



# 2022

## YEARBOOK



PROUDLY  
SPONSORED BY





AIB PRIVATE BANKING

## INVESTMENT STRATEGIES FOR THE LONG TERM

TALK TO OUR **EXPERTS** TODAY

Call John Phillips  
at 086 8568439 or visit  
[privatebanking.aib.ie](https://privatebanking.aib.ie)

Allied Irish Banks, p.l.c. is regulated by the Central Bank of Ireland.



# CONTENTS

Commodore's Welcome	4
Officers and Committee	5
Former Commodores/Hon Members/Premier Awards 2020	6
AIB Private Banking Foreword	7
Race Programme 2022	8
Notice of Race	9
General Information	10
Sailing Instructions A- General All Fleets	11
Sailing Instructions B- Red & Blue Fleet Tues, Thurs, Sat Racing	14
Sailing Instructions C- Green Fleet Saturday Racing	16
Sailing Instructions D- Dinghy Fleet Tuesday & Saturday Racing	18
Sailing Instructions H- Hut Starts Tuesday & Saturday Racing	20
Dublin Bay 21 Footers	22
DBSC Mitsubishi Club of the Year 2021	20
Jack Roy - Appreciation	28
Carmel Winkelmann - Appreciation	22
DBSC Classes 2022	34
Sponsors and Supporters of DBSC	47
DBSC Racing Marks	49
DBSC Bearings Chart	51

Front cover:  
DBSC class racing

Below:  
Beneteau 211 racing



# FROM THE COMMODORE

On behalf of our Flag Officers and Committee, I would like to welcome you to the AIB DBSC 2022 season. I am now entering my second season as Commodore of DBSC and I am looking forward to a full racing season this year, commencing with our first race on Saturday April 23rd. Our aim is to provide you with top quality racing over 9 race courses on 4 days a week. We could not achieve this without our great committee, and fantastic band of race management teams, race officers, and patrol crew organisers, all of whom work hard on your behalf to maintain the marks, ribs and committee boats, liaise with class captains, manage patrol crews, provide results, and run the racing as well as many other activities that go on behind the scenes all with the aim of delivering competitive, fun and safe racing to our valued members.

In recognition of their outstanding commitment during the 2021 season, we awarded our entire team of volunteers the DBSC Viking award 'for Outstanding Contribution' for the second year in succession. We presented this award as well as the rest of our beautiful prizes to 2021 winners in the magnificent setting of the National Maritime Museum in November 2021.

It is with sadness that we remember 3 of our key

volunteers who passed away in 2021. Larry Martin, a long standing volunteer, most recently the Green Fleet 'Flagger' in 2020 who passed away in March, our much loved DBSC stalwart Carmel Winkelmann who passed away in June, and our dear friend and Director of Racing Jack Roy who passed away in December. Jack ran Thursday Red Fleet races during our 2021 season, and will be sorely missed by all his many friends in DBSC, and in the wider sailing community in Ireland and internationally.

Our PRO and Vice Commodore Ed Totterdell leads our team of highly qualified race officers who are busy finalising our 2022 racing programme.

DBSC was Mitsubishi Sailing Club of the year 2021

After a year's absence we welcomed back our two winter series, the AIB DBSC Turkey Shoot and Spring Chicken winter series. We are planning to deploy our marks and put the hut in place in time for our first scheduled race on April 23rd. 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 other expenses. Despite our generous sponsorship deal with AIB Private

Banking for which we are extremely grateful, there is continued pressure on our finances and we constantly endeavour to reduce costs where possible.

The clubs have planned lift-in on the weekend of April 9th, so it's time to get sanding and anti-fouling! I'm sure you are all looking forward to a full season of racing in 2022 – I certainly am.

It was great to see the beautiful Dublin Bay 21 Footers returning to their home in Dun Laoghaire and racing in DBSC last August. They will race on Tuesdays and Saturdays this coming season and Geraldine will join Naneen, Estelle and Garavogue in June.

Sincere thanks to our title sponsor AIB Private Banking, We were pleased to invite AIB aboard MacLir to watch the Water Wags racing on September 15th, and we look forward to more such events in 2022. Thanks also to our supporters Gunpowder Gin, MGM Boats, Viking Marine, Killen Marine and Facet Jewellers, and to the waterfront clubs for their support in 2021. We look forward to working with them again in 2022.

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

Ann Kirwan,  
**Commodore**





# OFFICERS & COMMITTEE 2022

## Commodore

**Ann Kirwan**  
commodore@dbsc.ie

## Vice-Commodore

**Edward Totterdell**  
vicecommodore@dbsc.ie

## Rear-Commodore

**Jacqueline McStay**  
rearcommodore@dbsc.ie

## Hon. Treasurer

**Jonathan Skerritt**  
honorarytreasurer@dbsc.ie

## Hon. Secretary

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

## Members of Committee

Declan Traynor  
Gerald Jones  
Ian Bowring  
Louise McKenna  
Philip Ferguson  
Suzi Roy  
Kevin Byrne  
Rosemary Roy  
Sabrina Mahony,  
(Child Protection Officer)

## Principal Race Officer

**Edward Totterdell**

## Hon. Protest Secretary

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

## Technical Adviser

**Brian Matthews**

## Bosun & Patrol Leader

**Declan Traynor**

## Results Secretary

**TBA**

## Club Historian

**Donal O'Sullivan**

## Race Management Personnel

Alan Kelly  
Barbara Cafferky  
Brendan Dalton  
Catriona O'Brien  
Caroline Liddy  
Declan Traynor  
Dave Coleman  
Diana Ferguson  
Fergus Cahill  
Grace Perrott  
Hal Sisk  
Helen McCabe  
Brendan Briscoe  
Deborah Horan  
Ian Meldon  
Philip Ferguson  
Cariosa Power  
Peter Richardson  
Michele Halpenny  
Michael Keogh  
Grace Richardson  
Denis Nolan  
Bill Kavanagh  
Ann Kirwan

Ida Kiernan  
Ita Benedetti  
Jeff Brownlee  
Joanne Sheehan  
John Walsh  
Jorgen Andreason  
Kate Quinn  
Lee Kidney  
Liz Aylmer  
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  
John Veale



## 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



The SB20 Ted - the best new DBSC yacht of 2021

## Premier Awards 2021

Dun Laoghaire Harbour Trophy	Best new DBSC Yacht	Ted (SB20)	M O'Connor, D. Taylor & E.Cooke
Dr Alf Delany Memorial Cup	Best dinghy for the season	Laser	David Cahill
Waterhouse Shield	Best yacht in handicapped series	Windjammer (Cr 2)	Lindsay Casey & Denis Power
George Arthur Newsom Cup	Best yacht in one design racing	Mariposa (Wag)	Cathy MacAleavey
Brendan Ebrill Memorial Cup	Best yacht frequently participated	Jalapeno Cr 1	Paul Barrington
The Viking Award	Notable DBSC contribution	DBSC volunteers	DBSC volunteers

Please note full awards for 2021 are shown in DBSC classes starting on page 22



# AIB PRIVATE BANKING SUPPORTING DBSC

## Welcome to the 2022 Yearbook.

We're looking forward to supporting Dublin Bay Sailing Club for another year. And what a year it's shaping up to be.

With restrictions behind us, there's a full programme of events, races and regattas ready for the line up. At AIB Private Banking we're glad also to be back in full support of our clients and particularly, to contribute to the club in its preparations for a return to a full programme.

Let me take this opportunity to extend our warmest regards to the Commodore, the Committee and all DBSC members.

As always we are ready to advise and support all of you on the investment, lending or retirement and future planning needs you may have. That's enough of the selling, now on to the sailing.

Enjoy!

John Phillips



AIB PRIVATE BANKING



# RACE PROGRAMME 2022



Date: 28/01/22

Dinghies		Water Wags	Keelboats			
Tuesdays	Saturdays	Wednesdays	Blue / Red Tuesdays	Blue / Red Thursdays	Blue / Red / Green Saturdays	
Series A	Series A	Series A	All Hut Starts	Series A	Series A	Hut Starts
26th April	23rd April	27th April	26th April	28th April	23rd April	Red
3rd May	30th April	4th May	3rd May	5th May	30th April	Red
10th May	7th May	11th May	10th May	12th May	7th May	Red
17th May	14th May	18th May	17th May	19th May	14th May	Red
24th May	21st May	25th May	24th May	26th May	21st May	Red
31st May	28th May	Series B		2nd June	28th May	Blue
7th June	4th June	1st June	31st May	9th June	4th June	Blue
Series B		8th June	7th June	16th June	11th June DMYC Regatta *	
14th June	18th June NYC Regatta *	15th June	14th June	23rd June	18th June NYC Regatta *	
21st June	25th June RIYC Regatta *	22nd June	21st June	Series B		25th June RIYC Regatta *
28th June **	2nd July RSTGYC Regatta *	29th June	28th June **	30th June	2nd July RSTGYC Regatta *	
5th July	Series B		5th July	7th July	9th July	Blue
12th July	9th July	14th July	12th July	14th July	16th July	Blue
19th July	16th July	13th July	19th July	21st July	23rd July	Blue
Series C		20th July	2nd August	28th July	Series B	
26th July	30th July	27th July	9th August	4th August	30th July	Red
2nd August	6th August	Series C		11th August	6th August	Red
9th August	13th August	3rd August	16th August	18th August	13th August	Red
16th August	20th August	10th August	23rd August	25th August	20th August	Red
23rd August	27th August WATH Regatta *	17th August	30th August		27th August WATH Regatta *	
30th August	3rd September	24th August			3rd September	Blue
	10th September	31st August			10th September	Blue
	17th September	7th September			17th September	Blue
	24th September	14th September			24th September	Blue
	1st October	21st September			1st October	Blue

## Keelboat Fleets Thursdays:

<b>Thurs Blue</b>	Cr 0, Cr 1, B31.7, Cr 2, Cr 3, Cr 4/5	<b>Thurs Red</b>	SB20, Sportsboat & Dragon, Flying Fifteen, Ruffian, B211, Shipman, Glen, Squib & Mermaid
-------------------	---------------------------------------	------------------	--

## Keelboat Fleets Saturdays:

Note: On all **Saturdays Cr 0 & Cr 1 will start from the committee boats**, and **Dublin Bay 21 Footers will start from the hut**.

<b>Sat Blue</b>	B31.7, CR 2, Cr 3	<b>Sat Red</b>	CR4 & 5, Shipman, Glen
<b>Sat Green</b>	SB20, Sportsboat & Dragon, Flying Fifteen, Ruffian, B211, Squib & Mermaid		

28th June \*\* Special U25s race evening for keelboats & dinghies. Normal DBSC points will apply. Details to follow

\* Regatta Dates -There will be no DBSC racing on these dates

DMYC Regatta - 11th June  
NYC Regatta - 18th June  
RIYC Regatta - 25th June  
RStGYC Regatta - 2nd July

Women at the Helm Regatta - 27th/28th August (hosted by the National Yacht Club)





# NOTICE OF RACE 2022

**First Scheduled** AIB DBSC Race: Saturday 23th April **Last Scheduled** AIB DBSC Race: Saturday 1st October

For full schedule of racing please see AIB DBSC Racing Programme 2022 on [www.dbsc.ie](http://www.dbsc.ie)

## Weekly Racing Programme

Tuesdays: Keelboats – From West Pier Hut  
Tuesdays: Dinghies - In the Harbour or the Bay depending on conditions  
Wednesdays: Water Wags – Harbour sailing  
Thursdays: Keelboats – Committee Boat starts  
Saturdays: Keelboats – Committee Boat starts and West Pier Hut starts  
Saturdays: Dinghies – In the Harbour or the Bay depending on conditions.

### 1 Rules

1.1 All racing will be governed by the Racing Rules of Sailing (RRS), the prescriptions of Irish Sailing, the rules of each class concerned (except as any of the above are altered by the sailing instruction) There may also be some other changes to the RRS. These will be noted in the Sailing Instructions.  
1.2 Where appropriate, class rules are amended by this NOR to allow the use of VHF radio and GPS.

### 2. Fleet and Class Divisions

Entrants will be divided into divisions which may not be finalised until the numbers of entries for fleets are known. Divisions will be published on [www.dbsc.ie](http://www.dbsc.ie)  
The composition of divisions will be determined at the sole discretion of the Committee on receipt of the entries, having regard to the following criteria:  
(a) The need for a reasonable number of boat entries in each division;  
(b) Having as close a spread as possible in the range of handicaps in each division;  
(c) Extra divisions from those used in previous years, with different break-points, may be created.

### 3 Conditions of Entry

3.1 A boat shall not be eligible to race until a properly completed entry form and entry fee have been accepted by the Hon. Secretary. All communications will be directed to the person first named in the entry form.  
3.2 Boats racing in cruiser classes will not be included in the results unless a current ECHO or IRC certificate has been issued by the Irish Sailing Association. – apply at <https://www.sailing.ie/Racing/Handicapping>  
3.3 A boat in cruiser classes Cr 0\*, 1,2,3, 4 and 5 shall not be eligible to race unless (a) she is fitted with lying down bunks for two people and sitting down accommodation for four people, (b) she is capable of sailing in the vicinity of the Burford bank in wind force 6 and can cope with wind force 8 conditions, (c) she is a monohulled boat and (d) she conforms to her class rules except where changed in this NOR or in the sailing instructions.  
\*In order to facilitate the development of a new class It is intended that Cape 31 boats may enter under Cruiser 0 IRC for the 2022 season despite not having bunks or seats below. This will be

reviewed yearly, or if needed sooner on the basis of safety and appropriateness of the division in which they sail.

3.4 DBSC recommends that boats entered for DBSC racing should also enrol in their local class association.

3.5 Boats visiting the area to compete in local club events or championship races or making a temporary stop in a waterfront club or marina while on a passage, may enter for DBSC racing for a period of up to 14 days. The current entry fee is €50. This fee must be paid and a visitor's entry form and declaration (obtainable from the Hon Secretary), be completed before racing.

3.6 After the start of the season, to guarantee entry on the results system late entries must reach the Hon. Secretary seven full days preceding the day the boat concerned intends racing.

### 4 Disclaimer of Liability

4.1 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.

4.2 The committee reserves the right to accept or reject a boat entry on grounds of safety or other such grounds as they deem appropriate.

