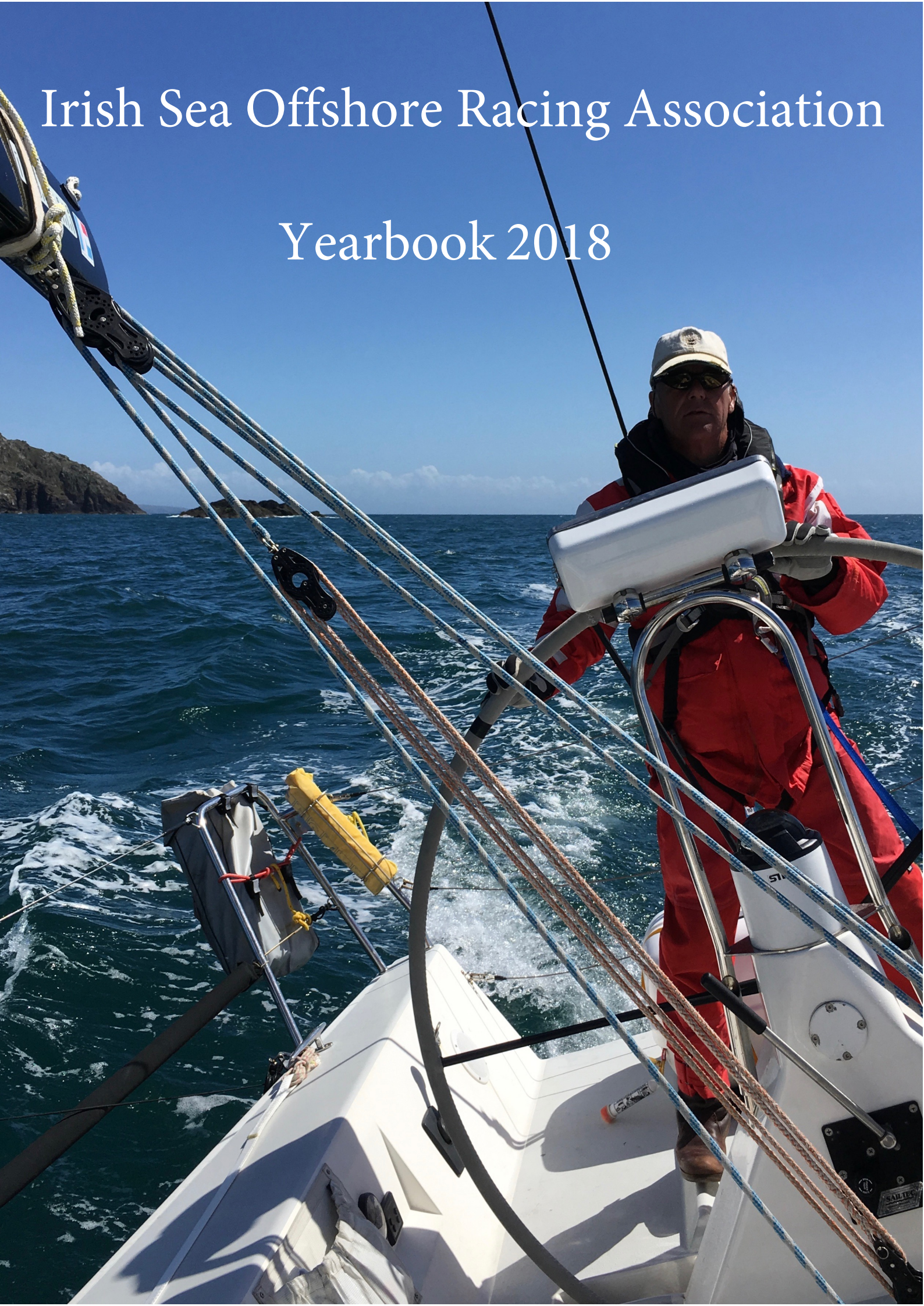


Irish Sea Offshore Racing Association

Yearbook 2018



Fleet Report - Stephen Tudor Hon Sec ISORA



The 2018 ISORA series started in April and racing concluded on Saturday 8th September. There have been 15 races with 60 competing boats from 14 Clubs.

The fleet has visited seven ports including Dún Laoghaire, Pwllheli, Wicklow, Liverpool, Douglas, Howth, and Greystones. We are extremely grateful for the work and input of all Club representatives who have made our visits possible. The devastation in Holyhead impacted on the number of competitors and a loss of a key port in the 2018 schedule. We hope that we can return to Holyhead in 2019.

The ISORA Offshore Series for the Royal Dee Yacht Club's prestigious Wolf's Head was won again this year by Peter Dunlop and Vicky Cox and the Mojito team for the best five offshore races, followed closely by Aurelia who collected most points in the season and consequently won the ISORA points Series.

The two ISORA Coastal Series attract the largest fleets; The Viking Marine Series in Ireland and the Global Displays Series in Wales. This style of point to point racing is very popular with competitors favouring the challenge of a longer race with the usual post-race social gathering.

The Club Team Trophy was won again this year by Pwllheli Sailing Club team.

Prizes are awarded to all principal winners and to each race winner, overall winners in each of the three IRC classes and the restrictive class 'Silver Class' and all races have been scored with the progressive Irish Sailing and ISORA ECHO handicapping.

ISORA is affiliated to the governing bodies; 'Irish Sailing' IS and 'RYA' and 'RYA Cymru Wales'. We have embraced many modern technologies for race management with an automated on-line entry and payment system, a dedicated web site with over 1,000 recipients of the ISORA newsletters.

All races are viewed by the ISORA YB Tracking which has enabled the use of virtual waypoints and unmanned finish lines such as the finish line set in the middle of the Irish Sea following the start in Douglas; this enabled competitors to disperse to their home ports - brilliant!

Tracking would not be possible without the support of our fantastic sponsors Viking Marine and Global Displays for the Coastal Series, Exposure Lights for both Night Races and, of course, our race sponsors. Thanks also to Afoat.ie and Yachtsandyachting.com for supporting ISORA

ISORA has been instrumental in providing shore bases for 'Automatic Identification System' (AIS), with support from Marine Traffic, providing better coverage of the Irish Sea area and making deliveries between ports safer.

The 2018 series was again scored using the ISORA High Points System with more points awarded for more challenging races and more reward in larger fleets. This complex system is possible by using the superb results program 'Sailwave' which also enables publishing of results as competitors finish and for all the different fleets and classes.

2018 was another great offshore series seeing new boats, more competitors, challenging racing and fantastic shore time for social gatherings and the usual warm ISORA camaraderie. Real Sailors Race Offshore



2018 ISORA Champions Peter Dunlop and Vicky Cox "Mojito" competing in Cork Week where they also had excellent results winning the wrecks series and IRC 2. Photo Courtesy of team Mojito

Race 1 - Viking Marine Irish Coastal Series Dun Laoghaire Coastal Race



Race report and pictures courtesy of Afloat.ie

Frank Whelan's well sailed Eleuthera, a Grand Soleil 44, was the winner of ISORA's Viking Marine Coastal Series first race in ideal sailing conditions on Dublin Bay this afternoon.

An exotic mix of new and nearly new entries into the 2018 Dublin offshore fleet included the race winner Eleuthera (named after an Island in the Bahamas, but also a 1976 World Champion vintage Half-Tonner, a brand new SunFast 3600, as well as a heap of ultra-competitive J109s and an all-conquering JPK10.80, all adding to the excitement of the much-anticipated first race.

IRC Class Zero 2017 Champion, the J122 Aurelia, skippered by Chris & Patanne Power Smith, of the Royal St George Yacht Club was second overall

The colourful 25-boat ISORA fleet departing Dublin Bay in ideal westerly winds – and sunshine – made sure it was a very auspicious start to the offshore sailing year.

After weeks of gloom, following Storm Emma's path of destruction, finally there was a tonic for Dun Laoghaire Harbour sailors and spectators alike as spinnakers filled Scotsman's Bay to mark the arrival of summer and the first offshore race of the year.

The 21.5-mile course for race one of the Viking Marine Coastal Series was as follows: Start at DBSC Pier mark, Muglins (S), Bray Outfall (P), Kish Lighthouse (P), North Burford (P) and Finish - at Dun Laoghaire Pier Heads.

It didn't take long for the front runners to find their form. In truth, last week's practice race had ironed out some of the wrinkles so there was not time lost in setting kites off the line in a 10-15-knot west to south west breeze with some strong gusts thrown in for good measure. An ebb tide meant a fast departure across Scotsman's Bay leaving the Muglins to starboard.



Race officers Larry Power and Barry MacNeaney prepare for the off as a bumper fleet make for the ISORA line off Dun Laoghaire Harbour. Photo: Afloat.ie



Still well bunched as the ISORA fleet passes Sandycove on the way to the Muglins Rock. Photo: BJ Marine

In all, an excellent start for the ISORA season with a good turnout in Pwllheli for the Global Displays Welsh coastal race, running concurrently, bringing a total of 32-boats in ISORA competition this weekend.



At the pin end of the line it was the J109 Jigamaree (red spinnaker) skippered by Ronan Harris of the Royal Irish Yacht club that got the best start with club mates Keith and Rodney Martin preferring to white sail Lively Lady of the line. Paul O'Higgins' JPK!0.80 is behind them with blue and lemon kite with the overall winner Frank Whelan's Eleuthera obscured.





There was some strong gusts shortly after the start leading to some early boat handling issues Photo: Afloat.ie



Windjammer under red spinnaker Photo: Afloat.ie



Photos of Race 1 courtesy of Afloat.ie

The IRC Class one First 35, Platinum Blonde skippered by Paul Egan of the Royal St George Yacht Club was fifth overall. In a high speed dash, she raced out of the bay neck and neck (below) with the JPK10.80 Rockabill (Paul O'Higgins) Photo: Afloat.ie



Royal Irish Yacht Club IRC Class 0 entry Rockabill VI finished sixth overall. Photo: Afloat.ie



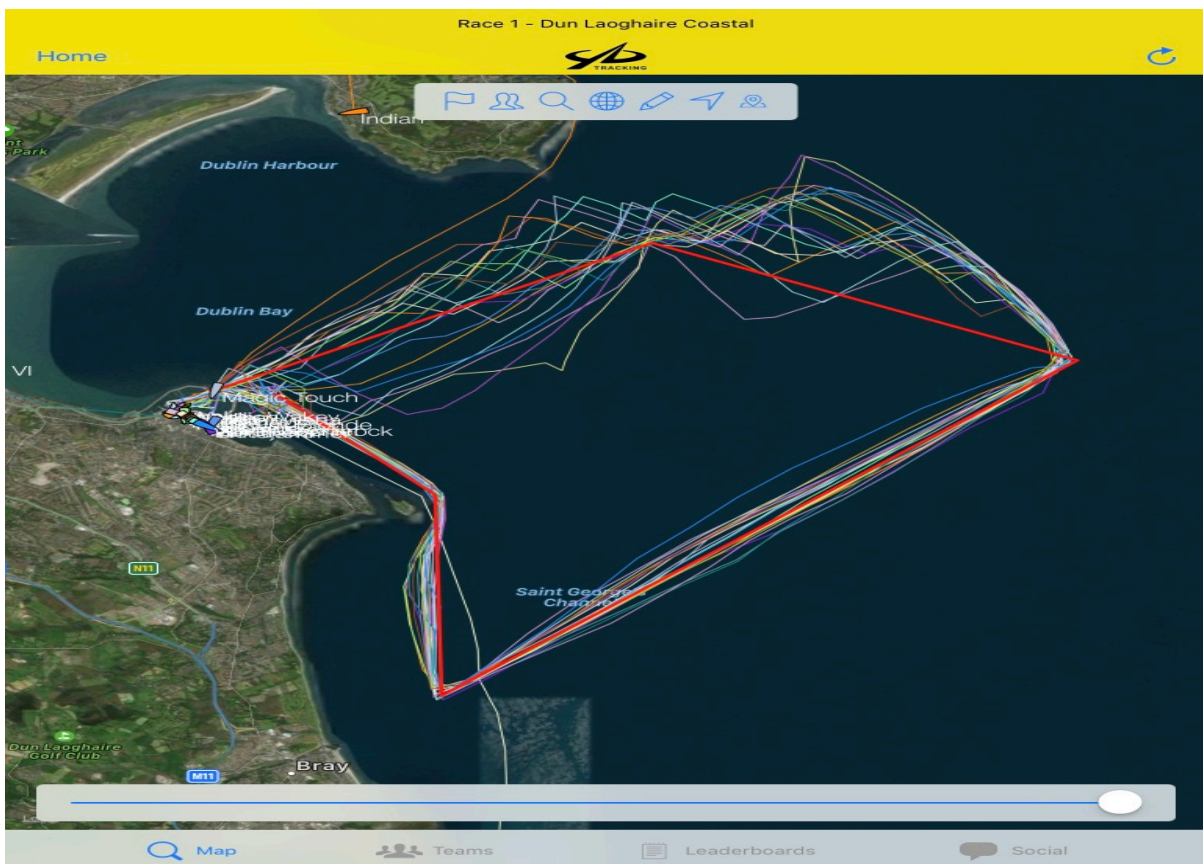
The J109 Jigamaree skippered by Ronan Harris of the Royal Irish Yacht club was fourth overall. Photo: Afloat.ie



(Above and below) In spite of a cracking lead on the first leg to the Muglins and into Killney Bay, Roger Smith's Poolbeg Yacht & Boat Club entry, Wakey Wakey, that won last weekend's warm-up race, finished third overall Photo: Afloat.ie



