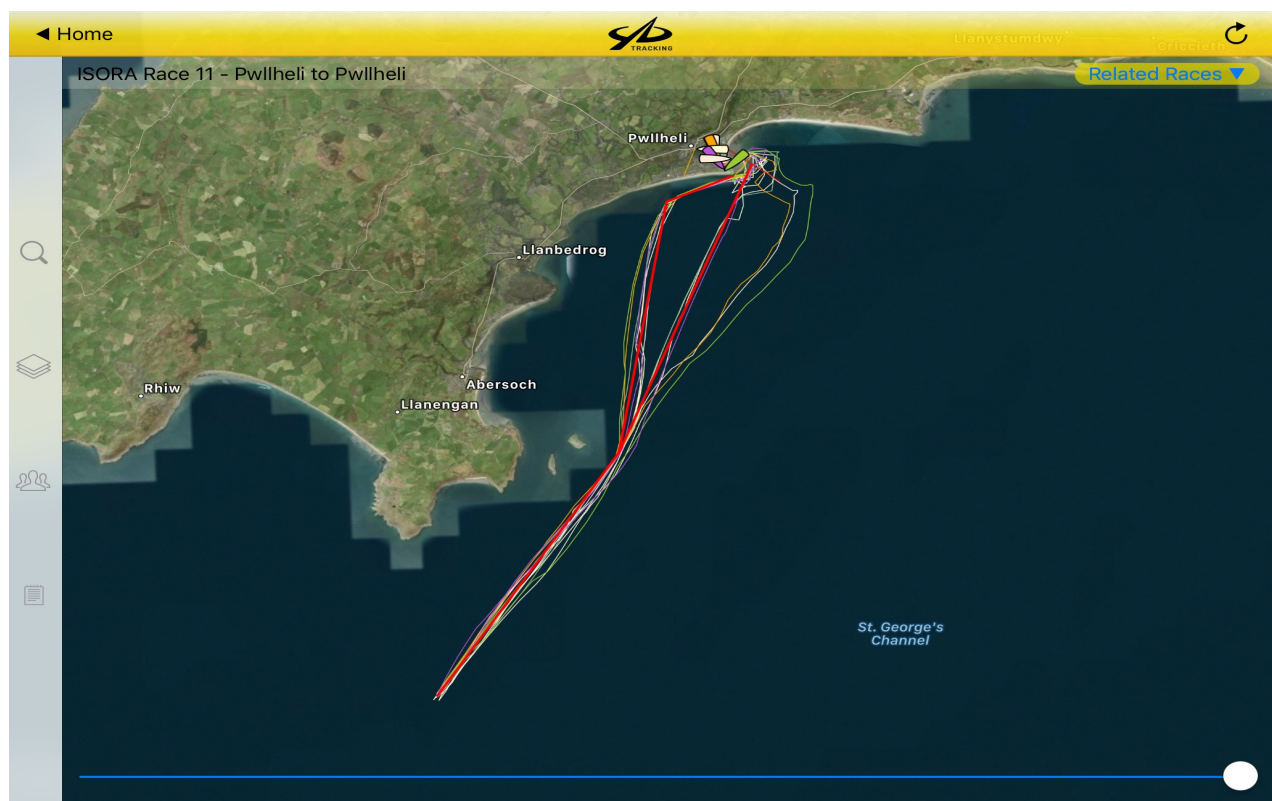
We heard Sgrech finish at 01:30 but nothing from Jackknife and Mojito. As we crept into the home straight we got a massive and sudden wind shift requiring a 45 degree heading change ....doh! hearing Jackknife and Mojito finish gave us the encouragement that although shifted, there was still some breeze at the finish. One tack and we crossed the long Plas Heli line in the company of XP33 Darling xx and got the finish signalled by ISORA vice chairman Jerry Williams and Gwen Williams.

Another great race with Line honours and overall win by Sgrech, who now leads the series overall table from Mojito by 3 points.

The fleet all finished within an hour or so, and a great Après sail was held in Plas Heli, with race sponsors Tudor estate agents buying a huge round for the whole fleet. Great discussions were had, lots of "refreshing beverages" consumed, with the ever competitive "Mojito" crew last to leave at 10:30am, much to the amusement of the dinghy sailors arriving for Saturday racing! Special mention to Charlene Howard and crew on "AJ Wanderlust" coming all the way from the IOM for the race.



