

YACHT  
CAMINGO

CRUISE LOG

MALAHIDE

JULY 1992

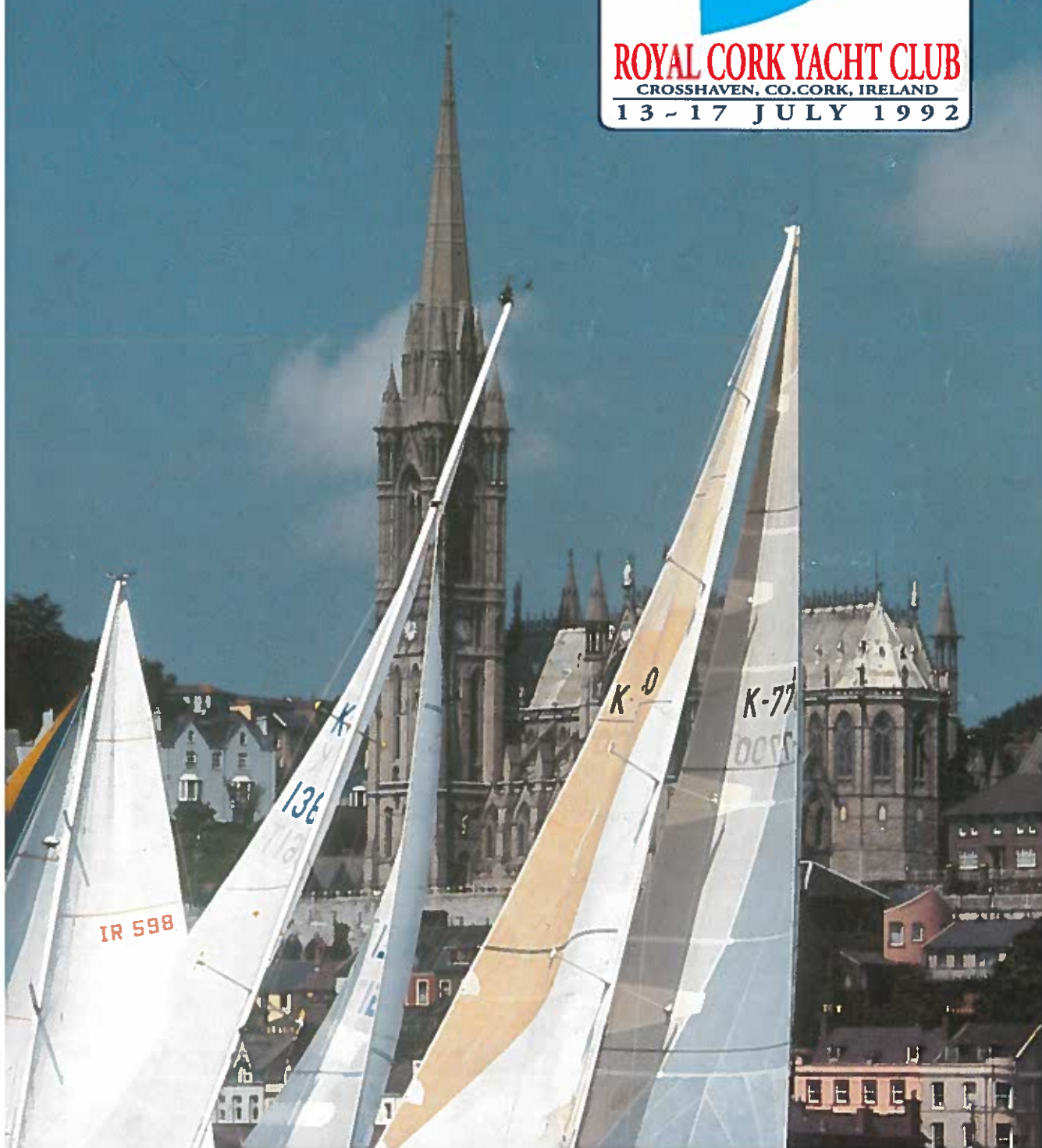
CORK





# TICE OF RACE NTRY FORM

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"Ford Week '92 will be a most memorable and enjoyable Regatta both afloat and ashore and we look forward to seeing you next July in Cork".