Gusty and Shifty conditions for Race 1 in Dublin Bay photo Afloat.ie



YB Tracking Race 1

Race 2 - Global Displays Welsh Coastal Series Pwllheli Coastal Race

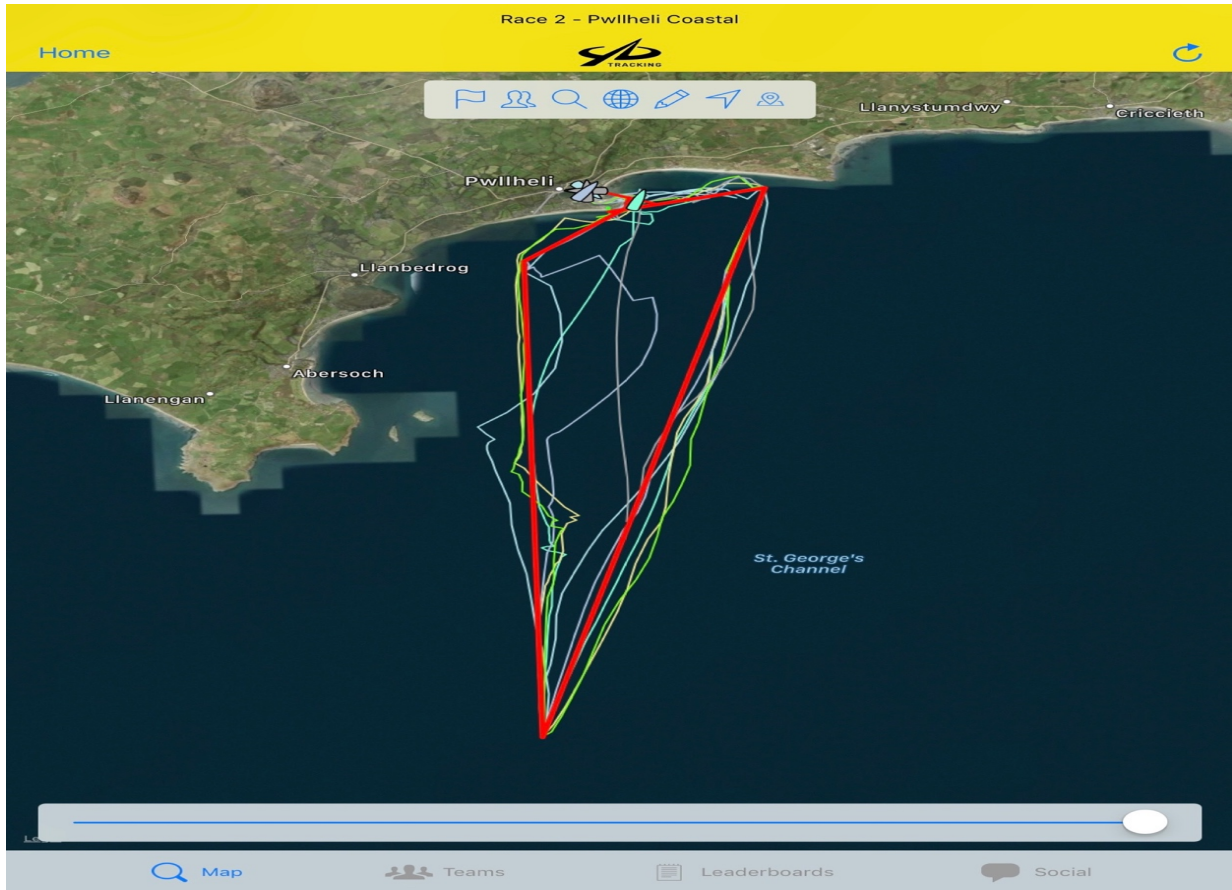


Report by Mark Thompson

The forecast for race 2 made course setting tricky, with very light easterly winds forecast over the race area. The course was set from the PSC start line to PSC10, a club mark 1 1/2 miles to the east, then to Causeway Buoy, and return via the west end turning mark. 7 boats came to the line, and after a very slow start with Sgrech and Legless Again getting stuck close to Gimlet Rock, which allowed Mojito and Jackknife to get an early lead toward the first mark. It was a struggle to get round PSC10, close to the shore and in the lee of "Butlins Point". Legless Again retired after a battle on this first leg.

The six remaining boats then started the slow run towards causeway, with constant wind shifts and periods of little wind. Many sails changes were required to keep the boats moving, However Jackknife flying a very light code 0.5 sail seemed to relish the light conditions and pulled away towards Causeway. Sgrech and Mojito swapped positions along the leg with Mojito doing well under code zero.

Meanwhile Karl Quirks "Minx 2" and Paul Hampson's "Mojo" were making solid progress at the back of the fleet with Keith Greenwoods "Hullabaloo Encore" close behind.



Race 2 YB Tracking

Jackknife completed the 27 mile race in 6hrs 51mins before the wind really started to die. Sgrech and Hullabaloo Encore retired, but the remainder of the fleet completed the race, finishing in the dark with Mojo being the last finisher just before midnight after 13 hours of racing, a fantastic effort.

Jackknife won both Class 0 and overall, Mojito taking class 1. Both Class 2 boats retired.

A dark blue rectangular block containing white text. At the top is the word "Tudor" in a large, bold, sans-serif font. Below it, in a smaller font, is "SYRFEWYR SIARTREDIG | CHARTERED SURVEYORS". Underneath that is the phone number "01758 701100" and at the bottom is the website "HUWTUDOR.CO.UK".

Race 3 - Averycrest Offshore Race Dun Laoghaire – Dun Laoghaire



Report by Peter Ryan

The first offshore race of the ISORA Offshore Championship 2018 took place on the 12th May with a starting time of 08.00. 23 boats from the entry list of 27 came to the start line in Dun Laoghaire.

The original starting port for this race was Holyhead. However, due to the disastrous consequences of the recent storm where their marina was destroyed, it was reluctantly agreed that the start should be changed. Being the first offshore, and typically only 50 miles, there were no other options but to start and finish in Dun Laoghaire.

Unfortunately, the position in Holyhead has also affected the next race on the 26th that was scheduled to be from Dun Laoghaire to Holyhead. The finishing port for this race was to have facilitated those boats heading over for the Race 6, Midnight race in Liverpool. It was intended that some boats would remain in Holyhead after the next race and deliver from there to Liverpool.

The weather forecast for Race 3 was predicting no wind forecast until 11.00 and then south-easterly winds increasing to 10-15 knots after that. The winds were then forecast to drop later that evening. This is exactly what the weather did.

With the forecast in mind the course for the race was agreed as follows:

Start – Rockabill (S) – East Kisk (S) – Muglins (P) – Finish at the Pier Heads – approximately 50 miles.

The start at 08.00 was provided by Grainne Ryan (NYC) and Jo Thompson (PSC) at DBSC's Pier Mark. The fickle breeze at the start area was not kind to all boats and while some boats moved north off the line towards Rockabill, others were left behind.

“Sgrech J111” Stephen Tudor, “Jackknife” Andrew Hall, “Indian” Colm Buckley and “YoYo” Brendan Coughlan, were the lead boats to break from the line. However at the Howth Head, “Indian” and “YoYo” stalled and “Aurelia” Chris Power Smith and “Mojito” Peter Dunlop, join the other two boats heading toward Rockabill. At this stage the wind was filling in from the south east at 10knots and the fleet were under spinnaker. “Aurelia” took the unique passage between Lambay and the coast while the remainder of the fleet stayed offshore of Lambay. This appeared to have paid royally as they approached Rockabill behind “Jackknife” and “Sgrech J111”.

The leg to east Kish was a beat in south easterly 12-15 knots. The main tussle at the front of the fleet was between the two equally rated boats “Aurelia” and “Sgrech J111” with “Aurelia” just tacking in front of “Sgrech J111” at East Kish. After that, it was a soldier’s race with a reach to the finish.



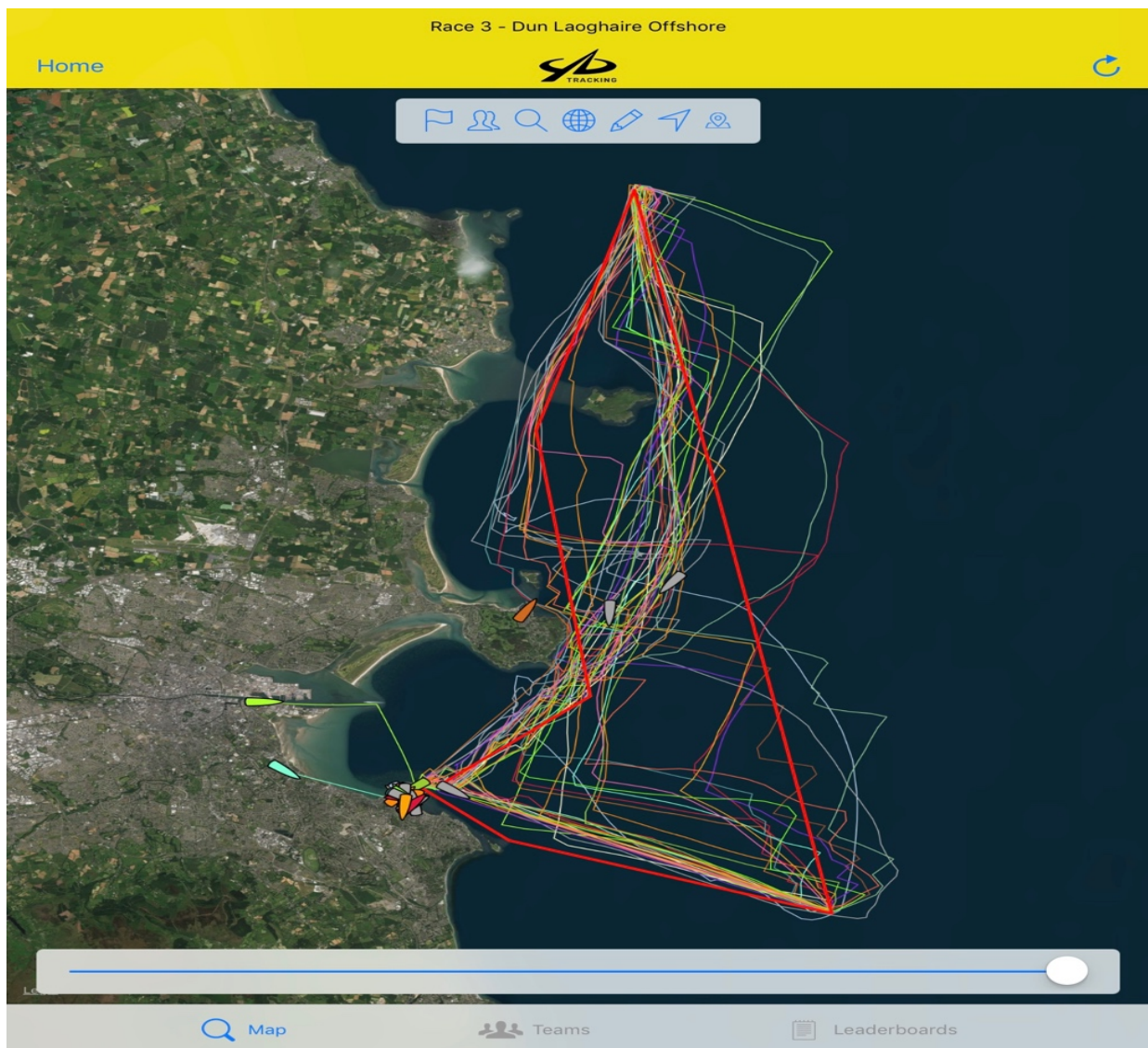
Rockabill – Photo from Wakey WaKey

“Jackknife” took line honours with “Aurelia” and then “Sgrech J111”. At this stage the wind was dropping and slowing the remainder of the wide spread fleet. “Aurelia” just did enough to take IRC Overall and Class 0 with “Sgrech J111) taking 2nd Overall and 2nd Class 0. “Jackknife” took 3rd place Overall and 3rd Class 0. “Mojito” took Class 1 while “Windjammer” Lindsay Casey, took Class 2. “First of September” Jerry Whiston, took Silver Class.

The race was very successful for the boats from Pwllheli with the three boats, “Sgrech J111”, “Jackknife” and “Mojito” taking 2nd, 3rd and 4th in IRC Overall.

Another factor is that the first seven boats, with the exception of “Rockabill VI”, were J-Boats!!

Despite the sometimes frustrating wind conditions, the sun shone all day. After the race many of the visiting boats tied up at the National Yacht and the usual “apres sail” commenced.



YB Tracking Race 3

Foot note:

ISORA Sailing Committee is made up of members who represent a cross-section of the fleet and representatives from our visiting ports/clubs. The devastation in Holyhead has had a significant impact on the ISORA 2018 schedule. The consequence for the committee now is not only to choose the course for each race but to choose a start and finish point! These decisions will certainly impact on competitors and our aim, as a committee, is to try and accommodate all competitors whilst maintaining the ISORA ethos. It is inevitable that there will be disappointments but with effective decision making we hope that we can keep most of the fleet engaged and enthused about ISORA racing.

Race 4 - Avery Crest Offshore Race Dun Laoghaire to Pwllheli



Report Courtesy of Afloat.ie

A J109 is back at the top of the ISORA scoreboard after a 60-mile offshore race on Saturday from Dun Laoghaire to Pwllheli. It brings to four the total of races so far this season and puts Welsh yacht Mojito (Peter Dunlop & Victoria Cox), the 2017 champion, into the lead, some three points ahead of Chris Power-Smith's Aurelia from the Royal St. George Yacht Club.

Saturday's 22-boat cross channel race was won by Class 2 entry Desert Star, a Jeanneau Sunfast 37 entry from the Royal St George Yacht Club skippered by Rónán O Siochru.

Second was Mojito of Pwllheli Sailing Club with Royal Irish Yacht Club's Rockabill VI I (Paul O'Higgins) third.

The 22-boat fleet gathered at the start line in time for the start at 0800hrs and race officers Larry Power and Barry McNeaney set the fleet off, on time, into the last of the north going tide. The course set by the Sailing Committee was a direct line to the finish in Pwllheli, which always provides complex tactical decisions for the navigators and tacticians.

Jackknife led the fleet from the start with Rockabill VI chasing hard on her heel. Aurelia took a line to the south of the rhumb line whilst Ruth and Mojito were the most northerly boats of the fleet - enjoying a match race across the Irish Sea.

The northerly wind was too shy for spinnakers but did allow boats to fly their code zero sails, although many changed back to jibs as the wind built and the south going tide kicked in after 1000hrs.

Conditions were set for a fast crossing, but would the fleet get through Bardsey Sound before the tide turned?

Jackknife made it through the sound with the last of the south going tide followed by Rockabill VI and then Aurelia but their advantage was short-lived due to a patch of no wind! Next through, almost together, were YoYo and Sgrech and then Samatom who had to fight against the first of the north going tide but sailing into more wind. Next, and together, were Ruth and Mojito with Mojito attempting the inside Carreg Ddu passage to avoid the foul tide but risking the wind shadow from the land.

The rest of the fleet had to contend with the increasing foul tide in the sound but to sail into more wind in Aberdaron Bay. Many of the crews commented on the warmth of the wind coming across the land and the flat sea sailing conditions.

