



# 2021

## YEARBOOK



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Front cover:  
DBSC class racing

Below:  
Beneteau 211 racing



# FROM THE BRIDGE COMMODORE



On behalf of our Flag Officers and Committee, I would like to welcome you to the AIB DBSC 2021 season. I am honoured to have taken up the position of Commodore at our AGM in December and I will do my best to play my part in ensuring that DBSC continues to provide top quality racing for all of you. We are extremely fortunate to have a great committee who work hard on your behalf to maintain the marks, ribs and committee boats, liaise with class captains, manage patrol crews, results, Covid-19 protocols, and many other activities that go on behind the scenes in order to deliver to you competitive, fun and safe racing.

We are also very fortunate to have such an experienced team of race officers led by our Director of Racing Jack Roy, our Principal Race Officer Ed Totterdell and our team of highly qualified race officers who are busy finalising our 2021 racing programme.

Our Race Officers work with our 50-strong

team of dedicated volunteers, to provide you with top-class racing over 8 separate courses on 4 days of the week during our summer season. In recognition of their outstanding commitment during the 2020 season, we awarded our entire team of volunteers the DBSC Viking award 'for Outstanding Contribution'. We hope to be able to present this award as well as the rest of our prizes to 2020 prize winners once restrictions allow.

Unfortunately our two 2020/21 winter series, the Turkey Shoot and the Spring Chicken, fell victim to Covid-19 but we look forward to their return next winter.

Last summer we held as many races as possible after a late start, and we received great feedback from you all about our July to mid-September racing. The introduction of committee boat starts for keelboats on Tuesdays (similar to Thursdays) was welcomed by many of you and Tuesday numbers were well up on previous seasons. We plan to repeat that format this season as we have taken the difficult decision not to put the hut in place due to Covid-19 – we look forward to its return in 2022.

Whereas keelboat entries were down last year, we had a huge increase in dinghy numbers, especially in the Laser class, and the dinghies enjoyed exciting racing in the harbour on Tuesdays and Saturdays.

2021 got off to a great start when DBSC was awarded the Mitsubishi Sailing Club of the Year 2021. We are delighted with this award, which DBSC has won on just one other occasion in 2007.

As I finalise this article in mid-March, our marks are being prepared for deployment in time for our first scheduled race of the season on April 24th. Our marks are just part of the fixed costs that we incur each season regardless of the number of entries. Other fixed costs include rib and committee boat maintenance, berthing fees, storage fees, hut maintenance and many others. Despite our generous sponsorship deal with AIB Private Banking for which we are extremely grateful, there is continued pressure on our finances and we continuously endeavour to reduce costs where possible.

The clubs have planned lift-in on the weekend of April 10th, Irish Sailing is working hard to get racing approved in level 3, and we'll be ready for the off as soon as Government restrictions allow. I'm sure you're as anxious to get sailing as we are.

We thank our title sponsor AIB Private Banking, and our various supporters, for their continued and much appreciated involvement with DBSC. We are extremely grateful to have them all on board. We also thank the waterfront clubs for their cooperation last season, and look forward to working with them again this season.

We welcome back the classic Dublin Bay 21 Footers – it will be great to see them returning to their home in Dublin Bay.

Finally we wish all of our members a most enjoyable sailing season and look forward to seeing you on the water shortly.

**Ann Kirwan**  
*Commodore*



# OFFICERS & COMMITTEE 2021

## Commodore

**Ann Kirwan**  
commodore@dbsc.ie

## Vice-Commodore

**Edward Totterdell**  
vicecommodore@dbsc.ie

## Rear-Commodore

**Jacqueline McStay**  
rearcommodore@dbsc.ie

## Hon. Treasurer

**Peter Fleming**  
honorarytreasurer@dbsc.ie

## Hon. Secretary

**Chris Moore**  
49 Bellevue Road  
Glenageary Co. Dublin  
Email: honorarysecretary@dbsc.ie  
Mobile 087 762 6976

## Members of Committee

Brian Mathews  
Declan Traynor  
Deborah Horan  
Gerald Jones  
Ian Bowring  
Louise McKenna  
Philip Ferguson  
Suzi Roy  
Sabrina Mahony,  
(Child Protection Officer)

## Director of Racing

**Jack Roy**

## Principal Race Officer

**Edward Totterdell**

## Hon. Protest Secretary

**Michael Tyrrell**  
mtyrrell.dbsc@gmail.com

## Technical Director

**Brian Matthews**

## Bosun & Patrol Leader

**Declan Traynor**

## Results Secretary

**Colin McMullen**

## Club Historian

**Donal O'Sullivan**

## Race Management Personnel

Alan Kelly  
Barbara Cafferky  
Brendan Dalton  
Carmel Winkelmann  
Cathy McAleavey  
Catriona O'Brien  
Caroline Liddy  
Declan Traynor  
Daragh Traynor  
Dave Coleman  
Des Fitzgerald  
Diana Ferguson  
Fergus Cahill  
Grace Perrott  
Hal Sisk  
Helen McCabe

Ida Kiernan  
Ita Benedetti  
Jeff Brownlee  
Joanne Sheehan  
John Walsh  
Jorgen Andreason  
Kate Quinn  
Lee Kidney  
Liz Aylmer  
Margaret Conway  
Michael Costello  
Nikki Wheatley  
Nuala Spainhower  
Ros Bremner  
Rosemary Anderson  
Rosemary Roy  
Sara Fallon  
Sean Nolan  
Susan Spain  
Sharon Moylan  
Siobhan Leech  
Stephen Wynne  
Therese Tyrrell  
Tina Dunne  
Wendy Bass

## Former Commodores

1890 Richard Fry  
1899 Viscount Crichton  
1919 Dr.W.M.A. Wright  
1941 J.B.Stephens  
1944 Prof. J.T. Wigham  
1952 S.M. Smalldridge  
1960 George D. Craig  
1967 F. Derek Martin

1971 John H. Walker  
1975 G. Harold Bleakley  
1979 Harry Boyd  
1981 Michael O'Rahilly  
1985 C. Denis Kelly  
1988 Roger O'Meara  
1991 Richard Hooper  
1993 Dr. D. McSorley

1996 Margaret Woods  
1999 Fintan Cairns  
2002 J.M Dolan  
2005 T. Costello  
2009 Anthony Fox  
2012 Patrick Shannon  
2015 Christopher Moore  
2019 Jonathan Nicholson

## Honorary Members

Commodore Royal Irish Yacht Club  
Commodore Royal St. George Yacht Club  
Commodore Dun Laoghaire Motor YC  
Commodore National Yacht Club

Chairman Dun Laoghaire Combined Clubs  
President Irish Sailing  
Eamon O'Reilly Chief Executive Dublin Port  
Captain Michael McKenna, HM Dublin Port

Captain Simon Coate, HM Dun Laoghaire  
Donal O'Sullivan, former Hon Sec, DBSC  
Harold (Hal)Bleakley  
Carmel Winkelmann



Prima Forte - Best new DBSC yacht of 2020

## Premier Awards 2020

Dun Laoghaire Harbour Trophy	Best new DBSC Yacht 2020	Prima Forte	Patrick Burke
Dr Alf Delany Memorial Cup	Best dinghy for the season	Laser Radial	Rian Geraghty-McDonnell
Waterhouse Shield	Best yacht in handicapped series	Windjammer	Lindsay Casey
George Arthur Newsom Cup	Best yacht in one design racing	Billy Whizz	James Conboy-Fischer
Brendan Ebrill Memorial Cup	Best yacht frequently participated	Alias	David Meeke/Martin McCarthy
The Viking Award	Notable DBSC contribution	DBSC volunteers 2020	DBSC volunteers 2020

Please note full awards for 2020 are shown in DBSC classes starting on page 22





# AIB PRIVATE BANKING SUPPORTING DBSC

Welcome!

As summer approaches, and the opportunities grow for more outdoor activity AIB Private Banking is looking forward to supporting Dublin Bay Sailing Club for the second year. Despite 2020 being a year that nobody could have foreseen we were able to mark the beginning of our partnership with a superb joint event in November featuring DBSC members and alumni.

Granted it has been a difficult time for all sport but despite that DBSC members have continuously adapted: your resilience and commitment to your sport prevailing. I'm particularly impressed to see you win the Mitsubishi Sailing Club of the year 2021. Warm congratulations to all.

We too are adapting our ways of working in a remote environment to make sure that we can still speak with you to help or advise on any investment, lending or retirement and future planning needs you may have.

I would like to wish your new commodore Ann, and the rest of the committee all the best for the coming season and hope to see you out on the water in the very near future.

**John Phillips**  
*Head of Private Clients*



AIB PRIVATE BANKING

# GENERAL INFORMATION 2021



Class One IRC racing

## 1. Dinghy Patrol Service

Recovery of boats is not the responsibility of the DBSC patrol service and any damage incurred during patrol operations is the responsibility of the boats concerned. The provision of equipment such as anchors, bailers etc. that may be required during these operations is not the responsibility of DBSC.

## 2. Trophies & Prizes

In addition to the individual class trophies shown in the list of classes, the following trophies will be awarded at the discretion of the Committee:

### The George Arthur Newsom Memorial Cup.

A perpetual challenge cup awarded at the discretion of the Committee for the most successful boat in one design classes.

### The Waterhouse Challenge Shield.

A perpetual trophy awarded at the discretion of the Committee for the most successful boat in handicapped races for cruisers.

### Dun Laoghaire Harbour Trophy

A perpetual trophy awarded at the discretion of the Committee for the most successful new boat in the DBSC fleet.

### Dr. Alf Delaney Memorial Cup

A perpetual challenge cup awarded at the discretion of the Committee for the most successful boat racing in dinghy classes.

### Viking Trophy

A perpetual trophy, awarded at the discretion of the Committee, to be held for one year by a member who in the opinion of the Committee has made a noteworthy contribution to sailing.

### The Brendan Ebrill Memorial Cup

awarded at the discretion of the Committee to the most successful boat which most frequently participated in DBSC racing without winning a major trophy.

