



FEB
2018



The Dolphin

»»»»»»»»»»»»»»»» *Newsletter* ««««««««««««««««



In memory of...

Founding and life member Lois Carter.

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Hastings Yacht Club

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LATEST PHOTOS



2017-2018 COMMITTEE

Commodore	Leon Alexander	0425 737 977	commodore@hastingsyachtclub.org.au
Vice Commodore	Peter Wellby	0428 829 355	vicecommodore@hastingsyachtclub.org.au
Rear Commodore	Don Irons	0414 408 567	rearcommodore@hastingsyachtclub.org.au
Honorary Secretary	Martin Jones	0419 475 962	secretary@hastingsyachtclub.org.au
Club Captain	Peter Donaldson	0403 830 600	hycsailing@hastingsyachtclub.org.au
Treasurer	Sarah Sandwell	0414 793 525	treasurer@hastingsyachtclub.org.au
Training Officer	Chelsea Edwards	0468 653 703	sailtrainingofficer@hastingsyachtclub.org.au
Social Secretary	Josie Hamilton	0416 003 261	josie@hamiltontdesign.com.au
Child Safe Officer	Kenton Lillecrapp	0418 422 099	klillecrapp@gmail.com
General Committee Sailability	Kevin Baensch	0418 340 733	kev.cin@bigpond.com
General Committee	Dave Evans	0408 552 624	secretary@hastingsyachtclub.org.au
General Committee	Alistair Sandell	0419 331 596	alistairsandell@bigpond.com

COMMODORE'S REPORT

LEON ALEXANDER

Come gather round people wherever you roam and admit that the waters around you have grown....

No one can doubt that currently there are significant population and political pressures affecting the world and individuals. HYC is not immune to these pressures.

More than most years, and following events late last year, your committee and representatives are involved in negotiating with Mornington Peninsula Shire Council the future growth and activity of HYC. This will affect us and other stakeholders utilizing Hastings foreshore and adjacent waters.

Our Constitution specifically describes the HYC Purpose (clause 2) as being that which is focussed on providing necessary support for members involvement in water based activities at Hastings and Westernport.

Our success for over 30 years has been based on the above purpose and in doing so using predominantly our own membership resource, and NOT relying on external support or commercial activities. We do interact with community outside HYC membership but do so primarily when it is compatible and supportive, and consistent with HYC purpose.

I ask that members continue to support your committee, and be understanding of the fact that the fundamental principal of purpose will always be applied when looking at the future. Equally however, we should not ignore community changes and hence be open to compromise and support of community growth. As individuals, when interacting with the Hastings community, we should all promote a sense of HYC being a friendly and inviting community. Isn't this so true.

At this time HYC is in a good place as being able to offer insite toward management of the foreshore and marine environment at Hastings. I am looking forward to the outcome of current discussions and truly believe that the strength of HYC will produce a good result for both HYC and the local community. Our Secretary Martin will keep members informed of progress or just ask.

On a sad note, Geoff Wyman, more likely known as "Joffa", passed on late last year after battling illness. Joffa was a great family man, great mate to many, and a long term HYC member who had several trailer sailors over the years. He was carried to the service on a sidecar and escorted by Monarchs Motorcycle members. His coffin was dressed with helmet, leather jacket, model aeroplane and HYC pennant. We extend our condolences to all those many family and friends.

One of my biggest personal challenges is called a diary. I trust that all members should be looking at 2018 and filling in the important dates including HYC sailing and social activities as they are published, and juggling these with family, work and other life enjoyments.

Fair winds, Cheers, Leon.
Commodore
Hastings Yacht Club



SOCIAL SECRETARY

The Social Scene at the Club over the past few months has been amazing.

Movie night starring our now famous member David Bowen was unbelievable. I just sat there in awe of the journey that Dave was on and I must admit I will have to see it again as I was more focused on seeing what Dave was doing in those incredible conditions. Commodore Leon presented a plaque on the night to Dave, and our Secretary Martin Jones prepared an article which was published in the local paper. I will repeat the night over the coming year as it was a Movie I'm sure more Members will want to see!!



The Christmas Dinner was well attended and even though Santa didn't have time for a visit, everyone had a great time with lots of goodies won through the raffles and door prizes. A big thank you to Pete Wellby for the major raffle prize which was won by Roberta Williams. Thank you to Sarah and Merle for helping organise the prizes and wrapping. Vicki Paulet, Trish Thomas and Marion Bowen for decorating the club room for the night and for members to enjoy over the Christmas period.

The bar was open for New Year's Eve so we had around 20 members come along with their own food for the BBQ to see the new year in and the old year out. Everyone had a great time and we all stayed awake till midnight to watch the fireworks on TV!

The racing has been well attended, also the post race BBQ and bar. Thank you to everyone that has helped and continues to help on race days. Weather hasn't been too kind to the Trailable racing on Sundays.

As we start another year, please let me know if there is an event you would like to see organised at the club for members.

