



Racing Times

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The Magazine of the Civil Service Offshore Racing Club

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In this edition of the Racing Times - the last before the end of the season - we bring you reports of the Round the Island, Cork Week, Cowes Week, and the Poole JOG, and we also look forward to some great racing in the Hamble Winter Series.

Round the Island - 22nd of June

This year the Round the Island Race started in cold weather for late June, as a depression moved across the British Isles, bringing a south westerly 4/5 at the start. Skipper Roger Walker started us on starboard heading in towards the island. Some well-timed tacking followed on the beat up to Hurst, keeping to the Island shore until west of Yarmouth when we tacked over to the Shingles and then back onto starboard ready to hoist the heavy spinnaker on a starboard pole. Up it went – on its side (oops). Down it came again and up went the lightweight spinnaker. Past Freshwater and down to St Catherines we kept well out from the shoreline to get the best of the breeze which had dropped leaving a rolly swell. We were able to hold starboard tack much of the way down to St Catherines. Bembridge was now dead downwind so there was a lot of spinnaker gybing to stay in a good position in clear air. Rounding Bembridge Ledge we dropped the spinnaker and hardened up for the close reach up to No Mans Land fort. In traditional fashion the fort was blasting out the strains of “Relax” – no chance for us; we still had a long way to go. Giving the fort a wide berth to avoid the wind shadow we stood on out on port where the wind seemed to be, rather than risk running aground by going close into Ryde sands to

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cheat the tide. The sun had disappeared now and it was getting cold sitting on the windward rail with nothing much to do except watch the boats inshore to see who had made the right choice. Some seemed to be making up ground so it was with relief that we crossed the finish line, snatching a couple of places in the final manoeuvres.

Round the Island Class results

Name	Elapsed	Corrected	O/A
DRAGONFLY OF BOSHAM	08:26:12	08:24:41	315
CHRONOLOGY	08:27:23	08:25:52	324
BELLMAN	08:27:39	08:26:08	326
ASSARAIN II	08:29:51	08:28:19	334
WITH ALACRITY	08:36:31	08:34:58	353
BELLEROPHON OF WIGHT	08:38:00	08:36:27	358
BLUE MAX	08:39:26	08:37:53	362
MONET	08:40:09	08:38:35	363
WAVE TRAIN	08:41:35	08:40:01	374
AQUADANCA II	08:43:03	08:41:29	380
WIND'S WILL	08:49:05	08:47:30	397
SIGMAGICKIAN	08:50:52	08:49:16	401
SUPERCHARGER	08:51:29	08:49:53	402
FLYING BANANA	08:52:13	08:50:37	404
PENDULUM	08:52:57	08:51:21	411
PREMIER CRU	08:53:23	08:51:47	413
STEAMY WINDOWS	08:55:00	08:53:24	416
EXABYTE	09:09:05	09:07:26	438
SIGMARINER	09:09:53	09:08:14	441
SUPERNATURAL	09:16:37	XWL	

The Summer Regattas

This year once again Wave Train took part in both Ford Cork Week and Skandia Life Cowes Week. There is strong rivalry between the long established Cowes Week and the upstart Cork Week as they compete to see who can organise the best week of racing by day and partying by night. Both events attract a large number of entries from a wide range of classes from Britain and abroad, including celebrities from the sailing world such as Olympic gold medallist Ben Ainslie, although the majority of competitors are amateurs, club racers and even family crews. In both events the racing is organised by classes, Wave Train competing with the other Sigma 38s.

Cork Week (Sigma Nationals)

This year Cork Week was also the venue for the Sigma Nationals. Held in the week starting July 14th, our summer regatta campaign started the previous week with a sail over from Southampton to Cherbourg and from there to Crosshaven in Cork harbour. The event is hosted every other year by the Royal Cork Yacht Club, which lays claim to being the oldest yacht club in the world having been founded in 1720.

Most of the racing is day racing, with courses set either inside the harbour (great for spectators), or outside the mouth in the open sea. For the Sigmas the racing started at lunchtime on the Sunday with an overnight coastal passage race. Half-way through the race at about three in the morning we were about mid fleet when one of the leaders came on the radio to ask why the tricolours he could see were going to the wrong mark. A lively debate followed! Only one boat in the fleet had read an amendment to the Sailing Instructions which changed one of the marks of the course. There was some excuse as it was not mentioned in the pre-race briefing. In the event Wavetrain went round the correct mark but no-one finished within the time limit and every-one was marked as DNF after 27 hours of racing! This was disappointing as we were in 5th place at the time.