### Series Prizes where applicable

Prizes will to be awarded to the winning boat in each of the Tuesday, Thursday and weekend series.

The prizes in cruiser classes will be for the winners of each of the ECHO and IRC handicap series.

## 3. Prize-Giving

Friday, 12th November 2021 in the Royal St. George Yacht Club Yacht Club at 19.30 hrs. Supper will be available afterwards in the Club Room.

## 4. Annual General Meeting

Royal Irish Yacht Club 22nd November 2021 at 20.00 hrs.

## 5 Handicap Systems (ECHO & IRC).

DBSC does not supply or calculate handicaps, which are the responsibility of the rating authorities. Boat-owners are strongly urged to apply to these bodies

for certificates in sufficient time so that they may be entered in DBSC records before racing commences. Points will not be awarded retrospectively for handicaps received after racing.

IRC has certain requirements for racing trim. Competitors are reminded that a yacht can protest any alteration to the required or declared trim of another yacht or any other infringement of the handicap used.

## 6. Weather and Safety

Attention is directed to Dept. Of Marine Notice to Mariners no.23 (2005). This includes a requirement that a PFD must be worn by anyone on board an open craft that is under 7 meters in length. All members are advised to wear PFDs while afloat or on Club or marina pontoons.

Dublin Bay Sailing Club strongly encourages all who participate in its races to take all prudent steps in the interests of greater safety, by abiding at all times by class safety rules, by training all crew members in the steps that make for greater safety by regularly obtaining a weather forecast before racing, and by making a decision on whether or not to race in the light of that forecast.

## 7. Fishermen's Lines

Yachts are requested to sail well clear of the end of the West Pier and to avoid becoming entangled in the fishing lines of anglers fishing from the pier head.



# 2021 GENERAL SAILING INSTRUCTIONS -

## ALL FLEETS



Flying Fifteen one design keelboat racing

**These Sailing instructions should be read in conjunction with the Sailing instructions for individual fleets and series.**

### A 1 Rules

1.1 All racing will be governed by the Racing Rules of Sailing (RRS) 2021-2024, the prescriptions of Irish Sailing and the rules of each class concerned unless changed by these sailing instructions. Changes will be notified in the instruction that changes a rule.

### A 2 Notices to competitors

Notices to competitors may be posted on a notice board in each of the waterfront clubs and Dun Laoghaire Marina. They will be displayed on [www.dbsc.ie](http://www.dbsc.ie)

### A 3 Changes to sailing instructions

3.1 Any change in the sailing instructions will be posted on [www.dbsc.ie](http://www.dbsc.ie) before 12.00 hrs. on the day from which it will take effect. The waterfront clubs and Dun Laoghaire Marina will be asked to display Flag L under

the DBSC burgee.

3.2 Changes may also be announced before racing on the relevant VHF channel. Failure to receive such a transmission shall not constitute grounds for redress. This changes RRS 62.1.

3.3 Changes shown on [www.dbsc.ie](http://www.dbsc.ie) shall be the official text until a further change is signalled.

### A 4 Signals made ashore

4.1 Signals made ashore will be displayed at the 4 waterfront clubs and Dun Laoghaire Marina.

4.2 When flag AP is displayed ashore, 1 minute is replaced with not less than 60 Minutes.

4.3 When a visual signal is displayed over a class flag, the signal applies only to that class or Fleet.

### A 5 Schedule of races

5.1 Please see full racing schedule on [www.DBSC.ie](http://www.DBSC.ie)

5.2 The schedule of start times for Red, Blue and Green fleets is shown on course card 2.

5.3 For Dinghy racing, please refer to course card 4.

### A 6 Class Flags

6.1 Red, Blue and Green fleets, see course card 2.

6.2 Dinghies please see course card 4.

### A 7 Late Arrivals

7.1 A boat under power, or tow, after her preparatory signal in the starting area, may, having turned off her engine and/or cast off her tow, take a Two Turn Penalty on the pre-start side of the line before starting. This changes RRS 42.1 and 44.1

7.2 No boat shall start her engine or accept a tow after her warning signal. This changes RRS 42.1 and the preamble to Part 4.

### A 8 Club fixed Marks

8.1 Each Club fixed mark, except the limit marks will bear its appropriate letter as per DBSC "Racing Marks" chart. Note, due to manufacturing processes for new marks, the mark colours shown on the chart "DBSC

Racing Marks" may not be the actual colour of the Mark

8.2 Any mark may be replaced without further notice by a temporary inflatable buoy.

## A 9 Racing areas

9.1 Red, Blue and Green fleet racing area is the environs of Dublin Bay

9.2 Dinghy fleets refer to course card 4.

## A 10 Disclaimer of Liability

10.1 It shall be the sole responsibility of each boat's skipper to decide whether or not to start or continue to race: and each owner/helm shall sail or race his/her boat entirely at his/her own risk; and that Dublin Bay Sailing Club Ltd. and its committee, race officers and organisers shall not be liable in the event of any accident or mishap. All Yachts shall be adequately covered by 3rd party liability insurance.

10.2 The Committee reserves the right to accept or reject a boat/skipper entry on grounds of safety or other grounds as it deems appropriate.

## A 11 Prohibited areas

11.1 Boats, whose warning signal has not been made, shall avoid the starting area during the starting sequence for other races.

11.2 N/A

11.3 A boat shall not enter the "No Go" area as denoted on DBSC Racing marks bounded by the following:

Poolbeg Lighthouse, Navigation Marks 6.4, Dublin Bay Buoy, Navigation Marks 1,3,5 and North Bull lighthouse.

11.4 A boat shall not pass between Dalkey Island and the mainland nor between the shore and the special yellow buoys marking the Dun Laoghaire Rathdown coastal swimming areas.

11.5 On Tuesdays, a boat of the keelboat classes shall not enter the area of Scotsman's Bay bounded by the racing marks of the dinghy courses.

11.6 A boat sailing in a DBSC race shall not cross the finish line of any other race that may be taking place elsewhere in the Bay at the same time.

11.7 Where a boat infringes any of the rules contained in GR11 she may be disqualified without a hearing. The penalty shall be notified in the race results. (This changes RRS 63.1).

11.8 Notices to Mariners as published on DBSC website and on-line, clearly states that clear fairway priorities are to be given to Cruise Ships and their Tenders.

## A 12 Commercial shipping

All boats will give way and keep clear of commercial shipping. A boat reported by a harbour master for interference with

commercial shipping in Dublin Bay will be disqualified from that days racing without a hearing. (Amends RRS63.1) Such a disqualification will be notified to the boat in the race results. Please note that breaches may incur a fine from the port authorities.

## A 13 Protests

13.1 Protests shall be, submitted electronically through the DBSC website, within 48 Hours of the start of the race for the protesting boat's class. The time stamp recorded on the Hon. Protest Secretary's system shall be deemed evidence of the time submitted. In the case of a diagram being considered necessary this shall also be submitted on the protest system.

13.2 A request for redress by a boat disqualified without a hearing or for any other scoring action shall be made within seven days of the race results being posted on the DBSC Website (This changes RRS 62.2)

13.3 If a protestee retires before a hearing has been scheduled, they shall be scored as retired (RET). If a protestee retires after a hearing has been scheduled and notice of the hearing has been sent to the protestee, they shall be scored as disqualified (DSQ)

13.4 Protests should be lodged electronically on the DBSC website. <https://www.dbsc.ie/racing/protest/>

13.5 Unless, in the opinion of the protest committee, there is good reason for the Protest Committee to rule otherwise, a protest hearing shall not be postponed due to the inability of any of the parties to attend. A party unable to attend may nominate a person to represent them at the hearing provided that RRS 63.3 is adhered to.

13.6 Notices will be emailed to inform competitors of the time and place of hearings in which they are parties or named as witnesses. If any party is absent from the hearing 15 minutes after the scheduled time, the protest committee will proceed with the hearing in their absence under RRS 63.3 (b).

13.7 Where the Hon Protest Secretary receives an application for a protest, or request for redress, outside the time limits specified in these instructions or where the protest, or request for redress, is otherwise deemed invalid by the Hon Protest Secretary, the Hon Protest Secretary shall inform the protester accordingly. No hearing will be scheduled unless the applicant or protester, within seven days of his or her being notified, requires the Hon Protest Sec to do so. (Amends 63.1)

13.8 any replies or requests for more information will be addressed to the email address supplied on the electronic form submitted. Failure to receive such due to incorrect addresses supplied will not be

grounds for redress.

## A 14 Scoring

Note all scoring queries must be made through the results query facility on [www.dbsc.ie](http://www.dbsc.ie). Queries sent to the Honorary Secretary or Race officers will not be addressed. Race queries must be received in the correct way within 7 days of the published results for the race in question.

14.1 RRS Appendix A will apply with the following changes:

14.2 A race shall be scored if it is not abandoned and if two boats start, and one of those sails the course in compliance with rule 28 and finishes within the race time limit, if any, even if she retires after finishing or is disqualified. This changes RRS 90.3(a).

14.3 If less than 4 races are completed a boat's series score shall be the total of her race scores.

14.4 When more than 4 races have been completed a boat's series score shall be the total of her race scores excluding the number of worst scores as follows:

No of Races Sailed	No of Worst Scores Excluded
From 1 to 3	0
From 4 to 6	1
From 7 to 11	2
From 12 to 17	3
From 18 to 24	4
From 25 to 31	5
32 or more	6

14.5 RRS A5.3 shall apply but is amended to read: a boat that came to the starting area but did not start, did not sail the course, did not finish, retired or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area, and a boat that did not come to the starting area shall be scored points for the finishing place one more than the number of boats that came to the starting area. This changes RRS A5.3

14.6 Any scoring queries from a race must be received by the Results Secretary within seven days of the publishing of the queried results.