### 5 Sailing Instructions

5.1 Sailing Instructions will be available on-line as soon as possible and at least two weeks before the first race.  
5.2 Sailing Instructions and amendments may also will be posted on [www.dbsc.ie](http://www.dbsc.ie).

### 6 Venue

6.1 Racing area: The environs of Dublin Bay and Dun Laoghaire Harbour.

### 7 Courses

6.1 There will be fixed marks, and other laid courses as per course cards and special instructions.

Chris Moore,  
Hon. Secretary DBSC

# GENERAL INFORMATION 2022



DBSC Cruiser Three racing on Maranda Photo: Afloat

## 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, 11th November in the National Maritime Museum at 19.30 hrs.

## 4. Annual General Meeting

Royal Irish Yacht Club Tuesday, 6th December 2022 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 Dublin Port's 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.

# 2022 GENERAL SAILING INSTRUCTIONS - A

## 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.**

The notation [NP] in a rule in these Sailing Instructions means that breaches of these rules will not be grounds for protest or redress by a boat. This changes RRS63.1

### 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 "Race Times Red, Blue and Green Fleets 2022".

5.3 The schedule of start times for Dinghy Fleets is shown on course card "Dinghy Fleet Courses and Race Times 2022".

### A 6 Class Flags

6.1 Red, Blue and Green fleets, see course card "Race Times Red, Blue and Green Fleets 2022".

### 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

### 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 "Dinghy Fleet Courses and Race Times 2022"

## A 10 Disclaimer of Liability

10.1 It shall be the sole responsibility of each boat's skipper to decide whether 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.

10.2 All boats shall be adequately covered for the DBSC season's racing with 3rd party and civil liability insurance, with a minimum coverage of €3.0 million.

10.4 Dublin Port Company (See A12.1) will not be responsible for damage to any boat or other property, nor for injury to any competitor, including death, sustained as a result of participation in this series/event. By participation in this series/event, each competitor agrees to release Dublin Port from any and all liability associated with such participation to the fullest extent permitted by law.

10.5 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 (NP) Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. The Organizing Committee may penalize a boat for failing to comply with this Sailing Instruction by adding 3 Non Discardable points to her series score

11.2 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.

11.3 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.

11.4 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.

11.5 A boat entered in a DBSC series shall not cross the start or finish line of any race in which she is not racing.

11.6 (NP) The race committee may disqualify any boat breaking A 11.1 – 11.5 without a hearing. When the boat has broken one of these instructions when not racing her penalty shall apply to the race sailed nearest in time to that of the incident. (This changes RRS 63.1 and A5.1).

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

## A 12 Commercial shipping

12.1 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 all races sailed on that day without a hearing. (Amends RRS63.1). Please note that breaches may incur a fine from the Port authorities.

12.2 For Information: Dublin Port jurisdiction of the bay area commences from, but excludes the Matt Talbot Memorial Bridge in the City of Dublin, and extends to an imaginary straight line drawn from the Baily Lighthouse on the North in the County of Dublin, and extending through the North Burford Bank Buoy and thence through the South Burford Bank Buoy and thence to Sorrento Point on the south including the harbours of Bulloch and Sandycove, but excepting the limits of the harbours of Dun Laoghaire, Coliemore and Sutton.

## A 13 Hearing Requests

A hearing request is a request to the protest committee to hear a protest, a request for redress or a request to reopen a hearing. The person writing the request is the initiator, the other parties are the respondents.

13.1 Hearing requests shall be delivered electronically on the DBSC website. <https://www.dbsc.ie/protest-form-2022/> within the time limit.

13.2 The time limit for delivering hearing requests is 48 Hours of the start of the race for the requesting 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 hearing system.

13.3 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)

13.4 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 may proceed with the hearing in their absence under RRS 63.3 (b).

13.5 If the Hon Protest Secretary receives a hearing request that is outside the time limit, or if for any other reason he is of the opinion that the protest committee is likely to decide that the request is invalid he shall inform the initiator. The initiator may ask to withdraw the request. The Hon Protest Secretary may then act on behalf of the protest committee in accordance with RRS 63.1 and allow the request to be withdrawn.

13.6 All correspondence concerning a hearing will be addressed to the email address supplied to DBSC. 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 come to the starting area and at least one of them starts. 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 four or more 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



#### Class Three IRC racing

seven days of the publishing of the queried results.

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

ECHO (Progressive)

IRC

One Design

Portsmouth Yardstick (PY)

VPRS

15.2 Boats racing in a handicap or rating series shall comply with the rules of any handicap or rating system

15.3 A boat competing under a handicap or rating system shall be in possession of a valid current certificate for that system. Such certificate may be required to be produced for inspection by the Hon Secretary or other committee nominee. DBSC will adopt the handicap or ratings from the relevant authority for use in the results system. It is the responsibility of each boat to ensure that handicaps or ratings are applied for in sufficient time to be input into the DBSC results system.

15.4 Any changes in handicap or rating must be notified to the Hon Secretary (or a person nominated by him) immediately.

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

a)

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

15.6 Boats in cruiser classes will be divided as follows on the basis of their IS Standard ECHO reference handicap rating or IRC handicap rating (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 0.908 to 0.919 with an overall length exceeding 9mts

Cruisers 3 Boats at 0.800 and below to 0.919  
Cruisers 5 shall be assigned to A or B divisions by class agreement.

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

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

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

#### **A 16 Class Insignia and Sail Numbers**

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

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, Dinghy Sailing Instructions D.8 applies.

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 The race committee may record boats displaying indistinct, illegible or missing sail numbers as DNC, Did not start; did not come to the starting area and score them accordingly.

#### **A 17 Retractable Bow Sprits**

A boat may extend her bowsprit only when continuously hoisting, flying or a continuously retrieving her 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.

#### **A18 "Starred" Races**

Each class may request prior written approval for racing on one Saturday per season to be 'starred'. Races sailed on that day will not be included in series scores or count for prizes.

#### **A 19 Penalties given by the race committee without a hearing**

Penalties given by the race committee without a hearing will be recorded in the results published by DBSC. No other notification will be given.

# 2022 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

The notation [NP] in a rule in these Sailing Instructions means that breaches of these rules will not be grounds for protest or redress by a boat. This changes RRS63.1

### 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 (NP) A boat that does not start within 10 minutes of her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS 63.1, A3 and A5.
- 1.3 (NP) Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. The Organizing Committee may penalize a boat for failing to comply with this Sailing Instruction by adding 3 Non Discardable points to her series score. (This changes RRS 63.1 and A5.1).
- 1.4 The Race Committee may, no later than three minutes before the starting signal of any class, move either end of the starting line. (This changes RRS 27.2).
- 1.5 The Race Committee may, not less than 30 seconds after the starting signal, broadcast the sail numbers of boats that were OCS by VHF. Failure to do so or the order of the broadcast will not be grounds for a request for redress. (This changes RRS 29.1 and 62.1(a)).
- 1.6 (NP) A boat entered in a DBSC series shall not cross the start or finish line of any race in which she is not racing. (This changes RRS 63.1 and A5.1).

### B2. The Course

#### Thursday Racing - Blue Fleet

- 2.1 The course will be sailed around fixed marks as shown on the chart "DBSC Racing Marks 2022" The approximate positions are given in the "Yacht Racing Marks – Bearings 2022".
- 2.2 Blue Fleets Shall use Course Card 1 "Mac Lir Blue Fleet Thursdays 2022"
- 2.3 All Marks are rounding marks to be rounded on the required side and in the order shown on Course card.
- 2.4 Marks in Red shall be rounded to Port

and Marks in Green shall be rounded to Starboard.

2.5(a) No later than 3 minutes before the starting signal of each class the race committee shall designate the course to sailed, by displaying the letter and number reference from Course Card "Mac Lir Blue Fleet Thursdays 2022" (This changes RRS 27.1)

2.5(b) When Cruiser 4, 5a and 5b, are required to sail different courses the race committee will designate the course to be sailed by displaying a letter and 2 numbers. Cruisers 4 and 5a shall sail the course designated by the letter and the first number, Cruisers 5b shall sail the course designated by the letter and the second number.

#### Red Fleet

2.6 The course will be sailed around fixed marks as shown on the chart "DBSC Racing Marks 2022" The approximate positions are given in the "Yacht Racing Marks – Bearings 2022" and/or Temporary Laid Marks

2.7 Thursday Red Fleets Shall use either Course Card "Free Bird Red Fleet RTC Courses Thursday 2022" Or Course Card "Red Fleet W/L Courses 2022" or a Platonic course using either laid marks and fixed marks or a mix of both

2.7 (a) Fixed mark courses. No later than 3 minutes before the starting signal of each class the race committee shall designate the course to sailed, by displaying the letter and number reference from Course Card "Free Bird Red Fleet RTC Courses Thursday 2022" (This changes RRS 27.1)

2.7 (b) W/L Courses: No later than 3 minutes before the starting signal of each class the race committee shall designate the course to sailed, by displaying 'W' followed by the letter and number reference from Course Card "Red Fleet W/L Courses 2022" (This changes RRS 27.1).

W/L courses may be set for any class, but will normally be used only for SB20, Sportsboats and FF15s.

2.7 (c) Platonic courses: No later than 3

minutes before the starting signal for each class the race committee may display a series of letters designating fixed marks or an orange symbol designating a laid mark. Boats shall round the marks in the order displayed. A number completing the series designates the number of laps to be sailed. When a red flag is displayed boats shall round the designated marks to port, when a red flag is displayed boats shall round the designated marks to starboard. The race committee may also communicate the course to be sailed by VHF.

2.8 When using Course cards all marks are rounding marks and shall be rounded in the order as shown on Course card. Marks shown in Red shall be rounded to Port and Marks in Green shall be rounded to Starboard.

#### Saturday

The Schedule of Racing indicates the dates scheduled for each fleet to start at the Hut or Committee Vessel

Cruisers Zero and 1 will always Start and Finish at the Committee Vessel on Saturdays unless SI B3 applies

2.8 All races started from a committee vessel will finish at the committee vessel or another race committee vessel. It is the race committee intention to use Mac Lir as the committee vessel whenever possible.

2.9 Fleets starting at a Committee Vessel will use Course Card "Committee Vessel Starts Saturdays 2022"

2.10 All Marks are rounding marks to be Rounded in the order as shown on Course card.

2.12 Fixed mark courses for Committee Vessel starts: No later than 3 minutes before the starting signal of each class the race committee shall designate the course to sailed, by displaying the letter and number reference from the appropriate course card" (This changes RRS 27.1)

### 2.13 Platonic courses:

2.13 (a) No later than 3 minutes before the starting signal for each class the race





Beneteau 211one design keelboat racing

committee may display a series of letters designating fixed marks or an orange symbol designating a laid mark. Boats shall round the marks in the order displayed. A number completing the series designates the number of laps to be sailed.

2.13 (b) When a red flag is displayed boats shall round the designated marks to port, when a green flag is displayed boats shall round the designated marks to starboard.

2.13 (c) The race committee may also communicate the course to be sailed by VHF, failure to do so or failure to receive such message will not be grounds for redress.

(This changes RRS 27.1)

### B3 Exceptional Changes to Fleet Starts

This procedure is intended for use only when racing cannot be started from a committee vessel

3.1 The race committee may decide that racing cannot be started from a committee vessel due to foul weather or any other reason directly affecting the safety or fairness of the competition. The race committee may then change the schedule of races so that some or all other fleets or classes will start at the West Pier Hut.

3.2 The change will be communicated as follows:

a) No later than 30 minutes before the first scheduled warning signal of the day changes to fleet starts will be broadcast on VHF Channels 68 and 74

b) an email may be sent to all registered competitors.

c) The waterfront clubs may be asked to fly DBSC over Flag R.

SI 3.2a) and b) change rule 90.2(c).

Failure to receive any of the above communications shall not be grounds for redress (NP)

c) A board showing a green triangle will be displayed on the inside of the pier wall at the West Pier Start Hut.

3.3 When SI 3.1 applies all Fleets and Classes that have not been postponed:

a) shall start on the West Pier Start line as per SI 1.1 in Sailing instructions H West Pier Hut Starts

b) shall be given details of the course to be sailed by VHF.

3.4 Fleets and classes will start in the order set in Course Card 2 Race Times 2022, Combined Hut Starts.

### B5 Shortening the Course

5.1 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, 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 changes RRS 32.2.

5.2 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.

### B6 The Finish

Boats that have finished shall avoid boats still racing.

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 Blue Flag and a Blue pennant and a finishing mark. (This changes Appendix S 11.1)

### B7 Time Limits

Thursdays

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

b) 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)

c) Should only two boats start a race any boat failing to finish within 30 minutes after the first 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 7.1i and 7.1 ii Shall be deleted and 7.2 shall be in effect.

7.2 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

7.3 a) The time limit for the first boat of a class to sail the course and finish is 17.00Hrs

b) Boats failing to finish within 30 minutes after the second boat of her class sails the course and finishes or before 17.30 (whichever is the earlier) shall be scored Did Not Finish without a hearing. (Changes RRS 35 and A5)

c) Should only two boats start a race any boat failing to finish within 30 minutes after the first boat of her class sails the course and finishes or before 17.30 (whichever is the earlier) shall be scored Did Not Finish without a hearing. (Changes RRS 35 and A5)

### B8 Retractable Bow Sprits

8.1 To extend her 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. In addition, if 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.

# 2022 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

The notation [NP] in a rule in these Sailing Instructions means that breaches of these rules will not be grounds for protest or redress by a boat. This changes RRS63.1

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 (NP) Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. The Organizing Committee may penalize a boat for failing to comply with this Sailing Instruction by adding 3 Non Discardable points to her series score. (This changes RRS 63.1 and A5.1).
- 1.5 (NP) A boat that does not start within 10 minutes of her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS 63.1, A3 and A5.
- 1.6 The Race Committee may, not less than 30 seconds after the starting signal, broadcast the sail numbers of boats that were OCS by VHF. Failure to do so or the order of the broadcast will not be grounds for a request for redress. (This changes RRS 29.1 and 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 "Green Fleet Courses and Race Times 2022"
- 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 "Green Fleet Courses and Race Times 2022" 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 "Green Fleet Courses and Race Times 2022" 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

### 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



Class Zero IRC racing

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.