The next tactical call was inside or outside Tudwal Islands; the leading boats opted to fight the stronger current by staying south and the next pack opted for less tide but accepting the possibility of less wind inside the Abersoch bay.

On the beat from Tudwal's Islands to Pwllheli the wind over land became very shifty and big gains, and losses, were made on each wind shift and the clever tacticians also spotted the increasing wind from the northeast which continued to build as the boats finished.

The wind increased from 10 knots to 20 knots but sailing conditions were superb with the flat sheltered waters.

The competitors then finished in rapid succession which kept the ISORA finishers, Robin and Brian on their toes! They were based in the control tower at the Welsh National Sailing Academy and Event Centre which provided an excellent view of the boats as they crossed the finishing line.



The Welsh National Sailing Academy and Event Centre



ISORA Race winner Desert Star

First to finish was Jackknife followed by Rockabill VI and then Aurelia.

The Race Overall Winner, and Class 2 winner, was Desert Star who is now perfectly set up for their Round Ireland Challenge.

ISORA 2017 Champions, Mojito, sailed a great race to take second place and 1st in Class 1. Rockabill VI showed her form and great pace being 3rd Overall and 1st in Class 0.

After completing the race, the fleet made its way to the Academy's pontoons and a warm welcome awaited the crews in the Club room. The race officers greeted all boats across the finish line and stood down after the last competitors, Lady Rowena and Adante, arrived just before midnight. They had the worst of the tide in Bardsey Sound but were delighted to have completed the course and for an opportunity to share their experiences in the bar with refreshments!



Race 5 - Howth Wave Regatta Lambay Race, incorporating the ISORA Viking Marine Coastal Irish Race 2



Report courtesy of Afloat.ie

Pat Kelly's all-conquering J109 Storm of the host club continues her winning ways this weekend by topping the leaderboard in Howth's Wave Regatta after a strong turnout for the annual Lambay Race yesterday

After the disappointment of losing the opening races due to fog on Friday, Howth Yacht Club had it all to do to preserve its inaugural event yesterday.

The non-discardable Lambay Race as part of the overall regatta series did not disappoint with ideal 10–15 knots breeze for north Dublin's traditional course around Lambay Island.



Great reaching breeze for the long leg to Lambay Island Photo: Afloat.ie

Billed as the biggest event of the sailing season, the scale of the fleet was a tonic for all involved as the 154-boats reached to Lambay in good surfing conditions.

Howth Yacht Club rolled out Ireland's newest sailing event and amassed a great fleet to make it Ireland's biggest sailing event in 2019 at the first attempt.

The new style 'Wave' formula breathed new life into one of Dublin's oldest sailing fixtures; the annual Lambay Race dating back to 1899.

The bank holiday event manages to combine inshore and coastal racing that includes rounding the Dublin Island.

Lambay, according to Afloat.ie's WM Nixon in his Wave Regatta preview, says it's a 'perfect island which does so much to make the Fingal coast into Leinster's sailing paradise'. Combining a six race inshore programme with the Lambay route has been a popular decision that has produced a quality fleet across three ratings divisions, to the extent that the regatta is being touted as an 'East Coast IRC Championships'.



Race officer David Lovegrove with his Howth Yacht Club team for the Lambay Race Photo: Afloat.ie

The coastal race had a 1.5 times multiplier and is non-discardable for overall honours that could yet prove critical as today's final three rounds get underway.

Crisp boat handling stole the show off Ireland's Eye yesterday with those who had already produced the goods in Scotland or in other early-season events clearly showing an edge.

With a small entry in Class Zero of three boats, it was left to Conor Phelan's Ker 37, Jump Juice to take the win despite planing conditions that gave Jamie McWilliams' high rating Ker 40, Signal 8 the chance to do a horizon job on the water. Unlucky to only finish third at last week's Scottish Series, Phelan got the better of the other two in this class. Signal 8 was second with George Sisk's Wow third.





Pat Kelly on the wheel of Lambay Class One Race winner Storm Photo: Afloat.ie



Storm rounds the Windward mark in the lead Photo: Afloat.ie

In Class One IRC, the Storm crew, who were crowned Scottish Champions last Monday, outwitted a strong fleet of 19 by catching the first shift off the leeward end of the line.

Second was Royal Irish J109, Juggerknot, the recently crowned J109 East coast champion skippered by Andrew Algeo, with clubmate Colin Byrne in the XP33, Bon Exemple third.



J109's in close competition. Photo Afloat.ie



Andrew Algeo's Juggerknot was second in IRC One Photo: Afloat.ie



Rob McConnell's Fools Gold from Waterford Harbour. Photo: Afloat.ie

Class Two IRC was a Half Tonner benefit for the top three places for three well prepared Howth boats edging out the threat of Nigel Biggs' Checkmate XVIII, that took a creditable second at last year's Half Ton Cup.

Dave Cullen's Checkmate XV the win, Jonny Swan's Harmony was second and Mkeke Evans' The Big Picture was third, leaving Biggs fourth in the 22-boat class, the biggest of the event. Another Scottish winner, 'F'nGR8' skippered by Rory Fekkes of Carrickfergus but sailing under the burgee of the National Yacht Club took a well-earned win from two Howth X boats, Dux (A Gore-Grimes) and Xebec (Bourke McGirr Ball) in second and third respectively in the 21-boat fleet.

In a ten-boat ISORA class, Chris Power-Smith's J122 Aurelia from the Royal St. George was the winner from yet another J109, Wakey Wakey skippered by Roger Smith from Poolbeg Y&BC.

This is an example of ISORA working in conjunction with a Club providing offshore experiences in a Regatta.

Race 6 - Global Displays Welsh Coastal Series Pwllheli Coastal Race



Report by Mark Thompson

Race 6 was the second race of the **Global Displays Welsh Coastal Series**, and planned as a race to Porthdinllaen or the fall back course Aberdaron and return, depending on weather conditions. In the build up to the race it was clear there would be very light winds and strong tides to the west, so the race committee selected the fall back option of Aberdaron, with the course set as PSC2(p) - Gwylan Islands(p) - PSC8(s) a distance of 27 miles.

A smaller than usual Fleet came to the line, depleted by boats that had delivered to Liverpool for race 7, and got underway in a steady 5kt south south east breeze. A gentle fetch down to the first mark before tightening up for a beat towards the Tudwals, with the wind slowly veering to the south as forecast. Sgrech J111 and 1720 Mojito Bach, sailed by Peter Dunlop and Vicky Cox, lead the fleet with Jackknife taking a much lower course for speed, looking like a plan to go round the Tudwals.

The wind stayed reasonably constant and allowed the fleet to get past the Tudwals inshore, past Ceriad and towards Hells Mouth and then fly code zeros taking advantage of a steady 1kt of West going tide. Series sponsor Richard Cook Sailing his J80 Jezebel with Mark Southall and crew took a very inshore route, and despite being unable to fly an A sail made very good progress, keeping the front runners in view. Sgrech J111 skippered by Stephen Tudor had a very good run across Hells mouth with the code zero and started to open up a gap with the rest of the fleet.

Approaching Aberdaron bay, the Sgrech crew embarked upon a debate about manganese mining, (apparently there is manganese in Pen Llŷn - who knew) mercifully the unusually serious discussion was ended when one crew member enquired why they were importing manganese to Aberdaron! Back to the race, work the tides and concentrate on the next phase.

Approaching Gwylan islands, the tide really started to increase, with its proximity to Bardsey sound, up to 2.5 kts at times. With the tide essentially flowing towards the sound, it was important to give the two Gwylan islands a good offing, particularly as the wind had died a little and we were going to spend some time in the wind shadow, being carried by the strong tide. Back under Jib on Sgrech, using the tide and zephyrs of wind, we got round but struggled to get upwind, and away from the islands, in the end electing to sail on port tack away from the thumb line, to try and get out of the still strong tide.

Knowing the further south we went the tide would reduce, we probably tacked a little early (though it was a unanimous decision) and had to plug the strong tide for a while. The leg towards Cillan head, using a vareity of sails to try keep the boat moving was a great challenge for all the crews, with the wind down to 2-3 kts and the tide canceling out any progress. It was important to keep some sail shape and avoid any unnecessary movement. The wine gums had to stay below! Mercifully it wouldn't be long before the tide turned. The overcast cloud layer was starting to burn off over the land, and with a southerly gradient wind, we hoped a sea breeze would setup enhancing the southerly wind, rather than one from the north coast which would potentially cancel out the gradient wind. With the cloud receding from South to North, it looked promising. After a couple of long hours of slow progress with loads of sail trimming, A gentle sea breeze kicked in and we had a great run under A2 towards PSC8. The rest of the fleet were still back in Hells mouth and with Jackknife getting stuck on the wrong side of Gwylan for a while, J80 Jezebel had a great stage of the race and got ahead of the J125, matching them in the light airs across Hells Mouth.

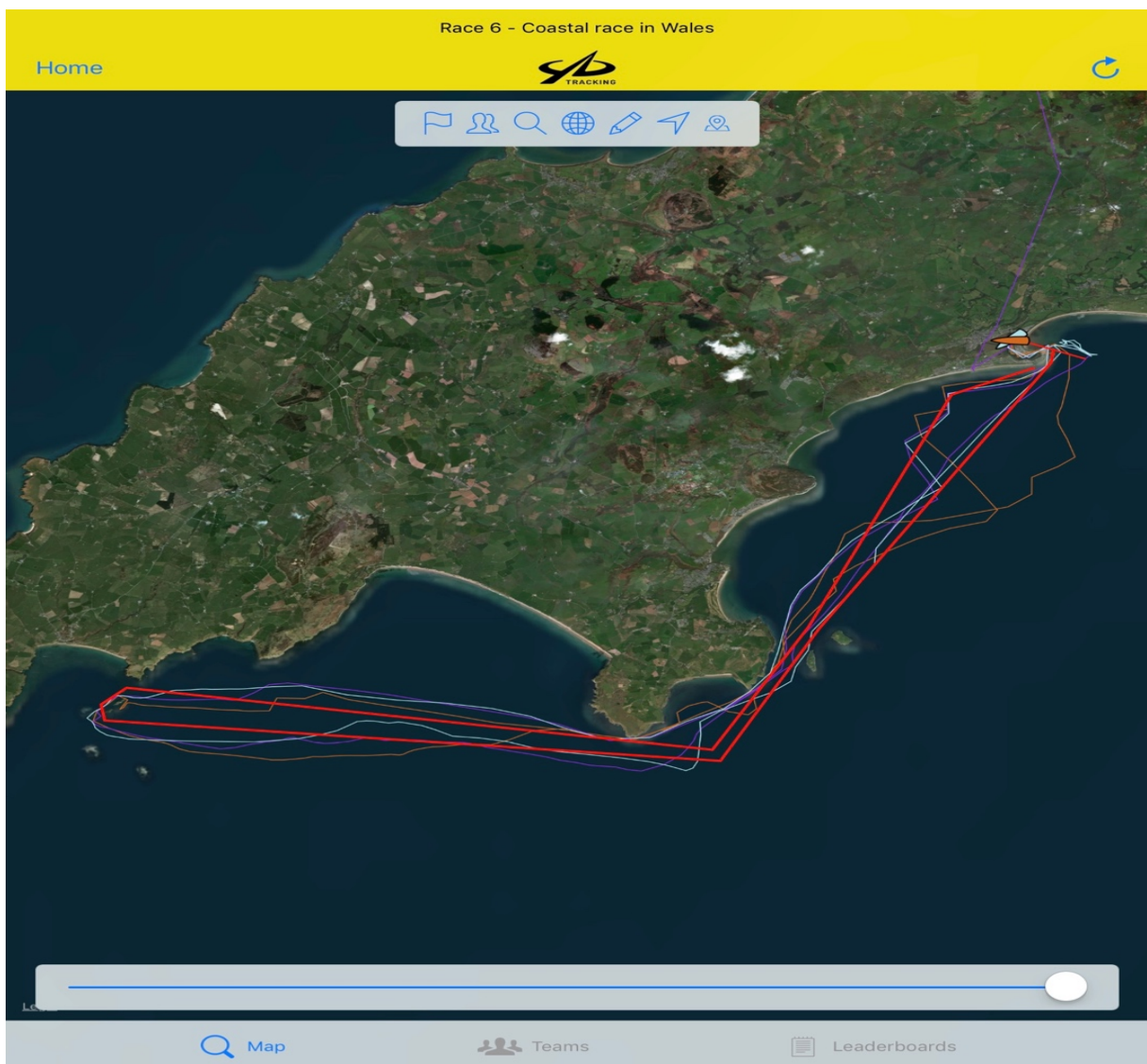


Sgrech J111 photo by M Thompson

Meanwhile at the front with the wind dying again, Sgrech carried the A2 all the way to the finish, in a time of 8hrs 15 mins with Peter and Vicky sailing the 1720 superbly to a great second place, with Richard Cook in the J80 third over the line in 11hrs 52 mins which showed great tenacity and spirit, fantastic ISORA values.

So all in all a very enjoyable race, frustrating at times but technically challenging and a chance to play the tides and sail angles. The result throws the Welsh Coastal Series wide open with two more races to go, the night race in July and King Constantine cup bay race in August.

For the Sgrech crew, this race will always be known as the “Handbags and Gladrags” race. For an explanation ask Sgrech crewmember Glenn Pritchard!



YB Tracking Race 6

Race 7 - Midnight Race Liverpool to the IOM



Report by Chris Power-Smith

The Midnight Race from Liverpool to Douglas, Isle of Man, was being run for the 99th time on Friday 8th June. This is an evening race with the start at 19.30 provided by Commodore of Liverpool Yacht Club, Paul Pratt. The race was also Race 7 of the ISORA Offshore Series and the first part of a weekend qualifying series for boats taking part in the Round Ireland. The qualifying consisted of the delivery to Liverpool, the "Midnight Race" on the Friday evening and the "Mid Sea Race" to take place on the Sunday.

22 boats came to the start line on the Mersey close to Albert Dock. Due to the very light winds the course selected was essentially down the river to the seas and direct to Douglas. All boats taking part were fitted with YB trackers.





The fleet locking at out at Liverpool Marina. Photo M Thompson

At the start the wind was from SSE 2 to 3 knots and the tide had just started to ebb. All boats hoisted kites and made a spectacular sight on the river Mersey. The right side of the channel was preferred for the stronger tide but there seemed to be more wind on the left. As it turned out, there was no obvious advantage.