## A 15 Handicaps

15.1 Boats will be handicapped using one or more of following:

ECHO (Progressive)

IRC

One Design

Portsmouth Yardstick (PY)

Sports Boat Class Handicap

Boats shall comply with all stipulations and/or conditions to any valid current certificate used in handicap

15.2 A boat competing under any handicap system shall be in possession of a valid current handicap for that system. Such certificate may be required to be produced



Class Three IRC racing

for inspection by the Hon Secretary or other committee nominee. DBSC will adopt the ratings from the relevant authority for use in the results system. It is the responsibility of each boat to ensure that handicaps are applied for in sufficient time to be input into the DBSC results system.

15.3 Any changes in Handicap must be notified to the Hon Secretary (or a person nominated by him) as soon as possible.

15.4 When a race has been completed, changes to a boat's handicap will not be used to change a boat's corrected time or finishing place, except that:

a)

Any revision of a boat's ECHO handicap which should apply to a race but was received by the Hon Secretary after the scores were calculated may be used in re-calculating a race

b)

If an IRC certificate with a higher handicap is received by the Hon Secretary after the specified date for registration.

15.5 Boats in cruiser classes will be divided as follows on the basis of their ISA Standard ECHO reference handicap or IRC handicap (subject to the Committee's right to allocate a boat to any class).

Cruisers 0 Boats at 1.035 and above

Cruisers 1 Boats at 0.980 to 1.034

Cruisers 2 Boats at 0.920 to 0.979 and Boats from 0.910 to 0.919 with an overall length exceeding 9mts

Cruisers 3 Boats at 0.800 and below to 0.919

Cruiser 4 Boats at 0.820 or above  
Cruisers 5 shall be assigned to A or B divisions by class agreement.

15.6 IRC rule 22.4.2 shall not apply. There will be no limits on crew number or weight.

15.7 For the purposes of RRS 49.2 lifelines complying with OSR 3.14(i) shall be deemed to be taut.

15.8 Endorsed certificates are required for cruisers 0,1 & 2.

15.9 On a trial basis, Sports Boats will also be recorded using VPRS handicap. There will be no specific prizes for this handicap.

## A 16 Class Insignia and Sail Numbers

16.1 All boats shall comply with RRS 77 save as provided below:

16.2 Where there is a conflict between National Authority or class rules and RRS 77, boats shall comply with their National Authority or class.

16.3 Changing Sail Numbers

a) Should a boat (other than a dinghy) wish to change her sail number or use a sail with a number other than that notified in her entry form (or any amendment thereto) she shall notify the Hon. Secretary at [honorarysecretary@dbsc.ie](mailto:honorarysecretary@dbsc.ie) at least 24 hours before the changed sail number is used. The new sail number will continue to be used until a further similar notification is given to the Hon. Secretary.

b) In the case of boats competing on the dinghy course, permission to sail under any

other sail number must be obtained from the RO before the warning signal for that days racing.

16.4 A boat in a cruiser class shall conspicuously display the numeral pennant of her class on her backstay, or if no back stay is fitted, on both port and starboard shrouds.

16.5 Indistinct/ Illegible or missing sail numbers may lead to disqualification from that race.

## A 17 Retractable Bow Sprits

17.1 To extend the bowsprit a boat shall be in the process of either a continuous hoist, flying or a continuous retrieval of the gennaker. At all other times, the bowsprit shall be retracted. When approaching a windward mark without the spinnaker/ gennaker set, the bowsprit shall not be extended until the bow of the boat passes to windward of the mark. For the purposes of this rule, a mark is a windward mark when the direct course from the previous mark (or the start line if there is no previous mark) is less than 90 degrees from the direction of the wind.

## A 18 Notification of disqualification

The publication of disqualification in the race results will be deemed written notification of disqualification.



# 2021 SAILING INSTRUCTIONS – B

## Red and Blue Fleets - Committee Boat Starts - Tuesday, Thursday and Saturday

These sailing instructions should be in conjunction with the General sailing instructions also issued to competitors

### B1. The Start

1.1 The starting line will be between the red and white staff or the main mast of the committee vessel displaying the club burgee, and a Blue pennant at the starboard end of the line and the port end starting mark or a Rib displaying an orange flag. (This changes Appendix S 9.1)

1.2 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

1.3 A boat starting later than 10 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A3 and A5.

1.4 In addition to RRS29.1 the Race Committee may if possible, not less than 30 Seconds after the start, broadcast individual OCS boats by sail number by VHF. Failure to do so or the order of the broadcast will not be grounds for a request for redress. (amends RRS 62.1(a)).

1.5 The Race Committee may, no later than three minutes before the start of any class, adjust the starting line by moving either end. (Amends RRS 27.1).

### Tuesday and Thursday Racing

#### B2. The Course

#### Tuesday and Thursday Blue Fleet Course:

2.1 The course will be sailed around fixed marks as shown on the chart "DBSC Racing Marks 2021" The approximate positions are given in the "Yacht Racing Marks – Bearings 2021".

2.2 Blue Fleets Shall use Course Card 1 "Mac Lir Blue/Combined Fleet Courses Tuesdays and Thursdays 2021"

2.3 All Marks to be Rounded or passed in the order as shown on Course card.

2.4 Marks in Red to be rounded to Port and Marks in Green to be rounded to Starboard.

2.5(a) A Letter A-R and a numeral to

indicate the course to be sailed as per the appropriate course card will be displayed at least 3 minutes before that starting signal for the class. (Amends RRS 27.1).

2.5(b) For Cruiser 5 class with split divisions designated by the class numeral followed by an (a) or (b) (i.e. CR5a and CR5b) separate course numerals may be displayed. The numeral preceded by the course letter will indicate the course for boats sailing in the (a) division and the second and succeeding numeral indicates the course to be sailed by the (b) division. Should only one numeral be displayed all divisions shall sail the same course.

#### Tuesday and Thursday Red Fleet Course:

2.6 The course will be sailed around fixed marks as shown on the chart "DBSC Racing Marks 2021" The approximate positions are given in the "Yacht Racing Marks – Bearings 2021".

2.7 **Thursday Red Fleets** Shall use either Course Card 1 "Free Bird Red Fleet RTC Courses Thursday 2021" Or Course Card 01A "Red Fleet W/L Courses 2021". If the W/L Course Card is to be used the Letter W will Proceed The course letter and Numeral – Note it is initially planned that the W/L card will only be used by SB20, Sportboats and FF15s

2.8 (a) A Letter A-R and a numeral to indicate the course to be sailed as per the appropriate course card will be displayed at least 3 minutes before that starting signal for the class. (Amends RRS 27.1).

2.8 (b) All Marks to be Rounded or passed in the order as shown on Course card. Marks in Red to be rounded to Port and Marks in Green to be rounded to Starboard.

2.9 (a) Tuesday Red Fleet Shall use "Mac Lir Blue Fleet Thursday Courses & Combined Fleet Tuesdays 2021"

2.9 (b) Tuesday Red Fleet The Race Officer may for certain classes also provide W/L this may be made up of a mixture of temporary laid marks and/or Dublin Bay Fixed marks.

**This course will only be announced by VHF on CH72. Failure to hear this broadcast will not be grounds for a request for redress**

#### Saturday Combined Blue and Red fleet Course:

2.8 All Starts and Finishes will be from a DBSC Committee vessel. It is intended but not definite that this may be Mac Lir  
2.9 Blue and Red Fleets will use Course Card 1 "Mac Lir Combined Blue and Red Fleets Saturday"

2.10 Combined Blue and Red Fleet Saturdays - All Marks to be Rounded or passed in the order as shown on Course card.

2.11 Combined Blue and Red Fleet Saturdays. Marks in Red to be rounded to Port and Marks in Green to be rounded to Starboard.

2.12 Combined Blue and Red Fleet Saturdays - A Letter A-R and a numeral to indicate the course to be sailed as per the appropriate course card will be displayed at least 3 minutes before that starting signal for the class. (Amends RRS 27.1).

2.13(b) For Cruiser 5 class with split divisions designated by the class numeral followed by an (a) or (b) (i.e. CR5a and CR5b) separate course numerals may be displayed. The numeral preceded by the course letter will indicate the course for boats sailing in the (a) division and the second and succeeding numeral indicates the course to be sailed by the (b) division. Should only one numeral be displayed all divisions shall sail the same course.

#### B3 Platonic Courses

3.1 The display of letters (plus a numeral for any additional round) will signal that platonic course(s) shall be sailed. A red flag will indicate that these marks are to be rounded to port, a green flag to starboard.

3.2 Finish will be as described in B5.



Beneteau 211one design keelboat racing

## B4 Shortening the Course

4.1 If a Race Committee boat is positioned at a mark and displaying Flag F and a class Flag with sound signals, boats in that class should, having rounded that mark sail directly to the finish and cross the line from the direction of the last mark rounded. If all classes in the fleet are being shortened in this way the class flag will be replaced by the appropriate fleet pennant. This is in addition to RRS 32.2.

4.2 This is no longer applicable

4.3 Courses may be shortened by a Committee Vessel taking up position beside any mark of the course, displaying Flag S and class flags if appropriate. Two sound signals will be made on approach of the leading boats. If the entire fleet is to be shortened the appropriate fleet pennant will replace all class flags. This is in addition to RRS 32.2.

## B5 The Finish

Boats that have finished shall avoid boats still racing.

5.1 This is no longer applicable

## 5.2 Committee Vessel Finishes All Races

**for Blue and Red fleets will finish at a mark or committee vessel laid line.**

5.3. The finish line will be between the red and white staff or the main mast of the committee vessel displaying the club burgee, a Blue Flag and a Blue pennant and a finishing mark. (This changes Appendix S 11.1)

## B6 Time Limits

### Thursdays

6.1 i) The time limit for the first boat of a class to sail the course and finish is 2 hours.

ii) Boats failing to finish within 30 minutes after the second boat of her class sails the course and finishes or before 21.05 (whichever is the earlier) shall be scored Did Not Finish without a hearing. (Changes RRS 35 and A5)

**For the last two Thursday races in August and any subsequent races held in September SI 6.1i and 6.1 ii Shall be deleted and 6.2 shall be in effect.**

6.2 The time limit for any boat of a class to sail the course and finish is 20.30Hrs. Any boats failing to finish by this time shall be

scored Did Not Finish without a hearing. (Changes RRS 35 and A5).