Josie Hamilton
HYC Social Secretary & Life Member

DATES TO DIARISE:

Saturday 26th May 2018 - Annual Dinner and Presentation Night

SAIL TRAINING

Have you noticed the on-water excitement on the Hastings Foreshore every Sunday?

Hastings Yacht Club runs a Sailing School program every Sunday morning for participants aged 8 -14 years old.

This season has commenced with 14 young, enthusiastic sailors learning the ropes in the yacht clubs six Sparrow Dinghies.

The Sailing School is in its fourth season, delivered over six consecutive weeks where sailors learn everything from parts of the boat, tacking and gybing, knot tying, weather and tides, navigational marks and everyone's favourite, capsizing!

The program is delivered by volunteers ensuring the program runs effortlessly and all hungry sailors are fed after a morning on the water.

Participants are mostly local Hastings residents and join the Sailing School with little to no experience, completing the program and always coming back for more. The skills learnt in the program allow participants to join in on our dinghy racing and crew on other boats.

Hastings Yacht Club has gained several new members through the Sailing School program with close to 60 junior sailors coming through our doors since the program was established back in 2015, this has helped increase junior membership and participation.

While sailing is a great way for the kids to socialise, it also requires the sailors to be an active part of a team, working together within the boat, trusting each others skill and knowledge. They learn how the aspects of wind and whether affect the way the sailing dinghy performs and their ability to sail around a course on the water.

Sailing comes with many challenges with tide, weather and wind being unpredictable, however also comes with great accomplishment helping with self-confidence and is ideal for team building. It's a life long sport, which can be enjoyed regardless of age, physical ability or skill level.

Hastings Yacht Club will be running future programs, so get in contact or keep your eyes peeled.

Chelsea Edwards
Sail Training Officer



15 YEARS OF SAILABILITY AT HYC



In October 2017, Hastings Yacht Club launched the 15th year of our summer Sailability program, which provides up to 280 opportunities for mentally and physically disabled members of our community a chance to enjoy the freedom and independence of sailing their own boat in our beautiful harbour.

During a morning tea celebration to launch this summer's program, the Club welcomed the Mayor of Mornington Peninsula Shire Council, Cr Bev Colomb, senior representatives of the disability providers and Gavin Wall, who sits on the executive of Sailability in Victoria.

Kevin Baensch, who has run the Hastings program from its inception in 2003, said the program is "a completely free service that allows adults and children of all ages and abilities to take control of specially modified boats and sail them on the water, with our wonderful volunteers alongside them for support. We couldn't charge for this service as the boats were donated by the Hastings Community and the 20 volunteers provide their time freely".

Councillor Colomb praised the Club for its community mindedness and was impressed by the commitment of Club members to this and other activities, which keep costs and fees low.

The club has invested a lot of time and money into making our facility accessible to sailors of all abilities, including our junior program that is open to the Hastings Community, and our Sailability program, which is the only one on the eastern side of the Peninsula. And unlike other Sailability programs in Victoria and around the country, ours is a free service.

And it's about more than just the sailors; as Kevin told the guests "some of our volunteers drive several hours every fortnight just to be there for Sailability days, and they enjoy helping out as much as the sailors love a chance to get out on the water and be 'captain' of their very own sail boat".

BLUESCOPE STEEL AUSTRALIA SUPPORTS HYC SAILABILITY

BlueScope has generously donated \$5000.00 to the Hastings Yacht Club, recognising the contribution to the community of the Club's Sailability program which supports people who normally would not be able to sail to enjoy the pleasures of sailing.

Kevin Baensch immediately identified where the funds could be used. New polo shirts for volunteers were urgently required due to the large number of volunteers and the need for them to be easily identified. John Browning, not a member of the Club, travels from St Andrews to volunteer at every Sailability session. He is sporting the new polos with the BlueScope logo.

A further immediate requirement is for VHF radios to link up between the rescue boats and the Dolphin. The balance of funds will go towards a new trailer to replace the almost rusted out one on the rescue craft.

If you have ever thought of volunteering for Sailability I can assure you that is most fulfilling and a lot of fun. A great way to make a contribution to the Club and the community. Please speak to Kevin about what you might be able to do. On this occasion we are much indebted to BlueScope for backing our program and the clients and their carers to make it such a worthwhile activity.