In just over an hour the boats made nearly 4 miles with the wind between 2 to 5 knots to pass New Brighton to port. Crews were kept busy with very frequent gibes to stay within the narrow channel as all channel marks were marks of the course.



It was a very challenging and tactical race down the river with close quarter racing and tight quarters boat on boat manoeuvres. Requests for room to gybe were constant with a fear of running out of depth or even worse hitting the revetment wall along the channel.

On exiting the channel the boats were still tightly bunched with "Jackknife" pulling out in mid channel in front by a few hundred meters from "Mojito" on the starboard side and "Jedi" and "Wakey Wakey" on the port side. "Ruth", "Platinum Blonde" and "Aurelia" were sailing closely in the middle with "YoYo" out wide on the starboard side.

The next hour saw the boats make about 5 miles in the strengthening tide with Round Ireland Race hopeful, Glyn Sheffield, in his Farr 40, "Espresso Martini Too" breaking out in front of "Jackknife". "Platinum Blonde" was now in third, closely followed by "Aurelia" and "Ruth". "Mojito" and "Wakey Wakey" were next having opened up a lead on "Jedi", "Max Too", "North Star" and "YoYo".

"Espresso Martini" was the first boat to pass the Q2 Mark to exit the Queen's Channel at approximately 22.15, followed closely by "Jackknife", a few hundred meters adrift. Next to exit the channel was "Aurelia", with "Platinum Blonde", "Wakey Wakey" and "Ruth" close behind, followed by "Mojito", "Jedi", "North Star" and "YoYo". Class 2 boats, "Windjammer" and "Mojo" were not far behind as they exited the channel around 22.30.

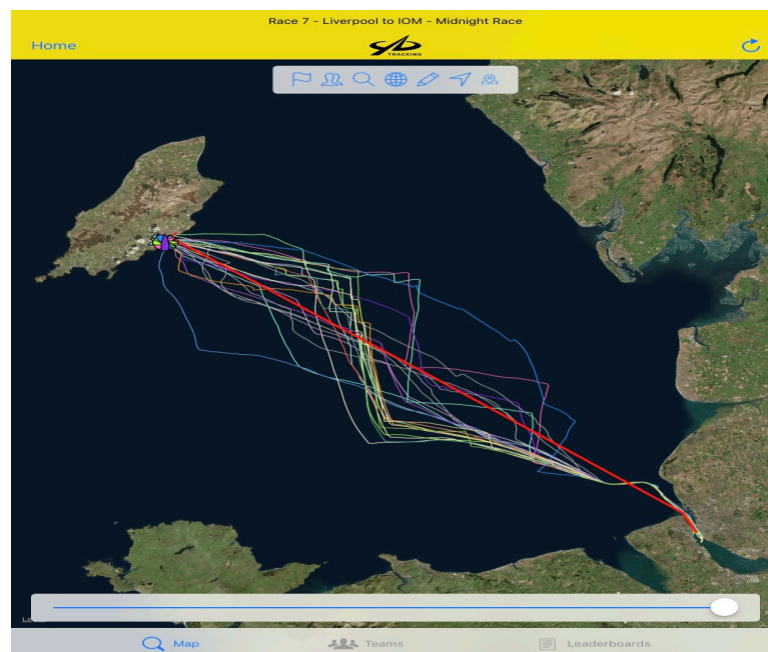
The wind was now a steady 10 knots and still from the SSE. By midnight "Jackknife" had opened up a lead on the water with little change in places in the pursuing front group of boats as they passed the exclusion zones of the Conwy Oil Field.

By 03.00 the wind had dropped to 7 knots and shifted ESE. "Aurelia" had edged out in front on the water. "Ruth" was the leading J109 hotly pursued by "Wakey Wakey" and the First 35, "Platinum Blonde", splitting her from sistership J109 "Mojito"

By 06.00 "Jackknife" was leading the charge for line honours just ahead of "Aurelia". The

J109s were still neck and neck but “Platinum Blonde” was stubbornly fighting to split them up. As the boats approached the finish “Ruth” gybed South of the rhumb line and lost ground to the other J109s and “Platinum Blonde”.

“Jackknife” was first over the line to take line honours after 14 hours 35 minutes, followed by “Aurelia”, “Mojito”, “Wakey Wakey” and “YoYo”. “Mojito” had done enough to win Overall and Class One with “Wakey Wakey”, only 35 seconds behind after over 15 hours racing, taking 2nd Overall. “Platinum Blonde”, 5 minutes further adrift took 3rd Overall. “Aurelia” won the Class Zero race with “Jackknife” second. “Windjammer” won the Class Two race with a very credible 5th overall, followed by “More Mischief” second in Class 2.



YB Tracking Race 7



Race 7 winner and 2017 /2018 Champions J109 Mojito

Race 8 – Mid Irish Sea Race

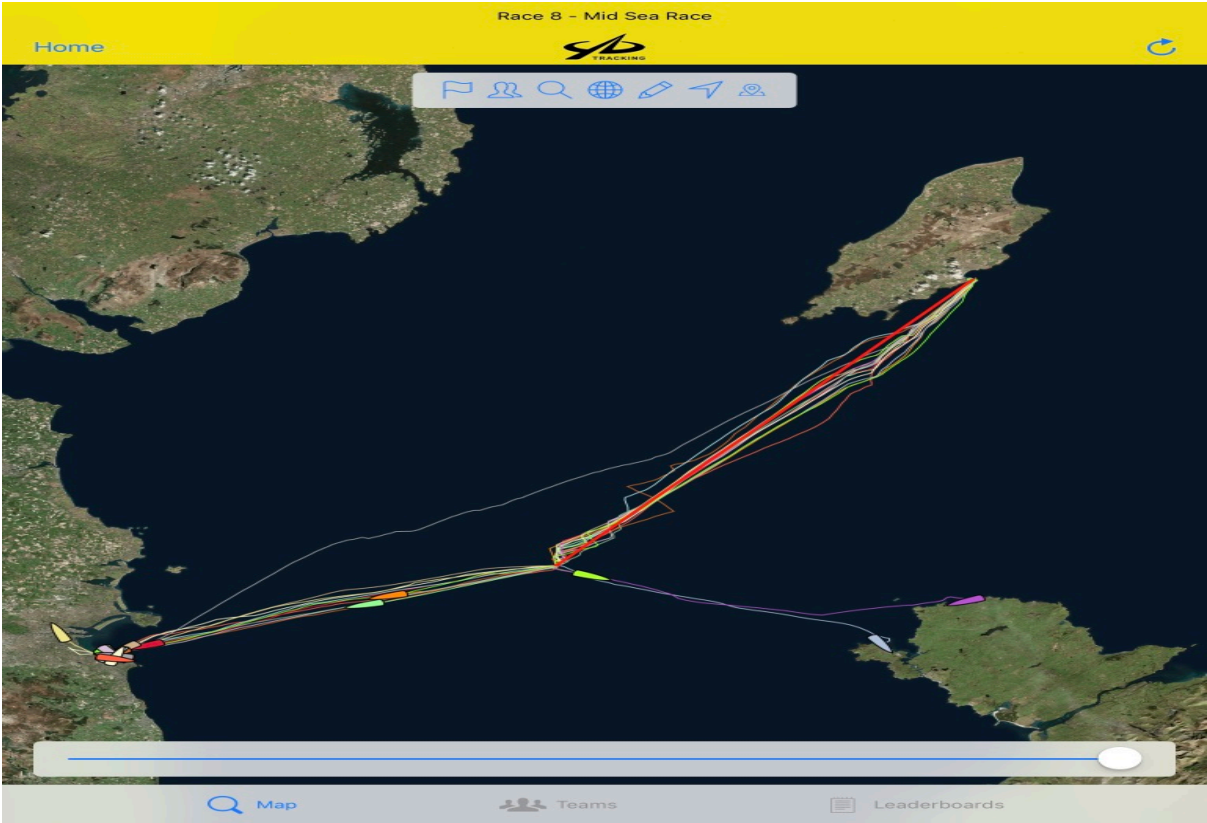


Report by Chris Power-Smith

Taking place soon after the Midnight Race that finished on Saturday afternoon, the crews of most of the boats had just enough time to take part in the generous hospitality of Douglas Yacht Club's BBQ and reception before preparing the "Mid Sea Race" starting at 08.45 on Sunday morning.

The start line was set by Commodore of Douglas Yacht Club, Darren Barnes and extended from the Douglas Gead lighthouse eastwards for approximately 0.3 miles. The course was set for 48 miles, due to a very light forecast, direct to a virtual finish gate consisting of two waypoints in the middle of the Irish Sea close to the M2 Buoy. The YB trackers would automatically take the remote finish time of boats as they pass through the virtual gate. A technique pioneered by ISORA in conjunction with YB Tracking. Sixteen boats came to the start and could proceed to their respective home ports after the race finish on both sides of the Irish Sea.

The race started in 5-6 knots. First to break away in the light airs was "YoYo" closely followed by, "Jackknife", "Jetstream", "Lively Lady", "Espresso Martini" and "Ruth". Just behind were "Platinum Blonde", "Jedi" and "Mojito". The three lead boats continued to build a lead but the airs were very fickle. Some boats went further out to sea looking for breeze on the left, whilst "Jackknife" pulled ahead on the right where more breeze was forecast during the morning.



YB Tracking for race 8 with remote finish



Fleet starting Race 8



Progress of all boats was slow in the patchy intermittent wind which was only 3 knots by 11.00. By midday there was not much improvement but “Espresso Martini”, on the left side of the fleet, had stretched out a lead over “Jackknife” on the right and “Aurelia” in the middle. “Jetstream”, “YoYo” and “Ruth” were now close behind. The boats behind, that had gybed out right early towards the expected new wind, seemed to lose out and fall behind. By 13.00, the wind had filled in to 10 knots and had shifted into the North with a noticeable drop in temperature as the cold front arrived. “Jackknife” and “Espresso Martini” stretched ahead on opposite sides of the course with “Aurelia”, “Ruth” and “Jetstream” leading the chasing pack in the middle.

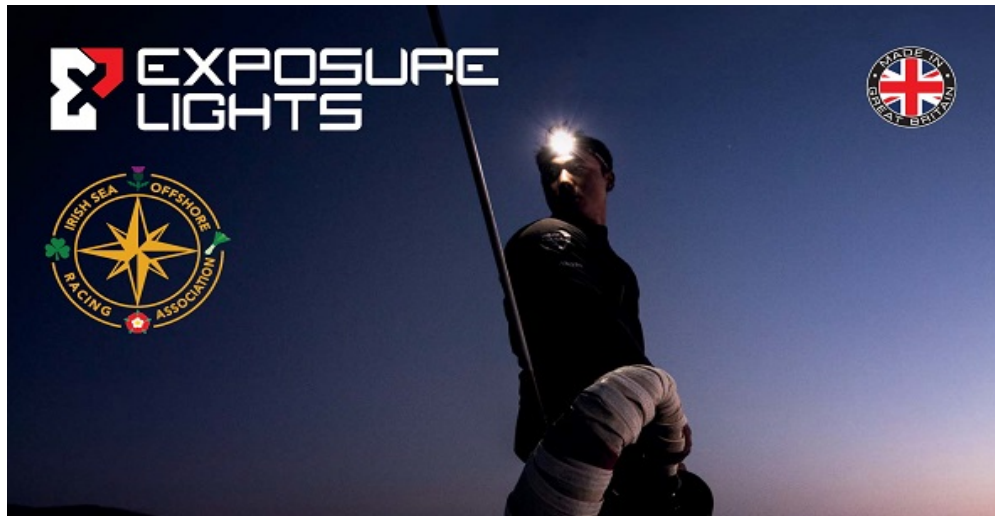
The three Class 0 boats continued to stretch their lead on the water but the clock was ticking and the J109s, “Ruth” and “Jetstream” were making steady progress behind as the breeze went down a couple of knots. By 16.00, the wind was back up to 11 knots and “Jackknife”, in the lead, gybed early for the finish gate but lost ground to “Espresso Martini” who hit the front and notched up her first line honours. “Aurelia” was third over the line to win back to back weekend Class 0 races and counting down the clock to “Ruth” and “Jetstream” close behind on the water for overall. “Ruth” crossed next with skipper, Ben Shanahan, taking his first Overall and Class One win of the series, just 46 seconds ahead after 9 hours racing of Holyhead Sailing Club’s and Nigel Ingram’s “Jetstream” second, with “Aurelia” third overall.

The Class 2 Race was won for the second time this weekend by Lindsay Casey's and Denis Power's "Windjammer", with "More Mischief" second and "Altair" third.

The virtual finish gate worked flawlessly and was judged to be a great success by all participants.



Race 9 - Viking Marine Irish Coastal Series Exposure Lights Night Race Dun Laoghaire



Report by Peter Ryan

Race 9 of the ISORA Offshore Series 2018 took place from Dun Laoghaire on the 13th July 2018. The race was a Night Race with an 20.00 start. The race was sponsored by marine lighting specialist suppliers "Exposure Lights" and was also part of the ISORA "Viking Marine" Irish Coastal Series.