## Saturdays

6.3 The time limit for the first boat of a class to sail the course and finish is 17.00Hrs. Should a boat finish within this time, the time limit for her class shall be extended to 17.30Hrs. Any boats failing to finish by this time shall be scored Did Not Finish without a hearing. (Changes RRS 35 and A5).

## B7 Retractable Bow Sprits

7.1 To extend the bowsprit a boat shall be in the process of either a continuous hoist, flying or a continuous retrieval of the gennaker. At all other times, the bowsprit shall be retracted When approaching a windward mark without the spinnaker/ gennaker set, the bowsprit shall not be extended until the bow of the boat passes to windward of the mark. For the purposes of this rule, a mark is a windward mark when the direct course from the previous mark (or the start line if there is no previous mark) is less than 90 degrees from the direction of the wind.

# 2021 SAILING INSTRUCTIONS – C

## Green Fleet Saturday Racing

These Sailing instructions should be read in conjunction with the General sailing instructions

Location: Dublin Bay – North of Molly Mark, or in the vicinity of Merrion Mark or as directed by the Committee vessel displaying a green pennant

The Committee boat may use VHF to Communicate its location. Failure to receive this broadcast will not be grounds for redress

Three Races May be Sailed Back-to-Back

### C1. The Start

- 1.1 Races will be started by using RRS 26 with the warning signal made 3 minutes before the starting signal.
- 1.2 The start will be downwind of the Leeward mark as per course diagrams.
- 1.3 The starting line will be between the red and white staff or the main mast of the committee vessel displaying the club burgee, and a Green pennant at the starboard end of the line and the port end starting mark or a Rib displaying an orange flag. (This changes Appendix S 9.1)
- 1.4 A boat not yet racing shall keep clear of and not impede, interfere with or hinder in anyway the start of other classes.
- 1.5 A boat starting later than 4 minutes after starting signal will be scored Did Not Start without a hearing. This changes RRS A3 and A5.
- 1.6 In addition to RRS29.1 the Race Committee may if possible, not less than 30 seconds after the start, broadcast individual OCS recalls by sail number by VHF. Failure to do so or the order of the broadcast will not be grounds for a request for redress. This changes RRS 62.1(a)
- 1.7 Should any class not appear in the starting area within 3 Minutes of their Warning Signal the Race Committee may advance the starting sequences for the remaining fleets by 3 minutes. Since starting signals may be so advanced, boats should observe signals at the committee boat and keep a listening watch on the appropriate VHF Channel.

### C2. The Course

- 2.1 Courses will be as per course diagram in Course Card 3.
- 2.2 Olympic courses will be signalled by the

display of the letter O on the committee vessel, Windward- Leeward courses by the display of the letter W.

- 2.3 Olympic Courses. Course card 3 shows the order in which marks are to be passed, the side on which they are to be left and the number of rounds.
- 2.4 Windward leeward courses. Course card 3 shows the order in which marks are to be passed, the side on which they are to be left and the number of rounds.
- 2.5 Course Boards displaying the course and number of rounds for each class will be displayed for two minutes before their start and one minute after.
- 2.6 Windward Mark W will be a plain orange inflatable; if using W1 this will be an orange inflatable with a Black Band.
- 2.7 Windward Leeward - A leeward gate may be laid when the race committee deems it prudent to facilitate an exceptional number of participants.

### C3 Shortening the Course

- 3.1 If a Race Committee Vessel is positioned at a mark and displaying Flag F and a class Flag with sound signals, boats in that class should proceed directly to the finish and cross the line from the direction of the last mark. If all classes in the fleet are being shortened in this way the class flag will be replaced by the appropriate fleet pennant. This is in addition to RRS 32.2
- 3.2 Courses may be shortened by a Committee Vessel taking up position beside any mark of the course, displaying Flag S and class flags if appropriate. Two sound signals will be made on approach of the leading boats. If the entire fleet is to be shortened the appropriate fleet pennant will replace all class flags. This is in addition to

RRS32.2

### C4 Changing the next leg of the course

- 4.1 The race Committee will lay a new alternate mark and remove the existing mark if practical, considering, there may be other boats sailing to that mark. When in a subsequent change a new mark is replaced it will be replaced by the original mark
- 4.2 Such a change will be signalled by a Race Committee vessel at the previous mark displaying the signal Flag T accompanied by sound signals. Flag T may be a flag or board. Should the change in leg not apply to all classes, the Race Committee Vessel will in addition to Flag T display the class flags this change applies to.
- 4.3 In addition the Race Committee may broadcast the intention to change mark positions on VHF. Failure to receive these broadcasts will not be grounds for redress
- 4.4 The Alternate mark will be an orange inflatable mark with a white band
- 4.4 Minor changes of marks positions will not be signalled. This changes RRS 33
- 4.5 If a windward mark is changed there will be no spreader (0) in the new position

For clarity: The intention of these clauses is that should a course change be needed the RO may use a new alternate weather mark for classes that have not yet started to sail towards the original weather mark on their second or subsequent windward leg. They will be signalled this change as they round the leeward mark.

All classes already on the windward leg will continue to sail to the existing Windward mark.





Class Zero IRC racing

## C5 The Finish

5.1 The Finish line will be on the alternate side of the committee boat to the start line as per diagram in course card 3.

5.2. The finish line will be between the red and white staff or the main mast of the committee vessel displaying the DBSC burgee, a Blue Flag and a Green pennant, and a finishing mark. (This changes Appendix S 11.1)

5.3 Boats retiring or not intending to race two or three shall endeavour to inform the race committee. This may be done by VHF.

## C6 Time Limits

6.1 A time limit of Ten minutes after the second finisher in each class shall apply

6.2 In a one design class the time limit will be 17.00 Hrs.

6.3 In a handicap class the time limit will be

17.00 Hrs. Except that if any boat in the class finishes within this time, the time limit will be extended to 17.30 Hrs. (This Changes RRS 35, and A5)

## C7 Races 2 and 3 (subsequent races)

7.1 Subsequent races, if any, will commence as soon as possible after the conclusion of the previous race. For this race Flag R will be displayed with two sound signals to indicate that racing is about to begin.

7.2 The Preparatory signal for subsequent races will be made no less than one minute after Flag R is removed (with one sound signal).

7.3 The starting sequence for subsequent races may differ to the starting sequence for Race 1. should the Race Committee decide

to start a race for some classes whilst others are still racing the previous race.

## C8 Retractable Bow Sprits

8.1 To extend the bowsprit a boat shall be in the process of either a continuous hoist, flying or a continuous retrieval of the gennaker. At all other times, the bowsprit shall be retracted When approaching a windward mark without the spinnaker/ gennaker set, the bowsprit shall not be extended until the bow of the boat passes to windward of the mark. For the purposes of this rule, a mark is a windward mark when the direct course from the previous mark (or the start line if there is no previous mark) is less than 90 degrees from the direction of the wind.

# 2021 SAILING INSTRUCTIONS – D

## Dinghy Fleet Tuesday and Saturday Racing

These Sailing instructions should be read in conjunction with the General Sailing Instructions and Course Card 4. In the case of a conflict between the Notice of Race, the RRS and the Dinghy Sailing Instructions, then these Dinghy Sailing Instructions shall apply.

The racing area will be the waters of Dublin Bay, normally, but not limited to:

- (a) Tuesday - in the Harbour.
- (b) Saturday - Harbour or if possible Dublin Bay.

There may be up to three races sailed on each day

### D1. The Start

1.1 All boats shall come to the Race Committee boat before their warning signal and obtain acknowledgement that their sail number has been recorded

1.2 Races will be started by using RRS 26 with the warning signal made 3 minutes before the starting signal.

1.3 The start will be downwind of the Leeward mark as per course diagrams.

1.4 The starting line will be between the red and white staff or the main mast of the Committee vessel displaying the club burgee and displaying a flag showing the letter D at the starboard end of the line and the port end starting mark or a rib displaying an orange flag.

1.5 A boat not yet racing shall keep clear of and not impede, interfere with or hinder in anyway the start of other classes.

1.6 A boat crossing the line later than 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A3 and A5.

1.7 General Recalls. When the recalled class is not the last class in the sequence, the start signal of the recalled class will be postponed until all other classes in the sequence have been started. The First Substitute shall be lowered at the preparatory signal of the succeeding class in the normal sequence. The warning signal for the recalled class will be made with or after the starting signal of the last scheduled start in the sequence. This changes RRS 29.2.

### D2. The Course

2.1 Courses will be as per the course diagram in Course Card 4. Each class may have a different course.

2.2 Triangular courses will be signalled by the display of the letter T on the Committee vessel, Windward-Leeward courses by the display of the letter W or X. in the case of

Windward Leeward W signifies that the finish will be to windward and X signifies that the finish is to Leeward – See Diagram on Course Card 4.

2.3 Triangular Courses. Course Card 4 shows the order in which marks are to be passed, the side on which they are to be left and the number of rounds.

2.4 Windward Leeward courses. Course Card 4 shows the order in which marks are to be passed, the side on which they are to be left and the number of rounds.

2.5 For some Starts separate course numerals may be displayed after the Course Letter to denote the course to be sailed. In this case the following will apply:

2.5 i) Starts for PY, IDRA and Fireball. The first numeral is the course that the Fireball and PY Class should sail. The second numeral is the course the IDRA classes should sail.

2.5 ii) Laser Standard and Laser 4.7 starts. The first numeral is the course that the Laser Standards should sail. The second numeral is the course the Laser 4.7s should sail.

2.5 iii) Should only one numeral be displayed all classes shall sail the same course.

2.6 Course Boards for each class will be displayed for approximately two minutes before their start and one minute after.