The Harbour Race was next, with three classes all racing inside Cork Harbour, leading to some exciting near misses. Wavetrain finished a very creditable 13th.

The following day there were two races round an Olympic course south of Roches Point. These courses are where the boats

who sail with regular crews have a big advantage, as teamwork is everything. We were therefore very pleased to achieve a 15th in the second race, having been second at the first mark - the highlight of the week. We could not, alas, keep this up, compounded on the last day by an enforced change of helm.

All the races were sailed in light winds, with only twenty minutes of rain during the whole regatta. Our new mainsail and genoa proved their worth, reinforcing the need for new spinnakers as well! The racing was very competitive and exciting, particularly at the marks, and the stress of the racing was matched by the decibels and intensity of the social scene, which is all packed into the area surrounding the Royal Cork YC.

At the end of the week Wave Train's overall placing was 22nd out of 25. The class winning Sigma 38, Prophet, won the Boat of the Week award for the whole regatta.

Crew: Robin Miller, Richard Palmer, Muriel Stosic, Crispin Allard, Peter Young

Five Go Cruising – Cork to Cowes

In which Keith Taylor, Victor Crawshaw, Alison Thompson, Jonathon Robinson and your editor bring Wave Train back from Ireland.

With all the arrangements for car hire, ferry crossings, dog, cat and rabbit sitters behind us, and carrying the inflatable dinghy as hand luggage, we boarded the Cork ferry in Pembroke. On arrival we met Seamus the taxi driver for the short ride to Crosshaven where we found only Robin Miller left standing after the rigours of Cork Week. We all hoped that this was not the rats deserting a sinking ship so much as only Robin who had the constitution to survive the *après sail*. We were soon preparing Wave Train for the first short leg of our journey away from the aftermath of Cork Week to Kinsale, the 'Gourmet Capital' of Southern Ireland, a name the town does live up to. Hopefully the plans to extend the marina won't have such a visual impact as the construction of the planned five-storey block of flats on the waterfront.

We fuelled up early then motored off to find the wind at the Head of Old Kinsale. This gave us a steady sail for nearly thirty miles to Baltimore, where we were greeted by a lone seal with big brown eyes and a welcoming smile. We were getting into the wilder side of Ireland: no kiss-me-quick hats

to be seen here; this is Ballykissangel-by-the-sea. The pontoon was a barge with mooring space for four boats. We were rafted four deep and a few more were at anchor in the sheltered bay - definitely one to visit. We found Declan MacCarthy's bar on the waterfront serving superb Murphy's and probably the best food of the trip. Unfortunately for Jonathan he didn't get to see or hear a live accordion player but the taped music set the right mood.



Jonathon, rounding the Fastnet on the trip back from Ireland

On Monday the wind had picked up and veered to the West giving us a beat out to the Fastnet Rock then an easy reach into Schull Harbour.

As this was to be our last port in Ireland we were hoping to get ashore for one last time, but the wind was increasing and forecast to reach Force 7 overnight so we decided not to row the dinghy the half mile to land for fear of not being able to get back. We had plenty of food in the cupboards so cooked onboard and finished the wine.

We needed an early start for the one hundred and seventy-mile leg across the Celtic Sea to the Scilly Isles. The predicted storm had gone through during the night leaving a foggy coast to navigate before striking out across a lumpy sea. The wind was still over twenty knots from the North West and with the steep waves we were forced to steer twenty degrees off the rhumb line, gybing from time to time towards our destination. Half-way across Jonathan had made ready to abandon ship when he thought that a warship was using us for target practice, but it was just Concorde giving him a wake-up call. Twenty-four hours after departure, when in sight of land, the wind dropped. Even with the mainsail fully reefed and only the 'pocket-handkerchief' number four jib flying

we averaged over seven knots for the crossing.

My original plan had been to go straight to St Mary's but Victor's suggestion of Tresco as our first stop proved a far better option. We entered Old Grimsby Sound on the north of the islands to find an idyllic anchorage just a few hundred metres off a sandy beach. We all agreed that we should allow Jonathan to exercise his rowing skills but wished that we had attempted the outboard as hand luggage as well. This place is a must to visit for anyone in the area and probably worth a detour from anywhere West of Poole! The Abbey Gardens and scenery alone are enough but the fact that the only vehicles are tractors and golf buggies really make it a beautiful island.