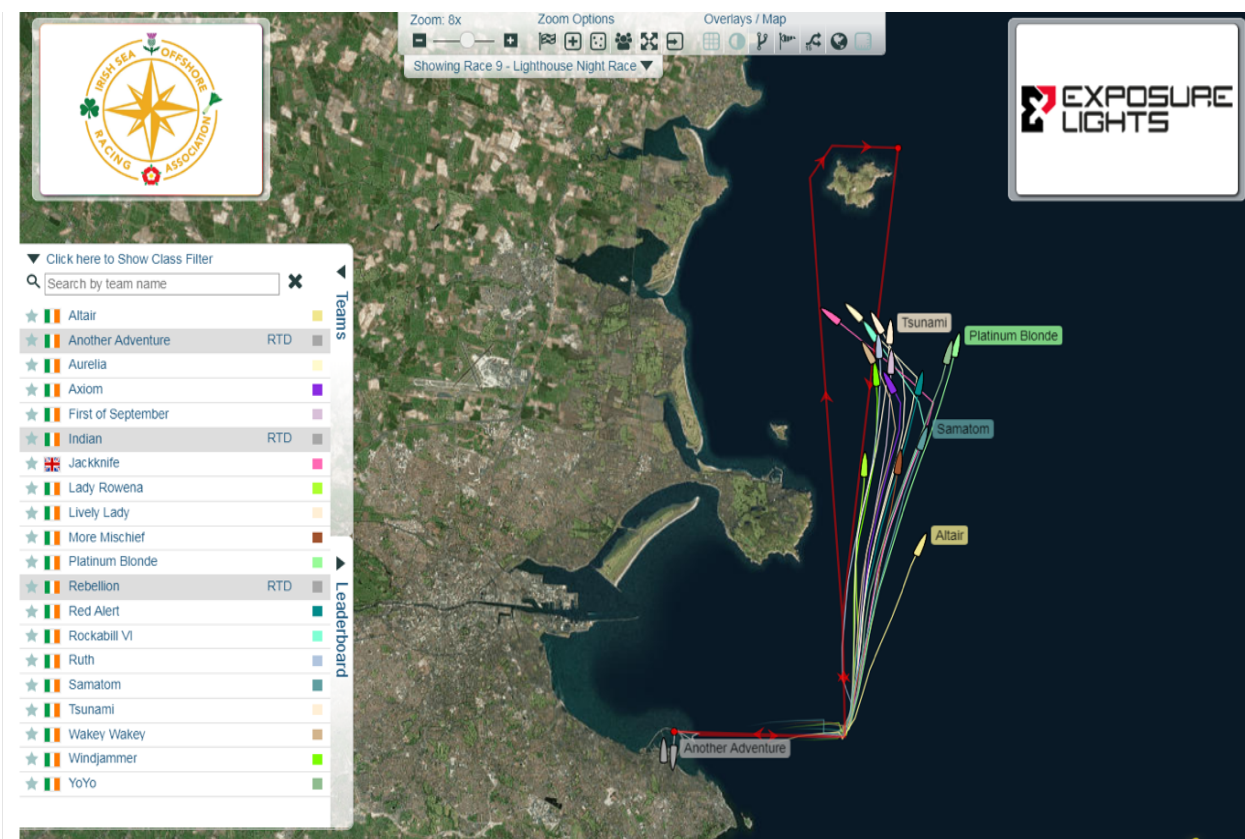
Despite the fact that the recent gruelling Round Ireland race finish was only a week away, many of the stars of that race came to the line to take part in the Night Race – "Aurelia", "YoYo", "Rockabill VI", "Wakey Wakey", "Windjammer", "Samatom" and "Red Alert".

Of the 20 entries, 17 boats came to the start line at DBSC "Pier" mark and were sent on their way by RAYC's Barry MacNeaney and Grainne Ryan.

The weather forecast was forecasting light winds for the evening – SE 10k at the start dropping and veering around midnight before continuing the veer and increasing again to 10-15k W. The tides on the day were spring tides. The traditional course for this race was to head south to North India buoy but the weather forecast was indicating no wind at Bray Head. For this reason, the decision was taken to go north with the flooding spring tide and to round Lambay Island – 33 miles.

To avoid shipping traffic entering and exiting Dublin Port, ISORA have agreed with Dublin Port to always exit and enter Dublin Bay by going south of South Burford. Start outside Dun Laoghaire Harbour at DBSC racing mark "Pier" – South Burford (P) – leaving North Burford (P)

– Taylors Rock (S) – Lambay Island (S) – leaving North Burford (S) – South Burford (S) and the finish line between the pier heads in Dun Laoghaire harbour.



YB Tracking Race 9

The tide at the start was strongly flooding north. The first leg was a tight fetch east out to South Burford with some boats being pushed too north by the tide, and having to tack for the mark. First around the mark was a tight bunch consisting of “Lively Lady”, “Aurelia”, “Tsunami” and “Rockabill VI” with “Jackknife” having to tack before rounding.

The next leg to Taylors Road buoy, a cardinal mark immediately north west of Lambay Island, was a dead run. On this leg the J109’s particularly “Ruth” and “Wakey Wakey” made strong progress and joined the leading bunch at Taylors Rock and Lambay Island. Rounding the island the winds increased and remained in SE giving a full beat back towards North and South Burford. The change in the tide at 00.44 did not suit the lead boats as they had to plug the last of the flooding tide as they beat south towards the Burfords. As the later boats rounded Lambay the turning ebb tide helped them in this leg south. This tidal situation tended to keep the fleet bunched.



Photo of Rockabil by Peter Ryan from onboard Tsunami

Rounding the South Burford, the leg to the finish was a very tight reach that suited those boats with Asymmetrical spinnakers. Just as the boats arrived at Dun Laoghaire harbour there was very little wind in that localised area around the finish. The now strongly ebbing tide was against the approaching boats and made the finish trickier with the last boats being becalmed for a time within sight of the line. The finish line was between the Pier heads. The finish times were being logged automatically by the YB trackers. This meant that finishers were not required to sit a night shift at the end of the pier.

“Jackknife” took line honours while J109 “Ruth” took IRC Overall and Class 1. “Aurelia” took Class 0 while “Windjammer” took Class 2. “First of September” took silver class



Race 10 - Global Displays Welsh Coastal Series - Exposure Lights Night Race



Report by Mark Thompson

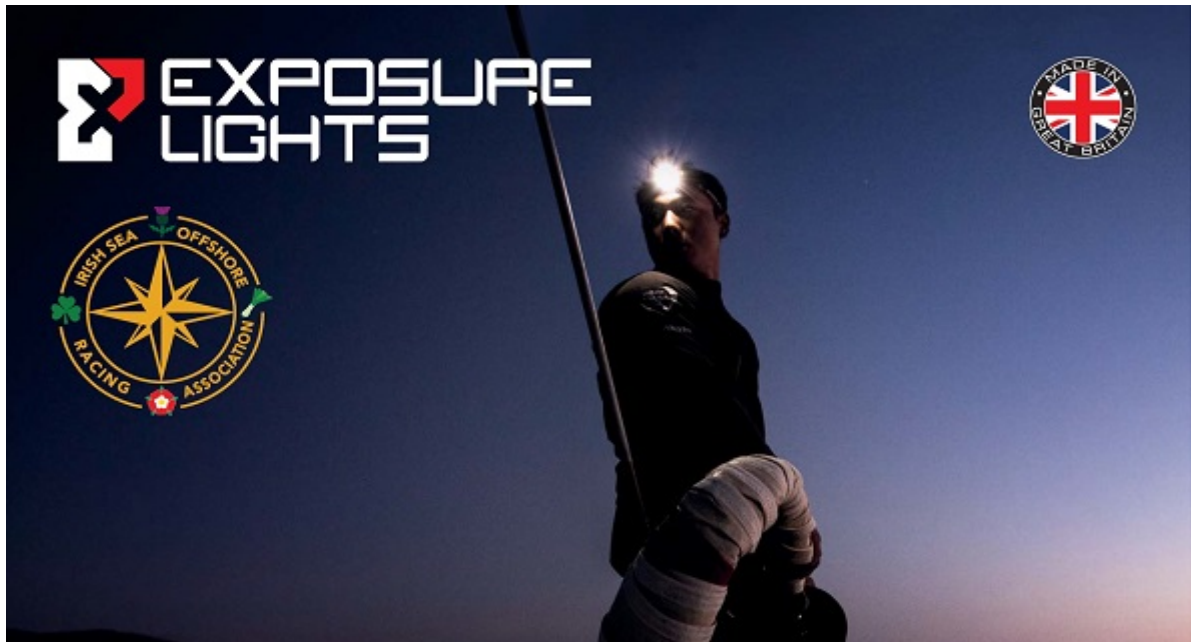
With an entry list depleted due to regular entrants racing at Cork Week, three boats came to the line for a 25 mile race. The course had proved tricky to set, with changing forecasts and a big wind shift predicted as a weak occluded front passed through, promising a damp evening but prospect for some wind during our period of racing.

With some concerns about light winds to the SE and potential for the wind to build from the North later in the night, a course was set as follow:

Pwllheli Bridge start - PSC1 - Causeway- St Tudwals Islands- Plas Heli Finish Line

The automated Pwllheli Bridge start system got the fleet away for a fetch in 7-8kts of southerly breeze down to CHPSC club mark number 1 before hardening up for the beat to Causeway. It was not clear which tack would be the favourable one, and with the wind straight up the rhumb line, J111 "Sgrech" and XP33 "Darling XX" elected to stay predominantly east of the the line, with "Jackknife" staying to to the West. With a forecast of the wind veering as the night progressed - it was unclear which strategy would pay off, with little tidal issues to impact. There was much debate on board as to which was the "paying tack" and I forget now if we ever came to a conclusion!.

After a long beat with patches of lighter airs, J125 "Jackknife" rounded Causeway first, with the two other boats not to far behind, though J111 "Sgrech" got stuck for a while in a difficult patch with light winds and chop slowing the boat down dramatically.

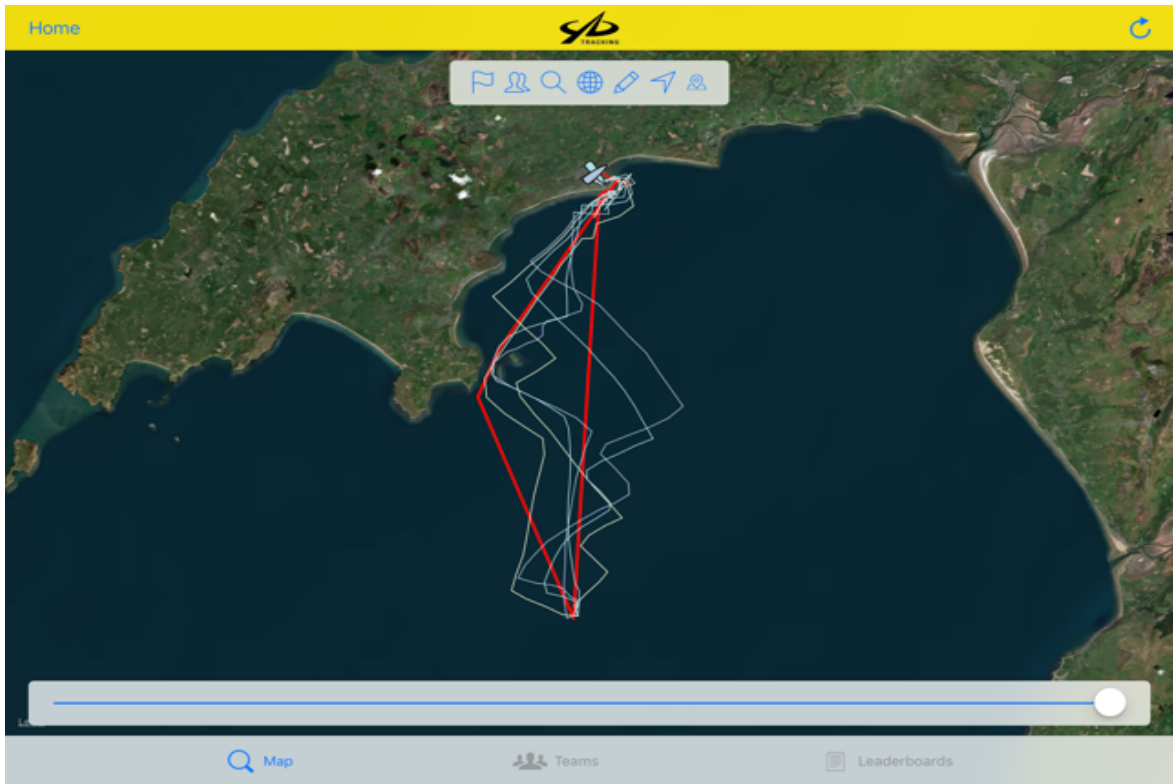


Round Causeway and a great spinnaker run in the pitch black to St Tudwals, which certainly improved spirits, and just one gybe, and was (according to one crew member) “Champagne Sailing” he clearly hadn’t noticed the rain, which didn’t really abate for the whole race, lack of moonlight and stars making helming in the dark very difficult. The concentration and communication with the trimmers key.

Approaching the west of the St Tudwals Islands, the next phase of the race would begin, starting with a well timed gybe in the sound between the west island and the mainland, which would need to give an angle to clear the east island. The issue however would be sailing into the wind shadow of the two islands, so the game plan was to time the gybe, then approaching the wind shadow, gybe again into Abersoch Bay, until free of the islands and then gybe back out into the bay. Just as we were about to execute this excellent plan, and gybe into the bay, the wind just shut down, and we were dead in the water. After a few minutes of confusion the wind gently picked up, just enough to give us sufficient boat speed to gybe. It became clear that the promised wind shift was starting, but the great surprise was it swung round very quickly, and built to 9kts or so, requiring us to get the jib out, drop the kite and beat to the finish. Whilst not the tidiest drop, we got the kite away and hardened up.

This final phase required several tacks to lay the finish and again required great concentration by the Helmsman, having to largely steer by feel and reference to instruments, with nothing of use to see outside the boat. Tell tails stuck stuck to the sails, making it tricky to trim as well. Jackknife took line honours, class 0 and the overall win, with Darling XX a fine 1st in class 1. Thanks to Brian Metcalf for acting as finisher.

After racing the competitors enjoyed a relaxed “apres sail” in Plas Heli discussing the challenges that the race posed. Although it was a wet and dark, frustrating at times evening, everyone enjoyed it, and grateful that we maintained a decent breeze most of the night, when the forecast showed area of the bay having very little.



YB Tracking Race 10



Race 11 - Avercrest Offshore Race Dun Laoghaire to Howth



Report by Peter Ryan

The 11th race in the ISORA Offshore Series took place on the 28th July with an 08.00 start from Dun Laoghaire. 20 boats were due on the start line for the race but poor weather forecasts and a problem with adequate crewing levels for the race, resulted in two boats withdrawing.