2.7 Windward Leeward – A Windward offset mark may be laid when the Race Committee deems it prudent to facilitate an exceptional number of participants. If such is laid boats must sail to this mark and round it to port before commencing the downwind leg.

### D3. Marks

3.1 Marks 1, 2, 3 may be orange inflatable marks. An offset mark may be a dan buoy. Start and finish outer limit marks may be of any type.

### D4. Shortening the Course

4.1 If a Race Committee Vessel is positioned at a mark and displaying Flag F and a class Flag with sound signals, boats in that class should proceed directly to the finish and cross the line from the direction of the last mark. If the entire fleet is to be shortened the appropriate fleet pennant D will replace all class flags. This changes RRS 32.2

4.2 Courses may be shortened by a Race Committee Vessel taking up position beside any mark of the course, displaying Flag S and class flags if appropriate. Two sound signals will be made on approach of the leading boats. If the entire fleet is to be shortened the appropriate fleet pennant D will replace all class flags. This is in addition to RRS 32.2

### D5. Changes of the next leg of the course

5.1 Minor changes or adjustments will not be signalled.

5.2 Should a mark position be changed other than a minor change the change will be signalled in accordance with RRS 34. The new mark may be a different shape or colour. If a different shape or colour is used and a subsequent change takes place the original mark will be used.

### D6. The Finish

6.1 The finish line will be between the red and white staff or the main mast of the Committee vessel displaying the club burgee, a flag displaying the letter D and a finishing mark.

6.2 Boats retiring or not intending to race in the next race or races, shall endeavour to inform the Race Committee.

6.3 The Race Committee may choose to offer boats a finish place where there is



DBSC dinghy racing

significant distance between boats already finished and those still racing. The Race Committee may display Flag W and offer a finishing position to the boat still racing in last place. The finishing position offered to a boat shall be the number of boats ahead of it, both finished and still racing, plus 1. A boat is not obliged to accept such an offer unless it is the last boat racing and the Race Committee is not obliged to make such an offer. A boat which accepts the place offered will immediately cease to race and the Race Committee may repeat this offer to the new last placed boat. This offer made be made via Support boat personnel or a Race Committee RIB. This changes the definition of Finish and RRS 35 and A4.

#### D7. Time Limits

7.1 i) The time limit for the first boat of

a class to sail the course and finish is 60 minutes.

ii) Boats failing to finish within 10 minutes after the first boat of her class sails the course and finishes shall be scored "Did Not Finish" without a hearing. In the case of PY Class each type of boat will be considered a separate class for the purpose of this SI. (Changes RRS 35 and A5).

#### D8. Sail Numbers

8.1 Boats shall display the sail number as registered with their Class Association. However, they may enter DBSC with an alternative sail number, or notify a change of sail number, provided that:

i) The alternative number is not the registered sail number of another entry in the same class

ii) The alternative number is not in use

by any other boat in the same class or in the case of Lasers by another other boat regardless of the rig used

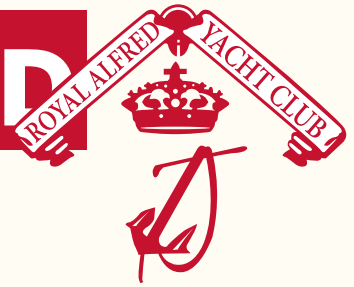
8.2 Permanent changes of sail number shall be notified to the Honorary Secretary no less than 24 hours before the start of a race in which a boat intends to sail.

8.3 Temporary changes to sail number shall be notified to the Class Captain prior to 18.00 Hrs on Tuesdays and 13.00 Hrs on Saturdays. These changes must be communicated to the Race Committee Team Lead before 18.10 Hrs on Tuesdays and 13.10 Hrs on Saturdays. No changes will be accepted by the Race Committee on the water.

8.4 Any boat which infringes SI D8 shall be scored DNC without a hearing. This changes Rule A5.



# THE ROYAL ALFRED YACHT CLUB...



Credited with the authorship of the first national yacht Racing Rules, which are at the core of today's racing rules worldwide, the Dublin Bay based Royal Alfred Yacht Club is the world's oldest specifically amateur yacht club (founded 1857). It is also the world's first offshore racing club (1868-1922) and the first to organise single and double handed yacht races. Since 2016, the Royal Alfred has been incorporated into Dublin Bay Sailing club and we reproduce here the former DBSC Hon Sec Donal O'Sullivan's account of how the clubs joined together that year

It is now more than one hundred and fifty years since a group of (relatively) young men, living near the shores of Dublin Bay, decided that it would be interesting to have a yacht racing club that would regulate their racing in those inviting waters. Not in the sporadic, occasional manner as was then customary with the lordly and indeed royal personages who dominated the yacht racing scene, but in a regular, organised, thoroughly modern way.

They set about it with gusto and the outcome was a club which they called (eventually) the Royal Alfred Yacht Club. There was more to it than just racing, of course. There was first the cultivation of what the Victorians called the Corinthian spirit, whereby the members raced and physically handled their own boats - what we, indeed, might call an amateur code. Then there was the development

of racing rules and programmes, the organisation and regulation of protests, the way they rated one differently-configured boat against another - long before IRC and Echo and other rating systems came on the scene. There was an innovatory, forward-looking mind-set in all this that somehow or other found its way into or is reflected in the permanent DNA of the Royal Alfred Yacht Club.

The Alfred has always prided itself in its readiness to try something new. Many of the procedures currently governing yacht racing world-wide, had their origin, as Hal Sisk has recently pointed out, in the early proceedings of the Royal Alfred Yacht Club - proceedings which pioneered and publicised by the Alfred became the warp and weft of sailing everywhere.

Over time, things have evolved and many of the Alfred's routine functions have passed to DBSC. Hard economic circumstances now govern our thinking and many have realised that there is little point in two organisations attempting to provide the same service to the same cohort of sailors. Hence the discussions that have been taking place over the winter months and the decision of the Royal Alfred to join with Dublin Bay Sailing Club.

DBSC sincerely regrets the passing of the senior partner in Dublin Bay. In saluting that Club's achievements in the past, we also welcome the opportunity to absorb into DBSC the other Club's tradition of innovation and experiment. To coin an old phrase, it's very much a matter of saying farewell to what went on before and hailing what is to come.



G.B. Thompson, one of the Royal Alfred's earliest and most influential flag officers. He was Rear-Commodore in 1867, Commodore in 1870 and vice-Commodore in 1872.

# REVIVAL OF THE DUBLIN BAY TWENTYONES

For a generation born in the digital age, beguiled by novelty and technology in the design of modern sailing boats, the revival of the Dublin Bay Twentyones is a timely reminder of how beautiful a true sailing boat can be. Commissioned by Dublin Bay Sailing Club in 1902 to promote and encourage one design racing, the Twenty Ones were designed by Alfred Mylne, one of the foremost yacht designers of the Victorian era. Between 1903 and 1908, seven yachts were built to Alfred Mylne's design and although all still survive, they have not sailed in Dublin Bay since 1985.

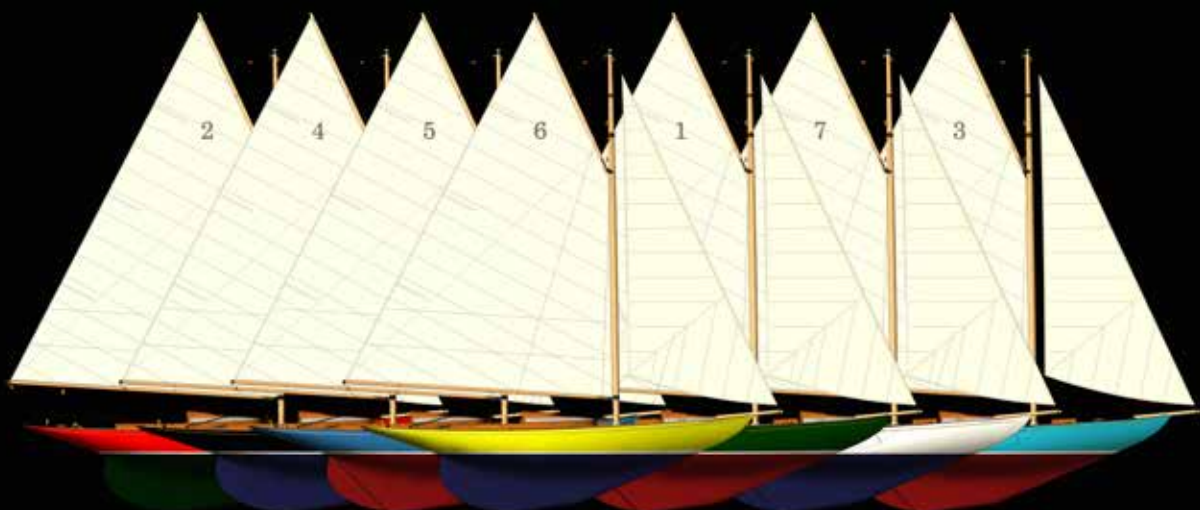
All the original Twentyones are now owned by the Dublin Bay 21 Footer Class Association which is committed to the revival of the class. The boats will sail with the gaff rig as designed by Alfred Mylne in 1918 and will

provide an opportunity for present day sailors to have an authentic classic sailing experience.

Unfortunately, the revival of the Twentyones, like everything else, has been affected by the Covid pandemic. It had been expected that the 2020 Season would have seen two, possibly three fully restored boats sailing again in Dublin Bay. Two of the boats, Garavogue (4) and Naneen (6) have been sailing successfully off Kilrush and a third, Estelle (3) will soon join them. Work on a fourth, Geraldine (7) is underway.

It is difficult at present to make definite plans for the return of the Class to Dublin Bay. Everyone involved is hoping that it may be possible to bring Garavogue, Naneen and Estelle back from Kilrush this Summer. 2021 could be the year of the 21's.