## 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 "Green Fleet Courses and Race Times 2022".

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 warning 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. In addition, if 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.



# 2022 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 or if possible, Dublin Bay
- (b) Saturday - Harbour or if possible Dublin Bay.

There may be up to three races sailed on each day

The notation [NP] in a rule in these Sailing Instructions means that breaches of these rules will not be grounds for protest or redress by a boat. This changes RRS63.1

### 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 (NP) Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. The Organizing Committee may penalize a boat for failing to comply with this Sailing Instruction by adding 3 Non Discardable points to her series score. This changes RRS 63.1, A3 and A5.

1.6 A boat that does not start within 4 minutes of her starting signal will be scored Did Not Start (DNS) without a hearing.

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 "Dinghy Courses and Race Times 2022". 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 "Dinghy Courses and Race Times 2022".

2.3 Triangular Courses. "Dinghy Courses and Race Times 2022" 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. "Dinghy Courses and Race Times 2022" 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 Windward Leeward – Should a windward offset mark not be laid boats shall sail from Mark 1 to Mark 2 or Finish as appropriate.

2.6 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:

2.6 a) 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.

2.6 b) 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.

2.6 c) Should only one numeral be displayed

all classes shall sail the same course.

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

### 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 G 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 RSS 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 minor changes, 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



DBSC dinghy racing

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. This finishing mark will be a small buoy without a flag.

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 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 may be made by any race committee vessel. This changes the definition of Finish and RRS 35 and A4.

## D7. Time Limits

7.1 a) The time limit for the first boat of a class to sail the course and finish is 60 minutes.

b) 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:

a) The alternative number is not the

registered sail number of another entry in the same class

b) 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.

# 2022 SAILING INSTRUCTIONS – H

## Hut Starts-Fixed Mark Courses - Tuesday and Saturday Racing

See "DBSC Racing Programme 2022" for Fleets Starting at West Pier Hut on Saturdays

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

The notation [NP] in a rule in these Sailing Instructions means that breaches of these rules will not be grounds for protest or redress by a boat. This changes RRS63.1

### H1 The Start

1.1 All boats shall come to the Race 1.1 The starting line will be a transit formed by bringing in line the two rectangles on top of the starters hut and the limit mark coloured as indicated on the board displayed at the hut.

1.2 (NP) Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. The Organizing Committee may penalize a boat for failing to comply with this Sailing Instruction by adding 3 Non Discardable points to her series score. (This changes RRS63.1 and A5.1).

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

1.4 When at her starting signal, any part of a boats hull, crew or equipment is On Course side of the starting line or its extensions a Black Shape shall be hoisted, accompanied by a sound signal until all such boats are wholly on the pre-start side of the starting line or its extensions or four minutes after the starting signal whichever is the earlier. (Amends RRS 29.1)

1.5 The Race Committee may, not less than 30 seconds after the starting signal, broadcast the sail numbers of boats that were OCS by VHF. Failure to do so or the order of the broadcast will not be grounds for a request for redress. (this changes RRS 29.1 and 62.1(a)).

### H2 The Course

The course will be sailed around fixed marks as shown on the chart "DBSC Racing Marks" for the appropriate year and day of the week. Approximate positions are given in the "Yacht Racing Marks - Bearings" table for the appropriate year

2.1 Fleets Starting at the West Pier Hut shall use Course Card "West Pier Hut Starts 2022".

2.3 Tuesday fleets shall use course card "Tuesday West Pier Starts 2022".

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

2.5 Fixed mark courses for Committee boat starts

No later than 3 minutes before the starting signal of each class the race committee shall designate the course to sailed, by displaying the letter and number reference from the appropriate course card" (This changes RRS 27.1)

### H3 Platonic Courses

3.1 Platonic courses:

3.1 (a) No later than 3 minutes before the starting signal for each class the race committee may display a series of letters designating fixed marks or an orange symbol designating a laid mark. Boats shall round the marks in the order displayed. A number completing the series designates the number of laps to be sailed.

3.1(b) When a red flag is displayed boats shall round the designated marks to port, when a green flag is displayed boats shall round the designated marks to starboard.

3.1 (c) The race committee may also communicate the course to be sailed by VHF, failure to do so or failure to receive such message will not be grounds for redress. (This changes RRS 27.1)

3.2 Finish will be as described in A5 unless shortened.

### H4 Saturdays - Change to Fleet Starts due to weather or other unforeseen circumstances

This procedure is intended for use only when racing cannot be started from a committee boat.

4.1 If the race committee decides that racing cannot be started from committee boats due to foul weather or any other reason directly affecting the safety or fairness of the competition, the race committee may change the schedule of races so that some or all other fleets or classes will start at the West Pier Hut.

4.2 The changes will be communicated as follows:

a) No later than 30 minutes before scheduled warning signal changes to fleet starts will be broadcast on VHF Channels 68 and 74

b) an email may be sent to all registered competitors.

c) The waterfront clubs maybe asked to fly DBSC Over Flag R.

SI 4.2a) and b) change rule 90.2(c).

Failure to receive any of the above communications shall not be grounds for redress (NP)

c) A board showing a green triangle will be displayed on the inside of the pier wall at the West Pier Start Hut.

4.3 When SI 4.1 applies all Fleets and Classes that have not been postponed:

a) shall start on the West Pier Start line as per SI 1.1 in Sailing instructions H West Pier Hut Starts

b) shall be given details of the course to be sailed by VHF.

4.4 Fleets and classes will start in the order set in Course Card Blue, Red and Green Fleet Race Times 2022, Combined Hut Starts.

### H5 Shortening the Course

5.1 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 proceed directly to Turning mark and having rounded it to port, cross the line from the direction of that mark. If all classes in the fleet are being shortened in this





#### DBSC dinghy racing

way the class flag will be replaced by the appropriate fleet pennant. This is in addition to RRS 32.2

5.2 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

#### H6 The Finish

6.1 When returning to round Turning Mark for the last time no boat shall pass between the west pier and each of the three west pier starting marks which are marked as O, 2 & 3 on the DBSC Racing Marks Chart 2022

6.2 All boats finishing having sailed the course indicated shall pass Turning mark to port before proceeding to the finishing line.

6.3 The line shall be between the orange limit mark and an orange line on the

northeast corner of the DBSC West Pier Hut.

6.4 Boats that have finished shall avoid boats racing.

#### H7 Time Limits

##### Tuesdays

7.1 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)

iii) Should only two boats start a race any boat failing to finish within 30 minutes after the first 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 7.1i and 7.1 ii Shall be deleted and 7.2 shall be in effect.

7.2 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

7.3 i) The time limit for the first boat of a class to sail the course and finish is 17.00Hrs

ii) Boats failing to finish within 30 minutes after the second boat of her class sails the course and finishes or before 17.30 (whichever is the earlier) shall be scored Did Not Finish without a hearing. (Changes RRS 35 and A5)

iii) Should only two boats start a race any boat failing to finish within 30 minutes after the first boat of her class sails the course and finishes or before 17.30 (whichever is the earlier) shall be scored Did Not Finish without a hearing. (Changes RRS 35 and A5)

# RETURN OF THE TWENTY ONES

*Photos: Garavogue competing in RIYC end of season race (photo by Gilly Goodbody)*



The Dublin Bay 21's were designed by Alfred Mylne in 1902 for Dublin Bay Sailing Club. A fleet of seven boats was built between 1903 and 1907 and amazingly the entire fleet has survived to the present day.

On 30th July 2021, three beautifully rebuilt Twentyones, Estelle (3), Garavogue (4) and Naneen (6), sailed into Dun Laoghaire Harbour to a "Twentywonderful Homecoming" after an absence of 36 years. The boats were rebuilt on their original 2 ton lead keels, by Stephen Morris in Kilrush and transported to Arklow where they had been laid up in 1985. On board for the historic return to Dublin Bay were members of the Class Association, Stephen Morris and his team and some former owners and their families.

The Class competed in Tuesday evening races through August and September and sailed in other events in the latter half of the 2021 season, such as the Kish Race and a memorable visit to Howth Y.C. Geraldine (7) is currently nearing completion in Kilrush and hopefully the 2022 Season will see four Twentyones racing every week in Dublin Bay. Work has commenced on the frames for Maureen (2) and Oola (5).

All seven original boats are owned by the Class Association which, in co-operation with several clubs, is planning a suitable system that will allow competent individuals and groups to share in the experience of sailing these beautiful and authentic classic yachts.



*Naneen entering Dun Laoghaire Harbour on 30th July 2021. (photo by Michael Chester)*

# DUBLIN BAY SAILING CLUB RE-AFFIRMS COMMITMENT AS MITSUBISHI MOTORS “SAILING CLUB OF THE YEAR (2021)”

Dublin Bay Sailing Club is the current Mitsubishi Motors Sailing Club of the Year, and in August, their Commodore Ann Kirwan took over custodianship of the well-travelled ship's wheel trophy. It dates back to 1979 in a unique and informal contest that aims to assess how well clubs contribute to their larger communities in addition to gauging their success with their members afloat - whether in a racing, cruising or training capacity.

Normally the handing-over ceremony is the very height of close-knit conviviality. But in these strange pandemic times when prescribed social distancing is at variance with the instinctive sociability and camaraderie of sailing, everyone was on their best behaviour at a limited-numbers gathering in which the key players were

Jonathan Nicholson – DBSC Commodore 2020 – Commodore Ann Kirwan, the DBSC Honorary Secretary Chris Moore, John Phillips of AIB Private Banking who are the lead sponsors of the DBSC programme, and Kelly Berkeley, Senior Marketing Executive with Mitsubishi Motors, the “Club of the Year” sponsors since 1986.

In its 42 years, the trophy has highlighted special achievements by clubs large and small all over the country. But in the special circumstances of 2020-21, with the spreading pandemic affecting or even completely preventing group activity of every kind, as the largest yacht racing organisation in Ireland (and one of the largest in the world), DBSC was in a very demanding position of natural leadership.



*Two Commodores – Jonathan Nicholson (DBSC Commodore 2018-2020) and Ann Kirwan (DBSC Commodore 2020-2022) at this week's presentation of the Mitsubishi Motors “Sailing Club of the Year” Trophy.*



*John Phillips of AIB Private Banking, lead sponsors of the DBSC programme*



*Kelly Berkeley of Mitsubishi Motors Photo: Frank Burgess*





*Dun Laoghaire  
Dinghy mix. In all,  
DBSC caters for more  
than 30 classes.  
Photo: DBSC*



*Dublin Bay sailing at its best – the stately contenders in  
Cruisers Zero step out in style. Photo: Afloat.ie/David O'Brien*

Yet it has taken on the challenge with quiet determination, and after a successful, if truncated season in 2020 in which all of the club's main trophies found a new winner despite the second lockdown being imposed in mid-September, in 2021, they have gradually upped the pace as new allowances were made, such that by early August the "ordinary" programme of mid-week evening racing was regularly catering for more than 200 boats of all shapes and sizes, from the Laser dinghies (the largest of the class in all Ireland) right up to the stately vessels in Cruisers Zero.

During this "Week of the Wheel", the numbers racing were just on the 200 mark for the very good reason that the bulk of the Lasers were heading for the Nationals in Cork. And in further illustration of DBSC's readiness to look outside its own waters for new competition, Ann Kirwan was recently returned from racing West Cork's Calves Week at Schull, where the highlight of her series was recording the overall ECHO win in the Fastnet Race (West Cork version) in the Ruffian 23 Orca II.

DBSC's unrivalled range of classes is catered for through far-sighted programme management and racing organisational experience vested in an exceptional corps of skilled volunteers. It's not a situation which exists to such good effect in all other sailing

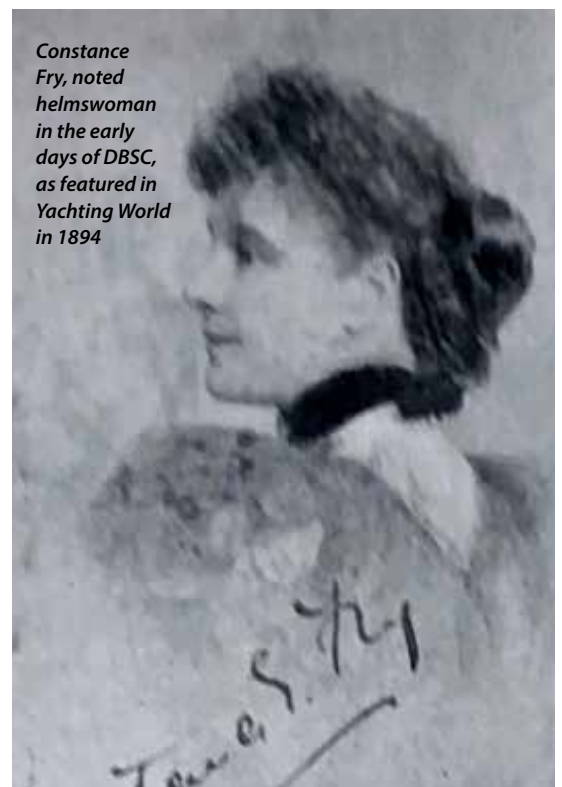
centres, and it isn't something which has emerged overnight, for the gradual development and re-configuring of the club reflects the growth of Dun Laoghaire as the focal point of Dublin Bay sailing.

It started as an organisation for small boats sailed by slightly eccentric types in 1884, but as it intensified its programme of races, members of the established bricks-and-mortar waterfront clubs came to the realisation that - for proper development - their Dublin Bay sailing needed a focused and energetic overall administrative body.

This was already being partially catered for by the Royal Alfred YC, founded in 1870. But the RAYC's speciality was the development of racing rules and the encouragement of amateur or Corinthian sailing, whereas DBSC was increasingly much more targeted on simply getting on with as much racing as possible. It succeeded in this so successfully so that by the 1890s it was in the pre-eminent racing organisation role to such an extent that Constance Fry, wife of the DBSC Commodore Richard Fry, was featured in a photographic series in the new magazine *Yachting World* as being a noted helmswoman, while DBSC was extending its portfolio by actively encouraging new racing classes.