A short hop around the outside of the Islands took us to Hugh Town on St Mary's, a busy place but still from a by-gone age. Putting water in the diesel tank wasn't a good start to the following day but with help from the local estate agent/car hire/diesel merchant we pumped the tank dry and then bled the fuel system, only delaying us by an hour. We motored the forty miles to Penzance, checking the water filter all the while, arriving Friday afternoon as the harbour gates opened. We would be here until Nick arrived by train on Saturday afternoon and Alison returned home to her work commitments. After a week on board we were happy to have our own space for a while, one hiring a bike, one visiting the Lighthouse Museum and the others climbing St Michael's Mount.

Sunday morning dawned sunny and still. We left Penzance harbour as the gates opened on the rising tide, motoring across Mounts Bay past St Michael's Mount to Lizard Point where the wind picked up enough for some peace with the sails filled. From here it was a steady sail across Mevagissey Bay and into the lovely harbour of Fowey where we picked up a visitors mooring. A trip ashore to the yacht club found only two showers working and the culinary promises of Fowey sadly unfulfilled. I'm sure there is a good restaurant here but we didn't find it.

Sailing from Dartmouth we encountered first a warship out on manoeuvres then the mist came down off Salcombe. There were nervous moments as it thickened just as we approached Start Point. We kept outside the Skerries as we could not see land to get a bearing for the

inner channel. Arriving in the Dart the Harbour Master had gone home by the time we moored up and he wasn't an early riser so we had a free night.

We needed an early start to catch the tide east-going at Portland Bill. This was to be the fourth time I would motor across Lyme Bay, the sea like a millpond, but this time the monotony was broken halfway by a school of dolphins. We altered course to follow them for a while. They soon came to find us and played around the boat until they got bored and disappeared. At the Bill we played safe and went for the outside passage although we were on neaps and the race was minimal. As we approached Portland harbour the wind picked up and, heeled well over, we shot across the bay, through a fleet of dinghies and into Weymouth harbour.

Another early start was needed to catch the east-going tide at Hurst. We were up before the wind so we motored along the Dorset coastline. The breeze was picking up as we passed Lulworth Cove so we hoisted sail and chased "Red Macaw", another Sigma 38 that had taken 2nd place at Cork. Even with her crew of two we were unable to avenge the Cork defeat. By the time we reached St Albans Head the tide had turned and we were ahead of schedule and had a full flood tide to carry us through the Needles Channel and all the way up the Solent and Southampton Water to arrive in plenty of time for preparation for Cowes Week.

Cowes Week

Crew: Robin Miller, Nick Cammell, Chris Stebbings, Jason Webber, Chris Little, Crispin Allard, Tricia Oakley, Peter Hamblin, Tony Belben

Skandia Life Cowes Week (to give it its full name) is probably the most famous regatta in the world. The event is organised by Cowes Combined Clubs, a consortium of yacht clubs in Cowes and involves a huge range of classes from classic keelboats like the Solent Sunbeam to the high-tech Kerrs and Farris. All the racing is day racing, starting around 10 o'clock and finishing around 3.30. The atmosphere is fantastic from the morning queues for bacon butties to the post racing throng at the race office where the results are posted up - there is even a special radio station set up for the week. The racing can be demanding in that it takes a lot of concentration for a solid five

hours but once that gun heralds the crossing of the finish line it is time to find the Pimms girls, take a shower, check the results and hit the town for dinner and a spot of entertainment. There is a choice of the usual pubs, restaurants, and chippies in the town plus a selection of fast food vans and a beer tent within the enclosure. All do a roaring trade.

This year Cowes Week was characterised by light winds, which tends to be a good test of sailing skill. We were unable to compete in the first race - the starter motor died as we attempted to leave the marina and Cowes, the home of yachting, proved unable to find a replacement! Monday's racing was abandoned due to lack of wind and Tuesdays race was our worst result when we started late due to seriously underestimating the tide at the start. We could only improve after that and everyone enjoyed some exciting racing (it certainly causes an adrenalin rush to cross another boat, with right of way, by four feet!). Overall we managed a respectable position of 19th out of 29 with a best placing of 16th.