Garavogue and Naneen lying at present in Kilrush Marina



# KEY CHANGES TO THE RACING RULES OF SAILING 2021

The Racing Rules of Sailing are updated every 4 years. In normal times this happens on the 1st January following the Summer Olympic Games. However, this year the new rules have been published before the postponed Games. There have been few major changes this year writes International Race Judge Gordon Davies (pictured opposite)

These new Racing Rules of Sailing came into effect on Jan 1st, 2021,

Copies of the new rules may be downloaded from: <https://www.sailing.org/documents/racingrules/index.php>

In this World Sailing version most changes are noted by a change bar in the right margin.

A study version is also available with all the changes and many of the background references: <https://www.sailing.org/tools/documents/StudyVersion20212024WorldSailingRacingRulesofSailing-%5B26383%5D.pdf>

This study version can be useful when trying to understand the thinking behind the changes.

## Introduction

It has long been World Sailing policy to render the Racing Rules of Sailing and associated documents as clear and simple to read as possible. This is a great service to sailors who do not have English as their principal language. In light of these policies, the 2021 Rule Book has changed the wording for some rules and consolidated

in one place rules that deal with the same or similar subject. This has led to some re-numbering of the rules. For example (old) R21 is deleted, and (old) 22,23,24 are renumbered as (new) 21,22,23.

## Significant Changes

i. Changes to definition of Start and Finish. These definitions have been changed so that only the hull is taken into consideration when deciding whether a boat has started or finished. As a consequence, the rules concerning Individual Recalls (RRS 29 and E3.5) and Starting Penalties (RRS 30) have been changed.

Following some debate it is now clear that a bowsprit, fixed or mobile, is not part of the hull, but that wings (as on a 49er) are.

## ii. Sailing the Course

Rule 28 is renamed 'Sailing the Race' and at the same time a new definition 'Sail the Course' sets out the what sailing the course means. In addition, Rule A5.1 has been changed so that the race committee can now score a boat NSC (Did not sail the course) without a hearing. The race committee is no longer required to protest a boat if the committee believes that she has not sailed the course. The boat can request redress if she believes that the race

committee has made an error.

## iii. Hails

In the Introduction it is made clear that 'A language other than English may be used for a hail required by the rules provided that it is reasonable for it to be understood by all boats affected. However, a hail in English is always acceptable.' Hails in the local language are accepted. Special arrangements may have to be made at international events.

When hailing for room to tack at an obstruction (RRS 20) when conditions are such that a hail may not be heard, the boat shall also make a signal that clearly indicates her need for room to tack or her response. This is a useful rule as it clearly puts the onus on the boat that is hailing to ensure that the message has got through.

## iv. Changing Course

Rule 16.2 has been changed to read: In addition, on a beat to windward when a port-tack boat is keeping clear by sailing to pass to leeward of a starboard-tack boat, the starboard-tack boat shall not bear away if as a result the port-tack boat must change course immediately to continue keeping clear.' I have highlighted the significant changes. The changes resolve some issues





identified by umpires in the interpretation of the previous rule.

#### v. Mark Room

A new sentence in rule 18.1 makes clear that rule 18 no longer applies between boats when mark-room has been given.

Rule 18.3 has been renamed 'Passing Head to Wind in the Zone' as this is what the rule regulates.

#### vi. Exoneration

The rules concerning exoneration have been regrouped (parts of R 14, all of R 21 and R64.1(a)) into a new rule 43, Exoneration. As a result, exoneration of a boat compelled to break a rule as a consequence of another boat breaking a rule no longer depends on a protest committee decision.

#### vii. Hearings

The term protest form is now replaced by a hearing request form and a hearing decision form, available on-line. This reflects the real situation, that the same form is used for protests and for requests for redress or re-opening a hearing.

There are other changes, most of which are of particular interest to judges:

Hearsay evidence is expressly permitted (rule 63.6(a));

Clear procedure for dealing with hearings concerning support persons (rule 63.9)

Hearings under Rule 60.3(d) — Support Persons);

A new rule 64.1, Standard of Proof, Majority Decisions and Reclassifying Requests, that resolves several issues. For instance a protest committee may decide that a request for redress is in fact a protest, and proceed with a protest hearing;

A new rule 64.6 Discretionary Penalties, by which a boat may declare that they have broken a rule subject to a discretionary penalty. The protest committee may hear evidence before deciding on the penalty.

#### viii. Fair Sailing

The only penalty for a breach of rule 2, Fair Sailing, is, once again, DNE, a non-excludable disqualification.

#### ix. Scoring

Two innovations:

the rules now require the race committee to implement scoring changes directed by the protest committee or national authority as a result of decisions made in accordance with the rules (rule 90.3(d))

The NOR may now place a time limit on changes to scores after the end of the event (rule 90.3(e)).

#### x. "V" flag

A new signal has been added to the list. Code Flag "V" (which will be familiar to members of DBSC as it is the St. Patrick's Cross which is seen on the DBSC burgee) when displayed by the race committee, with one sound, means that all boats, official and support vessels shall, if possible, monitor the race committee communication channel for search and rescue instructions. This will no doubt give rise to attempts at humour based on the similarity between the signal flag and the club burgee.

#### Changes to rules administration in Irish Sailing

There has been a significant change in the way in which routine administration of racing rules affairs within Irish Sailing. At the end of 2020 the Board approved new terms of reference for the Irish Sailing Racing Rules Committee and Appeals Board (ISRRRC). These terms of reference are available on the Irish Sailing website at:

<https://www.sailing.ie/Portals/0/documents/2020/racing/Racing%20Rules%20and%20Appeals%20Board%20TOR%27s%20Board%20Approved%202020.pdf>

The new ISRRRC will provide proposals and advice to the Board on rules matters, and administer some of the routine tasks that are defined in the Irish Sailing Prescriptions. The Committee will also here appeals – by designating a small panel to hear the appeal.

The Chair of the ISRRRC would like to express, on behalf of the whole committee, out appreciation of the many years of time and effort that the previous Chairman, Ron Hutcheison, gave to Irish Sailing. There is not a single racing judge in this island who has not benefitted from his experience and knowledge.





# DUBLIN BAY SAILING CLUB 2021

RACING CLASSES  
CLASS CAPTAINS  
RECORD KEEPERS  
2020 TROPHY  
WINNERS

## Cruiser 0

**Class Captain** Paddy McSweeney 086 257 0217 paddy@genoahouse.ie  
**Record Keeper** Rodney Martin 087 236 6637 rodneymartin@eircom.net

### Trophy Winners 2020

Martin Cup	Thursdays IRC Racing	Rockabill V1	Paul O' Higgins
Knox-Gore Bowl	Thursdays Echo Racing	Hot Cookie	John O'Gorman
Knox-Gore Cup	Saturdays IRC Racing	Wow	George Sisk



## Cruiser 1

**Class Captain** Declan Hayes 087 258 4479 declancaronhayes@gmail.com  
**Record Keeper** John Kelly 087 233 0065 johnmkellyjtg@gmail.com

### Trophy Winners 2020

West Pier Cup	Thursdays IRC Racing	White Mischief	T & R Goodbody
Tiamat Trophy	Thursdays Echo Racing	White Mischief	T & R Goodbody
Weir Cup	Saturdays IRC Racing	Jalepeno	Paul Barrington
Osterburg Trophy	Saturdays Echo Racing	Raptor	Paul Bradley Fintan Cairns



## Cruiser 2 (incorporating Sigma 33 class)

**Class Captain** Frank Cleere 083 3705393 frankcleere@hotmail.com  
**Record Keeper** TBA TBA TBA

### Trophy Winners 2020

Brendan Brisco Cup	Tuesdays Racing	Boojum	Stephanie Bourke
Lady Shamrock	Thursdays IRC Racing	Windjammer	Lindsay Casey
Centenary Cup	Thursdays Echo Racing	Peridot	Jim McCann
Silver Salver	Saturdays IRC Racing	Windjammer	Lindsay Casey
TP Early Cup	Saturdays Echo Racing	Windjammer	Lindsay Casey
Silver Foam Trophy	Most Improved Boat Cr 2	Boojum	Stephanie Bourke
Cut Glass Tumbler	Tuesday Sigma Racing	Boojum	Stephanie Bourke
JB Stephens Trophy	Thurs and Sat Comb-Sigas	Rupert	R&P Lovegrove



## Cruiser 3

**Class Captain** Kevin Byrne 087 228 1998 kevin.byrne@hotmail.com  
**Record Keeper** Peter Richardson 087 123 6254 prich96@gmail.com

### Trophy Winners 2020

Whimbrel Rose Bowl	Tuesdays IRC Racing	Starlet	Kevin Byrne
Sanderling Trophy	Tuesdays ECHO Racing	Papytoo	Frank Guilfoyle
Smallbridge Cup	Thursdays IRC Racing	Starlet	Kevin Byrne
Annette Cup	Thursdays ECHO Racing	Saki	Paget McCormack
Jack Kennedy Cup	Saturdays IRC Racing	Starlet	Kevin Byrne
Mercia Cup	Saturdays ECHO Racing	Papytoo	Frank Guilfoyle



## Cruiser 5

<b>Class Captain</b>	Conor McGuinness	087 259 5253	dublinbaywhitesails@gmail.com
<b>Vice captain</b>	Catherine Day	086 266 7435	cathday@yahoo.com
<b>Record Keeper</b>	Eamonn Doyle	087 223 1993	eamonnadoyle@me.com

### Trophy Winners 2020

Burford Trophy	Thursdays IRC Overall Div A	Persistence	Charles Broadhead
Gerry Henry Salver	Thursdays ECHO Overall Div A	Katienua	Thomas Dunne
Trevor Wood Trophy	Thursdays ECHO Overall Div B	Gung-ho	Grainne O'Shea
White Sail Trophy	Sats A and B IRC Overall	Gung-ho	Grainne O'Shea
Ana Livia Trophy	Sats A and B ECHO Overall	Spirit	C O'Brien and E Gill
Galleleo Cup	Special Conditions	The Great Escape	P and D Rigney