So wrote Admiral of the Royal Cork Yacht Club, Bill O'Mahony in the 'Notice of Race' for Ford Week 1992.

It sounded great so an Ard Fheis was held aboard "CAMINGO" and there was enthusiastic support for the idea of going south for the craic. There were rumours that interest was such that entries might have to be curtailed so I rushed off our entry form and cheque for £110. Little more was heard because of a two-month postal strike but meantime "CAMINGO" suffered a disastrous spinnaker 'wrap' late one evening off Malahide resulting in mast damage and cutting adrift and subsequent loss of the spinnaker.

Securing estimates to agree mast repair charges took ages but eventually all was agreeably settled and repairs executed with only days to spare before the planned departure date.

Work began on readying the boat for what was to be a three week trip on Monday, 6th July. Lengthy lists were made, further items added, then ruthlessly pruned because we were going to race on 'CAMINGO's' old waters. Crew were given baggage weight restrictions which spurred Eithne Shalloo to arrange overland transport for her wardrobe. The boat was moved to Howth marina on Wednesday night and on Thursday we filled the diesel tank (18 litres approx) and took a further 10 litres in a container.

"EQUITY" and "FREEDOM" were also doing their final provisioning in Howth. "CHINATOWN" and "CAY LARGO" had set off on Wednesday as they were planning overnight stops so as to avoid night sailing.

At 14.00 hrs. "FREEDOM" departed closely followed by "EQUITY" with "CAMINGO" a short distance behind. The log was reading 1980<sup>o</sup> miles and the wind was S.S.E. and just about 2 knots. We hoisted the main and





Eithne carefully observed by Alan  
as she cooks his meal.



Russell and Alan





*Coningheg light vessel*



*The Great Saltee from seaward side*



motor sailed to the North Burford Buoy from whence we set a course of 180° magnetic. At the South Burford the mainsail was considered more of a hindrance than a help so it was stowed in heavy rain and we continued with 'iron topsail' to the Breaches Buoy where the course was adjusted to 187° magnetic. "FREEDOM" had virtually disappeared over the horizon and "EQUITY" was low down but all efforts to call them on the radio failed although we occasionally heard them calling. We had eaten our pre-cooked stew by 20.40 hrs. when we were off Wicklow Head and the wind picked up a little but still fine on the port bow. It was a dark evening as the main was hoisted and we cleared the Head comfortably before the tide turned foul about the No.2 Glassgorman. The night was calm and clear and we had no difficulty in picking up the marks along the Arklow Banks. 52 miles from Howth at the North Blackwater Buoy, Russel Camier who was taking the early morning watch, altered course to 210° and we arrived at Lucifer about 05.25 hrs. The wind veered to the S.E. and freshened somewhat. A slight alteration to 220° enabled us to use both No.1 and Mainsail to assist the engine.

With the tide under us once again we passed inside the Tuskar on a pleasant dawn and 07.40 hrs. found us wheeling round to 240° at The Barrells. A slight favourable tide was evident on the Barrells and we reckoned it had just started W.S.W. We passed close to the Coningbeg Light Vessel noting with satisfaction the very strong favourable tide. A further course adjustment to 255° and virtual calm, in the dull dampish morning air, called for dropping both main and jib. The engine was thumping away contentedly and Brendan (our Navico Autohelm) steered beautifully accurate courses. The sun broke through and "CAMINGO" made great time over the ground until the tide turned once more.

As Dunmore East and The Hook opened up from behind the Saltees, we could see a sail emerging and heading S.W. Speculating that it might be "CAY LARGO" resuming its voyage after overnighting in Dunmore East, we tried calling on the VHF but failed to raise any response.

11.30 a.m. found us taking a bearing on Crohaun Mt. as we stood well out to sea S.S.E. of Dunmore East. The log showed we had done just 100 miles since leaving Howth. The wind remained light and unfavourable





Russell



as we picked off various landmarks on the chart. Fortunately we had no problems with nets although we did see occasional marker flags. I suspect they would have been more of a problem closer inshore.