*Eccentric small boat beginnings – Dublin Bay SC  
in action in 1886*



*Constance  
Fry, noted  
helmswoman  
in the early  
days of DBSC,  
as featured in  
*Yachting World*  
in 1894*



*The return to Dun Laoghaire of the restored Dublin Bay 21 Naneen a fortnight ago was the realisation of the faithfully maintained vision of Fionan de Barra and Hal Sisk. Photo: W M Nixon*

This has resulted in the intriguing situation in 2021 whereby the Royal Alfred YC has for several years been incorporated in DBSC, while the Dublin Bay 21 Class - which first sailed in 1903 - has been sailing again this year in re-born form thanks to Hal Sisk and Fionan de Barra's determined restoration ideals and meanwhile, DBSC has a female commodore.

However, it's in the job specification of Flag Officers that they only have to serve for a limited period, but continuity in the complex business of running DBSC is provided by long-serving Honorary Secretaries, and in the present era, it has been two diligent administrators – Donal O'Sullivan and more recently Chris Moore – who have kept the machine running smoothly.

To say that Chris Moore understands how the wheels and levers of sailing in Dublin Bay are most effectively operated is to hugely understate the situation, for in addition to his current role, he has also served at different periods as Commodore of the National YC and as Commodore DBSC. The voluntary hours he puts in as the DBSC workhorse are beyond measure, yet his enthusiasm remains undimmed, and somehow he even finds the time for some sailing of his own, currently with the J/109 Powder Monkey.

As the club functions as the overall body for Dun Laoghaire sailing with its four separate established cubs with their own clubhouses, DBSC itself has no need of a clubhouse and thus has nowhere to display the Club of the Year

Trophy. Thus the hand-over ceremony could be delayed until the regulated limitations began to be lifted, but with continuing uncertainty as to which way the pandemic figures are going, this seemed as good a time as any, as DBSC definitely want to be in possession of the wheel for their own annual spectacular, the distribution of their mostly silver mountain of annual prizes and trophies.

And by a happy chance, the "Club of the Year" award ceremony has taken place in National Heritage Week. That may place its emphasis on our built heritage. But in Irish sailing's remarkable and unusually long history, it is our vibrant yet venerable organisations that are a key part of our national sailing heritage.



*The spirit of Dublin Bay Sailing Club is found in many volunteers, and not least in current Honorary Secretary Chris Moore*

*This article first appeared on Afloat.ie in August 2021*

# JACK ROY'S HUGE CONTRIBUTION TO SAILING WAS ONLY ONE PART OF AN EXCEPTIONAL LIFE

BY WM NIXON

When we published a comprehensive overview of Jack Roy's achievement-filled career ashore and afloat on 14th July 2017, it was in light of his recently-elected position as President of Irish Sailing. With someone who lived life a hundred per cent and beyond, this intriguing story naturally included some thoughts about his subsequent retirement plans. He was already formulating these with imaginative thoroughness and enjoyment, even if he was giving most of his readily-focused attention to his many interests and duties in the here and now in the summer of 2017.

For Jack Roy was the very embodiment of the old saying that if you want anything done, then ask a busy man to do it. And the thought that he has suddenly been taken from among us all too early at the age of 63 leaves us initially with a sense of numbness, and then the feeling of an enormous void in the pattern of Irish life.

It is something which is widely shared, for in the social restrictions of these pandemic times when frequent casual meetings are no longer part of everyday life, relatively few people were aware that Jack's appearance had recently been showing signs of his battle with cancer. Though some outside his circle of family and close friends might have given a socially-distanced greeting to him across the marina or elsewhere, those who did meet him in this slightly remote way were more likely to appreciate his usual interested sociability than precise details of his appearance.

That is how he would have liked it, for although any assessment of Jack

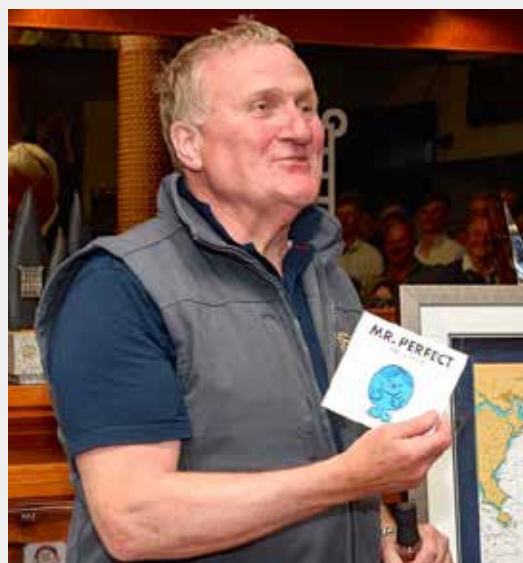
and Rosemary Roy would indicate that they were a true Power Couple of the best sense of the term, they were a Power Couple in the most self-effacing and empathetic way. Thus while they inevitably had a very public profile both in sport and in business and in Irish life generally, they managed to keep their private life very private, and their thriving and very warm family life was private with it.

Beset as we are by the many and varied demands of the modern world, achieving such a healthily balanced existence could be an enormous challenge if one saw it as such. But Rosemary and Jack so perfectly complemented each other that they seemed to manage it effortlessly. It can't have been effortless, but they would have regarded it as very bad manners to make any sort of song and dance about all that they had signed up to do.

Consequently, it was a wonder to many how such a busy couple were always there on time on summertime Thursday evenings to head the team organising the main Dublin Bay Sailing Club fixture, for it meant that in effect they were running a weekly regatta. In fact, Jack's race-organising abilities took him to Olympic level and an international role, but in doing this he always kept himself firmly grounded at home through having at least one family boat on the go, and usually more if he reckoned he'd time on his hands. That said, if Jack Roy found he'd time on his hands which most folk would have thought appropriate for a well-deserved rest, he would quickly find something to do, such as restoring a near-derelict Squib.



*"The quiet charm of a self-effacing Power Couple"*  
– Rosemary and Jack Roy in Kinsale  
Credit: Robert Bateman



*"Always ready to take a joke" – during a very challenging flukey wind pattern at the Sovereigns Cup in Kinsale, Race Officer Jack Roy takes a personal prize in the proper spirit at the evening awards ceremony. Photo: Robert Bateman*





*There were giants in those days.....Jack Roy presents the Presidential Award to the late Carmel Winkelmann of Dun Laoghaire to celebrate her Golden Jubilee of Services to sailing.*



*Celebrating outstanding offshore racing success – President Jack Roy with Round Ireland and Beaufort Cup winner Commandant Barry Byrne of Wicklow with his wife, the interior designer Suzie McAdam.*

He was a wonderful combination of strategic and tactical thinking, and straightforward practicality. For many years he was a successful stalwart of the Flying Fifteen fleet at the National Yacht Club, and former NYC Commodore Ronan Beirne fondly recalls Jack coming up with a beautiful solution to the challenge of getting the F/F fleet ashore with a minimum of fuss after a day's racing. For it was Jack who came up with the idea of a compact winch-windlass and long line which brings the Flying Fifteens on their trailers seamlessly up the slipway and into their hard standing, a continuous process which is still very much in use today, and is much quicker than the hassle of individual craning.

On the administrative side, his breadth of interests and locations was reflected in his clubs, as he maintained his boyhood base with membership at Greystones Sailing Club, and showed his broadening of interests with membership of the National Yacht Club and the Royal Irish Yacht Club in Dun Laoghaire, while his high summer focus was reflected in his membership of Kinsale YC,

and his changing emphasis from all-out racing with occasional cruising to a growing enjoyment of cruising was structured with membership of the Irish Cruising Club.

This breadth of interest was reflected in his modus operandi in being President of Irish Sailing, when he made it his business to visit – preferably in his Halberg Rassy 48 cruiser – every club in Ireland. But whatever means of transport was used, he would readily go where and when invited, and Pierce Purcell of Galway recalls for Galway Bay SC fellow-members this outgoing and infectious-enthusiastic approach:

“Sad news with the passing of Jack Roy, International Race Officer, former President of Irish Sailing and a thorough gentleman.

Rory Carberry and I served with him on the IS board and arranged a number of meetings in the west. And many of you will remember Jack arriving in Kiltonan in the Aran Islands early one morning in 2019 for the start of WIORA, and then heading back to Dun Laoghaire to start the Volvo series all in

the same day, and seemingly not a bother on him.

He was Guest of Honour at GBSC's annual presentation of prizes and Laying Up Supper in 2019. Jack had become great friends over the years with Alan Crosbie of Kinsale and Peter Crowley of Crosshaven with their shared interest in serving sailing through first class race management, and their approach is highly respected throughout Ireland.

Jack's roots were from a small club and he had the height of regard for the achievements of clubs like Galway, who are holding their own with much larger clubs. I'm personally devastated, and had been since recently learning of his illness. He was a pleasure to work with and someone who could relate to so much in sailing in Ireland.

At a family level, my sons Pierce Jnr and Mark worked with him all over the country, mark laying at regional, national and international events, and they would never want to miss a championship if Jack phoned and asked will we see you in Kinsale or Dun Laoghaire? He was their legend and kept the sailing family around the

country, and additionally knew how important it was to keep in contact with clubs.”

While Jack Roy could be the most relaxed, charming and entertaining company with a genuine interest in those with whom he was talking, there was always a background Jack Roy working out ways in which he could best handle an up-coming project. In line with this and through his extensive Swedish business connections, he had developed a dynamic relationship with Hallberg Rassy in order to cruise his HR 48 Tangaroa to the Baltic for a summer, and then lay up at Hallberg Rassy HQ for a complete refit to prepare the vessel for his and Rosemary's long-planned retirement cruise.

But with the pandemic, it had to be deferred. And now, it is not to be. It says everything about Jack Roy's special position in sailing in Ireland that we all feel the ending of that attractive personal project as a shared loss. Our most heartfelt sympathies are with Rosemary, daughters Suzi and Jill and extended family and those friends who are many, for she and Jack shared a wonderful gift of ready and real friendship.

*This article first appeared on Aflor in December 2020*

# CARMEL WINKELMANN WAS IRISH SAILING'S SPIRIT OF VOLUNTEERISM PERSONIFIED

BY WM NIXON



*An impressive threesome enjoying each other's company at the National YC in Dun Laoghaire – Olympic Laser sailor Finn Lynch, mentor and motivator Carmel Winkelmann, and Olympic Silver Medallist Annalise Murphy*

Carmel Winkelmann of Dun Laoghaire, who has died in her 93rd year, was a universe, a force of nature, and an indefatigable and resilient optimist who carved her own unique course through Irish sailing at every level for sixty years and more. She was the very soul of encouragement in making good things happen at the ultimate heights of our sport's functioning and administration, while at the same time never showing any reluctance to knuckle down at the most basic levels of volunteerism to ensure that the most humdrum and sometimes almost invisible tasks were properly completed.

In the bigger picture, Carmel was a star by any standards, and would have been conspicuous in any setting. But the unique Dun Laoghaire Harbour sailing scene provided the special firmament in which she could shine with the greatest brilliance.

Yet In the final analysis, she was the one who was always ready to fulfill that most basic requirement of any successful human endeavour – she always showed up. But anyone who imagines that all this was performed in a pious atmosphere of do-goodery would be wildly wide of the mark.

For she'd an almost irrepressible sense of humour which could be wickedly funny at times, yet underneath it all was a profound kindness – sustained by a deep faith – which would manifest itself as tough love for sometimes errant sailing kids whose potential she recognized and encouraged.

## THE POWER COUPLE

She was a star married to a star, though Franz Winkelmann was the quiet one who shone in a very different manner. His boats were to include a classic Dublin Bay 24, and a partnership-owned Ruffian 23 that was raced and cruised extensively, and his roles included being Commodore of the National Yacht Club from 1974 to 1976. He filled this position with the calm efficiency and style of a highly-regarded Dublin figure who was to be celebrated in an appreciation at his death in 2010 as "Franz Winkelmann, the Treasurer of Trinity College Dublin - a sailor, music lover and investment genius".

Thus they were a "power couple" long before the term entered popular usage. But with

Franz's talents so clearly defined in sailing and the world of administration, finance and business, Carmel – in addition to raising a family and running a wonderful household – initially devoted herself to the development of junior sailing in the National YC, then in the larger fleet of Dun Laoghaire harbour, and soon on an all-Ireland basis through the newly-formed Irish Yachting Association which had emerged from the Irish Dinghy Racing Association under the Presidency of Clayton Love Jnr of Cork.

When we remember that this was all taking place during the 1960s, it made for an especially memorable moment 55 years later in August 2020, when the pop-up Fastnet 450 offshore race from Dublin Bay to Cork via the Fastnet was quickly arranged in the window of opportunity provided by a temporary easing of lockdown restrictions. Only the smallest possible bubble groups were allowed to assemble ashore, but at the start, the National YC's group included Clayton Love and Carmel Winkelmann, both of them in their 90s and both continuing to manifest that lively and productive interest in sailing which has done so much to make our sport what it is in Ireland today.



*Clayton Love Jnr and Carmel Winkelmann at the National Yacht Club in August 2020 for the start of the Fastnet 450 Race from Dun Laoghaire to Cork Harbour via the Fastnet Rock. Photo courtesy NYC*



*Primitive times....the first NYC Optimists on the crowded little slip in 1967.*

It was when the 40th Anniversary of the 1967 establishment of the National YC's Junior Programme was being celebrated in 2007 that the international boat-builder Johnny Smullen – originally of Dun Laoghaire but California-based these days with direct links to sailors of the calibre of Dennis Conner – wrote an evocative memoir which takes us back to a time when the concept of junior sailing as an identifiable discipline was still at an early stage of development in Dun Laoghaire, and it was clear – sometimes painfully clear – that the waterfront facilities of the established and historic yacht clubs did not see junior needs as a priority.

## JOHNNY SMULLEN REMEMBERS

Remembering it all forty years later, Johnny Smullen wrote:

San Diego, 17th May 2007

The way I saw it.

I am eight years old and my parents are wondering what to do with me for the summer, it went something like this: "Get him out from under our feet". I was equally happy to stay at home and play in the back garden, invent stuff and dream up ways to frighten my sisters. Chasing them with worms was a good one.

I was enrolled in the adventure of my life.