## 31.7

<b>Class Captain</b>	Richard Joyce	086 881 8814	captain@317.ie
<b>Vice Captain</b>	Dean McElree	086 830 6389	deanmcelree@gmail.com
<b>Record Keeper</b>	Gerry Currid	087 967 1145	gcurrid@gmail.com

### Trophy Winners 2020

Cut Glass Tumbler	Tuesday Racing Scratch	Levante	John Power Michael Leahy
Fenar Trophy	Thursday Racing Scratch	Prospect	Chris Johnston
Horrigan Cup	Thursday Racing Echo	Kernach	Eoin O'Driscoll
Arandora Trophy	Saturday Racing Scratch	Levante	John Power Michael Leahy
Long John Silver Cup	Saturday Racing Echo	Attitude	Trina Milner



## B211

<b>Class Captain</b>	Hugh Kelly	086 822 7899	hkelly@associatedmarketingltd.com
<b>Record Keeper</b>	Jimmy Fischer	087 2628404	j.fischer@psycon.ie

### Trophy Winners 2020

Cut Glass Tumbler	Tuesday SCRATCH Overall	Yikes	Peter Carroll
Optec Trophy	Tuesday ECHO Overall	Ventuno	Rowan Fogarty
Facet Jewellers Cup	Thursdays SCRATCH Overall	Billy Whiz	J Conboy-Fischer
Beneteau 21 Tray	Thursdays ECHO Overall	Billy Whiz	JConboy-Fischer
Beneteau 21 Cup	Saturdays SCRATCH Overall	Billy Whiz	JConboy-Fischer
Fischer Trophy	Saturdays ECHO Overall	Ventuno	Rowan Fogarty
Waterhouse Bowl	Thurs/Sat Comb ECHO	Beeswing	Pat Shannon



## Dragon

<b>Class Captain</b>	Joey Mason	086 233 6037	cseosaimhmasun@gmail.com
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### Trophy Winners 2020

Oxford and Cambridge Cup	Thursday Racing	ZinZan	Adrian Masterson
RIYC Cup	Saturday Racing	Phantom	David Williams Peter Bowring
Old Time Cup	Comb. Thurs /Sats	Phantom	David Williams Peter Bowring
Torry Cup	No other trophy	D-cision	Joey Mason



## Glen

**Class Captain** TBA

### Trophy Winners 2020

Cut Glass Tumbler	Tuesday Racing	Glenroan	Keith Malcom
Pterodactyl Cup	Thursdays Racing	Glendun	David Houlton
Harry Maguire Memorial Cup	Saturday Racing	Glenluce	R O'Connor
The McMullen Cup	Sat/Thurs	Glendun	Grant & M Pearson
			David Houlton



## Squib

**Class Captain** Vincent Delany 086 857 5314 delanyvincent@gmail.com  
**Vice Captain** Noel Colclough 086 278 8513 noelcolclough081@gmail.com

### Class Trophies

Minx Trophy	Thursdays Overall
Shannon Cup	Saturdays Overall



## Ruffian

**Class Captain** Padraig MacDiarmada 087 3989200 padraig.macdiarmada@gmail.com  
**Vice Captain** Helen Bradley 087 648 9517 hmkbradley@gmail.com  
**Record Keeper** Ann Kirwan 086 606 5803 annkirwan123@gmail.com

### Trophy Winners 2020

John Donnelly Perpetual Cup	Tuesday Racing	Bandit	A Kirwan/B Cullen/C Brown
Huet Trophy	Thursday Racing	Shannagh	Stephen Gill
British Airways Trophy	Saturday Racing	Bandit	A Kirwan/B Cullen/C Brown
J. Lamont Trophy	Thurs/Sat	Bandit	A Kirwan/B Cullen/C Brown



## Shipman

**Commodore** Gerry Glynn, 087 225 7687 gga1600@gmail.com  
**Class Captain** Colm Duggan 086 681 6887 colm@dugganarchitecture.ie  
**Sec/Record Keeper** Les Brannick 087 6113083 lbrannick@fmgroup.ie

### Trophy Winners 2020

Cut Glass Tumbler	Tuesday Racing	Poppy	Alan Deladiennee
The Melindi Cup	Saturday Racing	Jo Slim	John Clark
Shipman Perpetual Trophy	Thurs and Sat combined	Jo Slim	John Clark



## SB20

**Class Captain** Barry Glavin 086 389 5313 barry.glavin@gmail.com

### Trophy Winners 2020

The Crichton Cup	Thursday Racing	Ted	M O'Connor, D Taylor, Ed Cook
Saturday SB Cup	Saturday Racing	Ted	M O'Connor, D Taylor, Ed Cook
Bealtaine Trophy	Saturdays series A	Carpe Diem	Richard Hayes
Lunasa Trophy	Saturdays series B	Venues World	Gerry Dempsey, Chris Nolan
Equinox Trophy	Saturdays series C	So Blue	J Burke, C Helme, A Claffey



## Mixed Sportsboat

**Class Captain** Vincent Lattimore 086 815 9196 vincelattimore@gmail.com

### Trophy Winners 2020

Cut Glass Tumbler	Tuesdays	George 5	Jonathan Craig
Thursday Sportsboat Cup	Thursdays Overall 8 Races	Jester	Declan Curtin
Saturday Sportsboat Cup	Saturdays Overall 16 Races	Jambiya	Martin Ryan



## Water Wag

**Class Captain** Con Murphy 087 243 9843 wagclasscaptain@gmail.com  
**Vice captain** Brian McBride 087 239 7900 bmcbride100@gmail.com  
**Record Keeper** Cathy McAleavey 087 948 0801 waterwgsweb@gmail.com

### DBSC Trophy Winners 2020

Goldsmith Cup	Wednesday 1st Place	Swift	Guy Kilroy
Bluebird Trophy	Wednesday 2nd Place	Pansey	Vincent Delaney
G.Pugin Meldon Trophy	Wednesday 3rd Place	Tortoise	W and L Prentice



## Flying 15

**Class Captain** Neil Colin 083 060 0867 neilcolin16@gmail.com  
**Vice captain** David Mulvin 087 647 5047 davidmulvin@eircom.net

### DBSC Trophy Winners 2020

Fifty Something Cup	Tuesday Racing	Ignus Caput	David Mulvin
Flying Fifteen Gun	Thursday Racing	Frequent Flyer	Chris Doorly/Alan Green
Brian S Ryan Trophy	Saturday Racing	Ignus Caput	David Mulvin
Blake Cup Mid week Handicap racing		Rodrigues	Ken Dumbleton



## Fireball

**Class Captain** Owen Sinnott 087 239 4484 osabhaile@gmail.com

### DBSC Trophy Winners 2020

Nuit St. George Trophy	Tuesday overall	14990	E Butler F Miller
The Fireball Saturday Cup	Saturdays overall	14990	E Butler F Miller





## IDRA 14

<b>Class Captain</b>	Therese Clarke	086 150 3013	thereseclarke36@gmail.com
<b>Vice captain</b>	Frank Hamilton	086 608 7450	hamiltonf140@gmail.com
<b>Record Keeper</b>	Suzanne McGarry	087 242 5331	suzanne.mcgarra@agriculture.gov.ie

### Trophy Winners 2020

Bay Cup	Tuesdays Scratch	Dart 161	Yves and Paul Long
Melampus Cup	Tuesday Handicap	Dutch Courage	Sailing in Dublin
The Kennedy Cup	Saturdays Overall	Dart 161	Yves and Paul Long
Cr Challenge Cup	Special Conditions	Dart 161	Yves and Paul Long
The Halfway Trophy	Most successful Yacht Slipstream		Julie Ascoop



## Portsmouth Yardstick (PY)

<b>Class Captain</b>	Brendan Foley	087 6292324	brendan@seachangenow.ie
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### Trophy Winners 2020

Windmill Cup	Tuesdays Overall	RS Aero Orion 328	Noel Butler
Early Bird Trophy	Saturdays overall	RS Aero Minty 1321	Brendan Foley



## Laser

<b>Class Captain</b>	Brendan Hughes	087 909 8709	brendanjhughes@gmail.com
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### Trophy Winners 2020

Laser Standard: Lanavere Cup	Tuesdays/Saturdays Overall	166313	Ronan Wallace
Radial: Sailcraft Tray Trophy	Tuesdays/Saturdays Overall	216894	Rian Geraghty McDonnell
4.7 : Jimmy Mooney Goblet	Tuesdays/Saturdays Overall		Not presented in 2020



## Dublin Bay 21

<b>Chairman</b>	Hal Sisk	086 256 1077	halsisk@gmail.com
<b>Secretary</b>	Fionan de Barra	086 850 7548	fionandebarra@hotmail.com





DBSC Class Zero racing



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**MAKING the ORDINARY  
EXTRAORDINARY**



OPENING TO VISITORS IN 2020





# WE'RE IRELAND'S FIRST BANK PLEDGING TO OPERATE AS CARBON NEUTRAL BY 2030

using a net zero approach.

At AIB, we understand that it takes long-term commitment to build a sustainable business. That's why we're pledging to Do More.

By 2030 we will reduce greenhouse gas emissions across our operations to zero, eliminating carbon not just offsetting it.

Yet, no matter how much we do, we know more is required. That's what we tell ourselves every day.

And that is why we pledge to **DO MORE**.



We pledge to **DO MORE**.