At 15.45 we were S.E. of Helvic Head with jib and main once again assisting the engine. However, the wind was little more than 2 knots and from W.S.W. Eithne prepared rice to go with our pre-cooked lamb curry, under the close scrutiny of Alan Davidson awakening from his afternoon off-watch rest.

Late in the afternoon the wind gradually backed to the South West and began to freshen. At 18.00 hrs. we were S.E. of Youghal. As the seas grew bigger the wind headed us and slowed our progress. Having tacked in and out of the coast from Mine Head we eventually sailed into calmer waters in Ballycotton Bay. We dropped sail and reverted to motoring slowly into lumpy short seas until under the lee of Ballycotton Island. "CAMINGO" makes hard work of motoring in such conditions and we were logging less than three knots. Motor sailing when heeled is impractical because the cooling water intake tends to come out of the water. I checked the diesel sight glass as we had had the engine running round about 24 hours and found we were almost empty. (In fact, as I was to find out next day, I had misread the glass and we had plenty of fuel). In any event we killed the motor, hoisted a double reefed main and No.4 jib in a good Force 5. As we popped out from behind the lee of Ballycotton Island cliffs, we noticed a small half decker motor boat with two men gesticulating at us and simultaneously calling us on VHF. They said we were heading into their net (illegal, I suspect) and gave us directions to avoid the nets and the Smiths reef. They indicated a clear course to Cork. It began to rain as "CAMINGO" headed out into open water and despite the directions given we only just avoided some nets spotted by vigilant look-outs. We threw in a quick tack to clear. The fresh wind was on the nose as we tacked back and forth down the Cork coast in heavy seas. Every so often heavy rain squalls obscured all coastal detail, other than the powerful Ballycotton Light. At this time a number of other yachts were in our general vicinity but apparently making better time than we were. The wind went more into the South and we made Roches





The Lock Week fleet moves out



Leaving for racing



Point in one long tack. We were still experiencing heavy showers but the seas were much more comfortable. Then the wind fell away, the rain cleared to mist and we floated in on the tide past Roches Point at around 01.30 hrs.

None of us had sailed here before and we were totally confused by the double buoyed and lit channels between Roches Point on the East and Weavers Point on the West. A mid-channel light and leading lights under Fort Carlisle opposite Fort Camden added to the confusion. However, we finally worked it all out and located ourselves at low water where we should be heading up the Owenabui river for Crosshaven. We missed the channel and with water depth rapidly decreasing, we decided discretion was better than fetching up on a sand or mud bank so we retraced our steps and dropped anchor at 02.18 hrs. near a harbour buoy just off the main harbour channel so passing harbour traffic would not bother us. I suspect we were rather tired as neither Russel nor I could work out, with confidence, how to get up to Crosshaven despite good visibility and having the South Coast Sailing Directions and McWilliams.

At first light we upped anchor and what appeared to be a tricky channel earlier now presented no difficulties. It was exhilarating to motor up the river past the boatyard and marina with many enormous yachts lying to and showing no sign of life. On up past other marina pontoons to an apparently deserted Royal Cork Yacht Club despite the many yachts already arrived. A call on the radio drew the response to stand by and a launch would come out to guide us to a berth. We spotted some Malahide yachts at the upper end of the R.C.Y.C. pontoons but the launch, having enquired what depth we drew, guided us to an inner berth on the Salve marina just downstream from R.C.Y.C. Although it was not low water, we struck hard bottom as we reversed in as directed. I asked to be accommodated upstream with the Malahide craft where there appeared to be room and they duly obliged. We rafted up outside a silent "EQUITY" at 06.20 hrs. with the trip log recording 174 miles. Never was a hot shower more enjoyable than early that Saturday morning of the 10th of July courtesy of the oldest yacht club in the world.