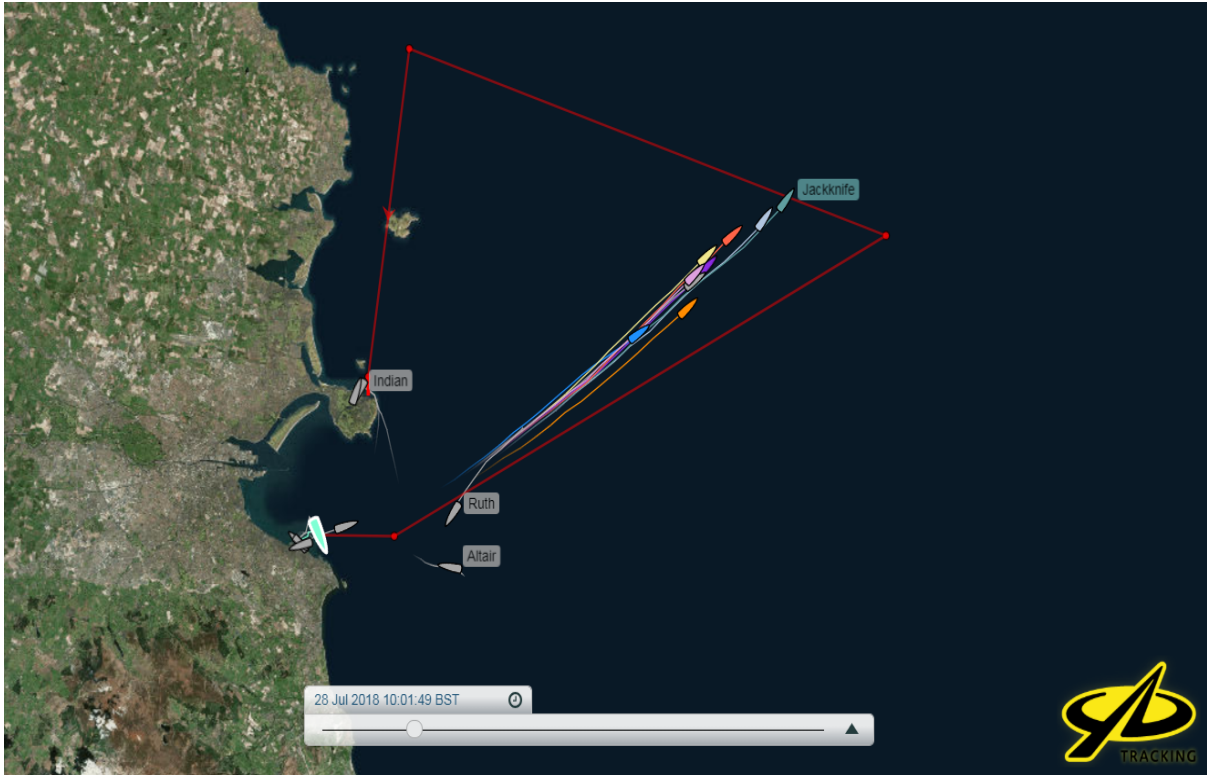
The 60 mile course was from the normal start at Dun Laoghaire – South Burford (P) – M2 Weather Buoy (P) – Rockabill (P) – Rowan Rocks (S) and to a virtual finish line set up just west of Rowan Rocks. M2 Weather buoy is located in the middle of the Irish Sea east of Lambay Island.

The weather started to deteriorate before the race when 20 Knots of wind built rapidly while boats were still in the marina. The weather forecasts for the race area varied widely. While Met Eireann were forecasting SW 7-8 for the general sea area north of Howth, other more site-specific weather forecasts were talking about SW 25 knots veering W and decreasing 15 knots. Unfortunately for the fleet, MET Eireann was more accurate.

At the start the wind was 25 knots SW and gusty, as the fleet headed over the start line set by past Commodore of the NYC, Larry Power. Some boats attempted to set spinnakers for the short reach to South Burford but were very quickly knocked over. Boats started to retire very shortly after arriving at the race area.

By the time the fleet rounded South Burford and went on the 22 mile dead run towards M2 the winds had increased to 30 knots with stronger gusts. Nobody attempted to fly spinnakers and most boats had reefed mains.

Andrew Hall's "Jackknife" led the charge from start to finish and Paul O'Higgins's "Rockabill VI" soon took their place on the rollercoaster behind "Jackknife". On the leg to M2 Stephen Tudor's "Sgrech J111" was following the lead boats with "Mojito", "Wakey Wakey" and "YoYo" in hot pursuit.



YB Tracking race 11

On the leg to M2 the winds were a steady 30-35 knots with stronger gusts. "Sgrech J111" recorded a gust of 42 knots. Boats speeds on this leg were extraordinary. Again "Sgrech J111" recorded a maximum speed of 22.3 knots while surfing the top of a wave.

The thrill of the rollercoaster ride was soon to be paid for in the fetch west towards Rockabill. Having sustained some sail damage "Sgrech J111" slipped behind the two J109's. During this leg the wind and seas decreased significantly with 15 knots from the SW at Rockabill providing another fetch to Rowan Rocks, east of Howth. While Lambay Island was not on the course the fleet were divided with some boats taking the inshore passage towards Ireland's Eye and the Rowan Rocks buoy and the finish Line. The inshore passage appeared to be the best choice with those boats pulling ahead.

By the time "Jackknife" crossed the finish line, 9 of the 18 starters had retired. While "Jackknife" took line honours, "Rockabill VI" took IRC Overall and Class 0. "Wakey Wakey"

took 2nd Overall and Class 1 while “Windjammer” took Class 2. “More Mischief” won Silver Class.

With Chris Power-Smith’s “Aurelia” early withdrawal from the race, it kicked the 2018 Overall Offshore Series wide open. After the race, “Mojito”, the 2017 champions, have taken the lead in the overall table with four races to go. “Rockabill VI” have slipped into second place followed closely by “Aurelia” and “Wakey Wakey”. Only 30 points separate these four boats, not a significant amount considering that up to 120 points could be awarded to a winning boat using the High Points Scoring system.

The next offshore race will be critical for the shape of the series. That race is an 85 miler from Dun Laoghaire to Pwllheli on the 11th August. A win by any of the leading four boats could push them beyond reasonable reach for the last race, The James Eadie race from Pwllheli to Dun Laoghaire on the 8th September.



Dun Laoghaire ..home to many ISORA boats and supporting clubs

Race 12 - Averycrest Offshore Race Dun Laoghaire to Pwllheli



Report by Peter Ryan

The 12th race in the ISORA Offshore Series took place on Saturday the 11th of August, with 11 of the 13 entered boats coming to the start for an 08.00 gun. Many of the regular competitors were elsewhere engaged, with this month's busy event calendar. Bam and AJ Wanderlust are taking part in the Round Britain and Ireland Race.

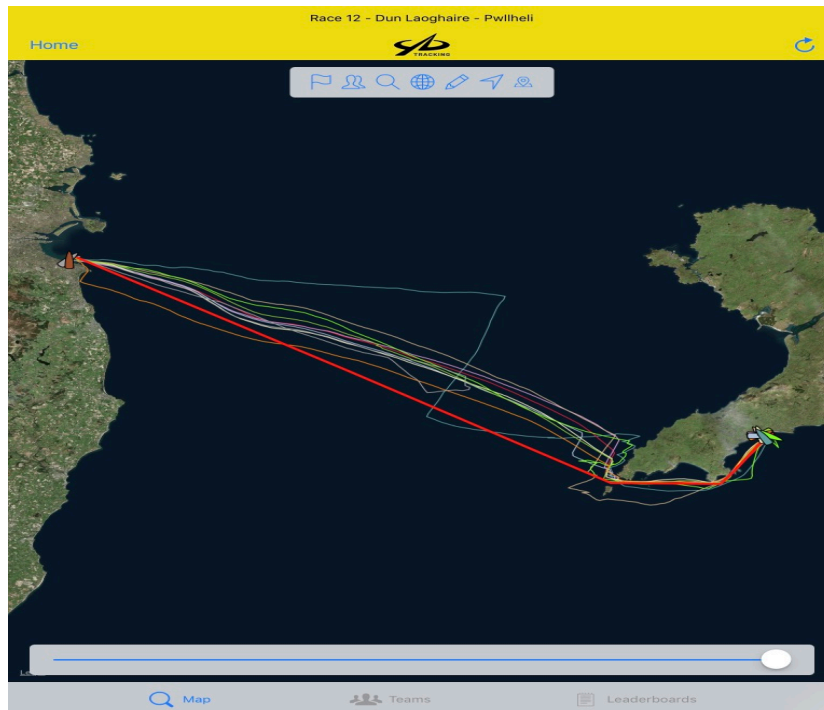
Others that did and did not take part were still suffering from the August "crew blues". The forecast was for moderate South Easterly winds steadily building throughout the day and veering to strong Southerly. It was decided that the course would be direct to Pwllheli with Bardsey Island not a mark of the course.

The fleet was set on it's way to windward from Pier Mark at Dun Laoghaire by race officers Larry Power and Barry MacNeaney of the National Yacht Club. The first leg toward Bardsey was a beat against strong north going spring tides. The tide was due to change south at midday. "Jackknife" and "Aurelia" lead the fleet out of the bay taking the middle course followed by "Mojito" and "Wakey Wakey". "Mojo" and "YoYo" took the more Northerly side followed by "Andante". Meanwhile "Sgrech J111" was heading South through Dalkey Sound taking the Southerly track to take advantage of the stronger tide later in the race and the forecast Southerly shift in the wind.

The race developed into a long one sided beat and a short tack towards Bardsey and the race was on to arrive before the tide turned in the notorious sound where a late arrival can be greeted by adverse tides of 6 knots and big seas. The wind strengthened to 25 to 30 knots and all of the forecasted rain arrived. There was little change in the positions across the Irish Sea. The wind never veered, as the fleet battled to windward most with one or two reefs and heavy weather jibs, and needing to tack down the welsh coast towards Bardsey

Sound. Strangely, the south going tide never took hold with the wind preventing the tide gaining strength. This did not help the fleet, particularly “Sgrech J111” who had banked on this tidal assistance.

“Aurelia” lead the fleet through the sound followed by “Jacknife”. Next were “Sgrech J111” and closely behind, “Mojito”. At this time the tidal gate at Bardsey was closing fast. The first boats passed through the sound with slack tide closing out the following boats with the renewed strong north going tide.



YB Tracking Race 12

With all to play for and the race far from over, the closely spaced boats fought for advantage as they fetched to the headland at Trwyn Cilan where at last sails could be eased for a reach home to Pwllheli, through the sound at Tudwals Island. The winds were a steady 28 knots at this stage and gusting over 30. “Aurelia” whilst lightly crewed decided not to hoist a spinnaker but continued in the lead with a J2 at 10 knots while the chasing boats hoisted spinnakers bravely to try and catch up. “Jacknife” hoisted a code zero and made speeds of over 17 knots, whilst “Mojito” and “Sgrech J111” hoisted an A5.

“Aurelia” held onto the lead and crossed the line first after 11 hours of racing to narrowly win IRC overall by only 3 minutes from “Mojito”, with “Sgrech J111” in third. “Aurelia” also took line honours and the Cruiser Zero Race. “Mojito” won the Cruiser One Race. “Windjammer” won the Cruiser Two Race.

All the very wet participants headed to the Plas Heli event pontoons for complimentary berthing assisted and marshalled by Richard Tudor and up to the Plas Heli Welsh national Events Centre /Pwllheli sailing Club bar where they received a wonderful Welsh welcome from Heidi and her staff with hot food and a few cold drinks. As crews sat tired, battered

and bruised in the bar, there was a quiet satisfaction in having taken part in what turned out to be another classic ISORO Offshore race

The results for this race has concentrated the Overall Series on existing Champion “Mojito” and “Aurelia”. These are followed closely behind by “Rockabill VI” and “Wakey Wakey”. While anything is possible, the two leading boats will have to battel out the last race to secure the coveted Wolf’s Head Trophy. The other two boats can in theory take the title but it will depend on a large fleet taking part producing additional points in the high point system.



Clwb Hwyllo **PWLLHELI** Sailing Club



Aerial view of Plas Heli, The Welsh National Sailing Academy and Event Centre, Pwllheli Harbour, Marina an Tremadog Bay

Race 13 - Viking Marine Irish Coastal Series Dun Laoghaire to Greystones



Report and photographs courtesy Afloat.ie

The Royal St. George Yacht Club J122 Aurelia continued her winning offshore form in the ISORA Series today by winning Race 13 from Dun Laoghaire on Dublin Bay to Greystones Harbour in County Wicklow.

The Chris Power Smith skippered entry, that is vying for the overall ISORA title as well as the Viking Marine Coastal Series, saw off a strong challenge today from Poolbeg J109 Roger Smith as well as a challenge from Frank Whelan's all-conquering Grand Soleil 44 Eleuthera from Greystones Sailing Club.

A 23 boat fleet had a hectic start at the pin-end of the line in Dun Laoghaire before the reach south at 10 am this morning in the 24-mile race.

Making a return to ISORA racing after his retiral from the Round Britain and Ireland Race was Howth Yacht Club's Conor Fogerty in his Class II entry, the vintage Silver Shamrock.



Greystones Sailing Club



Above and below) There was a schmozzle at the pin end (DBSC Pier Mark) of the start line
Photo: Afloat.ie





The Greystones crew of the Grand Soleil 44 Eleuthera Photo: Afloat.ie



Eleuthera set a staysail to work out an early on the water lead Photo: Afloat.ie



WOW Farr 42 flies a huge asymmetric spinnaker in the gusty northwesterly Photo: Afloat.ie



Robert Rendell's Samatom, an XC45 from Howth Yacht Club Photo: Afloat.ie



Two Sunfast 3600s – Hot Cookie Sunfast 3600 (John O'Gorman) to weather and Brendan Coghlan's YOYO (rom the Royal St George Yacht Club Photo: Afloat.ie



Paddy Gregory's First 34.7 Flashback from Howth Yacht Club Photo: Afloat.ie



Chris Power Smith's race winner Aurelia was helmed by Duncan Lyster of the Royal St. George Yacht Club Photo: Afloat.ie



Aurelia chases Wakey Wakey Photo: Afloat.ie



Conor Fogerty at the helm of Silver Shamrock Photo: Afloat.ie



The 23-boat ISORA fleet head south from Dublin Bay Photo: Afloat.ie **Top**

Three Overall

1st - **Aurelia** - Chris & Patanne Power-Smith (& Class 0 Winner)

2nd - **Wakey Wakey** - - Roger Smith (& Class 1 Winner)

3rd - **Eleluthera** - Frank Whelan

Class two winner - **Flash Back**



Race 14 - Global Displays Welsh Coastal Series Pwllheli Castle Race



Report by Mark Thompson

Race 14 was the final race of the Welsh coastal series, which would decide the Global Displays Welsh Coastal Series. With 23 boats competing in Ireland for the Viking Marine Coastal Series, and 7 in Pwllheli, both coastal series have been well supported this year.