If you ever wish to volunteer please contact Kevin Baensch on 0418 740 733



HASTINGS FORESHORE UPDATE

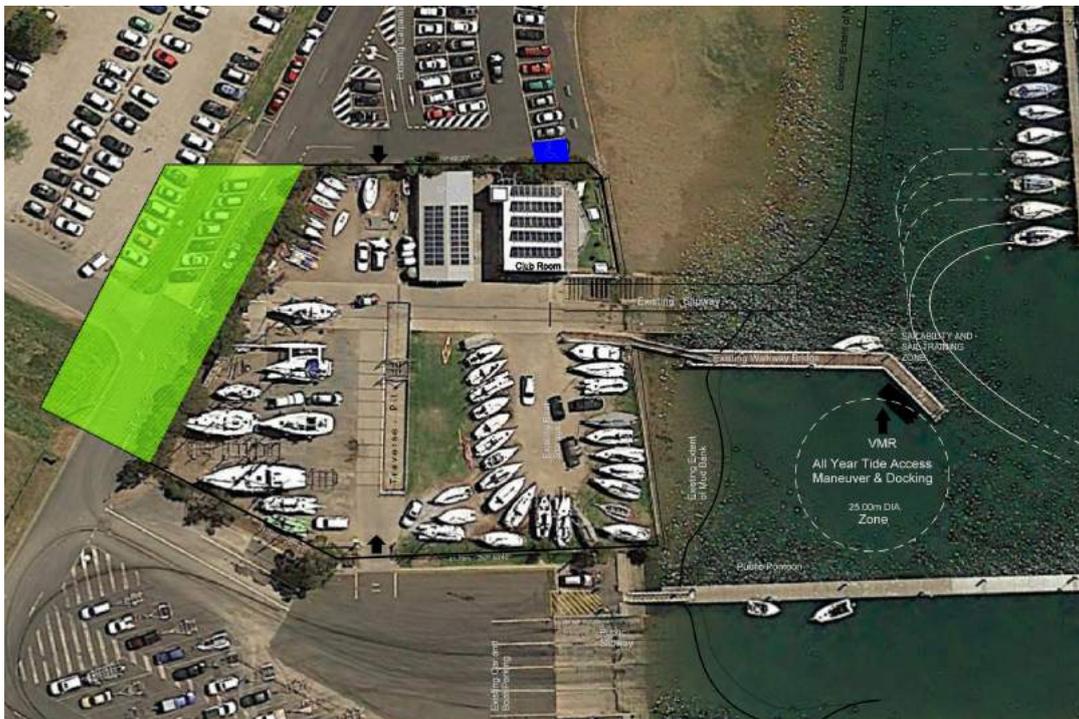
Martin Jones and Malcolm Edwards met with Jeska Dee (Coastal Planner) and Yasmin Woods (Planning and Property Manager) of the Mornington Peninsula Shire Council (MPSC) on 27 November 2017. Members might recall that we ran a consultation with members regarding our response. It was important that in our reply to Council that we could say that we had the full backing of the membership.

You might recall that the Council told us that the walkway would not proceed, that land would be leased to the Club and combined with land to the west bound up in one overall lease. This lease could be held by council or the Department of Environment, Water, Land and Planning (DEWLP). Our existing lease is with the State Government and we are the only yacht club in the Council area to not have a lease with Council. To obtain land to the west, Council asked that we host the Coast Guard and the Angling Club. Furthermore they were seeking a "transparent" fence adjacent to our barbecue/lawn area.

In reply to Council our key points were:

1. We are very pleased that the walkway proposal will not be included in the plan and that the land can be leased to the Hastings Yacht Club. This was first proposed in 1983, reinforced in 1991 and again 2015.
2. The land to the west would be a welcome addition to the Club. While we could accommodate the Coast Guard in principle, we are unable to accept the Angler's Club.
3. We concur there should be one lease for the site and that it should be with DELWP.
4. We would be pleased to work with the Shire and DELWP to develop a replacement fence which meets the needs of the Club and the public.
5. A matter that was not discussed, but has been raised by members is the need to retain/build a toilet facility adjacent to the public ramp.

Members might be interested in the issues surrounding the land to the west. The Club would welcome access to the land at the west. A diagram of what this might look at is attached. The Club would consider using this land to enable better parking access for our Sailability Agency's buses. It could also accommodate the Coast Guard.



Martin has spoken to the Coast Guard about their requirements. In principle HYC could accommodate their vessel and 4wd. We believe the equipment is similar to that shown in the photo and is approximately 17 m long.

The requirement is that the boat remain permanently attached to the 4WD and be able to access the site 24/7, 365 days pa. There are many details to be worked out. This would include security, fencing/gate changes provision of water and drainage for washing down, access to Club facilities, toilets, clubhouse, slipway (they will probably use the public ramp, any cost re-imbursments etc. There will need to be further discussion between all the parties if Coast guard's interests are to be fulfilled. Coast Guard are interested in weather protection for their equipment but as the land in question has an oil pipeline running through it is unlikely any structures can be accommodated.

Martin has been in touch with Esso unsuccessfully regarding the existing and future use of the pipeline and any covenants in place. So far Esso have been unresponsive.



Western Port Angling Club (WPAC)

We have advised Council that we are unable to accommodate the Angling Club within our existing facilities. There are simply too many conflicting issues. While we allowed the anglers to use our facility for a few meetings when their facilities were unavailable, this did not constitute the wholesale use of the facilities on an active club basis. There are also bar and licensing barriers.

Leases

HYC currently has a lease with DELWP for the existing site until 2030. We also have two licenses with the Department covering the slipway and the pontoon. As a landlord, DELWP has been sympathetic to our interests, issues and the needs of a modest sailing club such as HYC.