At first I was lead to believe it was going to be a fun thing with the opportunity to meet new people and friends, maybe making me more sociable as I was quiet child in a world of my own. I bought into

this and showed up for the first day. It was great, lots of people all different shapes and sizes, so there we were all sitting around playing with stuff and one-upping on how my father is better than yours, especially at snooker. The chatter fell silent when along came this very tall white-haired lady with an incredibly loud voice. It was at this point I became suspicious as I had just watched Paths of Glory and A Bridge Too Far, I had seen how the enemy rounded up people and put them in trucks and brought to places, unfriendly places.....

We arrived at Sandycove harbour where we were lined up on the pier. I thought this was it, we were then forced to line up at the steps and walk down into the freezing water fully clothed and flail around, there were guards (instructors we were led to believe) everywhere, and just to make sure the torture was effective they made us hold our heads under water for 30 minutes, well 30 seconds, but it felt like minutes. Then we were all forced to walk back to the NYC where our fate was to be determined. Freezing and scared, I was cursing my family and wondering what I had done to them.

We arrived back at Camp NYC and were lined up and made to wear large cumbersome protective coats, some were yellow, purple, some orange, I guessed they were labelling us, something to do with our religion. Some of these jackets had large protective collars probably to help protect us from the beatings to come, I thought. Our names were branded onto the "Life Jackets" as I started to call them, knowing they would play a key role in our protection.

We were divided into groups and led away

by the guards into this large damp room with arches and a dank smell of cotton, hemp and mould. This was where we were to remain for all the rainy days to be brain-washed, they started by teaching us knots. I was convinced this was going to be how to tie the very knot that would be the doom of us, I compared it to carrying the cross of Calvary. I decided then to be really bad at it in the hopes that one of my knots would slip open and I could dash to my freedom. We also had to jump up, and hand-over-hand along the light blue steel beam that ran across the dark room, this was to make our arms really strong, they had a plan for strong arms – I will tell you about that a little later.

Food consisted of a march up to Wimpeys for a spice burger and chips all drowned in vinegar to disguise the taste, but if there was good behaviour we got to go to the Miami Café. The day was long (except Thursdays when we had to get out early) and after a week in Boot Camp we were all tired and weary. What had I done to my family to deserve this?

The second week came along and we were introduced to the ships, rather large wooden craft resembling a landing craft with the flat bow (I was always looking for the hinges). This is where the strong arms came into use. We were grouped into six per team, and the guards waited until low tide when we had to carry the ship down a rickety wooden slip (there's a reason for calling it a slip). Upon its surface there were large wooden rollers but we were forbidden to use those rollers, and to make sure they filed a fat spot on the rollers, deeming them useless.



We picked up the incredible heavy boat, all six of us, one on each corner holding a knee, and two in the middle by the oar locks. Later I was to learn the place to be was up at the bow (by the door), it was lightest. I was adapting to this cruel camp. As we descended down to the icy water again fully clothed, we came across a bright green pungent slime. I had what I thought were special sailing shoes, but as soon as I touched the slime I was down. Down hard.

The guards started yelling, I knew I had to get up quickly....remember Calvary!.... We reached the bottom and stopped, the guards yelled again and made us wade right into the icy deep, still fully clothed. With the landing craft now floating, we had to master manoeuvring, the craft were lined up alongside the slippery slip, that's the reason they call it a.....

I stepped on the gunwhale. Now at this point I did not understand the physics like I do today, and when you apply a load to any point of the gunwhale of a flat-bottomed craft two things will happen (once only). The opposing gunwhale will come up as you travel down, and because I am as tall as the craft is wide, somewhere in the middle the two surfaces will meet, your face and the opposing gunwhale. After the initial shock, the second shock comes from the icy cold water. Then I found out what the large collar was for as the guards hauled me out of the abyss semi-conscious. Once inside the craft, we were grouped into two and handed oars. Let the games begin.....

After a week of rowing and shipping oars and coming alongside we were all adapting well to boating, there's nothing to it. Just as we are enjoying ourselves, we are reminded that this is a work camp with launch and retrieval exercise twice a day. The launch and retrieval is carefully timed at 6 and 12 hours intervals to make sure it was low tide and we'd the longest slimiest walk up the rickety slips, observed closely by the guards from the window of the snooker room glaring down at us. Boating is turning out to be challenging but fun, and the new friends are all pitching together to eventually plan an assault on the guards to free ourselves.

The third week came along and there were large wooden poles with white canvas and a stick with notches cut out of it, why on earth did they have to make it harder? It was perfectly simple with the clean decks and oars and oar-locks, now the boats are so heavy with this rig up, my bow lifting position is not that smart as we carry down the slip with the sail pressed hard against my face.

After countless days of theory brainwashing in the damp room, we have to pass a few tests to prove worthy to sail, if called upon, out to the US Aircraft Carrier John F Kennedy anchored out in Dublin Bay. The first test was to take the stick with the notches and stretch out the canvas and hook onto a rope loop, without falling over this was harder than carrying the feckin' boat, the second was to line up two pins

while hanging over the transom full of chips and spice burgers. If it had hair....

Most of us mastered that task after a few tries, and it wasn't long before we were sailing out to the sterns of the ferry Hibernia or Cambria, whichever was in port at the time. This went on for a few weeks and as we settled into the routine it got easier as we went on.

During the time in the damp boathouse, usually when it was blowing dogs off chains outside and while I was trying to get the batteries out of the loudhailer, I noticed a beautiful varnished clinker planked boat, it was almost new, and a very wise man was looking after it. This Man was tough as the rivets holding it together and knew everything about the seas. I knew if I paid attention he would help get me through the summer, he did and he is almost responsible for what I do today. Thank you Jack!

The discipline of Boot Camp had turned us into great sailors, great card players, snooker players....it wasn't until the third stage we found flagons. But not on the night of May 17th 1975, I was at home doing my homework that night....

Ah.....the memories, I hope I have stirred a few, it was the most wonderful time of my life and I wish I was there to get drunk with all of you and play cards till the wee hours, but meanwhile thanks



***Making progress. The young Johnny Smullen at the National YC with his first boat, the Mirror Class Splinter***



***Johnny Smullen in California with Dennis Connner making a first inspection of the 1925-built Q Class Cotton Blossom II, which they transformed into an award-winning international quality classic restoration***

To Carmel, thank you very much; I always have my lifejacket.

To Jack Brennan, I am always thinking of you up there, and thanks for teaching me how to tie my shoelaces.

To all the instructors Paul, Ann, Jimmy, I never believed the story of the rabbit and the tree, but thanks anyway

And to all my dear family and friends

Lots of love, Johnny Smullen

PS It was me that stuck the coke bottle in the cannon at the front of the club....

## THOSE EARLY DAYS – OTHER ANGLES

Last Sunday, Afloat.ie ran the preliminary notice of Carmel's sad passing, and on our Facebook page the responses to it with fond memories and heartfelt appreciation are pushing towards the hundred mark, a particularly memorable one being from Bob Sheil:

I'll be forever grateful to Carmel for accepting me onto the junior section in 1971 aged 6 and a half, when the limit was 7, and for her sustained interest in my family's sailing exploits in and far beyond the harbour ever since, including my siblings, son, nephews and nieces. I know my parents Skipper and Hazel were and are huge fans of Carmel. Our condolences to the Winkelmann family.

Another appreciative response - from the ultimate heights of Olympic stardom - is in from 49erfx sailor Saskia Tidey:

Always and forever will be a legend. Carmel was one of the most supportive figures through my youth sailing days. She gave me a lot of confidence to pursue my dreams. Rest In Peace Carmel x

## DUBLIN BAY SAILING CLUB SERVICE

Naturally and inevitably, for longer than anyone can remember Carmel was one of the corps of a hundred or so highly competent volunteers who make possible the continuous smooth running of Dublin Bay Sailing Club, with her salty comments while recording finishers from the hut on the West Pier being something to cherish.

DBSC Commodore Ann Kirwan has been fulsome in her praise this week for the Carmel contribution, and writes:

Dublin Bay Sailing Club has learnt with profound regret that Carmel Winkelmann, a DBSC stalwart, has sadly passed away. Carmel was a key organiser and volunteer in DBSC for nearly 50 years, as former DBSC Commodore Hal Bleakley had first asked her to come onboard in the early 1970s. Hal recognised Carmel's extraordinary drive, enthusiasm and organisational skills from her involvement as a founding member of the National Yacht Club's Junior Section in 1967.



*When Carmel Winkelmann and her small team set out to provide the National Yacht Club juniors with a meaningful training programme 55 years ago, their activities were very much a minor add-on to established club life. Nowadays, the junior sailing is the core of the club's daytime summer activity*



*Olympic sailor Saskia Tidey is another Dun Laoghaire sailor who has been expressing her gratitude for Carmel's support and encouragement.*



*DBSC Commodore Ann Kirwan was one of the earliest participants in the Carmel Winkelmann junior programme in the National YC, and in her current role she has been fulsome in her praise for Carmel's contribution to the functioning of DBSC since the early 1970s.*





*The Voice of DBSC. Carmel Winkelmann on station on one of hundreds of occasions in the DBSC Race Officers' hut on Dun Laoghaire's West Pier. The race team could quickly swing into a highly-trained mode of formidable efficiency when their services were required, but between times the mood in the hut could be decidedly convivial, and few items of juicy gossip escaped its close-knit scrutiny.*

When Carmel joined the DBSC volunteer team, she immediately took to running the hut race management team. As hut Race Timer, her distinctive voice could be heard on VHF channel 72 giving the course and counting down the time to race starts. Until the pandemic hit in 2020, Carmel would meet the race management teams on the balcony of the RIYC every Saturday armed with starters lists, the weather forecast, tidal data and many words of wisdom.

Carmel gave tirelessly of her time since she first became involved in sailing. Carmel's ability and many achievements were recognised in 2008 when she was awarded Irish Sailing's Volunteer of the Year award. Jack Roy presented Carmel with the Irish Sailing President's Award for 2017 in recognition of her huge commitment to a sport she loved and was involved in for over 50 years.

Carmel, an honorary life member of DBSC, will be sadly missed by all her friends in DBSC as well as the wider sailing community in Dun Laoghaire and throughout Ireland. Our thoughts are with her family, especially Paul, Lucy and Adam at this sad time.

Dear Carmel, there'll be many a glass of 'brown milk' raised in your honour. May you Rest in Peace.

Ann Kirwan

This past week, the many sailors of Dublin Bay going racing on Tuesday, the Water Wags on Wednesday (and it Bloomsday too), the cruiser-racers on Thursday, and all classes today, have been marking their respects with a minute's silence at the Committee boats, while the funeral cortege yesterday morning (Friday) processed past the three waterfront yacht clubs, each of which had benefitted from Carmel's invigorating attitude and life-enhancing presence.

For there was much to remember. After many years of action in the front line of junior training, Carmel's sailing interests continued to expand in a logical progression from simply encouraging youngsters to take up sailing, onto a higher level where she was prepared to move heaven and hell with special talents in order to fulfill their potential internationally.



*Adam Winkelmann joined 25 other Water Wags on Wednesday evening in observing one minute's silence in honour of his mother before their weekly race.*



*Carmel Winkelmann's funeral cortege passing the Royal Irish Yacht Club yesterday (Friday) morning. Photo: Paddy Boyd*



*The Talent Scout – Olympic sailor Finn Lynch with Carmel*





*Life goes on. The start of the National Y's Dun Laoghaire to Dingle Race 2021 on Wednesday June 9th was an appropriate pillar event to signal the ending of the strictest stages of Lockdown. Photo: Michael Chester*

Saskia Tidey has already mentioned how much Carmel's encouragement helped her to make the transition to the top level. In fact, while casting her eagle eye over a widely varied new input, or in continuing to mentor rising performances at regional and national level, she was a shrewd talent scout, and another notable example was Finn Lynch, whose transformation from a shy country boy from the depths of County Carlow into a front-line international Laser sailor owed much to Carmel's encouragement and practical support.

## DUN LAOGHAIRE TO DINGLE RACE SUPPORTER

Carmel was always alert to the possibility of new events which would encourage welcome development in sailing, and particularly sailing in and from her always-beloved National Yacht Club. Thus she was an ardent supporter of Martin Crotty and Peter Cullen's Dun Laoghaire to Dingle Race from its earliest days in 1993, her speciality being the encouragement of a something of a carnival atmosphere at both start and finish.

Thus there are those of us who can remember nervously finalising our D2D start details on the day of the race at the National Yacht Cup at a desk operated by an incredibly spectacular and majestically made-up woman with a huge head of ultra-shiny black hair, but few words. And then, after the usual rather tough race, signing off with some relief at a desk in Dingle administered by an incredibly spectacular and majestically made-up woman with a huge head of glossy hyper-blond hair, only to realise - when the job was done and the clerical pressures eased - that in both cases this mystery woman was Carmel herself, just having a bit of fun.....

So when Martin Crotty died on it was logical that Carmel's son Adam should take over the Chairmanship of the Organising Committee, and in 2021's especially difficult circumstances, he was keeping the show on the road when Carmel was stricken - in her 93rd year - with her final bout of illness. Yet ever the trouper, she insisted that Adam continue to concentrate on the D2D, including the prizegiving in Dingle on the weekend she passed away.

A remarkable end to an extraordinary life. It was a life which touched other lives throughout Ireland with benefit. When the news of Carmel's death was announced, Pierce Purcell of Galway - a former Commodore and founder member, 51 years ago, of Galway Bay SC - was moved to write to Martin McCarthy, Commodore of the National Yacht Club, and in his eloquent words, the man from Galway speaks for us all:

FROM PIERCE PURCELL, Galway Bay SC

So sad to hear of Carmel's passing. She was a wonderful warm-hearted member of the National Y.C. who played a nationwide role in the extended family of sailing in Ireland. She always showed a genuine and detailed interest and encouragement for younger administrators hoping to replicate what she had done, and was always supportive when her opinion was sought by anyone trying to implement some change in order to meet the needs of a new situation, bluntly commenting: "Well, if you don't try something in your club, it just won't happen at all, so let me know how it goes".

For years I travelled up to Dublin and Dun Laoghaire from Galway for ISA Junior and Training Committee meetings, when Carmel was the boss

with people like Paddy Kirwan and Paddy Blaney in her high-powered team. Galway Bay S.C. was very young then, and we were only feeling our way, thus her support and interest played a huge role in GBSC's development at a vital stage in its growth.