# DBSC RACING MARKS 2021



**NO GO**

**NOTE:**  
Zebra shows position  
only and may not be laid

L  
Merrion

C  
Seapoint

D  
Sth. Bull

E  
Sth. Bar

F  
Bligh

M  
Middle

G  
New Ross

J  
Asgard

B  
Saoirse

H  
Harbour

K  
Boyd

Z  
Zebra

A  
Salthill

X  
Turning

O  
West Pier

N  
Molly

S  
East

V  
Pier

Y  
Omega

P  
Poldy

W  
Bay

T  
Battery

Q  
Island

R  
Bulloch

WEST PIER

**NOT TO SCALE  
NOT FOR NAVIGATION**

609

608

607

606

605

53°

21'

53°

20'

53°

19'

53°

18'



DBSC Class Zero racing



# YACHT RACING MARKS - BEARINGS 2021

Bearings in black – Distances in red - approximate values



N53°		W6.0°		From	To																								
		Start	Salthill (A)	Saoirse (B)	S'point (C)	S'Bull (D)	S'Bar (E)	Bligh (F)	N'Ross (G)	Harb'r (H)	Asgard (J)	Boyd (K)	Merrion Middle (M)	Molly (N)	Poldy (P)	Island (Q)	Bulloch (R)	East (S)	Battery (T)	Pier (V)	Bay (W)	Omega (Y)	Zebra (Z)	Turning					
18.36	8.14	West Pier (O)	..	275 0.51	005 0.66	352 1.15	002 1.65	018 1.91	032 1.93	047 1.66	024 0.50	057 1.21	049 0.67	317 0.85	024 1.26	099 1.12	114 1.73	126 1.78	138 1.61	103 1.49	140 1.26	114 0.82	141 0.89	122 1.28	078 1.24	306 0.14			
18.36	9.00	Salthill (A)	095 0.51	-	043 0.83	017 1.15	020 1.70	032 2.08	044 2.20	058 2.04	064 0.8	068 1.64	069 1.09	353 0.57	043 1.50	098 1.63	109 2.22	119 2.24	128 2.02	101 2.00	128 1.66	107 1.32	124 1.30	115 1.76	083 1.74	085 0.40			
19.02	8.15	Saoirse (B)	185 0.66	224 0.82	-	335 0.53	000 0.99	024 1.27	045 1.37	068 1.25	146 0.4	090 0.96	115 0.50	266 0.64	042 0.67	129 1.34	131 2.04	141 2.20	151 2.11	126 1.71	156 1.79	145 1.21	159 1.44	143 1.69	109 1.22	196 0.60			
19.48	8.60	S'point (C)	172 1.15	197 1.15	155 0.53	-	024 0.55	048 1.01	067 1.29	090 1.38	148 0.9	112 1.28	136 0.97	218 0.67	089 0.67	136 1.84	136 2.54	144 2.72	152 2.64	132 2.19	156 2.33	148 1.74	158 1.97	146 2.22	122 1.64	177 1.06			
20.00	8.30	SthBull (D)	182 1.65	200 1.70	180 0.99	204 0.55	-	072 0.55	091 0.96	114 1.26	165 1.3	136 1.37	160 1.28	212 1.21	138 1.87	150 2.10	147 2.79	153 3.03	160 3.01	145 2.42	164 2.72	161 2.09	168 2.39	156 2.55	140 1.80	186 1.57			
20.22	7.45	Sth.Bar (E)	198 1.91	212 2.08	205 1.27	228 1.01	252 0.55	-	113 0.47	137 0.93	186 1.5	160 1.23	183 1.37	224 1.67	187 0.67	166 2.07	158 2.70	163 2.99	171 3.04	158 2.32	176 2.80	176 2.15	181 2.50	169 2.55	158 2.55	202 1.87			
20.08	6.70	Bligh (F)	212 1.93	224 2.20	225 1.37	248 1.29	271 0.96	293 0.47	-	159 0.54	204 1.5	180 0.98	203 1.30	238 1.89	227 0.71	177 1.82	166 2.39	171 2.72	179 2.82	168 2.02	185 2.62	188 1.99	191 2.37	178 2.32	172 1.38	216 1.92			
19.60	6.30	N' Ross (G)	227 1.66	238 2.04	248 1.25	270 1.38	294 1.26	317 0.93	339 0.54	-	222 1.2	203 0.51	226 0.99	254 1.86	271 0.71	185 1.32	169 1.86	174 2.20	183 2.33	171 1.49	191 2.16	197 1.54	200 1.93	184 1.82	180 0.87	232 1.69			
18.74	7.77	Harbour (H)	204 0.50	242 0.8	323 0.4	326 0.9	346 1.3	007 1.5	025 1.5	043 1.3	-	062 0.8	068 0.3	284 0.9	011 0.8	115 1.7	122 1.8	146 1.7	113 1.4	139 0.9	152 1.4	139 0.9	158 1.1	137 1.3	091 1.0	222 0.5			
19.11	6.56	Asgard (J)	237 1.21	248 1.64	270 0.96	292 1.28	316 1.37	340 1.23	000 0.98	023 0.98	241 0.8	-	247 0.55	268 1.59	314 0.71	174 1.85	157 1.47	166 1.76	178 1.85	156 1.09	188 1.65	195 1.03	199 1.42	177 1.35	153 0.44	243 1.26			
18.85	7.37	Boyd (K)	229 0.67	249 1.09	295 0.50	316 0.97	340 1.28	003 1.37	023 1.30	046 0.99	244 0.3	067 0.55	-	279 1.10	000 0.70	137 0.87	137 1.57	148 1.77	161 1.73	130 1.23	169 1.45	162 0.82	177 1.13	153 1.27	104 0.73	239 0.72			
18.92	9.20	Merrion (L)	137 0.85	173 0.57	086 0.64	038 0.67	032 1.21	044 1.67	058 1.89	074 1.86	102 0.9	088 1.59	099 1.10	-	064 1.21	115 1.86	121 2.53	130 2.62	137 2.45	115 2.24	139 2.10	126 1.63	139 1.73	128 2.11	101 1.83	139 0.71			
19.55	7.48	Middle (M)	204 1.26	223 1.50	222 0.67	269 0.67	318 0.67	007 0.67	047 0.71	091 0.71	190 0.8	134 0.71	180 0.70	244 1.21	-	156 1.46	150 2.13	157 2.39	166 2.41	148 1.76	172 2.15	171 1.50	178 1.84	162 1.92	141 1.13	210 1.23			
18.28	6.28	Molly (N)	279 1.12	278 1.63	309 1.34	316 1.84	330 2.10	346 2.07	357 1.82	005 1.32	296 1.0	354 0.85	317 0.87	295 1.88	336 1.46	-	137 0.70	159 0.93	181 1.00	114 0.38	202 0.86	247 0.38	227 0.74	182 0.50	014 0.47	282 1.24			
17.82	5.40	Poldy (P)	294 1.73	289 2.22	311 2.04	316 2.54	327 2.79	338 2.70	346 2.39	349 1.86	301 1.7	337 1.47	317 1.57	301 2.53	330 2.13	317 0.70	-	202 0.39	225 0.71	339 0.38	250 0.85	293 0.91	270 1.02	271 0.50	339 1.03	295 1.86			
17.45	5.58	Island (Q)	306 1.78	299 2.24	321 2.20	324 2.72	333 3.03	343 2.99	351 2.72	354 2.20	315 1.8	346 1.76	328 1.77	310 2.62	337 2.39	339 0.93	022 0.39	-	249 0.39	001 0.71	276 0.66	316 1.00	292 0.95	316 0.51	350 1.34	306 1.92			
17.28	6.16	Bulloch (R)	318 1.61	308 2.02	331 2.11	332 2.64	340 3.01	351 3.04	359 2.82	003 2.33	327 1.7	358 1.85	341 1.73	317 2.45	346 2.41	001 1.00	045 0.71	069 0.39	-	023 0.93	305 0.36	339 0.92	314 0.72	001 0.50	005 1.46	317 1.74			
18.16	5.68	East (S)	283 1.49	281 2.00	306 1.71	312 2.19	325 2.42	338 2.32	348 2.02	351 2.49	295 1.4	336 1.09	310 1.23	295 2.24	328 1.76	159 0.38	159 0.71	181 0.93	203 0.93	-	226 0.92	270 0.70	248 0.95	226 0.50	339 0.65	285 1.62			
17.46	6.68	Battery (T)	321 1.26	308 1.66	336 1.79	336 2.33	344 2.72	356 2.80	005 2.62	011 2.16	332 1.4	008 1.65	349 1.45	319 2.10	352 2.15	022 0.86	070 0.85	096 0.66	125 0.36	046 0.92	-	357 0.65	322 0.37	045 0.42	019 1.32	320 1.39			
18.10	6.84	Pier (V)	294 0.82	287 1.32	325 1.21	328 1.74	341 2.09	356 2.15	008 1.99	017 1.54	319 0.8	015 1.03	342 0.82	306 1.63	351 1.50	067 0.38	113 0.91	136 1.00	159 0.92	090 0.70	177 0.65	-	208 0.40	137 0.49	038 0.76	296 0.96			
17.73	7.10	Bay (W)	321 0.89	304 1.30	339 1.44	338 1.97	348 2.39	001 2.50	011 2.37	020 1.93	339 1.0	018 1.42	357 1.13	319 1.73	358 1.84	047 0.74	090 1.02	112 0.95	134 0.72	068 0.95	142 0.37	028 0.40	-	090 0.52	034 1.16	319 1.02			
17.78	6.23	Omega (Y)	302 1.28	295 1.76	323 1.69	326 2.22	336 2.55	349 2.55	358 2.32	004 1.82	315 1.3	357 1.35	333 1.27	308 2.11	342 1.92	002 0.50	091 0.50	136 0.51	181 0.50	046 0.50	225 0.42	317 0.49	270 0.52	-	008 0.96	303 1.42			
18.74	6.16	Zebra (Z)	258 1.24	263 1.74	289 1.22	302 1.64	320 1.80	338 1.67	352 1.38	000 1.38	269 0.9	333 0.44	284 0.73	281 1.83	321 1.13	194 0.47	159 1.03	170 1.34	185 1.46	159 0.65	199 1.32	218 0.76	214 1.16	188 0.96	-	262 1.34			
18.43	8.34	Turning	126 0.14	265 0.40	0.16 0.60	357 1.06	006 1.57	022 1.87	036 1.92	052 1.69	047 0.5	063 1.26	059 0.72	319 0.71	030 1.23	102 1.86	114 1.62	126 1.74	137 1.62	105 1.62	140 1.39	116 0.96	139 1.02	123 1.42	082 1.34	-			

To degree magnetic - allowing 5° west variation