Essentially we are already consolidated with DELWP, given the majority of the land is with them as are the licenses. Accordingly HYC would seek to have any consolidation of the proposed new leases with DELWP.

The proposed new leases of the eastern reclaimed land and the western land are subject to ministerial approval. If the justification for the western land is not sufficient to demonstrate net public benefit then it would be preferable to identify this early and not link the two leases. It could also be that the Minister may decide not to approve either. It is critical to the Club that the eastern lease be approved in the event that the western is rejected.

We are seeking a meeting ASAP with the Department to facilitate the discussion of leases. Council are planning another meeting sometime this quarter to discuss revisions to the Foreshore Plan. So far none of the discussion has been documented in writing by Council. The issue is still very much a work in progress.

The Club is indebted to the sub-committee who has been working on this matter. In particular Snez Plunkett who has brought a wealth of experience to the table, Malcolm Edwards who has ridden this issue for years, Sean Hamilton with his depth of engagement and suggestions, Josie who has provided helpful advice and diligence in digging out material from the archives all under the watchful eyes of Commodore Leon Alexander.

FAME WITHIN OUT MIDST

Unbeknown to many members of the Hastings Yacht Club was that Somerville resident and Club member David Bowen had an envious record on the water. This was all revealed during a recent presentation at a club night where the modest Dave spoke about his exploits as part of a screening of the film released recently, "The Weekend Sailor".

Far from a weekend sailor himself, Dave was the first person to row a boat across Bass Strait. This happened in 1971 when he rowed a 20 foot boat from Devonport, landing at Wilson's Promontory. Obviously this was not sufficient adventure for him as he signed up with the least likely crew to win the first ever Whitbread Round the World Yacht Race in 1973. He joined the crew of Sayula II, an entry by a Mexican owner, Ramon Carlin, who at the time he entered the race, had only been casually sailing for two years and didn't own a boat.

In his introduction to the film Dave was able to re-count the derision from the British media and the scepticism from the professional crews, some trained by the Royal Navy. This is not perhaps surprising as few Mexicans live by the sea. The race, which is now known as the Volvo Ocean Race, departed Portsmouth for Cape Town, Sydney, Rio and ending back in Portsmouth. After 155 gruelling days at sea, Sayula II beat all 14 boats which completed the race.

Our members were enthralled by his stories of the trip, including crew who were washed overboard in the Southern Ocean when the yacht capsized and the cabin filled with water. All were recovered as they were tethered to the boat, however chaos reigned for some time. Unlike the professional crews who were able to refresh their membership at each port of call, the "Mexicans" stayed together for the whole trip with the exception of the owner's wife, who had had enough by Cape Town.

People have all kinds of motivations to enter this race, most with the purpose of winning. In the case of Sayula II, Ramon was motivated to divert his teenage son from marrying an underage girlfriend. As it turned out after 155 days at sea, he won the race and the son married the young woman anyway. Dave said the secret of success was the owner's superb leadership skills and consideration for his crew, to the point they were even permitted one glass of wine a day – almost unheard of on a race such as this.

As unassuming as Dave is, I am sure he would be delighted to speak to members about his experiences. He would have plenty of good advice to offer any offshore yachties who might be planning a global journey. To recognise his achievements and thank Dave for his talk, Commodore, Leon Alexander presented him with a certificate of appreciation at the 2017 Christmas Dinner.

HYC Commodore Leon Alexander recognises Dave Bowen with a Commodore's Commendation for his inspirational presentation



DUTY ROSTER

3-Feb-18	GAVIN	ROGERSON	03 9787 5258
4-Feb-18	Craig	Rule	5979 7796
10-Feb-18	Mark	Sands	0411 151 555
11-Feb-18	Graeme	SERGEANT	0413 701 352
17-Feb-18	Jason	Sherwood	9872 4591
18-Feb-18	Harry	Shirt	5979 7195
24-Feb-18	ROGER	SIVERSON	5989 8816
25-Feb-18	Darren	Smith	5983 0021
3-Mar-18	Forbes	SMITH	5989 6234
4-Mar-18	Graeme	Smith	5989 7511
10-Mar-18	Julian	SMITH	59838121
11-Mar-18	RUSSELL	SPIER	5998 7933
17-Mar-18	MARK	STAFFORD	0428 254 736
18-Mar-18	Alan	Stevenson	0404 241 251
24-Mar-18	Ken	Sweaney	5427 0460
25-Mar-18	Bradley	Taylor	9792 3949
31-Mar-18	Chris	Thomas	0419 377 999
1-Apr-18	Michael	Thomas	53420420
7-Apr-18	Alan	Tickell	9783 3079
8-Apr-18	David	Tootell	0419 987 998
14-Apr-18	Gilbert	Tucker	0425 745 870
15-Apr-18	Craig	Unthank	9787 8934
21-Apr-18	Jane	Vaudrey	9787 7552
22-Apr-18	Mark	Venner	0412 591 385
28-Apr-18	Mark	Wagner	03 9817 1501
29-Apr-18	Rod	Walter	0418 352 685
5-May-18	Jill	Whalley	0410 457 293
6-May-18	Rodney	Wheeler	0407 939 959
12-May-18	Nick	Wilkinson	9729 3296

Duty Officer of the Day Role:

Between the hours of 9.30am and 4.30pm you will be the HYC representative who welcomes any visitors to the Club and assists them in enquiries they may have, whether it be regarding membership, races, yard space, etc. You can refer them to the appropriate committee member and give them a contact phone number.