Leading up to race day, the forecast showed light north westerly winds, with a potential to reduce through the day and back. After much discussion, the race committee set a 29 mile course from Pwllheli to the Westend mark, round St Tudwals Islands, Porthmadog Fairway and back to the finish via a turning mark at the south of the Westend.

With a steady 12-15kt breeze, the fleet got away cleanly for a fetch down to the west end before the reach down to St Tudwals. "Jackknife" lead the charge with "Sgrech J111" close behind. Round the first mark "Sgrech" elected to hoist an A5 which enabled a more direct course to the sound. Most of the fleet flew running A sails, but struggled to stay high enough to make the sound and had to revert to white sails close to the islands.

Once round St Tudwals West, a glorious 9 mile spinnaker run to Porthmadog, with just a few gusts to contend with, and crew working hard to stay high enough to lay the mark. It was great to be sailing in such fantastic conditions, with stunning views of Snowdonia and the Gwynedd coastline. This was very welcome after the previous three very wet and windy ISORA races, and a breezy IRC Nationals.



Cork 1720 “Mojito Bach” approaching the finish. photo by M Thompson

The whole fleet made great progress down this leg and were all very close on corrected time approaching the Madog fairway. Round the mark it was a beat back towards Llanbedrog, with crew working hard to utilise the many shifts, to attempt to stay close to the rhumb line. J109 “Jetstream” elected to take an inshore route and managed to make the mark with minimal tacks.

Most of the fleet stayed out in the bay, with potentially more breeze, particularly as the forecast showed the wind dying during the afternoon. This never really happened and the wind stayed steady from the NW all day, giving flat water but shifty gusts. Round the final mark, a reach to the finish along the Westend and south beach, under spinnaker, a great spectacle for the many holidaymakers on the beach with a couple of decent broaches!

J125 “Jackknife” took like honours with “Sgrech” close behind and winning class O but it was “Jetstream” who took a fine overall win and class 1, after taking the inshore route.

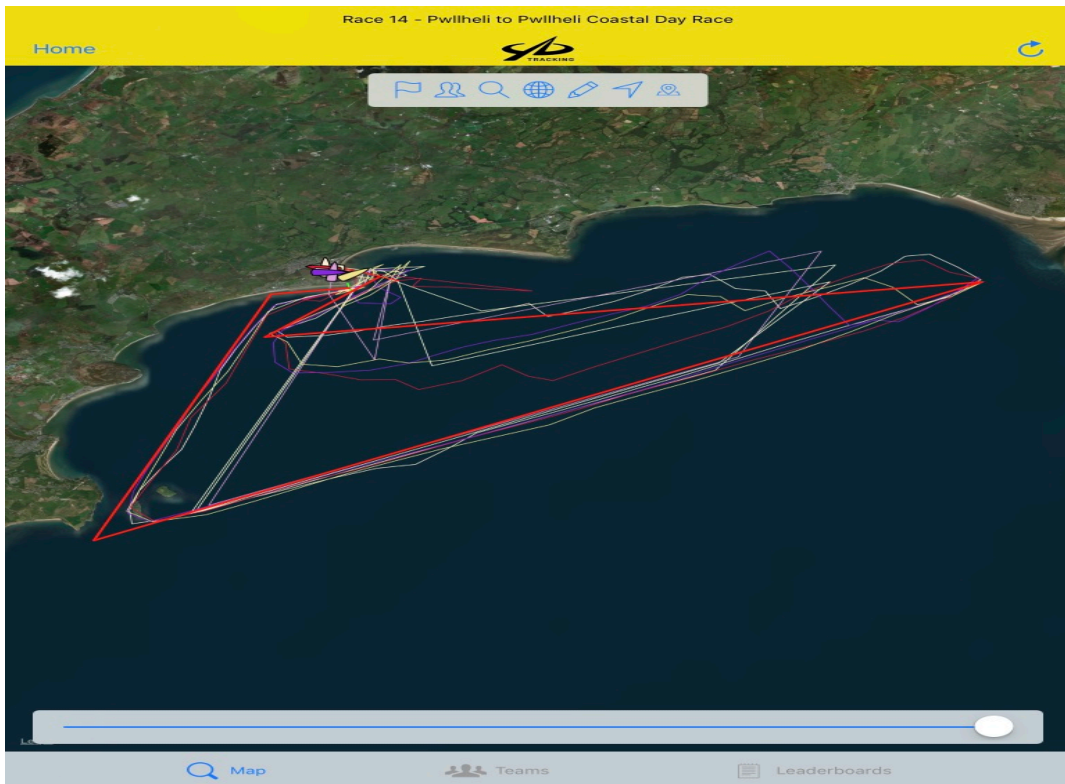
Class 2 was won by “Hullabaloo Encore”, and the final results gave the series win to “Jackknife” winning the midland bowl and becoming the Global Displays Welsh Coastal Series winners for 2018.

After racing crews gathered in Plas Heli to discuss the race and Andrew Hall generously filled the midland bowl with a tasty punch for all crews to enjoy.

It was a great days sailing, and we now look forward to the the final race in two weeks time, the James Eadie 75 mile race from Pwllheli to Dún Laoghaire which will once again establish the 2018 ISORA overall series winner, to receive the much coveted wolfs head trophy.



J109 "Jetstream" winning race 14 photo M Thompson



YB Tracking Race 14

Race 15 - Averycrest Offshore Race “James Eadie” Pwllheli-Dun Laoghaire



Report by Peter Ryan

The 2018 ISORA Offshore Championship was decided in a nail biting finish to the last race on Saturday. Reigning ISORA Offshore Champion, “Mojito” (Peter Dunlop & Vicky Cox), had lead the series for much of the season but Chris Power-Smith’s “Aurelia” just had to win the last race to snatch the coveted Wolf’s Head trophy back from “Mojito”.

The race was the annual James Eadie Race from Pwllheli to Dun Laoghaire, a distance of 80 miles. There were 27 entries for the race but only 15 were confirmed starters. Of these only 13 managed to get the Pwllheli for the start.

The forecast for the race was strong South-West winds backing to South later in the day. The forecast also indicated no winds in Dublin Bay for the finish. As well as the strong winds at the start, driving rain made the exit from Pwllheli challenging. The strong winds had whipped up big seas on the beat from the start to Bardsey, with mountainous overfalls at St Tudwals islands.

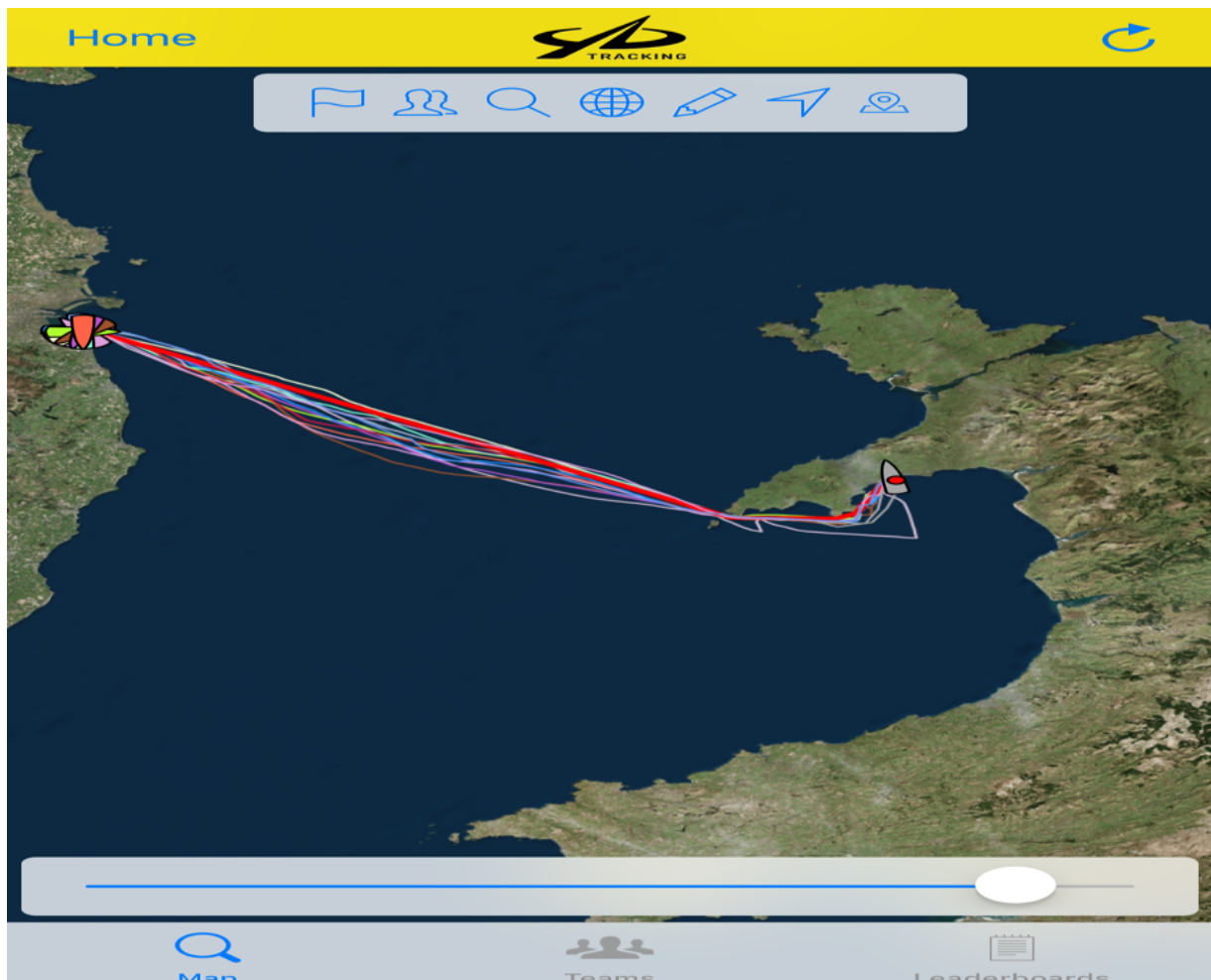
“Aurelia” took an early lead followed by Andrew Hall’s “Jackknife” with “Mojito” close behind. By the time the fleet had slipped through Bardsey Sound three distinct groupings were starting to form. “Aurelia” and “Jackknife” were out in front, “Mojito” and Brendan Coughlan’s “YoYo” formed the next group. The remainder of the fleet was led by Stephen Tudor’s “Sgrech J111”, Cris Miles “North Star” and Derek Matthew’s “Pleione of Dee”. Grant Kinsman “Thalia” and “Plieone of Dee” were sailing two handed.

Exiting Bardsey Sound the 60 mile leg to the finish was a tight reach. With the strong winds, gusting up to 30 knots, no boat attempted to fly anything but their main and jib. The feature of the last leg was the strong spring tides that had just started to ebb south against the fleet. The fleet would be approaching the Kish Bank at low springs and selecting the position for crossing the bank or not, was significant.

More drama unfolded in Dublin bay when “Jackknife” enter first only to find that the wind had totally disappeared and was limping towards the finish while “Aurelia” was thundering along behind them. However, “Jackknife” did enough to hold on and took Line Honours, IRC Overall and Class 0. “Aurelia” took 2nd IRC Overall and 2nd Class 0 with “Mojito” surviving the doldrums in Dublin Bay and finished ahead of “YoYo” and “Sgrech” to take 3rd IRC Overall and Class 1. This was enough for “Mojito” to block out “Aurelia” from the Championship win by only 3 points – 0.5% of the season score.

Lindsay Casey’s “Windjammer” took Class 2 and “Plieone of Dee” took the 2-handed class.

After this difficult and challenging race “Mojito” were worthy ISORA Offshore Champions again, retaining the Wolf’s Head Trophy. “Aurelia”, despite been prevented from winning the Offshore Series, won the Series where all results count (no discards). They also won the ISORA Viking Marine Irish / Royal Alfred Coastal Series.



YB Tracking race 15

2018 Winners

Overall for Wolfs Head

1st	Mojito	Peter Dunlop & Vicky Cox	558.9
2nd	Aurelia	Chris & Pattane Power-Smith	555.1
3rd	Jackknife	Andrew Hall	511.9

Class 0

1st	Aurelia	Chris and Pattane Power-Smith	552.3
2nd	Jackknife	Andrew Hall	485.1
3rd	Rockabill VI	Paul O'Higgins	474.6

Class 1

1st	Mojito	Peter Dunlop & Vicky Cox	577.1
2nd	Wakey Wakey	Roger Smith	481.7
3rd	YoYo	Brendan Coghlan	462.1

Class 2

1st	WindJammer	Lindsay Casey & Denis Power	566.3
2nd	More Mischief	Grzegorz Kalinecki	437.7
3rd	Altair	Paul Cunningham	326.7

Silver Class

1st	More Mischief	Grzegorz Kalinecki	468.8
2nd	Mojo	Paul Hampson	413.8
3rd	Altair	Paul Cunningham	381.6



Team Mojito celebrating after race 15 in the NYC after winning the 2018 offshore series and retaining the Wolfs Head. Below Mojito racing at Cork week.



Global Displays Welsh Coastal Series - Overall

1st	Jackknife	Andrew Hall	252.9
2nd	Sgrech J111	Stephen Tudor	233.2
3rd	Darling XX	Stephen Williams	129.4

Class winners

Class 0	Jackknife	Andrew Hall	
Class 1	Darling XX	Stephen Williams	
Class 2	Jezebel	Richard Cook & Mark Southall	

Viking Marine Irish Coastal Series - Overall

1st	Aurelia	Chris & Patanne Power-Smith	275
2nd	Wakey Wakey	Roger Smith	252.2
3rd	Rockabill VI	Paul O'Higgins	246.4

Class Winners

Class 0	Aurelia	Chris & Patanne Power-Smith	
Class 1	Wakey Wakey	Roger Smith	
Class 2	Windjammer	Lindsay Casey & Denis Power	

ISORA Offshore Series - Echo Overall

1st	Aurelia	Chris & Patanne Power-Smith	484.7
2nd	Sgrech J11	Stephen Tudor	475.7
3 rd	Windjammer	Lindsay Casey & Denis Power	471.5

ISORA Club Team Racing Victoria Cup– Irish Sea Cup

1st	Pwllheli SC	558.9
2nd	Royal St George YC	555.1
3rd	Royal Irish YC	501.0

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	Sigmatic	R Dobson
2000	Sigmatic	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 Kerriesz
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

A Tribute to Peter Ryan Chairman of ISORA - Article by WM Nixon and Afloat.ie

“Peter Ryan of [ISORA](#)”. That’s all you have to say to anyone who knows anything of the Byzantine workings of the [sailing scene in and around Ireland](#), and they’ll immediately know not only know exactly who you mean, but will almost as quickly have a vision of how well things can work when the right people are doing both the heavy lifting, and the clear thinking. **W M Nixon** shoots the breeze with a man who makes good things happen in sailing, and particularly in local offshore racing.