Marinas at Crosshaven



Roger with Crosshaven Boatyard Marina









Sean  
Eithne  
Eric



Sean  
Eithne  
Eric



The Saturday was spent exploring the large tented village and taking stock of what was being laid on. More entrants were arriving all the while from home waters and from the U.K. and France. On Sunday we spent some time preparing "CAMINGO" for the week's racing including unloading some gear ashore. Alan and I walked round old Crosshaven and up to Camden Fort before he very reluctantly set off back to Dublin. Royal Cork Y.C. laid on an excellent fireworks display in the evening from the other side of the water.

Monday started as a bright morning with a forecast of light variable winds initially but with S. Westerlies force 5 to 7 later in the day. Sean Hynes arrived by train and bus from Dublin and as soon as he was aboard we cast off about 9.30 for the first start at Weaver's Point. "CAMINGO" had a good start in very light airs but within five minutes the race was abandoned amid some confusion as the OOD's radio failed and EQUITY had to act as a link between the fleet and calls relayed thro' a committee boat on another course out to sea. On the re-start we again had a perfect start but the wind soon died so we anchored. When the wind did come we got away well and had a good race around some coastal marks and then headed back into the harbour in heavy rain. The wind got quite fresh and when we did an involuntary crash tack in front of Cobh pier when trying to avoid an oncoming boat our No. 1 was ripped apart on two sides of a seam. Nevertheless, we finished a very creditable 7th.

McWilliams were running a sail repair service and got 73 sails in after racing that afternoon. They had 70 back early next morning but not mine - the damage was terminal so it was time to start talking about a new No. 1.

Tuesday's race was on a coastal course in moderate winds and without the No. 1 we did not do so well. However, most of Fleet D (Classes 4 & 5) rounded an incorrect buoy. 'Chinatown' heard of error over radio. They went back and sailed for another two hours to complete the course in 4th place. After much confusion about 'outside assistance' etc. the rest of the fleet who sailed the incorrect course got average points as redress.

We sailed another coastal course on Wednesday in blustery, showery weather and unpleasant rolling seas. We finished 22nd.





Russell  
Cameer

John  
Plager



Eric

Russell

Kithne



or  
Crosshaven  
Hostelry



A modified Olympic course on Thursday took us well offshore in moderate winds initially. We flew the kite but when it later got very fresh we did not risk the spinaker and sailed undercanvassed with our No. 2 on the offwind legs. To add to our troubles there were big seas and heavy rain showers. In the end we were not unhappy with an 18th place.

Friday found us in very fresh winds and big seas as we lined up for a downwind start at Weaver's Point in the harbour mouth. The first mark on a 'Round the Cans' course was up the harbour and very few kites appeared. The few brave souls who did attempt to fly them did some spectacular broaches. We next headed back out towards Roches Point and the open sea. As there was nothing at stake for us we retired and sailed around the harbour doing 5 knots at times with our No. 4 and furled main. Eric sailed with us and on return to our berth he and Eithne went to his house and prepared Chilli Con Carne. They brought the food back to the boat where a hungry crew quickly disposed of it with garlic bread, all washed down with several bottles of wine. A lovely meal followed by a long hard night in the beer tent! Sean had to leave to train it back to Dublin as soon as we came ashore so he missed the meal.

Saturday morning brought heavy drizzle and heavy winds with gales and a heavy coastal swell forecast. The tented village had already started to come down when 'EQUITY' and 'FREEDOM' left for home at 11 a.m. We had decided to stay put as visibility was also very bad. The two Malahide boats found conditions impossible in the harbour mouth and returned to the marina. Because of work commitments the crews of 'EQUITY' and 'CHINATOWN' had to travel home leaving the boats on moorings whilst 'FREEDOM' left on Sunday.

Looking back on the week we realised our chances of doing well in racing were blown away with our torn sail towards the end of the first race. Thereafter, for the rest of the week we resolved to just enjoy the sailing during the day and the beer at night. Apart from torn sails there were several broken masts and one 35 footer was holed and disappeared beneath the waves in minutes.