Hamble Winter Series

The weekend of October 5th/6th sees the start of the Hamble Winter Series: eight "round the cans" races held in the Solent on successive weekends by the Hamble River Sailing Club. The actual races take place on the Sunday, starting around 10-10.30 and typically lasting about three hours.

If you are new to racing this is a fine opportunity to give it a go, as we will be treating each event as a full weekend with a practice day on the Saturday to give the crew time to get used to working together. This is also an opportunity for people to try different roles or to practice spinnaker gybes. Inshore racing can be very exciting as a lot happens in a short time and it is not unusual to do three or four spinnaker hoists and a couple of gybes in the course of a race.

The cost is a very modest £50 for the weekend.

Contact Chris Stebbings at the Crew Bureau to reserve your place (0118 9416130 or chrisstebbins@hotmail.com).

Sigma Nationals (Cork Week) results

Pos	Boat	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8
1	PROPHET	1	1	2	1	1	2	1
2	RED MACAW	2	4	6	7	2	6	5
3	GAMBIT	3	9	1	2	6	8	9
4	ARBITRATOR	6	18	5	3	9	1	2
5	MEFISTO	5	7	3	9	3	7	11
6	ERRISLANNAN	8	15	9	4	4	9	6
7	TORBELLINO	10	5	17	11	7	3	4
8	STARSHIP	4	17	4	5	5	11	15
9	OUT OF PRACTICE	15	3	8	10	8	12	12
10	FLYING FORMULA	11	6	13	12	13	10	8
11	ENIGMATIC	9	8	19	13	12	4	13.5
12	ALLIANCE	7	14	10	6	11	20	13.5
13	BOOTLEGGER OF MANN	12	2	12	14	10	19	21
14	BEEFEATER	16	16	18	15	15	18	3
15	SIGMOS	22	11	20	8	14	15	18
16	BILLY WHIZZ	14	10	21	18	18	14	16
17	JOKER	19	12	14	20	20	23	7
18	SUPERNATURAL	18	25	7	22	26	16	10
19	REBEL	20	19	22	17	22	5	20
20	DRAGONFLY OF BOSHAM	21	20	23	16	16	21.5	17
21	ZANZARA	24	19	11	24	24	13	23
22	WAVE TRAIN	13	22	15	21	21	24	24
23	MUSTIGO II	26	21	16	25	17	25	19
24	FLYING BANANA	17	24	24	23	23	17	22
25	PREMIER CRU	23	23	26	19	19	21.5	26

Cowes Week results (right)

OCS=On course side, RET=Retired, DSQ=Disqualified, DND=Non-discardable DSQ, DNC=Did not compete, NER=Did not enter, NOD=No declaration, RDG=Redress/average points, DNS=Did not start, DNF=Did not finish

Pos	Boat Name	Sat	Sun	Tues	Wed	Thurs	Fri
1	PROPHET	1	1	9	2	1	1
2	RAPSCALLION	5	2	1	3	OCS	3
3	ALLIANCE	2	6	3	7	3	2
4	RED ARROW	6	3	4	1	7	5
5	FAT CHANCE	4	4	8	5	5	6
6	GAMBIT	OCS	12	7	4	2	4
7	MEFISTO	7	18	5	6	4	11
8	ARBITRATOR	3	7	11	9	12	8
9	WIND'S WILL	10	16	2	12	8	7
10	LIGHT	9	8	12	11	6	10
11	PREMIER CRU	17	17	13	8	9	9
12	FLYING FORMULA	8	5	15	14	OCS	16
13	SIGMARINER	14	14	16	20	10	15
14	MUSTIGO II	11	15	10	18	13	13
15	GAUNTLET OF TAMAR	OCS	10	21	15	11	12
16	ZANZARA	16	9	14	17	14	18
17	DEGREE OF LATITUDE	13	21	19	16	15	14
18	VITESSE	15	23	23	10	19	21
19	WAVE TRAIN	NOD	20	24	21	16	17
20	SIGMAGICIAN	NER	19	16	19	20	23
21	GIRLSFORSAIL.COM	NER	24	17	13	17	NOD
22	ASSARAIN II	NOD	22	18	25	21	19
23	EL GRECO	RET	13	20	NOD	RET	24
24	DRAGONFLY	12	11	NER	NER	NER	NER
25	SUPERCHARGER	NER	NER	NER	22	18	22
26	PENDULUM	NER	NER	NER	NER	NOD	20
27	FLYING BANANA	NER	NER	NER	NER	NER	NOD
28	INSPIRATION OF BOSS	NER	NER	NER	NER	NER	25
29	MONET	NER	NER	NER	NER	NER	NOD