The tasks are few. Raise the flags in the morning and lower them at the end of the day, write the weather report on the blackboard, etc. Whether it be a boat on the water which needs assistance, someone in the yard needing guidance, children in areas they should not be, or making sure rowers in dinghies reach their moored boats, it will be your responsibility to represent the Club and its members.

There is a folder in the radio room with instructions, emergency and committee/member phone numbers, etc for your referral.

THANK YOU

Hastings Yacht Club would like to acknowledge David Gibb's pro bono legal advice on our leases assisting us with our Foreshore Plan.

VALE

Lois Carter

Passed away peacefully 13th Jan, 2018
in her Nursing Home.
Founding Member of Hastings Yacht Club
in 1956 and a Life Member.
Lois designed our club burgee and gave
so much to our community.

Condolences to Cliff and family.

Geoff Wyman 'Joffa'

Passed away peacefully 18th Dec, 2017.
His great contribution to the Club was
recognised with an Honorary Membership.
Joffa rebuilds our rescue boat HS11 along side
Bob Kerwin which is still running strong today

Condolences to Joffa's family.

BATTERIES

Members are encouraged to leave their used batteries at rear of shed.

HYC organises for an external agency to buy the used batteries and the club uses funds for members facilities.

NEW MEMBERS

Welcome to Hastings Yacht Club!

Tony Holt (crewing)
Robert Alexander and Family
David Arnott and Family
Phil George and Family (re-joined)

COMINGS AND GOINGS OF VMR

Did anyone happen to see the VMR boat AK2 on the Peninsula Link over Christmas?

And then to see it in our yard together with the Hasting's boat, TX1? Once again we see the mutually beneficial collaboration between HYC and VMR. Ric Cooper, President of VMR Mornington and HYC member explained to me what was happening.

The boats were slipped over Christmas to anti-foul the hulls which was a "one off" event and normally only the Hastings boat is slipped at the club. Neither were anti-fouled previously but both were done to provide some flexibility in our operational capability. The hard top vessel (TX1) is normally at Hastings and is slipped for servicing every 100 hours. Over summer this can happen quite quickly, maybe within a month. While TX1 is out of the water being serviced (usually only the day or overnight) we bring the other boat (AK2) over from Mornington on the trailer and leave her in the water to provide continuity of service. AK2 was slipped in the yard on cradle over Christmas so it could be anti-fouled as we couldn't do it on the trailer but that was a unique situation. Both boats were done in just over a week.



We have AK2 currently over on the pontoon backing up the Hastings boat for a few weeks during the peak as our taskings have been somewhat higher than usual and we are doing a fair bit of training with some new members. The RIB is also around as well and may pop up from time to time on the berth.

VMR respond to 200+ police activated incidents per year between Mornington and Hastings and in particular VMR Hastings appears to have the highest number of activations for any boat in the state when breaking down our response figures. The boat, while usually responding in Western Port has responded as far as Gunnamatta and Port Phillip Heads to the west as well as The Glennie Group at Wilsons Prom to the east. Responding to the Wilsons Prom was something like a 9 hour return trip for the crew.

What an amazing job the volunteers at VMR do for our boating community and HYC should be proud to host them in the way we do.

SUMMER SAILING CALENDAR

SATURDAY RACING

Multi Hull, Keel & Trailables

Date	Event	High Tide (Hastings)	Tide Height	Start Time
07-Oct-17	Summer Series Race 1 Commodore's Cup	1457	2.74	1000
07-Oct-17	Open Day Sail Past	1457	2.74	1330
14-Oct-17	Flinders Trophy Race	0818	2.89	1000
21-Oct-17	Summer Series Race 2	1503	2.70	1100
04-Nov-17	Summer Series Race 3	1315	2.55	1100
18-Nov-17	Summer Series Race 4	1331	2.50	1100
02-Dec-17	Summer Series Race 5 Lady Helmsman Trophy Race	1116	2.49	1100
16-Dec-17	Summer Series Race 6	1141	2.41	1100
03-Feb-18	Summer Series Race 7	1606	2.76	1100
10-Feb-18	Summer Series Race 8 Westernport Challenge	0837	2.62	1100
17-Feb-18	Summer Series Race 9	1506	2.46	1100
03-Mar-18	Summer Series Race 10	1454	2.67	1100
17-Mar-18	Summer Series Race 11	1340	2.34	1100
24-Mar-18	Bill Tamo Night Race	1921	2.99	1800
14-Apr-18	Summer Series Race 12	1048	2.29	1100
28-Apr-18	Resail (if required)	1108	2.54	1100