Aquaplane after the start - photo by Shelley Cook



YB Tracking race 11

# Race 12 Viking Marine/RAYC

## Coastal race to Greystones

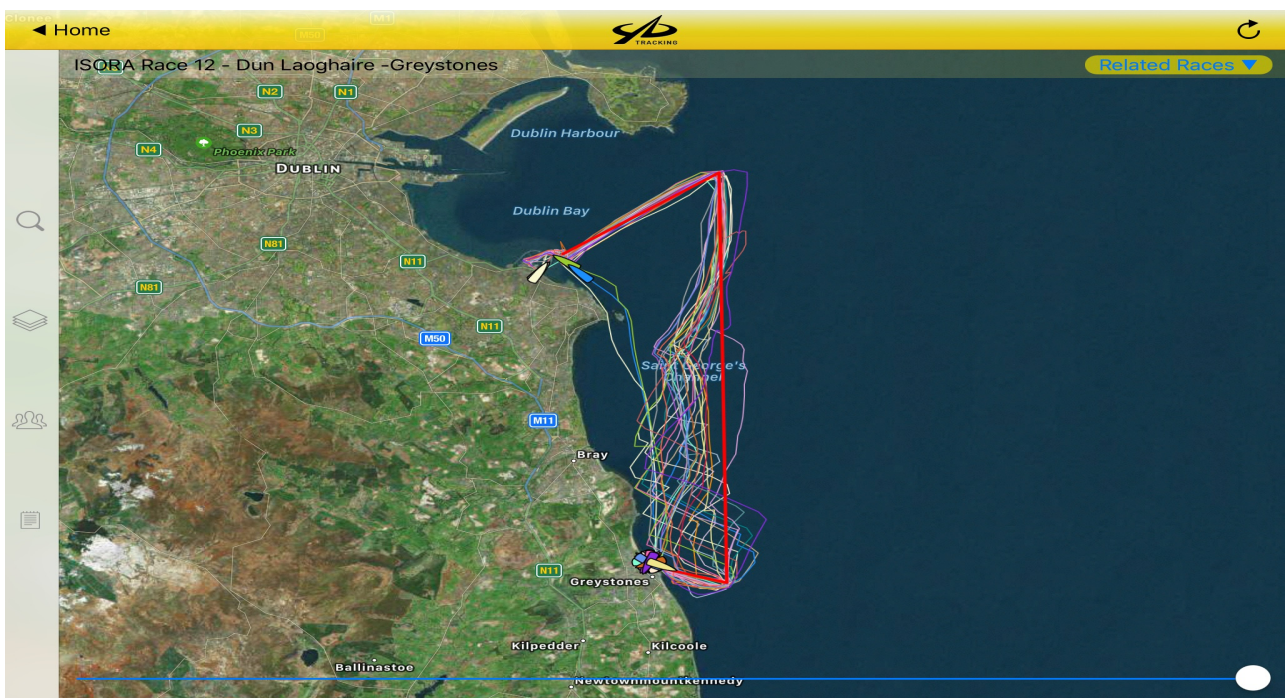


This was the final race in the Viking Marine/ RAYC coastal series and was a feeder race to Greystones for its Regatta the following day. With lights winds and a strong tide short course was devised.

Jedi took the overall race win and also class 1 this confirmed Jedi as the winners of the coastal series.

Chris and Pattane Power Smith in Aurelia took class O with Paddy Gregory and Flashback taking class 2

Full report [www.afloat.ie/sail/offshore/isora](http://www.afloat.ie/sail/offshore/isora)  
and for video footage click here



YB Tracking Race 12

# Race 13 "Global Displays Welsh Coastal Series" Pwllheli Day Race



Race 13 is race 2 of the Global Displays Welsh Coastal series and also part of the ISORA overall series. In the build up to this race, the forecast for light winds, seemingly decreasing as the day got nearer, caused the race committee great difficulties setting a course, with light winds and forecast direction widely fluctuating! The Irish fleet in Race 12, sailing the Dun Laoghaire to Greystones race faced the same issues. A further complication was the desire for all to make it back in time for the Clwb Hwyllo Pwllheli Sailing Club summer BBQ.