Peter Ryan’s life in sailing - and how he came into our sport in the first place - is instructive for those who would hope to establish an accessible structure with enticing programmes which get worthwhile newcomers engaged, and keep them engaged. For he isn’t from a sailing family, and he hasn’t been through any formalized introductory and instruction sailing course. On the contrary, he’s from a classic Dublin family of publicans. The family house is Ryan’s of Beggar’s Bush, in which he still has a share, though we hasten to inform readers unfamiliar with Dublin that despite its name, the Beggar’s Bush neighbourhood is in Dublin 4, one of the city’s most affluent areas.

But as for this boy from Beggar’s Bush, he has spread his wings - professionally he’s now a leading Dublin-based chartered structural engineer, thanks to navigating his educational way through the Jesuits at Belvedere and the rather different yet still quintessentially Dublin atmosphere of Trinity College. And in sport, he has become one of the most quietly yet significantly influential figures in sailing.



As he will be turning 60 in June this year – though he has the energy and continuing enthusiasm of someone twenty years younger – it can be quickly calculated that at the time of his youth, a proper Dublin family pub was a serious business, and fripperies like sailing would be way down the agenda. Yet he was sailing by the age of twelve, thanks to a school friend at Belvedere being Mark Cassidy, whose father Liam raced the 25ft [Glen One-Design](#) Glengesh out of the [Royal St George YC](#) with the Dun Laoghaire fleet. However, it was not with regular DBSC racing that his interest was whetted – instead, it was a school vacation-time expedition with the Glens and the Dublin Bay 21s and others to Wicklow Regatta on the August Bank Holiday weekend, a complete experience with a spot of “offshore” sailing which introduced an observant schoolboy to many aspects – some of them good, some of them maybe quite not so good – of the Irish sailing scene. He had by no means become a devoted sailor – at school he was “a reluctant Third Cs rugby player, but handy enough at cricket playing for Merrion in the summer, and Belvedere in term time”. But when he was courting Anne-Marie Horgan and her father Michael discovered the daughter’s new boyfriend had done a spot of sailing, he almost immediately roped the lad into crewing on his [Flying Fifteen](#) sailing out of the National Yacht Club, and Peter Ryan has been involved with the National – and the remarkable Horgan family – ever since.



It’s timely here to reflect on how the Dun Laoghaire Flying Fifteen fleet has played a leading role in introducing people to sailing. Thanks to its little keel, a Flying Fifteen can provide what is otherwise almost the complete dinghy sailing experience without the inevitable

capsize. For people who have never been through the Junior Training Programme, where learning how to handle a capsize is part of the curriculum, the Flying Fifteen is a Godsend, and for Peter Ryan it drew him ever more into sailing, and he went on to crew in the class for Richard Nolan.

On the educational side, he had been interested in studying chemical engineering at third level, but found that while his list of school qualifications best fitted the Trinity College requirements, the range of subjects available at TCD at that time simply didn't include chemical engineering. However, he re-focused so neatly on the structural engineering course which was available that today it is difficult to imagine him doing anything else at a professional level.

Meanwhile, he was now thoroughly drawn into the life of the National YC, what with being on course to marry Anne-Marie Horgan in 1982 (their two children are now 30 and 21), continuing Flying Fifteens racing, and having his first taste of full-on keelboat racing with [DBSC](#). So he cheerfully admits he began offshore racing when that renowned skipper Liam Shanahan came into the snooker room of the club and spotted a likely crew-member in young Ryan. In his early 20s at the time, he was signed on for an up-coming offshore race in Liam Shanahan's newly-acquired db2S Lightning, and that was Peter Ryan hooked into the offshore game.



The Shanahan and Horgan families were comfortable with each other in the time-honoured National YC way, and as Liam Shanahan found himself in a two-boat situation as he still had his well-campaigned Ron Holland-designed Club Shamrock Emircedes, it seemed entirely natural that in due course Michael Horgan and Peter Ryan should team up to buy Emircedes as the family boat, mainly for Dublin Bay SC involvement and a very active offshore racing

programme, but also for the occasional bit of [cruising](#).

They did so much sailing with Emircedes between the mid 1980s and her sale in 2004 that we could comfortably devote several articles to their achievements, but sufficient to say they were usually in the frame. And with Michael Horgan becoming Commodore of the National Yacht Club in 1993, and the club's biennial [Dun Laoghaire to Dingle Race](#) being inaugurated that same year, the offshore programme was becoming very crowded for a keen crew, as Wicklow's [Round Ireland Race](#) (in alternate years to the Dingle dash) had been increasingly popular since its inauguration in 1980, while the Irish Sea Offshore Racing programme – with ISORA founded through a combination of organisations in 1972 - was also still trundling along, though not with the large entries it had known in the 1970s and '80s.





Small boat, big ocean – Peter Ryan enjoying helming Emircedes along Ireland’s Atlantic seaboard in the 1988 Round Ireland Race

Despite that, there was something about ISORA which particularly appealed to Peter Ryan. He enjoyed the rhythm of its offshore races, and the idiosyncracies of each course. He was stimulated by facing the challenges that the weather and navigation of those diverse courses could provide. He cherished the cross-channel friendships the racing brought with it. He relished the opportunity to race against a fresh selection of boats, boats that he wouldn’t regularly see in the routine Dublin Bay Thursday evening racing. And he found something special in the way that any of the ISORA races which had started in Ireland would usually finish in Wales - though sometimes in the Isle of Man – thereby providing a rewarding way of going right to the heart of a new community.

But as different ways of enjoying leisure developed, and new expectations emerged of what family life entailed, a decline in local time-consuming offshore racing inevitably tended to see a falling away in ISORA numbers among the less-committed. It saddened him, but he was busy enough with the demands of the ever-more-crowded sailing and family programme based around Dublin Bay and the pillar offshore events, while his ability to get things done found him being targeted for one of the most demanding jobs in the voluntary sector of the National YC administration.

Boathouse Captain is a title with a certain ring to it, but properly done in those days, it was not so much a position of status as one of being in a demanding role, a real grind with much hands-on work to ensure the smooth working of the complex interface between the suave presence that a club like the National presents to the world at large, and the nitty-gritty of the way it helps to get its members afloat in boats large and small, plus how it serves their boats and moorings.

Peter Ryan was catapulted into this job for a three year stint in 2002 in the tough days before the National YC had a professional Sailing Manager. Although after a year or so he no longer had to deal with personal demands of boat-ownership and was to sail in due course with Vincent Farrell on the 2004 First 40.7 Tsunami, being Boathouse Captain was no sinecure. But with typical thoroughness he set to, quizzing the boatmen on how things were done, researching and implementing the improvements that were possible, and generally restoring the Boathouse functions to their central role in club waterfront life.



Flying Fifteens and Wayfarer dinghies being brought ashore on the National YC slipway at the Volvo Dun Laoghaire Regatta in July 2017. As NYC Boathouse Captain from 2002-2005, Peter Ryan was directly involved in re-organising and modernising the club's waterfront facilities and procedures. Photo: W M Nixon

He acquitted himself so well in the challenge that when [Con Murphy](#) became National YC Commodore in 2005, he brought in Peter Ryan as his Vice Commodore - a rocket-like promotion. Yet so highly were the new Vice Commodore's abilities and achievements regarded that when he made an unusual request of the National YC Committee in the Autumn of 2005, they obliged him.

An extraordinary event – a wake of sorts - had been scheduled for the National YC in November 2005. Although Peter Ryan's own enthusiasm for offshore racing was to be even further increased by the great joy of racing the First 40.7 Tsunami, interest in the annual ISORA programme was draining away so rapidly that the Chairman from the British side had

decided that it was time to wind up the Association – he reckoned it had clearly outlived its usefulness.

A grand Farewell Dinner, black tie and all, was scheduled for the National YC in November, when some of ISORA's 47 trophies would be given out to the few winners, while all the others would be returned where possible to the clubs or individuals who had donated them. The totality of it came home to Peter Ryan when he saw the trophies being assembled in the weeks beforehand in all their historic glory. Some of them went back to races which were first sailed in the 1930s or even earlier. Yet somehow he'd a feeling that reports of ISORA's demise were greatly exaggerated. And at a practical level, he realised that the re-assembly of the trophies in the event of a revival some time in the future would be an insurmountable task.



The National Yacht Club in Dun Laoghaire. Its Committee's willingness to allow its office to be used as the base for ISORA saved the Association from being formally wound up in 2005.

So he set about doing some groundwork to see if the National YC would be prepared to provide the administrative paperwork in those digital changeover days to keep ISORA ticking over, and he had this approval in place as D-Day for the Final Dinner approached. Then fate took a hand in an almost spooky way. An exceptional storm (even by Irish Sea late-autumn standards) meant no cross-channel ferries could sail. The funeral party from the English and Welsh contingents were unable to get across to Dun Laoghaire. In their absence, the Irish contingent went ahead with the dinner. But it was emphatically no longer a wake. On the contrary, ISORA was re-born, and with Peter Ryan making an input with a realistic sense of what was possible, it has slowly revived ever since, and is now once again a nationally and indeed internationally-respected force in offshore racing.



National YC Commodores at Peter Ryan's end-of-term Commodores' Dinner in 2011 are (back row, left to right) Brian Barry (1990), Michael Horgan (1993), Con Murphy (2005), Barry MacNeaney (1996), and Malachi Muldoon (1987). Front row Chris Moore (2002), Peter Ryan (2008-2011) and Ida Kiernan (1999).

As for Peter Ryan, it was a case of a busy man getting ever busier. While quietly guiding the revival of ISORA with his effective mixture of under-stated determination and unrivalled knowledge of what the local offshore racing community requires from its sport, he had to continue for more than two years as NYC Vice Commodore, and then in 2008 he succeeded Con Murphy to take on the role of Commodore for three years as the great economic recession started to bite, with some of its most vicious effects reserved exclusively for Ireland.

But sailing life went on, albeit in muted style. Boats were still very much in being, even if they had to make do with sails no longer at their best. Yet as it happened, the fact that ISORA could provide accessible local offshore racing as economically as possible meant that its programme slowly revived and expanded despite the economic downturn.

For Peter Ryan doing double duty as NYC Commodore and ISORA administrator, a very special year came in 2009 when he somehow found time to play a central role in Vincent Farrell's First 40.7 Tsunami winning overall in the revived ISORA Championship in 2009. And

though Tsunami has these days cut down on full-on offshore racing, Peter Ryan continues to campaign with her in DBSC and coastal races, while for the offshore stuff his growing treasure-hoard of cross-channel friendships has seen him filling regular crewing jobs on the Pwllheli-based J/109s Sgrech and Mojito, and he was on the strength of Sgrech for her overall victories in the 2012, 2013 and 2016 ISORA Championships.



Stephen Tudor's J/109 Sgrech, three times ISORA overall champion. He has a new J/111 for 2018.

In fact, the role of the J/109s in the ISORA revival deserves praise – they were just what was needed when it was most needed, and duly received their reward. Stephen Tudor's Sgrech won the championship from the Welsh side in 2012 and 2013, then Liam Shanahan Jr's Ruth from Ireland won in 2014 and 2015, while for 2016 and 2017 it has been back to Wales with Sgrech in 2016 and Vicky Cox and Peter Dunlop's Mojito from Pwllheli (though they regard the National as their Irish home) who were feted at last November's mega-dinner as the 2017 champions, albeit with the title being settled by the tiniest of margins in the final race.

Yet in all this friendliest of cross-channel rivalries, Peter Ryan's extraordinary ability to get on with people and fit into a team has meant that he can transfer seamlessly from one boat to another. Thus although he was on the strength of Sgrech when she won the 2013

Championship, in that same year he also successfully participated in both the Dun Laoghaire to Dingle and Fastnet Races as a leading crewmember on Mojito.



Dream sailing – fair winds and sunshine for Peter Ryan on Mojito’s helm in the 2013 Fastnet stnet

This breadth of experience helps to gives him a sort of sixth sense in gauging what ISORA crews expect from their programme, while he and co-administrator Stephen Tudor of Pwllheli (Peter is ISORA Chairman while Stephen is Secretary) have this almost telepathic relationship which enables ISORA to function effectively with a minimum of fuss through a programme which provides the maximum of racing with the least possible consumption of non-racing time.

The Pwllheli skipper – in addition to his almost fanatical devotion to the cause of promoting his home port and the clear waters of Tremadoc Bay as a major sailing location – is renowned for his ability to maximize computer effectiveness. Thus we have this ten year parable for our time, whereby ISORA was saved in 2005 because the National YC was prepared to take on its administration through paperwork, but by 2015 it was thriving extremely efficiently because a successful owner-skipper in Pwllheli has a genius for modern computer-generated communication.

Yet that said, the old-fashioned ability to put a coherent account together immediately after the event is another key to ISORA-awareness, and Peter Ryan will willingly buckle down personally, and produce a report which speaks to participants and followers alike. It's one of the many techniques he quietly employs to keep people interested, and think keenly of doing the next race in the series.

But all these management and communication skills would be much less effective were it not for the fact that Peter Ryan and Stephen Tudor are never happier than when they themselves are out racing offshore. They lead and inspire by example. Their quiet persuasion is underpinned by hugely-enjoyed action.

All that goes some way to explain why, just a dozen years after a dinner had been scheduled in the [National Yacht Club](#) for the doleful marking of the supposed demise of ISORA, in November 2017 Peter Ryan organised a joyful prize-giving dinner for 240 people from both sides of the channel at the same venue to celebrate a great ISORA year, and award those prizes which, back in 2005, had almost been scattered to the four winds.





Michael Boyd Commodore RORC at the 2017 dinner with Victoria Cox, 2017 ISORA champion

It may have been a deservedly boisterous celebration. But behind the scenes, it has all been brought about through dogged belief in an ideal, and quiet persuasion with a keen sense of what is possible and what works best. It's effective offshore racing without fuss.



**REAL
BOATS
RACE
OFFSHORE**



ISORA