In recent years if arriving into the National, it was such a pleasure to be recognised by the great lady and called over to join her group to discuss old times, and be introduced to familiar sailing names at the top level of sailing. I will miss this wonderful connection with the National Y.C. and Dun Laoghaire sailing, Carmel had the gift of apparently effortlessly bringing all Irish sailors together in friendship and shared enthusiasm.

Irish sailing has lost a truly wonderful person. Our thoughts and heartfelt condolences are with her family of Paul, Lucy and Adam and with her several extra-close friends in addition to her many friends and colleagues throughout Ireland and Irish sailing.



*Pierce Purcell of Galway: "Carmel had the wonderful gift of effortlessly bringing together sailors from all over Ireland in friendship and shared enthusiasm"*

*This article first appeared on Afloat.ie in June 2021*



# DUBLIN BAY SAILING CLUB 2022

RACING CLASSES  
CLASS CAPTAINS  
RECORD KEEPERS  
2021 TROPHY  
WINNERS

# CRUISER 0

**Class Captain** Paddy McSweeney 086 257 0217 paddy@genoahouse.ie

## Trophy Winners 2021

Martin Cup	Thursdays IRC Racing	Rockabill V1	Paul O' Higgins
Knox-Gore Bowl	Thursdays Echo Racing	Tsunami	Vincent Farrell/Peter Ryan
Knox-Gore Cup	Saturdays IRC Racing	Prima Forte	Fergus Ridley/Sean Lemass
Centenary Trophy	Saturdays Echo Racing	Prima Forte	Fergus Ridley/Sean Lemass



Hot Cookie	Hot Cookie	Hot Cookie	NYC
Searcher	2729	Pete Smyth	NYC
Tsunami	4007	Vincent Farrell	NYC
Rockabill VI	10800	Paul O'Higgins	RIYC
Prima Forte	4240	Patrick Burke	RIYC
D-TOX	13500	Patrick McSwiney	RIYC
Lively Lady	1644	Keith Martin	RIYC
WOW	4419	George Sisk	RIYC
El Pocko	6888	Jonathan Nicholson	RSt.GYC



# CRUISER 1

**Class Captain** Declan Hayes 087 258 4479 declancaronhayes@gmail.com

## Trophy Winners 2020

West Pier Cup	Thursdays IRC Racing	White Mischief	T&R Goodbody
Tiamat Trophy	Thursdays Echo Racing	Something Else	John & Brian Hall
Weir Cup	Saturdays IRC Racing	Bon Exemple	Colin Byrne
Osterburg Trophy	Saturdays Echo Racing	Gringo	Tony Fox

Gringo	7778	Tony Fox	NYC
Something Else	29213	John Hall	NYC
JustTina	1586	John Treanor	NYC
Powder Monkey	28898	Chris Moore	NYC
Ruth	1383	Ben Shanahan	NYC
Jalapeno	5109	Paul Barrington	NYC
DearPrudence	1095	Jonathan Bourke	Other
Juggerknot 2	3990	Andrew Algeo	RIYC
Raptor	811	Fintan Cairns	RIYC
White Mischief	1242	Timothy Goodbody	RIYC
Indecision	9898	Declan Hayes	RIYC
Jump The Gun	1129	Michael Monaghan	RIYC
Chimaera	2160	Andrew Craig	RIYC
Bon Exemple	8933R	Colin Byrne	RIYC
Joker II	1206	John Maybury	RIYC
Black Velvet	3471	Leslie Parnell	RIYC





# CRUISER 2 (INCORPORATING SIGMA 33 CLASS)

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

## Trophy Winners 2021

Lady Shamrock	Thursdays IRC Racing	Windjammer	L.J.Casey & D. Power
Silver Salver	Saturdays IRC Racing	Windjammer	L.J.Casey & D. Power
Centenary Cup	Thursdays Echo Racing	Ruthless	Conor Ronan
Silver Foam Trophy	Most Improved Boat Cr 2	Ruthless	Conor Ronan
TP Early Cup	Saturdays Echo Racing	Leeuwin	Henry Leonard
JB Stephens Trophy	Thursdays and Sat Combined (Sigmas)	Rupert	P&R Lovegrove
Rupert Bowl	Saturday IRC . (Sigmas)	Rupert	P&R Lovegrove

Ruthless	26026	Conor Ronan	NYC
Pastiche	1688	Barry Ward	RIYC
Elandra	4526	Joe Conway	RIYC
Leeuwin	971	Henry Leonard	RIYC
Peridot	5507	Jim Mc Cann	RIYC
Karukera	17195	Gerry Harvey	RSt.GYC
Windjammer	2597	Lindsay Casey	RSt.GYC
Boojum	2112	Stephanie Bourke	RSt.GYC
Rupert	4518	Richard Lovegrove	RSt.GYC
Springer	4464	Ian Bowring	RSt.GYC
Gwili Two	4534	Dermot Clarke	RSt.GYC



# 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 2021

Whimbrel Bowl	Tuesdays ECHO Racing	Starlet	Kevin Byrne
Smallbridge Cup	Thursdays IRC Racing	Starlet	Kevin Byrne
Jack Kennedy Cup	Saturdays IRC Racing	Starlet	Kevin Byrne
Annette Cup	Thursdays ECHO Racing	Cartoon	Ken Lawless & Sybil McCormack
Mercia Cup	Saturdays ECHO Racing	Maranda	Myles Kelly

Yami Yami	46	Michael	Cooney	DMYC
ELEINT	35	Michal	Matulka	DMYC
Maranda	11	Myles	Kelly	DMYC
Papytoo	1792	Frank	Guilfoyle	DMYC
Krypton	2600	Alan	Turner	NYC
Grasshopper 2	1038	Kevin	Glynn	NYC
Ceol Na Mara	998	Edward	Melvin	Other
Cartoon	9186	Ken	Lawless	RIYC
Saki	246	Michael	Ryan	RIYC
Wynward	307	Wyn	McCormack	RIYC
pamafe	2855	gerald	costello	RIYC
Starlet	6136	Kevin	Byrne	RSt.GYC



# CRUISER 4 (NON SPINNAKER)

RunAway	1131	Lorcan Balfe	NYC
Antix	13611	Derek Ryan	RSt.GYC
Boomerang	1367	Paul Kirwan	RSt.GYC



# 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



## Trophy Winners 2021

Burford Trophy	Thursdays IRC Overall Div A	Playtime	J.Phillips & N.Kidney
White Sail Trophy	Saturdays A and B IRC overall	Playtime	J.Phillips & N.Kidney
Gerry Henry Salver	Thursdays ECHO Overall Div A	Just Jasmine	Philip Smith
Ana Livia Trophy	Saturdays A and B ECHO	Just Jasmine	Philip Smith
Galleleo Cup	Thursdays ECHO Overall Div B	Fortitudine	David & Ann Clarke

Setanta	2918	Gavin	Denn	NYC
AURORA	7380	Raymond	Conway	NYC
Melusine	1362	Colm	Hughes	Other
PLAYTIME	2558	Johnnie	Phillips	RIYC
Stardust of Hamble	6489	Margaret	Finlay	Other
State O'Chassis	638	KEvin	Buckley	RIYC
Fortitudine	1315	David	Clarke	RIYC
Prima Luce	3504	Philip	O'Dwyer	RIYC
Just Jasmin	3506	Philip	Smith	RIYC
EMMA	1673	Fergal	Gaynor	RIYC
SEA SAFARI	1082	Jacqueline	Smith	RIYC
Act Two	4250	Michael	O'Leary	RIYC
Gung Ho	216	Gráinne	O'Shea	RIYC
The Great Escape	1217	Patrick	Rigney	RIYC
Persistence	8237	Charles	Broadhead	RIYC
Edenpark	1166	liam	farmer	RIYC
menapia	1341	James	McSweeney	RSt.G
Lucy O	1012	P.Aonghus	Oheocha	RSt.G
Calypso	5643	HOWARD	KNOTT	RSt.G
Katienua	2035	Conor	McGuinness	RSt.G
Shearwater	7677	Eamonn	Doyle	RSt.G
witzend	1656	Peter	Conlon	RSt.G
Spirit	3950	Colin	O'Brien	RSt.G
Sweet Martini	5013	Bruce	Carswell	RSt.G



# 31.7

## Class Captain Record Keeper

Michael Blaney  
Gerry Currid

086 253 3895  
087 967 1145

[captain@317.ie](mailto:captain@317.ie)  
[gcurrid@gmail.com](mailto:gcurrid@gmail.com)

## Trophy Winners 2021

Feanor Trophy  
Horrigan Cup  
Long John Silver  
Arandora Trophy

Thursday Racing Scratch  
Thursday Racing Echo  
Saturday Racing Echo  
Saturday Racing Scratch

After You Too  
Bluefin Two  
Bluefin Two  
Prospect

Michael Blaney  
M & B Bryson  
M & B Bryson  
Chris Johnston

Kalamar	3171	Larry Power	NYC
Camira	2474	Brian Geraghty	NYC
Indigo	8063	Joe Balfe	NYC
Kernach	2970	Eoin O' Driscoll	NYC
Prospect	1565	Chris Johnston	NYC
Levante	3107	John Power	NYC
Bluefinn two	6662	Michael Bryson	NYC
ATTITUDE	7317	Trina Milner	RIYC
After You Too	1310	Michael Blaney	RSt.G
Fiddly Bits	5317	PJ Timmins	RSt.G



# B211

## Class Captain Vice Captain

Jimmy Fischer  
Kieran Kingston

087 262 8404  
086 100 3006

[j.fischer@psycon.ie](mailto:j.fischer@psycon.ie)  
[kieranskingston@gmail.com](mailto:kieranskingston@gmail.com)

## Trophy Winners 2021

Optec Trophy  
Facet Jewellers Cup  
Beneteau 21 Tray  
Beneteau 21 Cup  
Waterhouse Bowl  
Jimmy Fischer Tr

Tuesday ECHO Overall  
Thursdays SCRATCH overall  
Thursdays ECHO overall  
Saturdays SCRATCH  
Thurs/Sat Combined ECHO  
Saturdays ECHO overall

Billy Whiz  
Billy Whiz  
Isolde  
Small Wonder  
Small Wonder  
Ventuno

J Fischer & S Bagot  
J Fischer & S Bagot  
Jimmy Martin & Brian Mulkeen  
Jacqueline McStay & Hugh Kelly  
Jacqueline McStay & Hugh Kelly  
Rowan Fogarty

Vamoose	1569	Michael McHugo	Other
Yikes	1883	Peter Carroll	RIYC
Ventuno	2111	Rowan Fogarty	RIYC
Chinook	2121	Andrew Bradley	RIYC
Isolde	6404	Brian Mulkeen	RIYC
Billy Whizz	2170	James Conboy-Fischer	RIYC
Small Wonder	7007	Jacqueline McStay	RIYC
Beeswing	2175	Patrick Shannon	RIYC
Betty B	112	michael shiell	RSt.GYC
Plan B	1522	Kieran Kingston	RSt.GYC
Ocean Venture	1904	Ian Bell	RSt.GYC





# GLEN

## Class Captain

Dr. Conor O'Hanlon

conorohanlon4@gmail.com

## Trophy Winners 2021

Glen Challenge  
Pair of Silver Vases  
Pterodactyl Cup  
Harry Maguire Cup  
The McMullen Cup  
The Hamilton Reid Cup

Crews Race  
Ladies Race  
Thursdays Racing  
Saturday Racing  
Thurs and Sats combined Combined  
Dalkey Island Race (Bobolink)

Glendun 9  
Glendun 9  
Glenluce 67  
Glenluce 67  
Glenluce 67  
Glenluce 67

Robert O'Connor (David Houlton)  
Alison O'Brien  
M.A.C. Millerick  
M.A.C. Millerick  
M.A.C. Millerick  
M.A.C. Millerick

Glenroan	4	Keith	Malcolm	RSt.GYC
Glenariff	10	Adrian	Lee	RSt.GYC
GlenDun	9	David	Houlton	RSt.GYC
Glenree	107	John	Bligh	RSt.GYC
Glenluce	67	Ailbe	Millerick	RSt.GYC
Pterodactyl	12	David	McCaffrey	RSt.GYC
Glenshesk	1	Liz	Faulkner	RSt.GYC
Glencoe	14	Rose Mary	Craig	RSt.GYC
Glen Miller	29	Paul	Cusack	RSt.GYC



# SQUIB

## Class Captain

Vincent Delany

086 857 5314

delanyvincent@gmail.com

## Vice captain

Noel Colclough

086 278 8513

noelcolclough081@gmail.com

## Class Trophies 2021

Minx Trophy  
Shannon Cup

Thursdays Overall  
Saturdays Overall

Allsorts Tony Mullett  
Periquin Noel Colclough

Periquin	48	Noel	Colclough	RSt.GYC
Pintail	875	Tonia	McAllister	RSt.GYC
Allsorts	329 is correct	Tony	Mullett	RSt.GYC



# RUFFIAN

<b>Class Captain</b>	Helen Bradley	087 648 9517	hmkbradley@gmail.com
<b>Vice Captain</b>	Feena Lynch	087 2251791	
<b>Record Keeper</b>	Ann Kirwan	086 606 5803	annkirwan123@gmail.com

## Trophy Winners 2021

John Donnelly Perpetual Cup	Tuesday Racing	Carmen	Enda Brennan
Huet Trophy	Thursday Racing	Shannagh	Stephen Gill & Padraig Diarmada
British Airways Trophy	Saturday Racing	Ruffles	Michael Cutliffe
J. Lamont Trophy	Thurs & Sats	Ruffles	Michael Cutliffe

Ruffles	57	Michael Cutliffe	DMYC
Carmen	6043	Brendan Duffy	DMYC
Alias	525	David Meeke	DMYC
Ripples	407	Frank Bradley	DMYC
Ruffrider	401	Ronan Lee	DMYC
Riff Raff	145	Richard Godley	NYC
Icicle	979	Colm T Murray	NYC
Bandit	3333	Ann Kirwan	NYC
Scamp	141	Domhnall Murray	RSt.GYC
Shannagh	6151	Stephen Gill	RSt.GYC
Ruff Diamond	155	Stuart McBride	SID