A smaller than normal fleet came to the line after a fair few withdrawals, possibly due to the forecast but also due to "fixture congestion" and with a reasonable 4-5 kts breeze from the SW filling in, the fleet started from the PSC line on a 15 mile course to PSC2 EURWYN PSC5 and finishing at the Plas Heli line.

A steady beat down to number 2 against the tide caused no issues before a reach to Eurwyn Buoy.

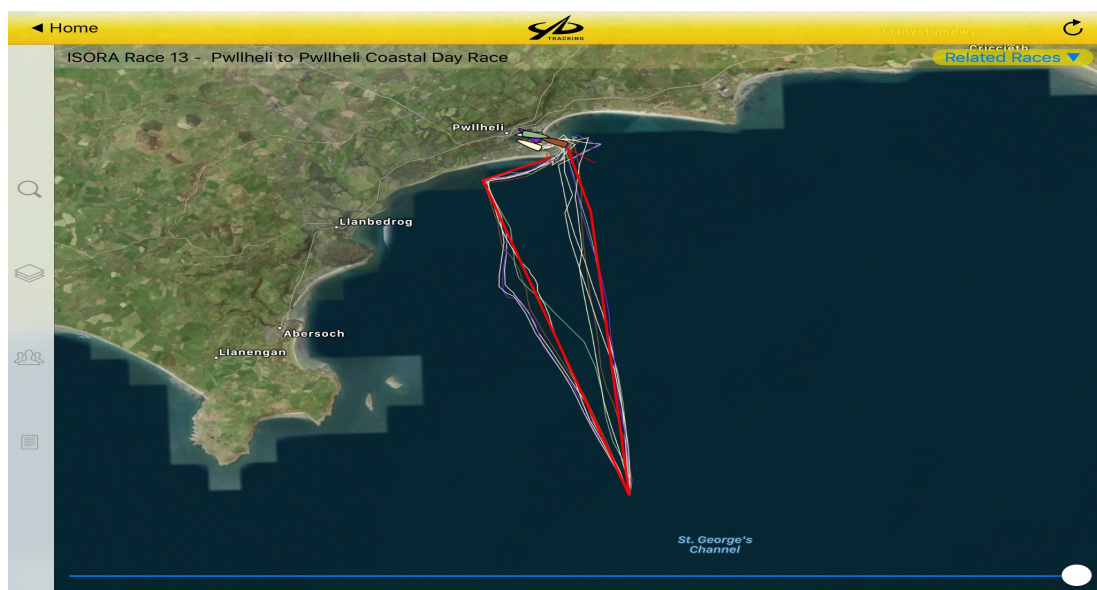
Jackknife got away from the fleet and seemed to avoid the big wind hole that formed a mile South East of number 2. The J109's were the first to escape its clutches followed by Talaris, leaving Aquaplane buried at the back, trying many sail changes to get moving, eventually goose winging a code zero and the main to get over to some breeze! Sadly never able to make up much of the lost time. The wind then filled in again to a steady 6-8 kts and the fleet had a straight forward reach to Eurwyn and broad reach under spinnaker back to the finish via Number 5 Jackknife executed a flawless race taking line honours and overall just 19 seconds corrected ahead of the ISORA overall leader and on form Mojito, racing straight after Abersoch Keelboat Week, where they had great results in IRC1, and taking IRC 1 in this race, with Talaris taking IRC 2

After racing a pleasant afternoon was had by all on the Plas Heli balcony discussing the race, with ISORA secretary and current Wolfs head champion Stephen Tudor giving a great account of the race from his perspective! with witty contributions from his co-owners!

A fantastic BBQ was organised by Plas Heli and another great evening enjoyed by all. The next race is the season defining "James Eadie" race from Pwllheli to Dun Laoghaire, which will then confirm this years overall "Wolfs head" champion and winners of the three classes It's looking like the Wolfs head will stay in Wales for another year



Arfon Jones and Stephen Tudor - Sgrech



YB Tracking race 13

# Race 14 "James Eadie" Race - Pwllheli - Dun Laoghaire



J Boats dominated the last race of the Avery Crest ISORA Offshore Series 2017 that took place on Saturday 9th September. The race was an 80 mile course from Pwllheli to Dun Laoghaire.