SUNDAY RACING

Trailables & Off The Beach

Date	Event	High Tide (Hastings)	Tide Height	Start Time
08-Oct-17	Summer Series Race 1	1542	2.81	1400
22-Oct-17	Summer Series Race 2	1545	2.72	1400
05-Nov-17	Summer Series Race 3	1414	2.63	1230
19-Nov-17	Summer Series Race 4	1423	2.53	1300
03-Dec-17	Summer Series Race 5	1225	2.50	1100
17-Dec-17	Summer Series Race 6	1241	2.37	1130
04-Feb-18	Summer Series Race 7	1705	2.84	1530
18-Feb-18	Summer Series Race 8	1557	2.57	1400
04-Mar-18	Summer Series Race 9	1558	2.82	1330
18-Mar-18	Summer Series Race 10	1443	2.50	1330
15-Apr-18	Summer Series Race 11	1209	2.42	1100
29-Apr-18	Resail (if required)			

UPCOMING EVENTS

Western Port Festival

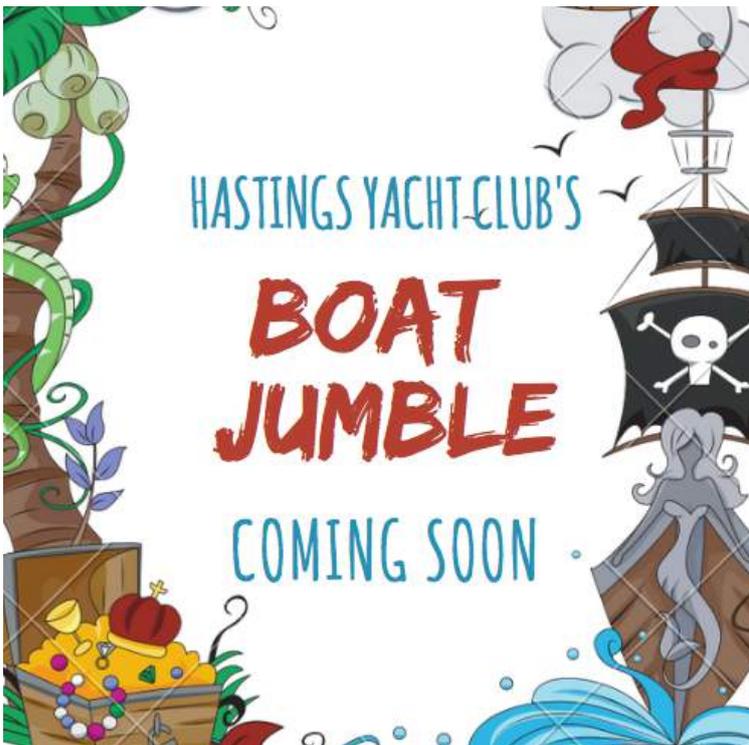
23 - 25th FEB 2018

HASTINGS FORESHORE

Wonderful Western Port

FREE ENTRY!

Family Friendly - Alcohol Free



THE GADGET RACING



The Gadget, skippered by club member Graeme Sergeant competed in the Festival of Sails 2018 in Geelong. The Gadget finished 2nd on performance handicap and 9th on AMS. They provided their Facebook fans with the following update;

Day 1 - The Passage race to Geelong was started in very light breeze from behind meaning a spinnaker start.

We decided to stick to the left side of the course all day and it eventually payed off with the southerly breeze coming in and us getting it about 5-10 mins before a lot of boats.

Day 2 - Two races, one twilight race and one short course race. The short course race was sailed in a light breeze, meaning that clean air was critical to a good race. We got of the start clean and made our way to the first mark in the top 5, a couple of faster boats then overtook is on the reach. Then we went on to tack up the channel, we were one of a lucky few to get a clear lane up the channel to tack side to side as we needed. The course was shortened and we managed a good result for the breeze. The twilight race didn't suit us at all, reaching around in 15-20 knots of breeze made for a tough race for us. We made do and managed a half reasonable result to keep us in the hunt.

Day 3 - One medium Distance race which was again started in light breeze. We struggled off the start line but managed to tack clear into a clean lane of air. A wind shift shook the fleet up a bit, we saw it coming and were able to use it to our advantage and gain a few places back. Tacking up the channel again saw us with a reasonably clear lane. Once leaving he channel we Began the long upwind to the top Mark. We settled in on Port tack and got some great speed to overtake a few boats. Then back downwind to the finish of the yacht club. Great regatta caught up with heaps of people look forward to doing it again next year.