# SHIPMAN

<b>Class Captain</b>	Colm Duggan	086 681 6887	colm@dugganarchitecture.ie
<b>VC/Commodore</b>	Gerry Glynn,	087 225 7687	gga1600@gmail.com
<b>Record Keeper</b>	Christine Ferguson	087 257 7629	cfergod@gmail.com

## Trophy Winners 2021

The Melindi Cup	Saturday Racing	Invader	Gerry Glynn
Shipman Perpetual Trophy	Thurs and Sat combined	Invader	Gerry Glynn

Juniper	367	David	Bell	DMYC
Bluefin	1223	Seamus	Moran	DMYC
Invader	3221	Gerard	Glynn	DMYC
Curraglass	459	Neill	Masterson	NYC
Ruadh	312	John	O'Callaghan	NYC
The Den	571	Aisling	Costello	RSt.GYC
Twocan	553	David	Freeman	RSt.GYC
Viking	409	Fergus	Mason	RSt.GYC
Poppy	639	Alain	Deladiennee	RSt.GYC
Jo Slim5	528	John D	Clarke	RSt.GYC



# SB20

**Class Captain** Charlotte O' Kelly 086 837 6274 Charlotte@techworks.ie

## Trophy Winners 2021

The Crichton Cup	Thursday Racing	Ted	M.O'Connor, D.Taylor & E. Cooke
Bealtaine Trophy	Saturdays series A	Venues world	Ger Dempsey/ Chris Nolan
Lunasa Trophy	Saturdays series B	Carpe Diem	C.Galavan & R.Hayes
Equinox Trophy	Saturdays series C	Bad Kilcullen	Jerry Dowling
Saturday SB20 Cup	Saturday overall	So Blue	Justin Burke Chris Helme & Alan Claffey

Rubadubdub	3343	Nick	Doherty	NYC
LoFly	3426	Philip	Doran	NYC
Sneaky B	3475	Charlotte	O'Kelly	NYC
So Blue	3717	Alan	Claffey	NYC
Bad/Kilcullen	3741	Jerry	Dowling	RIYC
venuesworld.com	3739	Ger	Dempsey	RIYC
ted	3809	David	Taylor	RSt.GYC
SeaBiscuit	3323	Barry	Glavin	RSt.GYC
Carpe Diem	3761	Richard	Hayes	RSt.GYC



# MIXED SPORTSBOAT

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

## Trophy Winners 2021

Thursday Sportsboat Trophy	Thursdays Overall	Jester	D.Curtin
Saturday Sportsboat Cup	Saturdays Overall	Jambya	Martin Ryan & Vincent Lattimore

Jamiroqui	433	Catriona	O'Brien	NYC
Joyride	995	Brian	Kneafsey	NYC
Jester	8750	Declan	Curtin	NYC
RIYC4		Harry	Browne	RIYC
Rebel	1724	Storme	Delaney	RIYC
RIYC 4	TBA	Alice	Delehanty	RIYC
Ram Jam	1138	Austin	Kenny	RIYC
Jawesome III	260	Mervyn	Dyke	RIYC
Jheetah	070	Andrew	Sarratt	RIYC
RIYC 1	1	Sabrina	Mahony	RIYC
Jambya	605	Martin	Ryan	RIYC
The Jeorgettes	3	Joanne	Shelley	RSt.GYC
George 2	2	Peter	Oreilly	RSt.GYC
George V	5	Jonathan	Craig	RSt.GYC
Jitterbug	1303	Conall	O'Halloran	RSt.GYC
George 6	6	Ian	Simington	RSt.GYC





# DRAGON

**Class Captain** Joey Mason 086 233 6037 cseosaimhmasun@gmail.com

## Trophy Winners 2021

Oxford and Cambridge Cup  
RIYC Cup  
Old Time Cup

Thursday Racing  
Saturday Racing  
Thurs & Sat

Sir Ossis O'the River  
ZinZan  
D-cision

Denis & J Bergin & Con Murphy  
Tim Carpenter & Adrian Masterson  
Joey Mason

Sir Ossis of the River	161	Denis Bergin	RIYC
ZinZan	127	Adrian Masterson	RIYC
Phantom	176	Peter Bowring	RSt.GYC
D-cision	195	Joey Mason	RSt.GYC



# DUBLIN BAY 21S

**Class Captain** Hal Sisk 086 256 1077 halsisk@gmail.com  
**Record & Sec** Fionan de Barra 086 850 7548 fionandebarra@hotmail.com

## DBSC Trophy Winners 2021

Daisey Picker Cup Tuesdays/Midweek Estelle Number 3 DB21 Class Association

Naneen	5	Fionan de Barra	NYC
Garavogue	4	Fionan de Barra	NYC
Estelle	3	Fionan de Barra	NYC



# FLYING FIFTEEN

<b>Class Captain</b>	<b>Jill Fleming</b>	<b>087 274 1995</b>	<b>cjhenman@gmail.com</b>
<b>Vice Captain</b>	<b>Keith Poole</b>	<b>086 858 3368</b>	<b>keithpoole@gmail.com</b>
<b>Record Keeper</b>	<b>Peter Murphy</b>	<b>087 686 6022</b>	<b>peterjmurph@gmail.com</b>
<b>Secretary</b>	<b>David Mulvin</b>	<b>087 647 5047</b>	<b>davidmulvin@eircom.net</b>

## DBSC Trophy Winners 2021

Fifty Something Cup Tuesday Racing	Perfect 10	Alan Balfe
Flying Fifteen Gun Thursday Racing	Rodriguez	Ken Dumbleton
Brian S Ryan Trophy Saturday Racing	Ignis Caput 11	David Mulvin/Ronan Beirne
Blake Cup Mid week Handicap racing	Hera	Peter Murphy & Ciara Mulvey

Enfant De Marie	4081	Ben	Mulligan	DMYC
FFuZZy	4028	Neil	Colin	DMYC
Mike Wazowski	4093	Keith	Poole	NYC
Mach FFive	4026	Alan	Green	NYC
Snow White	3747	Francis	Burgess	NYC
No Name	4085	Shane	MacCarthy	NYC
No Name	4045	Gerry	Ryan	NYC
Perfect Ten	3995	Alan	Balfe	NYC
Rhubarb	3762	John	O'Sullivan	NYC
Fflagella	4057	Tom	Murphy	NYC
Hera	3774	Peter	Murphy	NYC
Thingamabob	3757	Tom	Galvin	NYC
Helena	3737	Caroline	Doyle	NYC
Gulffstream	3198	adrian	cooper	NYC
Flyer	4008	Niall	Coleman	NYC
A Mere Triffle	3749	Peter	Sherry	NYC
Uffa Puffin	3790	Gabriel	Grier	NYC
RODRIGUEZ	3955	Ken	Dumbleton	NYC
Ash	3913	Joe	Coughlan	NYC
phoenix	4083	John	lavery	NYC
ffantastic mr ffox	3938	Niall	Meagher	NYC
Ignis Caput 11	4068	David	Mulvin	NYC
Nimble	4043	Brian	O'Hare	RSt.GYC
Glass Half Full	3845	Frank	Miller	RSt.GYC
ffinisterre	3753	Alastair	Court	RSt.GYC
As Good As it Gets	3688	Caomhán	McKenna	RSt.GYC
Fandango	3697	Louise	McKenna	RSt.GYC



# FIREBALL

<b>Class Captain</b>	<b>Owen Sinnott</b>	<b>087 239 4484</b>	<b>osabhaile@gmail.com</b>
----------------------	---------------------	---------------------	----------------------------

## DBSC Trophy Winners 2021

Nuit St. George Trophy	Tuesdays 15016	Louise McKenna
The Fireball Saturday Cup	Saturdays Probably	Owen Sinnott & Gratten Donnelly

Probably	14865	Owen Sinnott	DMYC
	14790	Paulter Horst	DMYC
Fireball	14990	Frank Miller	DMYC
Incubus	14854	Marie Barry	NYC
Pink Fire	15016	Louise McKenna	RSt.GYC



# MERMAID

**Class Captain** Paul Smith 087 637 0083 paulsmith53@gmail.com

## Trophy Winners 2021

Iolar Trophy	Saturday Racing	Jill	Paul Smith & Pat Mangan
Amy Cup	Thurs Racing (Sp)	Jill	Paul Smith & Pat Mangan
Stella Cup	Thurs Racing	Lively Lady	Geraldine O'Neill & Mick Hanney
J B Kearney Shield	Sat Racing (Sp)	Aidean	Dan Brennan & Brendan Martin
Aideen	21	Dan Brennan	NYC
Lively Lady	73	Geraldine O'Neill	NYC
Jill	134	Paul Smith	RIYC



# 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 2021

Goldsmith Cup	Wednesday 1st Place	Mariposa	Cathy McAleavey & Family
Bluebird Trophy	Wednesday 2nd Place	Swift	Guy & Jackie Kilroy
G.Pugin Meldon Tr	Wednesday 3rd Place	Shindella	Alistair & Zoe Kissane

Marcia	37	Brendan McCormack	NYC
Barbara	8	Judith Malcolm	NYC
Skee	32	Jonathan O'Rourke	NYC
Anne II	11	Stratos Bouboukis	NYC
Peggy	47	david corcoran	NYC
Shindilla	19	Zoe Kissane	NYC
Penelope	16	Fergus Cullen	NYC
Phyllis	14	Fraser Mitchell	NYC
Mariposa	45	Cathy MacAleavey	NYC
Mary Kate	6	Ian Magowan	RIYC
Gavotte	24	Anne-Marie Cox	RIYC
Coquette	17	Seymour Cresswell	RIYC
Badger	20	Mary Cox	RIYC
Mademoiselle	46	Adam Winkelmann	RIYC
Gretta	51	Denis Bergin	RIYC
Freddie	43	Bairbre Stewart	RIYC
Sprite	10	Adrian Masterson	RIYC
Beatrice	25	Ben Ryan	RIYC
Sara	30	Paul Smith	RIYC
Chloe	34	Kate O'Leary	RIYC
Swift	38	Guy Kilroy	RIYC
Tortoise	42	William Prentice	RIYC
Scallywag	44	Dan O'Connor	RIYC
Eros	08	Gail Varian	RSt.GYC
Little Tern	36	Tim Pearson	RSt.GYC
Eva	33	David Kelly	RSt.GYC
Jacqueline	21	Hugh Delap	RSt.GYC
Swallow	40	justin geoghagan	RSt.GYC
Dipper	48	David A. Williams	RSt.GYC
Pansy	3	Vincent Delany	RSt.GYC
Hilda	49	Martin Byrne	RSt.GYC
Moosmie	15	John O'Driscoll	RSt.GYC
Polly	31	Henry Rooke	RSt.GYC
Siskin	50	Amanda Chambers	RSt.GYC
Alfa	12	Drewry Pearson	RSt.GYC
Nandor	26	Stuart Mc Bean	RSt.GYC





# LASER

**Class Captain** Brendan Hughes 087 909 8709 brendanjhughes@gmail.com

## Trophy Winners 2021

Laser Standard	Tuesday Racing	Lanavere Cup	C.Arrowsmith
Laser Standard	Saturday racing	Cut Glass Tumbler	Gavan Murphy
Laser Radial	Tuesday Racing	Sailcraft Tray Trophy	D.Cahill
Laser Radial	Tues/Sat	DBSC Challenge Trophy	D.Cahill
Laser Radial	Saturday Racing	Laser Saturday Trophy	S.Craig

218561	Meindert de Vreeze	NY
210312	Oisine Hannan	NYC
186302	David Cahill	NYC
63688	Sean Doyle	NYC
195270	Derval Tubridy	NYC
192739	Rodney Regan	NYC
183231	Alison Pigot	NYC
196243	Rachel Garvey	NYC
211126	Christian Ennis	NYC
188341	Sophie Gorman	NYC
201592	Clodagh Malone	NYC
203712	Hugh O'Connor	NYC
204187	Dan O'Connell	Other
201365	Damian Maloney	Other
216594	Hugh Cahill	Other
195099	Michael Norman	Other
193619	Sonja Kidney	RIYC
215236	Conor Roche	RIYC
195097	Brian Mehigan	RIYC
211132	Peter Foster	RIYC
162818	Michael McCormack	RIYC
153526	Justin Maguire	RIYC
173092	Bryan Maguire	RIYC
190777	Alice Tyrrell	RIYC
166676	Luke Dillon	RSt.GYC
167706	Brian Owens-Murphy	RSt.GYC
170938	Barry Glavin	RSt.GYC
171694	David Bolger	RSt.GYC
210644	Robbie Walker	RSt.GYC
211817	Ali Robinson	RSt.GYC
201364	Gary O'Hare	RSt.GYC
211129	Theo Lyttle	RSt.GYC
210361	John O'Driscoll	RSt.GYC
201829	Chris Arrowsmith	RSt.GYC
212521	Ross O'Leary	RSt.GYC
217487	Owen Lavery	RSt.GYC
177854	Sean Flanagan	RSt.GYC
180240	Michael Delaney	RSt.GYC
200674	Francis Barry	RSt.GYC
180317	David Dwyer	RSt.GYC
188347	Conor Clancy	RSt.GYC
196516	Luke Smith	RSt.GYC
213561	marc coakley	RSt.GYC
211811	Marco Sorgassi	RSt.GYC
216238	Shirley Gilmore	RSt.GYC
213042	Sean Craig	RSt.GYC
211260	Judy O'Beirne	RSt.GYC
202051	Mary Chambers	RSt.GYC
206943	Gavan Murphy	RSt.GYC
198518	John Sisk	RSt.GYC
211857	Niall Cowman	RSt.GYC
21	Brendan Hughes	RSt.GYC
175357	Max Tempany	RSt.GYC
201570	Jacques Murphy	RSt.GYC
200745	Sophie Kilmartin	RSt.GYC
211091	Iseult Hogan	RSt.GYC
215356	Oisin Hughes	RSt.GYC
213508	Alana Coakley	RSt.GYC
189319	Glen Fisher	DMYC
190723	Brenda Mcguire	DMYC
179037	Patricia Kelly	INSC
173133	Peter Hassett	SID