What made this race so significant was that it was to decide the ISORA Offshore 2017 Championship. The current Champion, Stephen Tudor in J109 "Sgrech" from Pwllheli was competing against fellow Pwllheli sailors Peter Dunlop and Vicky Cox in J109 "Mojito". Also in the race was Kenneth Rumball's INNS J109 "Jedi", Colm Buckley and Simon Knowles J109, "Indian" from Howth and Chris Power Smith's J122 "Aurelia" from Dun Laoghaire. Andrew Hall's J125 "Jackknife" was also racing.

Prior to the race, Stephen Tudor's "Sgrech" would win the Championship and retain the coveted "Wolf's Head" if they beat "Mojito" or even if they were within one place behind "Mojito" in the results, irrespective of the placings. The weather conditions for the race were not ideal with strong north westerly winds forecast providing a long beat for the fleet. Also the fact that there were spring tides on the day just made conditions worse. The course for the race was from the Start at Pwllheli to round a local racing mark PSC2 before heading through St Tudwal's Sound, Bardsey Sound and a long 60 mile beat to Kish Lighthouse before the final fetch across Dublin Bay to the finish between the pier heads in Dun Laoghaire.

The weather at the start was rather benign with a north westerly wind of about 15 knots and a flat sea. This soon changed as the 20 boat fleet raced through St Tudwal's Sound and into the start of the overfalls. The first leg was a tight reach. The leg to Bardsey Sound was a fetch with increasing winds and deteriorating sea conditions. As the fleet approached Bardsey Sound the wind had built to a steady 25 knots and the flood spring tide was at its strongest. Bardsey Sound is not the best place at most times but these conditions revealed the nastier side of the area. Mountainous breaking seas bounded the fleet as they were shot through the sound at speed up to 11 knots over the ground.

After the fleet exited Bardsey it was a full beat to the Kish Light. At this stage it was obvious that most of the J Boats were match racing with "Jedi", "Sgrech" and "Mojito" side by side. "Jedi" eventually took the westerly leg and headed "towards the banks on the Irish side. Sgrech", in an attempt to force "Mojito" to break cover, headed north. "Indian" and "Aurelia" were there but not heavily involved in the "match". "Jackknife" took an immediate leg north after Bardsey.

When the tide ebbed, the fleet faced tide flows of over 4 knots against them and little progress was made until this ebb tide waned.

Most of the fleet eventually converged around the India Bank, off Wicklow, and it was obvious that the westerly leg was more advantageous. Of the boats that headed north, "Mojito" just led "Sgrech". When the converge happened "Jedi" had made great progress and was 2 miles ahead of "Mojito". However

"Indian", who was close to "Jedi", slipped in between "Mojito" and "Sgrech" for the procession fetch along the Codling and Kish banks and the Kish Light.

The last leg from the Kish was a fetch and there was no opportunity for any gains to be made. "Aurelia" took line honours followed by "Jackknife". The main procession behind was led by "Jedi" followed by "Mojito", "Indian" and "Sgrech". Due to "Indian's" gains by heading west with "Jedi" from Bardsey, they slipped between "Mojito" and "Sgrech" to force "Sgrech" out of their Champion position and allowed Peter Dunlop and Vick Cox and "Mojito" to be crowned ISORA Champions for 2017.

“Jedi” won the race with “Mojito” taking second, “Indian” third and “Sgrech” was fourth.

An end of season party was arranged in the National Yacht Club immediately after the race.

Many of the exhausted crew dragged themselves there for some light refreshments. Hon Sec of ISORA and Skipper of “Sgrech”, Stephen Tudor, made the announcement of the new Champion.