TIDES TIMES

FEBRUARY				MARCH				APRIL				MAY				JUNE																			
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m																
1	0149	2.86	16	0212	2.63	1	0010	2.66	16	0018	2.44	1	0123	2.69	16	0029	2.59	1	0215	2.62	16	0146	2.72												
	0721	1.12		0752	1.20		0537	1.17		0558	1.29		0647	0.77		0615	0.94		0809	0.54		0745	0.33												
TH	1334	2.54	FR	1357	2.34	TH	1159	2.45	FR	1211	2.24	SU	1333	2.75	MO	1305	2.62	FR	1516	3.11	SA	1503	3.26	FR	1516	3.11	SA	1503	3.26						
	1937	0.36	●	1957	0.75		1804	0.58		1815	0.98		1917	0.76	●	1845	1.07		2058	1.08		2036	1.08		2058	1.08									
2	0255	2.98	17	0300	2.73	2	0123	2.74	17	0122	2.51	2	0159	2.80	17	0119	2.62	2	0212	2.71	17	0125	2.66	2	0253	2.66	17	0244	2.78						
	0831	0.96		0844	1.07		0659	1.05		0705	1.18		0745	0.60		0708	0.76		0800	0.49		0719	0.49		0848	0.54									
FR	1448	2.65	SA	1454	2.46	FR	1325	2.53	SA	1328	2.34	MO	1435	2.91	TU	1402	2.82	WE	1504	3.08	TH	1431	3.13	SA	1552	3.11	SU	1555	3.30	SA	1552	3.11	SU	1555	3.30
	2043	0.32		2045	0.70	○	1923	0.56	●	1923	0.94		2015	0.73		1942	0.99		2042	0.93		2006	1.08		2135	1.06		2129	0.97						
3	0353	3.07	18	0344	2.82	3	0230	2.84	18	0217	2.61	3	0248	2.84	18	0208	2.70	3	0253	2.72	18	0217	2.72	3	0330	2.66	18	0339	2.82						
	0931	0.77		0928	0.93		0811	0.87		0802	1.03		0833	0.47		0757	0.58		0843	0.45		0811	0.36		0926	0.56									
SA	1554	2.76	SU	1545	2.57	SA	1442	2.67	SU	1431	2.50	TU	1527	3.02	WE	1455	2.99	TH	1545	3.11	FR	1523	3.24	SU	1627	3.09	MO	1644	3.28	SU	1627	3.09	MO	1644	3.28
	2141	0.32		2130	0.66		2030	0.52		2019	0.87		2104	0.72		2030	0.92		2124	0.92		2058	1.01		2211	1.04		2219	0.88						
4	0444	3.11	19	0422	2.87	4	0329	2.93	19	0305	2.70	4	0330	2.84	19	0252	2.75	4	0330	2.71	19	0306	2.77	4	0407	2.65	19	0434	2.83						
	1024	0.60		1006	0.80		0911	0.67		0850	0.85		0916	0.39		0842	0.43		0922	0.44		0901	0.29		1001	0.61									
SU	1653	2.84	MO	1630	2.67	SU	1546	2.82	MO	1526	2.67	WE	1612	3.06	TH	1543	3.11	FR	1622	3.11	SA	1613	3.28	MO	1700	3.06	TU	1730	3.23	MO	1700	3.06	TU	1730	3.23
	2233	0.36		2211	0.64		2130	0.50		2107	0.81		2147	0.74		2117	0.88		2201	0.93		2146	0.95		2244	1.04		2308	0.81						
5	0530	3.10	20	0458	2.89	5	0419	2.98	20	0347	2.77	5	0407	2.81	20	0334	2.79	5	0403	2.70	20	0355	2.80	5	0444	2.63	20	0530	2.82						
	1111	0.47		1044	0.67		1001	0.51		0933	0.69		0956	0.36		0927	0.33		0950	0.27		1035	0.67		1113	0.50									
MO	1745	2.88	TU	1713	2.75	MO	1643	2.92	TU	1614	2.82	TH	1650	3.05	FR	1629	3.17	SA	1655	3.08	SU	1700	3.26	TU	1730	3.00	WE	1814	3.14	TU	1730	3.00	WE	1814	3.14
	2322	0.43		2251	0.64		2220	0.52		2152	0.76		2227	0.78		2203	0.85		2237	0.95		2233	0.91		2316	1.04		2356	0.76						
6	0610	3.05	21	0530	2.89	6	0503	2.98	21	0427	2.81	6	0440	2.77	21	0415	2.80	6	0436	2.68	21	0444	2.80	6	0520	2.59	21	0626	2.78						
	1155	0.39		1121	0.58		1046	0.40		1015	0.54		1033	0.37		1012	0.27		1038	0.32		1109	0.75		1202	0.66									
TU	1834	2.87	WE	1755	2.80	TU	1732	2.97	WE	1700	2.92	FR	1726	3.01	SA	1714	3.17	SU	1728	3.03	MO	1745	3.20	WE	1802	2.94	TH	1855	3.03	WE	1802	2.94	TH	1855	3.03
				2331	0.66		2307	0.57		2235	0.74		2303	0.83		2247	0.85		2310	0.97		2348	1.04												