# 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.mcgarry@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	

Sapphire	138	Lorcan O'Sullivan	DMYC
Dart	161	Pierre Long	DMYC
Doody	137	Jennifer Byrne	DMYC
Dunmoanin	140	Frank Hamilton	DMYC
Slipway	125	Julie Ascoop	DMYC
Chaos	143	Pam McKay	DMYC



# PORTSMOUTH YARDSTICK (PY)

<b>Class Captain</b>	Brian Sweeney	087 066 6418	sweenJ@hotmail.com
----------------------	---------------	--------------	--------------------

## Trophy Winners 2021

Windmill Cup	Tuesdays Overall	RS Aero Orion 3289	Noel Butler
Early Bird Trophy	Saturdays overall	RS Aero Minty 1321	Brendan Foley



Single Handed PY Class-Aero	No Name	1264	Teddy Byrne	INSC
Single Handed PY Class-Aero	Orion	3289	Noel Butler	NYC
Single Handed PY Class-Aero	No Name	3288	Stephen Oram	NYC
Single Handed PY Class-Aero	Ranch	3644	M. McCambridge	NYC
Single Handed PY Class-Aero	OPSE	3290	Charlotte O'Kelly	NYC
Single Handed PY Class-Aero	Kamikaze	1067	Barry Byrne	RIYC
Single Handed PY Class-Aero	No Name	1319	Roy Van Maanen	RSt.GYC
Single Handed PY Class-Aero	Brendan Foley	1321	Brendan Foley	RSt.GYC
Single Handed PY Class-Aero	Tikka	3433	Sarah Dwyer	RSt.GYC
Single Handed PY Class-Aero	Dutch Gold	1620	Brian Sweeney	RSt.GYC
Single Handed PY Class-Aero	Finn McCool	6	Richard Tate	RSt.GYC
Double Handed PY Class	No Name	14143	Brian O'Neill	NYC
Double Handed PY Class	Vago	814	Ita O'Farrell	SID



# Our thanks to Supporters of DBSC Racing

## Title sponsor



## Supporters



[KillenMarine.ie](http://KillenMarine.ie)



The advertisement for Drumshanbo Gunpowder Irish Gin features a central illustration of a stag with a crown and a red seal. To the right is a bottle of the gin with a label that reads 'ORIENTAL BOTANICALS WITH GUNPOWDER TEA', 'DRUMSHANBO GUNPOWDER IRISH GIN', and '42% ALC/VOL (84 PROOF)'. The text '中国珠茶' (Chinese Pearl Tea) is written vertically in Chinese characters next to the bottle. Below the stag illustration, the text 'DRUMSHANBO GUNPOWDER IRISH GIN®' is displayed in a large, bold, serif font.

FLAVIAR OSCAR WINNER NYC - HONOURED BY EUROPEAN UNION COMMISSION FOR COVID RESPONSE - BORD BIA BEST BRAND - JUBILEE AWARD FOR ASIA - SAN ANTONIO BEST GIN COCKTAIL - BEST GIN AUSTRALIA VINTAGE CELLARS - AMBASSADOR FOR LEITRIM

MAKING the ORDINARY EXTRAORDINARY

OPENING TO VISITORS IN 2020

The Shed Distillery logo features a stylized illustration of a wooden shed with a chimney, with the text 'THE SHED DISTILLERY' and 'DRUMSHANBO' below it.





# DBSC RACING MARKS 2022



**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

B  
Saoirse

J  
Asgard

H  
Harbour

K  
Boyd

Z  
Zebra

A  
Salthill

X  
Turning

O  
West Pier

V  
Pier

N  
Molly

S  
East

Y  
Omega

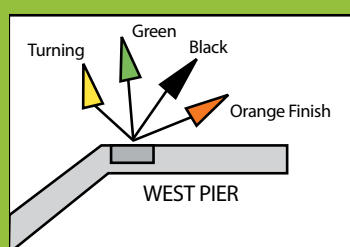
P  
Poldy

W  
Bay

T  
Battery

R  
Bulloch

Q  
Island



**NOT TO SCALE  
NOT FOR NAVIGATION**

609

608

607

606

605

53°

21'

53°

20'

53°

19'

53°

18'

# Potential.

It lives in all of us.  
In each new day.  
At AIB, we want to help  
you see the potential in  
yourself, your future,  
and your money.  
Through our team of  
financial advisors, we  
can help you get there.  
Realise the potential  
in tomorrow by  
planning with us today.

Call us on **0818 724 725** or visit  
**[aib.ie/financialplanning](http://aib.ie/financialplanning)** to find out more.



Allied Irish Banks, p.l.c. is regulated by the Central Bank of Ireland.



# YACHT RACING MARKS - BEARINGS 2022

Bearings in black – Distances in red - approximate values



N53*	W06.0*	α	From	West Pier (O)	Salthill (A)	Saioirse (B)	S'Point (C)	S'Bar (D)	(E)	Bligh (F)	N'Ross (G)	Harb'r (H)	Asgard (J)	Boyd (K)	Merrion (L)	Middle (M)	Molly (N)	Poldy (P)	Island (Q)	Bulloch (R)	East (S)	(T)	Battery Pier (V)	Bay (W)	Omega (Y)	Zebra (Z)	Turning (X)	
18.36	8.14	0,2,3	West Pier Start or Finish Marks DESIGNATED AS FOLLOWS, ORANGE (O), BLACK (2), GREEN (3), as these marks are grouped closely together use Lat/Long and distances given for Orange (O)																									
18.36	8.14	O	West Pier	...	275	005	352	002	018	032	047	024	057	049	317	024	099	114	126	138	103	140	114	141	122	078	306	
				0.51	0.66	1.15	1.65	1.91	1.93	1.66	0.50	1.21	0.67	0.85	1.26	1.12	1.73	1.78	1.61	1.49	1.26	0.82	0.89	1.28	1.24	0.14		
18.36	9.00	A	Salthill	0.95	...	0.83	1.15	1.70	2.08	2.20	2.04	0.80	1.64	1.09	0.57	1.50	1.63	2.22	2.24	2.02	2.00	1.66	1.32	1.30	1.76	1.74	0.40	
19.02	8.15	B	Saioirse	0.66	0.82	...	0.53	0.99	1.27	1.37	1.25	0.40	0.96	0.50	0.64	0.67	1.34	2.04	2.20	2.11	1.71	1.79	1.21	1.44	1.69	1.22	0.60	
19.48	8.60	C	S'Point	1.15	1.15	0.53	...	0.55	1.01	1.29	1.38	0.90	1.28	0.97	0.67	0.67	1.84	2.54	2.72	2.64	2.19	2.33	1.74	1.97	2.22	1.64	1.06	
20.00	8.30	D	Sth.Bull	1.65	1.70	0.99	0.55	...	0.55	0.96	1.26	1.30	1.37	1.28	1.21	0.67	2.10	2.79	3.03	3.01	2.42	2.72	2.09	2.39	2.55	1.80	1.57	
20.22	7.45	E	Sth.Bar	1.98	212	205	228	252	...	113	137	186	160	183	224	187	166	158	163	171	158	176	176	181	169	158	202	
			1.91	2.08	1.27	1.01	0.55	...	0.47	0.93	1.50	1.23	1.37	1.67	0.67	2.07	2.70	2.79	3.04	2.32	2.80	2.15	2.50	2.55	1.67	1.87		
20.08	6.70	F	Bligh	212	224	225	248	271	293	...	159	204	180	203	238	227	177	166	171	179	168	185	188	191	178	172	216	
			1.93	2.20	1.37	1.29	0.96	0.47	...	0.54	1.50	0.98	1.30	1.89	0.71	1.82	2.39	2.72	2.82	2.02	2.62	1.99	2.37	2.32	1.38	1.92		
19.60	6.30	G	N'Ross	227	238	248	270	294	317	339	...	222	203	226	254	271	185	169	174	183	171	191	197	200	184	180	232	
			1.66	2.04	1.25	1.38	1.26	0.93	0.54	...	1.20	0.51	0.99	1.86	0.71	1.32	1.86	2.20	2.33	1.49	2.16	1.54	1.93	1.82	0.87	1.69		
18.74	7.77	H	Harbour	204	242	323	326	346	007	025	043	...	062	068	284	010	115	122	133	146	113	152	139	158	137	091	222	
			0.50	0.80	0.40	0.90	1.30	1.50	1.50	1.30	...	0.80	0.30	0.90	0.80	1.00	1.70	1.80	1.70	1.40	1.40	0.90	1.10	1.30	1.00	0.50		
19.11	6.56	J	Asgard	237	248	270	292	316	340	000	023	241	...	247	268	314	174	157	166	178	156	188	195	199	177	153	243	
			1.21	1.64	0.96	1.28	1.37	1.23	0.98	0.51	0.80	...	0.55	1.59	0.71	0.85	1.47	1.76	1.85	1.09	1.65	1.03	1.42	1.35	0.44	1.26		
18.85	7.37	K	Boyd	229	249	295	316	340	003	023	046	244	067	...	279	000	137	137	148	161	130	169	162	177	153	104	239	
			0.67	1.09	0.50	0.97	1.28	1.37	1.30	0.99	0.30	0.55	...	1.10	0.70	0.87	1.57	1.77	1.73	1.23	1.45	0.82	1.13	1.27	0.73	0.72		
18.92	9.20	L	Merrion	137	173	086	038	032	044	058	074	102	088	099	...	064	115	121	130	137	115	139	126	139	128	101	139	
			0.85	0.57	0.64	0.67	1.21	1.67	1.89	1.86	0.90	1.59	1.10	...	1.21	1.86	2.53	2.62	2.45	2.24	2.10	1.63	1.73	2.11	1.83	0.71		
19.55	7.48	M	Middle	204	223	222	269	318	007	047	091	190	134	180	244	...	156	150	157	166	148	172	171	178	162	141	210	
			1.26	1.50	0.67	0.67	0.67	0.67	0.67	0.71	0.71	0.80	0.71	0.70	1.21	...	1.46	2.13	2.39	2.41	1.76	2.15	1.50	1.84	1.92	1.13	1.23	
18.28	6.28	N	Molly	279	278	309	316	330	346	357	005	296	354	317	295	336	...	137	159	181	114	202	247	227	182	014	282	
			1.12	1.63	1.34	1.84	2.10	2.07	1.82	1.32	1.00	0.85	0.87	1.88	1.46	...	0.70	0.93	1.00	0.38	0.86	0.38	0.74	0.50	0.47	1.24		
17.82	5.40	P	Poldy	294	289	311	316	327	338	346	349	301	337	317	301	330	317	...	202	225	339	250	293	270	271	339	295	
			1.73	2.22	2.04	2.54	2.79	2.70	2.39	1.86	1.70	1.47	1.57	2.53	2.13	0.70	...	0.39	0.71	0.38	0.85	0.91	1.02	0.50	1.03	1.86		
17.45	5.58	Q	Island	306	299	321	324	333	343	351	354	315	346	328	310	337	339	022	...	249	001	276	316	292	316	350	306	
			1.78	2.24	2.20	2.72	3.03	2.99	2.72	2.20	1.80	1.76	1.77	2.62	2.39	0.93	0.39	...	0.39	0.71	0.66	1.00	0.95	0.51	1.34	1.92		
17.28	6.16	R	Bulloch	318	308	331	332	340	351	359	003	327	358	341	317	346	001	045	069	...	023	305	339	314	001	005	317	
			1.61	2.02	2.11	2.64	3.01	3.04	2.82	2.33	1.70	1.85	1.73	2.45	2.41	1.00	0.71	0.39	...	0.93	0.36	0.92	0.72	0.50	1.46	1.74		
18.16	5.68	S	East	283	281	306	312	325	338	348	351	295	336	310	295	328	294	159	181	203	...	226	270	248	226	339	285	
			1.49	2.00	1.71	2.19	2.42	2.32	2.02	1.49	1.40	1.09	1.23	2.24	1.76	0.38	0.38	0.71	0.93	...	0.92	0.70	0.95	0.50	0.65	1.62		
17.46	6.68	T	Battery	321	308	336	336	344	356	005	011	332	008	349	319	352	022	070	096	125	046	...	357	322	045	019	320	
			1.26	1.66	1.79	2.33	2.72	2.80	2.62	2.16	1.40	1.65	1.45	2.10	2.15	0.86	0.85	0.66	0.36	0.92	...	0.65	0.37	0.42	1.32	1.39		
18.10	6.84	V	Pier	294	287	325	328	341	356	008	017	319	015	342	306	351	067	113	136	159	090	177	...	208	137	038	296	
			0.82	1.32	1.21	1.74	2.09	2.15	1.99	1.54	0.80	1.03	0.82	1.63	1.50	0.38	0.91	1.00	0.92	0.70	0.65	...	0.40	0.49	0.76	0.96		
17.73	7.10	W	Bay	321	304	339	338	348	001	011	020	339	018	357	319	358	047	090	112	134	068	142	028	...	090	034	319	
			0.89	1.30	1.44	1.97	2.39	2.50	2.37	1.93	1.00	1.42	1.13	1.73	1.84	0.74	1.02	0.95	0.72	0.95	0.37	0.40	...	0.52	1.16	1.02		
17.78	6.23	Y	Omega	302	295	323	326	336	349	358	004	315	357	333	308	342	002	091	136	181	046	225	317	270	...	008	303	
			1.28	1.76	1.69	2.22	2.55	2.55	2.32	1.82	1.30	1.35	1.27	2.11	1.92	0.50	0.50	0.51	0.50	0.42	0.49	0.52	...	0.96	1.42	...		
18.74	6.16	Z	Zebra	258	263	289	302	320	338	352	000	269	333	284	281	321	194	159	170	185	159	199	218	214	188	...	262	
			1.24	1.74	1.22	1.64	1.80	1.67	1.38	0.87	0.90	0.44	0.73	1.83	1.13	0.47	1.03	1.34	1.46	0.65	1.32	0.76	1.16	0.96	...	1.34		
18.43	8.34	X	Turning	126	265	016	357	006	022	036	052	047	063	059	319	030	102	114	126	137	105	140	116	139	123	082	...	
			0.14	0.40	0.60	1.06	1.57	1.87	1.92	1.69	0.50	1.26	0.72	0.71	1.23	1.23	1.86	1.92	1.74	1.62	1.39	0.96	1.02	1.42	1.34	...		

To degree magnetic - allowing 5° west variation