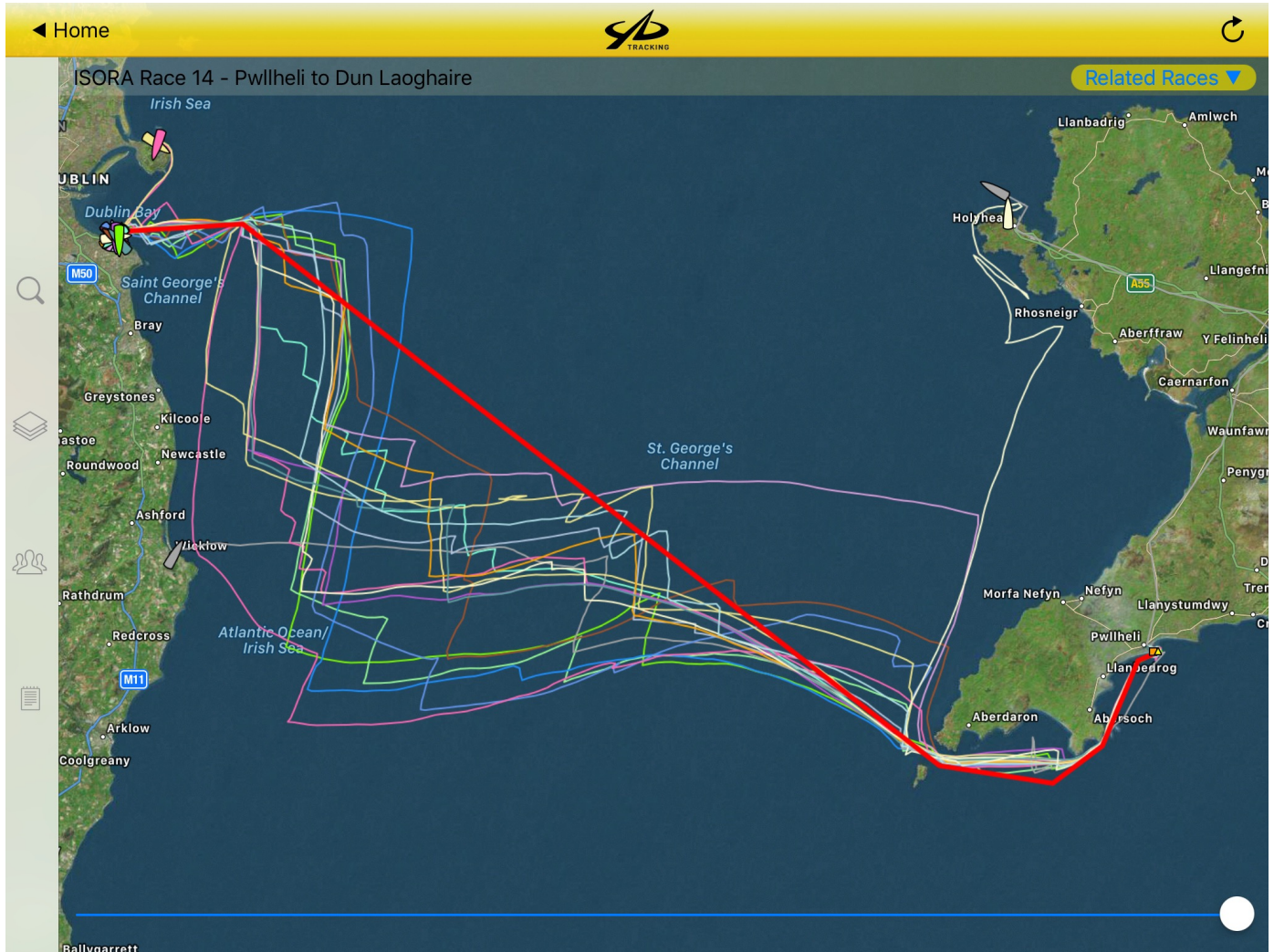
The Wolf’s Head will be presented to Peter Dunlop and Vicky Cox at the ISORA Annual Dinner, to take place on the 11th November at the National Yacht Club. The ISORA AGM also takes place that afternoon where the race schedule for the 2018 season is set by the members

An account by Charlene Howard [click here](#)

AJ Wanderlust at Bardsey video footage [click here](#)



Victorious Mojito crew in the NYC following race 14



YB Tracking Race 14



# The Coastal Series Summary

## The Viking Marine/RAYC Coastal Series



This was a five race coastal series, held in Dublin bay, started races in both Dún Laoghaire and Howth and visited Poolberg Greystones and Wicklow. It also incorporated the Lee Overlays Partners Lighthouse race, which this year formed part of the Volvo Dún Laoghaire regatta offshore class, and a night coastal race.