Meet LORINER

After a good many seasons racing and cruising with CSORC including many JOG and RORC races in the English Channel, three Fastnet races, and passages to/from Ireland, La Rochelle and elsewhere, always with good company, a friend of a friend asked last year if I would like to join an existing yacht syndicate. For various reasons it didn't happen, but it reawakened my interest in something I had considered on and off over the years. The "not getting any younger" idea was revisited and my wife Millicent and I discussed if I should try to:

- a. join an existing syndicate;
- b. form a new group then find a suitable boat, or
- c. get a boat then find some partners.



Loriner at Pwhelli

The issue of what sort of boat came up early in all three possible ways forward. Cardinal points included:

- a. good sailing performance;
- b. 3 good sea berths for night passages;
- c. safe in heavy weather;
- d. manageable by small (ageing!) crew;
- e. comfortable for 4 adults;
- f. well equipped;
- g. excellent condition.

To meet the above, a length of 9 to 10 m seemed about right. During the autumn adverts in YM and PBO were scanned, as was the internet, and notes for partners put in various publications. Used boat shows were visited and a number of inspections / trial sails undertaken; the RNSA confirmed that a mooring in Portsmouth would be available. A late model Sadler 32 emerged as a probable front runner. About 200 had been built up to 1988 and half a dozen were up for sale in the UK at the time with one, lying in North Wales, appearing the best of

the bunch. With little progress in finding partners or an existing syndicate we contacted the building society, went to see Loriner, and the rest, as they say, is history.



Rafted up on Belle Isle

Essential work for the passage home was done over the winter and at Easter a brave crew assembled at Pwhelli. The weather delayed our start, then gave us some close hauled work in a force 7; we reached St Marys after 48 hours at sea. We then made good progress to Salcombe but had to leave the boat there with an easterly gale and go back to work. However the final leg was easily accomplished the following weekend.

So far this season we have had two weekend trips to France and a summer cruise to Quiberon, calling in on many of the French islands including Ile de Sein, Isles des Glenans, Belle Isle, and Houat.



A quiet anchorage on the Isle de Sein

After a crew change, Loriner toured the Morbihan before returning to Portsmouth.

The boat has met all expectations and is very well equipped both above and below decks. However she doesn't sail herself, and needs people. If you are interested in cruising, (skipper or crew) especially further afield, then please get in touch (01420 562331) and we will see what can be done.

Pat Mitchell

Parking at Shamrock Quay

The opening of the new Southampton football stadium just down the road from Shamrock Quay can cause traffic problems on match days. When matches turn out there can be jams from the town centre out to Northam bridge and beyond and MDL have, on occasions, been charging football spectators for parking at Shamrock Quay Marina. This shouldn't present a serious problem for our crews if you say you have come to sail on Wave Train, but regulars at Shamrock can ensure hassle-free parking by contacting Keith Taylor with your car registration number. He will pass it on to the staff at Shamrock. Email keith.taylor@rya-online.net or phone 0118 981 4933.

The Fastnet

The Fastnet Race is held every other year and next year is a Fastnet year. The event is the longest race we enter – over 600 miles from Cowes to the Fastnet rock off SW Ireland and back to Plymouth via the Bishop Rock. In order to take part the boat and its crew must complete three qualifying offshore races. Watch this space for news of our campaign.

The Tall Ships



58 ships raced from Santander to Portsmouth for this years Cutty Sark Tall Ships Race, culminating in a spectacular "Parade of Sail" when the ships sailed out of Portsmouth Harbour into the Solent.

There were tall ships from Ireland, Poland, Spain, Italy, France and elsewhere, including the giant Russian vessels Kruzenshtern and Mir. Other boats taking part included 'Jolie Brise', the pilot cutter built in Le Havre in 1913 and the winner of the first Fastnet. It is estimated that up to a million people visited the ships during their stay in Portsmouth.



Also present in the Solent on the Sunday was Wave Train. With Portsmouth absolutely jam-packed it seemed like a good idea to get a ringside view from out on the water. Actually it was pretty jam-packed on the water with ferries, day-trip boats, yachts, and motor cruisers all jostling for a good view. It was well worth the wait as one after another the ships came out, some with crew lining the yards, a police launch going ahead to clear a path through the spectating boats. Particularly impressive were the big Russian ships. They sailed up the solent and then turned round to hoist there sails and head out eastwards.