7	0007	0.54	22	0603	2.87	7	0542	2.94	22	0503	2.83	7	0511	2.73	22	0458	2.78	7	0510	2.64	22	0533	2.78	7	0600	2.54	22	0043	0.73						
	0647	2.97		1158	0.46		1129	0.34		1054	0.42		1108	0.42		1056	0.28		1106	0.59		1143	0.84		0723	2.73									
WE	1236	0.37	TH	1837	2.83	WE	1815	2.96	TH	1743	2.99	SA	1759	2.95	SU	1758	3.12	MO	1759	2.96	TU	1830	3.10	TH	1834	2.86	FR	1251	0.84	FR	1251	0.84			
	1920	2.82					2349	0.64		2318	0.74		2337	0.89		2331	0.88		2343	1.01		●			1937	2.91									
8	0050	0.67	23	0013	0.71	8	0615	2.87	23	0539	2.82	8	0542	2.67	23	0541	2.74	8	0545	2.58	23	0007	0.88	8	0022	1.03	23	0130	0.72						
	0721	2.86		0636	2.83		1207	0.33		1135	0.33		1142	0.49		1140	0.35		0627	2.71		0642	2.50		0821	2.68									
TH	1315	0.38	FR	1235	0.40	TH	1855	2.92	FR	1826	3.01	SU	1831	2.87	MO	1842	3.02	TU	1831	2.87	WE	1213	2.58	FR	1220	0.94	SA	1343	1.02	FR	1220	0.94	SA	1343	1.02
●	2003	2.75	●	1920	2.82											1913	2.98		1909	2.79		2019	2.78		2019	2.78									
9	0130	0.80	24	0054	0.79	9	0028	0.73	24	0000	0.77	9	0011	0.95	24	0016	0.92	9	0015	1.05	24	0055	0.88	9	0059	1.00	24	0218	0.73						
	0753	2.75		0711	2.77		0647	2.80		0615	2.80		0614	2.59		0627	2.67		0620	2.52		0731	2.48		0921	2.66									
FR	1352	0.44	SA	1314	0.37	FR	1243	0.36	SA	1215	0.30	MO	1214	0.59	TU	1224	0.47	WE	1212	0.78	TH	1302	2.74	SA	1302	1.06	SU	1438	1.17	SA	1302	1.06	SU	1438	1.17
	2045	2.66		2006	2.79	●	1932	2.85	●	1909	2.99		1905	2.77		1928	2.91		1905	2.78		1947	2.71		2107	2.67									
10	0211	0.93	25	0136	0.89	10	0104	0.82	25	0043	0.83	10	0044	1.04	25	0102	0.97	10	0048	1.09	25	0145	0.88	10	0141	0.96	25	0311	0.73						
	0825	2.62		0747	2.70		0717	2.71		0653	2.75		0647	2.50		0719	2.59		0701	2.44		0830	2.48		1023	2.68									
SA	1430	0.52	SU	1354	0.37	SA	1317	0.43	SU	1256	0.32	TU	1247	0.70	WE	1312	0.62	TH	1247	0.90	FR	1357	0.94	SU	1354	1.18	MO	1541	1.28	SU	1354	1.18	MO	1541	1.28
	2130	2.58		2056	2.73		2008	2.78	●	1954	2.92		1941	2.67		2015	2.79		1943	2.69		2046	2.75		2033	2.65		2200	2.58						
11	0253	1.07	26	0221	1.00	11	0140	0.92	26	0126	0.91	11	0120	1.12	26	0153	1.00	11	0128	1.11	26	0240	0.86	11	0231	0.90	26	0407	0.73						
	0900	2.50		0830	2.62		0747	2.61		0733	2.68		0726	2.41		0822	2.52		0935	2.58		0938	2.54		1125	2.74									
SU	1510	0.61	MO	1439	0.40	SU	1351	0.52	MO	1337	0.38	WE	1324	0.83	TH	1407	0.78	FR	1330	1.03	SA	1500	1.09	MO	1456	1.29	TU	1647	1.34	MO	1456	1.29	TU	1647	1.34
	2218	2.51		2152	2.68		2045	2.67		2041	2.82		2022	2.57		2110	2.69		2142	2.66		2129	2.59		2259	2.51									
12	0340	1.19	27	0314	1.10	12	0216	1.03	27	0210	1.00	12	0202	1.19	27	0253	1.00	12	0214	1.11	27	0341	0.83	12	0330	0.81	27	0504	0.72						
	0940	2.38		0925	2.54		0820	2.50		0820	2.59		0815	2.32		0936	2.49		0852	2.36		1050	2.67		1224	2.83									
MO	1556	0.70	TU	1533	0.46	MO	1428	0.63	TU	1423	0.47	TH	1408	0.96	FR	1515	0.94	SA	1424	1.15	SU	1611	1.20	TU	1609	1.35	WE	1753	1.33	TU	1609	1.35	WE	1753	1.33
	2313	2.47		2258	2.65		2126	2.57		2132	2.73		2113	2.49		2213	2.63		2119	2.54		2232	2.57		2357	2.49									
13	0435	1.29	28	0418	1.17	13	0257	1.14	28	0301	1																								

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