Sunday brought better weather and when Eric joined us we left RCYC





The Cock Week fleet at their berths







Charles  
Fort  
below  
Kinsale



Little Sovereign with Great Sovereign in background



about noon for Kinsale. The wind was on the nose with a biggish but benign sea. We could make only  $2\frac{1}{2}$  knots on the 'iron horse' so we hoisted the storm jib, later changing up to the No. 4 with two reefs in the main as the wind eased. Eric got quite ill despite having no problems in Friday's rough conditions. Having 'puked his guts' he lay stretched full length on the weather rail for most of the rest of the journey. The wind dropped and the sun shone as we sailed up beautiful Kinsale harbour and Eric made a rapid recovery as the first pub hove in sight past Charlesfort.

The Yacht Club marina was full of Cork Week people and cruising folk waiting for the weather to improve to head down West Cork coast. There were many continentals and "CAMINGO" looked tiny rafted up No. 4 outside a large French yacht. Luckily the wind died away as otherwise we would have had an uncomfortable bouncy night.

We all trooped off to Jim Edwards for a pub meal - very nice. Eric had almost recovered. We enjoyed a pleasant walk around the town and retired to the Blue Haven where Eric was collected by his sister. We returned to "CAMINGO" for coffee and a chat whilst waiting for the weather forecast. This was for S. Westerlies force 4 to 5 with rain later.

However, Monday brought a calm sunny morning. We cast off about 9 a.m. and breakfasted as we motored down towards the mouth of Kinsale harbour. We remained under engine power, hugging the coastal cliffs. We sunbathed on deck in lovely sunshine. The sea was pretty calm, enabling us to spot three drift nets which we skirted on the inside. Russel was complaining of a sore upper left chest which he felt resulted from being thrown against the hatch in the heavy weather earlier the previous week. We logged 18.3 miles on reaching the Royal Cork marina where we tied up about 1 p.m.

Despite the poor forecast the afternoon was warm and sunny and having provisioned the boat with diesel and consumables we bought some meat and chicken from a most accommodating butcher and his wife who deep froze it for us. They bore the apt name 'Kidney'.

We later ditch crawled up past Currabinny on a low but rising tide. After stick ing in the mud a few times we eventually reached picturesque Drakes Pool where we dallied for a while before returning to the marina in Crosshaven.





at Drake's pool  
on Emenabui River  
above Crosshaven







at Drake's Pool

July 1908  
at Drake's Pool  
on the coast of  
New Zealand



At the crack of dawn, 05.45 hrs. to be exact, on Monday, 21st July with the crew still sound asleep I cast off and motored down the Owenabui and out through the harbour mouth. It was a beautiful sunny morning with the water glassy calm and cormorants diving all around. What a contrast with the previous week. The crew had joined me on deck by the time we were rounding Roches Point and setting a course of 105°m for Pollack Rock. The sun rising behind Roches Point Lighthouse was a magnificent sight to behold. The incoming Swansea-Cork ferry 'Celtic Price' passed close by as a little wind filled in and the mainsail was set.

At 07.25 Pollack Rock was rounded and course 070°m set to clear Ballycotton Lighthouse. I spotted 7 petrels flying S.W. as we passed a lone Folkboat sailor going the opposite direction to us. We were making a very respectable 5.2 knots.

Between Ballycotton and Capel Islands we had to avoid a small trawler with a trawl in tow. For the rest of that day's sailing we were constantly scanning for drift nets as there were marker flags in great abundance. We saw no actual nets but heard Youghal lifeboat going to the rescue of a yacht ensnarled some miles offshore.

It was a direct 070°m run to Dunmore East in patchy sun with a low, following swell. As the wind veered to the S.W. we hoisted the spinnaker and bowled along at 6½ knots. About 14.00 hrs. we met a tug towing a dredge barge towards Cork. As the wind freshened and "CAMINGO" tended to roll, we became concerned about not being able to take fast avoiding action if nets were sighted so we reduced sail to main only but were still doing almost 5 knots.

At 16.30 hrs. we were tying up in Dunmore East with the trip log reading 55 miles and having averaged 5.1 knots. Looking up in response to a hail from the pier, I saw Mick and Camilla O'Connor and invited them aboard for a G & T. They were spending a week's holiday there in Mick's home place. Eithne cooked a nice hot spicy beef meal with rice and after an after-dinner nap we repaired to do an inspection of the town's hostelries.