43 boats competed in this popular series, and the winners were as follows:

**Class 0 Aurelia Chris and Pattane Power Smith**

**Class 1 Jedi Kenneth Rumball**

**Class 2 Albiero David Simpson**

**Viking Marine Coastal Series Winner - Jedi Kenneth Rumball**

# Global Displays Welsh Coastal Series



This was a three race series, which raced to all corners of Cardigan bay, and included a night race. With new sponsors this year; Global Displays, were able to provide the fleet with yellow brick trackers which enabled the use of virtual marks, unmanned finish lines and the ability of shore based supporters to follow the races. 18 boats competed in this series and enjoyed great racing and popular social events after racing was completed. The winner are as follows:

**Class O Jackknife     Andrew Hall**

**Class 1 Mojito             Peter Dunlop and Vicky Cox**

**Class 2 Aquaplane     Mark and Jo Thompson**

**Global Displays Series Winner - Mojito Peter Dunlop and Vicky Cox**



Hon Sec Stephen Tudor presenting the Midland bowl to Vicky Cox

# ISORA 2017

## Final Results

### IRC Overall

1st Mojito Peter Dunlop and Vicky Cox  
2nd Sgrech Stephen Tudor  
3rd Jedi Kenneth Rumball

### IRC Class 0

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

### IRC Class 1

1st Mojito Peter Dunlop and Vicky Cox  
2nd Sgrech Stephen Tudor  
3rd Jedi Kenneth Rumball

### IRC Class 2

1st Elandra	Joe Conway
2nd First of September	Jerry Whiston
3rd Aquaplane	Mark and Jo Thompson

## **ECHO Overall**

1st Jackknife Andrew Hall  
2nd Aurelia Chris and Pattane Power Smith  
3rd Elandra Joe Conway

## **ECHO Class O**

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

## **ECHO Class 1**

1st Mojito Peter Dunlop and Vicky Cox  
2nd Sgrech Stephen Tudor  
3rd Jedi Kenneth Rumball

## **ECHO Class 2**

1st Elandra Joe Conway  
2nd First of September Jerry Whiston  
3rd AJ Wanderlust Charlene Howard

## **SILVER class**

1st Elandra Joe Conway  
2nd First of September Jerry Whiston  
3rd AJ Wanderlust Charlene Howard

## **Viking Marine/RAYC Coastal Series**

### **IRC/ECHO Overall**

1st Jedi	Kenneth Rumball
2nd Aurelia	Chris and Pattane Power Smith
3rd Platinum Blond	Paul Egan

Class 0 overall - Aurelia	Chris and Pattane Power Smith
Class 1 overall - Jedi	Kenneth Rumball
Class 2 overall - Albireo	David Simpson

## **Global Displays Welsh Coastal Series**

### **IRC/ECHO Overall**

1st Mojito	Peter Dunlop and Vicky Cox
2nd Sgrech	Stephen Tudor
3rd Jackknife	Andrew Hall

Class 0 overall - Jackknife	Andrew Hall
Class 1 overall - Mojito	Peter Dunlop and Vicky Cox
Class 2 overall - Aquaplane	Mark and Jo Thompson

## **Victoria Cup Team Award**

Overall Winners - Clwb Hwyllo Pwllheli Sailing club

Points scored by - Mojito/Sgrech/Jackknife/Aquaplane



## REAL BOATS RACE OFFSHORE



ISORA (Irish Sea Offshore Racing Association) is a not for profit members organisation responsible for offshore racing in the Irish Sea.

The Association is run by volunteers for the benefit of competitors by working in partnership with boat owners, crew, yacht and sailing clubs, other associations and the governing bodies for boating in Ireland, Wales and the UK.

Our mission is to promote the sport of offshore racing in the Irish Sea