Poole JOG – 7th and 8th September

The Poole JOG consists of two races: Cowes to Poole on Saturday then a second race back on Sunday. Saturday's course was to have been clockwise round the Island – a down-wind, down-tide start – then across Poole Bay to finish at Poole Bar. However, as we registered in the official way, crossing the line east to west all wearing our lifejackets, Alison noticed

the green flag flying from the start hut, meaning a shortened course. Boats were lining up on both sides of the line as many hadn't realised the significance of the green. The change of course meant that we had an up-wind, up-tide start.

The wind was about five knots and the tide was a big spring at nearly four knots so progress was extremely slow but we were one of the first over the line nearly five minutes after the gun. An hour later after some hard fought short tacking in the

slower inshore tide we were nearly two hundred metres from the start line! Stuart who was new to racing had a hard initiation, working the winches every few minutes. As the tide eased and we found some back eddies in the bays we were holding a good position in the Sigma fleet but losing out to the lighter boats in the class. By 1230 we were approaching Hurst Point and the Needles Channel. The tide was now just about slack and ready to turn in our favour; the wind had now increased to fifteen knots. Our plan had been to go straight over the Shingles but as we approached we could see white crests and although there would be plenty of depth the waves would knock us back, so we continued in the channel to pick up the west-going tide further offshore. The situation changed in the more open water where our solid Sigma was able to catch up on the lighter boats. Each time we tacked north we slowed, so with three miles to go to the finish and boats spread from Bournemouth beach out into the bay we decided to go wide of the finish on a faster southerly tack so that we could come back in much broader and faster. By now the wind was close to the maximum twenty-five knots (apparent) for the number one genoa, but it gave us a terrific reach to the finish line and fourth Sigma home.

On Sunday we left Dolphin Marina at 0745 to join the procession against the tide out through the North Channel for the 0900 start. There was plenty of time for coffee as we sat on the millpond awaiting instructions from the race committee. Nine o'clock came and went and although we could see black clouds and a rainbow over Poole we had no wind. At ten several boats called it

a day as they wanted to get through Hurst before the Solent started to empty. Over the next twenty minutes the wind increased to six knots so the race started over a shortened course, to finish at North Head buoy. We were well positioned as we approached the line on starboard, tacking and hoisting the spinnaker as we crossed. This was the first time that Stuart had seen a hoist at close quarters and Peter and Jason had mostly watched others do the important bits, but the wind was light so we had to go for it or be out of contention. The hoist was perfect and we were holding our place with the leaders for twenty minutes until the wind dropped and, like deflated balloons, so did the spinnakers. We waited another half an hour but as we all needed to be back for work on Monday we decided to retire and motor to catch Hurst before the ebb. After our third cup of coffee and enough cakes for a crew of ten we could see that not only were the fleet flying their spinnakers but, embarrassingly, they were catching us. We passed outside the finish line only two minutes before the first Sigma crossed it, but two hours earlier it had been the right decision. By now the wind was up to fifteen knots - too much for the short-handed and relatively inexperienced crew to go kite flying. Under white sails, all had a go at running against the tide back to Shamrock. We never found out why Saturday's race was shortened but everyone on board enjoyed the weekend with its various and rapidly changing conditions.

Keith Taylor

Wave Train Programme for the rest of the season

	From	To	Days		Boat charter per day £	Berth fee £
Sept				Available for charter		
Oct	Sat 5	Sun 6	2	HRWS #1		50
	Mon 7	Fri 11		Available for charter	140	
	Sat 12	Sun 13	2	HRWS #2		50
	Mon 14	Fri 18		Available for charter	140	
	Sat 19	Sun 20	2	HRWS #3		50
	Mon 21	Fri 25		Available for charter	140	
	Sat 26	Sun 27	2	HRWS #4		50
	Mon 28	Fri 1		Available for charter	112	
Nov	Sat 2	Sun 3	2	HRWS #5		50
	Mon 4	Fri 8		Available for charter	112	
	Sat 9	Sun 10	2	HRWS #6		50
	Mon 11	Fri 15		Available for charter	112	
	Sat 16	Sun 17	2	HRWS #7		50
	Mon 18	Fri 22		Available for charter	112	
	Sat 23	Sun 24	2	HRWS #8		50