Eithne cooking!



The weather people were forecasting fresh southerlies for the Irish Sea which augured well for next day's journey.

Next morning we were all up at 05.30 hrs. in flat calm early morning mist. We silently extricated "CAMINGO" from the middle of a substantial raft of yachts and pushed out into the harbour. Only when we were 50 yds. away did we start the engine. I don't believe a soul felt or heard us leave. AT 06.10 hrs. we were due south of the Hook Lighthouse and with the tide under us we were passing close by the Great Saltee at 08.42 hrs. running on main and engine in a light Sou'Westerly. We had a clear view of the gannetry and even Prince Michael's Throne and flagstaff. At the Barrels we hoisted the No.2 and were making 5.3 knots through the water. We passed  $1\frac{1}{2}$  miles S.E. of Carnsore Point and altered course to 040°m for the Lucifer light which was rounded at 11.55 hrs. and course altered to 019°m. We were almost at the Blackwater Bank before the tide set against us. Brendan, the Navigator, had been helming most of the day allowing the crew to relax and read in the pleasant sunshine. The engine was shut off about 14.00 hrs. and we pressed on under Main and goosewinged No. 2. By 19.00 hrs. when we were north of the Glassgorman Bank the following seas were getting quite steep and uncomfortable so we reduced to main only but still making good speed through the water if painfully slow over the ground. With wind agsinst tide, conditions became very lively just south of Wicklow Head with big following seas and we were surging down the fronts at 7.6 knots. Gradually we eased past the Head and into the calm of the bay. We sailed on main and engine up along the coast just off the beach and before it grew completely dark Eithne produced a lovely Chicken Chasseur and Rice. So far we had averaged 5.1 knots through the water.

With the tide under us again we had a lovely sail past Dublin and up Howth Sound in pleasant sea conditions. However, as we cleared the Martello Tower on Irelands Eye about 01.00 hrs. the wind and sea picked up quite a bit again.

Perhaps we were rather more tired than we realised because, just as when we reached Roches Point on the way down, we found difficulty in positively identifying where we were. I was only moderately sure we were off Malahide. At 01.45 hrs. many lights were out and somehow things looked confusing. We



made one tentative approach but with the bottom shoaling and no sign of marks we dropped our anchor on 25ft. of chain and 100 ft. of warp and spent a most uncomfortable 4 hours pitching and fetching up sharply on the anchor warp. We became even more confused when a fishing boat came slowly close by us presumably trawling for prawns. In hindsight, we should have anchored in lee of Irelands Eye or gone into Howth.

At dawn we found we were close by the bar mark. We retrieved our anchor without difficulty by motoring over despite strong wind and waves. As we motored in we saw a small yacht aground and bumping in the swell on the north shore. As we could do nothing and there was no sign of life aboard, we proceeded to our own moorings only to find "HELLYHUNTER" moored nearby but lying right over on its side in shallow water. As we were later to learn, the first yacht had broken adrift and "HELLYHUNTER" had been put on a wrong mooring.

By 05.15 hrs. on Thursday morning "CAMINGO" was snuggled down on its home base and the crew retired for a much needed rest. At 10.30 hrs. we were awakened by Claire hailing us from the shore to say Billy Hatch was on his way.

We left Malahide on the evening of the 8th July and were back on the morning of 23rd July having logged 501 miles to Kinsale and back, sailed five races, sunk many pints and got along great with each other. The weather and sea conditions were mixed but on the whole not unkindly. As for Ford Week, Bob Fisher writing with experience of several such events says it comes somewhere between eleven and twelve on a Fun Scale of one to ten!



Typical Cook Week weather



# Meteorological Service — Marine Telefax Transmission

Central Analysis and Forecast Office, Glasnevin Hill, Dublin 9. Fax 01-375780, Phone 01-424655

to: P. CROWLEY

ROYAL CORK YACHT CLUB

fax no. 021-832046 page 1 of 1 pages

date 17-07-92 time 0630

subject FORECAST FOR CORK  
HARBOUR AND APPROACHES

FRIDAY 17-07-92:-

WIND: S.W. F.4 INC. F.5 OCC. F6 BY AFTERNOON.

WEATHER: FAIR BUT MISTY. RAIN SHOWERS LATER.

SEA-STATE: MODERATE BEC. ROUGH

VISIBILITY: MODERATE LATER MOSTLY GOOD.

OUTLOOK FOR SATURDAY AND SUNDAY:-

STRONG S.W. TO S. WINDS ON SATURDAY WILL  
VEER S.W. FRESH TO STRONG BY EARLY SUNDAY.  
DECREASING MODERATE TO FRESH LATER. RAIN  
WITH FOG PATCHES (AND POOR VISIBILITY) ON SATURDAY  
WILL CLEAR TO MAINLY FAIR CONDITIONS FOR SUNDAY.

## Beaufort Scale of Wind

Force Description Speed  
(knots)

Note: 'Speed' means the mean speed  
at a standard height of 10 metres.  
Specification (Sea)

0	Calm	<1	Sea like a mirror
1	Light Air	1-3	Ripples
2	Light Breeze	4-6	Small wavelets
3	Gentle Breeze	7-10	Large wavelets, crests begin to break
4	Moderate Breeze	11-16	Small waves, becoming longer, frequent white horses
5	Fresh Breeze	17-21	Moderate waves, many white horses, chance of spray
6	Strong Breeze	22-27	Large waves, white foam crests, probably some spray
7	Near Gale	28-33	Sea heaps up, streaks of white foam
8	Gale	34-40	Moderately high waves of greater length
9	Strong Gale	41-47	High waves, dense streaks of foam, spray may reduce visibility
10	Storm	48-55	Very high waves, long overhanging crests, visibility poor
11	Violent Storm	>56	High waves, long overhanging crests, visibility very poor

## State of Sea

Wave heights in metres

Calm	0 - 0.1
Wavelets	0.1 - 0.5
Slight	0.5 - 1.25
Moderate	1.25 - 2.5
Rough	2.5 - 4
Very rough	4 - 6
High	6 - 9
Very high	9 - 14
monstrous	>14



One of the many parties'



# MOUNT GAY



TO: ALL SKIPPERS AND CREW AT FORD WEEK  
FROM: THE MOUNT GAY TEAM  
SUBJECT: THE MOUNT GAY ECLIPSE RUM PARTY

MOUNT GAY ECLIPSE RUM CORDIALLY INVITES YOU TO

## THE MOUNT GAY ECLIPSE RUM PARTY

THE DAY: TUESDAY 14TH JULY 1992  
THE TIME: 18:00 TO 20:00  
THE PLACE: THE MAIN TENT  
THE DRESS: VERY VERY INFORMAL

### THE MAIN FEATURES:

- COMPLIMENTARY MOUNT GAY DRINK VOUCHERS.  
THREE VOUCHERS ARE AVAILABLE TO EVERY YELLOW AND RED SEASON TICKET HOLDER. PICK THEM UP AT THE INFORMATION BOOTH BY SHOWING YOUR SEASON TICKET FROM SUNDAY AFTERNOON, THE 12TH JULY 16:00 HRS ONWARDS, UP TO 18:00 ON TUESDAY EVENING.

- THE CENTURY STEEL BAND

*AND LAST BUT NOT LEAST*

- THE INFAMOUS AND UNTAMEABLE MOUNT GAY RUM POWER GRINDER.

PLEASE NOTE THAT YOU CAN HAVE A GO ON THE GRINDER ANYTIME FROM SUNDAY AFTERNOON THE 12TH JULY ONWARDS RIGHT UP TO 19:30 ON TUESDAY. IT WILL BE LOCATED JUST IN FRONT OF THE MAIN TENT. YOUR BEST TIMES WILL BE OFFICIALLY LOGGED BY OUR POWER GRINDER MINDERS.

SO, GET YOURSELVES ORGANIZED INTO TEAMS OF TWOs, MEN, WOMEN OR MIXED TAKE A FEW DEEP BREATHS AND SEE IF YOU CAN TAME THE MOUNT GAY GRINDER.

PRIZES WHICH INCLUDE MOUNT GAY HATS, T-SHIRTS AND A WELL-KNOWN ALCOHOLIC REFRESHMENT FROM BARBADOS WILL BE AWARDED TO THE WINNERS IN THE VARIOUS CATEGORIES DURING THE PARTY ON THE TUESDAY NIGHT.

SEE YOU THEN AND IN THE MEANTIME SAFE SAILING, ENJOY THE WEEK AND REMEMBER IT'S NOT WHO WINS THE RACE IT'S WHO WINS THE PARTY !!



# FORD WEEK 1992 - ECHO REVISED PROVISIONAL

Class : CLASS 5

Handicap : ECHO

Number of Races Sailed = 4  
All races to Count

Yacht	Sail No.	P O I N T S					Cumulative Results	
		13/07	14/07	15/07	16/07	Place	Gross Total Pts.	Net Discards Pts.
ENIGMA	IR 8614	0.75	2.80	7.00	0.75	1	11.30	
CHEERS	5209Y	4.00	3.00	3.00	2.00	2	12.00	
KISS	IR 268	2.00	5.30	5.00	9.00	3	21.30	
FREEWILL	056	5.00	7.00	10.00	6.00	4	28.00	
CHINATOWN	IR 1117	18.00	4.00	4.00	8.00	5	34.00	
TIGER	751C	14.00	9.00	2.00	11.00	6	36.00	
COSMIC DANCER F1	K 9870	24.00	9.30	0.75	3.00	7	37.05	
XANADU	SW 7	9.00	3.00	15.00	13.00	8	40.00	
DEAD BEAT	AD 31	16.00	10.30	11.00	4.00	9	41.30	
MARENGO	IR 68	8.00	11.00	8.00	17.00	10	44.00	
KEIMAR	K 4378T	10.00	5.00	21.00	19.00	11	55.00	
SHELLY D	148	22.00	14.00	13.00	7.00	12	56.00	
TAKAHE	IR 612	6.00	0.75	25.00	25.00	13	56.75	
1/4 WAVE	K 7306	3.00	14.30	6.00	5.00	14	57.30	
SARABANDE	IR 4379	19.00	15.30	22.00	5.00	15	61.30	
CAMINGO	IR 12	7.00	16.30	24.00	18.00	16	65.30	
FORELLE	IR 320	20.00	17.30	20.00	12.00	17=	69.30	
IN PURSUIT	IR 731	12.00	17.30	20.00	20.00	17=	69.30	
GOLDEN GRYPHON	K 5222	17.00	17.30	12.00	23.00	17=	69.30	
GISELLE	IR 314	11.00	17.70	26.00	16.00	20	70.70	
FAIR LADY	757	34.00	19.00	9.00	14.00	21=	76.00	
GLIMPSE	K 4156T	15.00	34.00	17.00	10.00	21=	76.00	
ELIE	538	34.00	2.00	23.00	34.00	23	93.00	
MARY P	IR 288	34.00	23.70	16.00	21.00	24	94.70	
SCRIBBLER	137	21.00	24.30	18.00	34.00	25	97.30	
SOLIDARITY	K 7274	13.00	27.00	34.00	34.00	26	108.00	
CLOUD NINE	IR 520	34.00	34.00	19.00	22.00	27=	109.00	
CAY LARGO	IR 687	23.00	34.00	28.00	24.00	27=	109.00	
BOWMAN	K 2007	34.00	34.00	29.00	15.00	29	112.00	
PABLO 11	IR 276	34.00	29.00	27.00	26.00	30	116.00	
BLUE BELL	IR 420	25.00	29.70	30.00	34.00	31	118.70	
PHOENIX	IR 608	34.00	34.00	34.00	34.00	32=	136.00	
TONIC	119	34.00	34.00	34.00	34.00	32=	136.00	



# PROGRAMME OF RACES