

Isle of Sark Shipping Company Limited Operations Report 2022/23

"To ensure the sustainable provision of safe, reliable, friendly and efficient passenger and cargo shipping services for the residents of Sark and visitors to it"

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[&]quot;To ensure the sustainable provision of safe, reliable, friendly and efficient passenger and cargo shipping services for the residents of Sark and visitors to it"



Highlights (lowlights?):-

It has been another challenging year for The Isle of Sark Shipping Co. Ltd. (IOSS).

The Year in General -

- October through to March passenger numbers were above the winter average and revenues were positive. The Sark Venture and Sark Viking both had 5 year anniversary surveys. The five year surveys are comprehensive and in addition to the involve:
 - the removal of the propeller shafts and rudder stocks to check for wear or cracks.
 - A full ultrasonic hull plate thickness check, and full inspection of the hull.
 - A full inspection of the fuel, ballast and water tanks.
 - A full inspection of all void (below deck) spaces.
 - Inspection of maintenance records and other regulatory paperwork.

Both vessels successfully completed the surveys.

- In April, regrettably Corsaire de Sercq collided with the end of Maseline harbour (28th April) and needed to be taken out of service, not returning until the first week of July. Through May and June the services were operated by Sark Venture, if demand dictated Trident was also chartered to cope with the additional demand. How ever the weather in May and June could best be described as "unsettled". In the period there were 8 days that sailings cancelled and schedules were disrupted due to adverse weather.
- Weather conditions in July and August did not improve significantly. Although there were only two days disrupted due to weather. We also had 10 days of the Guernsey Island Games at the start of July which had a significant impact on the volume for the period (-2,800 passenger legs in comparison to the average for the period in previous years) The other major event in July is Sheep racing unfortunately this event too was impacted by the weather and although we operated as scheduled; we had over 200 "no shows". In August the numbers started to improve, apart from a reduction in staying visitor numbers and Tour Operator Groups (including cruise excursions). As the weather improved in September numbers also improved with September volumes better than 2022 and 2019.



Highlights:-

Passengers carried –

Passenger numbers were both behind budget and previous year. Carryings for the 2022/23 financial year were just over 98,000 passenger legs, the five year average (excluding the Covid years) is 103,000 Aside from the generally inclement weather, the lower than average volumes were a result of changes in the demand across some of the markets. Cruise ship passenger excursions were significantly down on pre- pandemic numbers (see page 8) Group day trippers booked by tour operators have also not recovered to pre-pandemic levels (see page 12) The number of staying visitors to Sark has also started to drop back from the high numbers experienced during the pandemic travel restrictions (see page 12) The downturn in volume was not unique to IoSS/visitors to Sark. Guernsey Tourism reports that visitor arrivals have only recovered to 75/80% of the pre-pandemic numbers. The impact of the downturn in visitor numbers, the island games impact and the adverse weather effect is also evidenced by a similar downturn in visitors to Herm. Historically the market share is 40:60 Sark visitors making up the 40%. The share has remained consistent through 2023 (see page 10)

Financial Performance and actual trading profit –

- For financial year 2022/23 the budget was prepared on the assumption that there would be further recovery, but not full recovery of volumes across all the Market sector/ticket types. Apart from July, where volume was severely negatively impacted by the Guernsey Island Games, non-agent booked day returns climbed back to the pre-covid years. As expected the number of weekend break/Bailiwick originating staying visitors have tailed off as confidence in international travel returns post pandemic. 2022/23 was always going to be a costly year with both the Venture and the Viking requiring their statutory 5-year surveys which are extensive and tend to be costly. In addition, the forklift was replaced (£50K) and 3 containers were purchased to replace old containers no longer fit for purpose.
- The projected year end Profit and Loss account (<u>Please note these amounts are subject to the final September P&L and any amendments that may occur following the annual audit of accounts</u>) is likely to show a trading loss of circa £1K to 4K
- The "profit" on the P&L is an accounting concept. From a cash-flow perspective the Company ended September with over £600K available funds in the bank. This cash is required/used to carry the Company through the winter season where costs greatly exceed revenue. Going forward we estimate that we <u>may</u> get through the winter season without needing to use an overdraft facility but will be negotiating to have one in place if needed.



Highlights (continued):

Costs:-

- General operating costs have been broadly in line with the budget. The exceptions were Staff costs which were above budget primarily due to the issues with the Corsaire, £28k of charter costs to Trident also related to the Corsaire incident and a requirement to replace the rudderstocks on the Venture £8K (following 5 yr survey). There was also an increase in auditing fees of £6.5K.
- Capital spend In 2023 a new forklift was purchased £50K and 3 second hand containers 2 X to replace written off containers and a 20ft container to garage the new forklift and related equipment.

Levels of service –

From April through to the end of September there were 16 days where weather led to sailings being consolidated, compared to only only 2 days in the same period in the previous year. There were also four days where Trident was chartered to cover a technical issue with the Corsaire. There were no cancellations of service relating to either weather or operational issues during the same period in the previous year.

Health and Safety –

- Policy and guidance documented reviewed, updated and signed off.
- Safety Management System reviewed and updated. Search and Rescue (SAR) coordination plans for Corsaire de Sercq issued to Harbour authority.
- Crisis and Incident Management plan reviewed and updated.



Highlights (continued):

>Staff -

Staff, particularly suitably qualified crew remains as the biggest concern for future operations and sustainability.

- **Crew:-** We are currently operating with a full crew complement. Three new staff have been qualified as engineers and one engineer is now qualified as a Skipper (total 3 Skippers) see page 23.
- Sickness/absence rate remains low at 1.4% (national average for similar sized companies is 1.8%)

≻Corporate Governance –

 We have continued to engage with our key stakeholders in CP (the Shipping, Policy and Finance and Tourism Committees);

Sales, Marketing & Community –

- In conjunction with Sark Tourism a brochure was produced with specific day trip information. The brochure was extensively distributed to hotels and tourist centres in Guernsey.
- Provided free travel for journalists, bloggers and other travel reporters
- Operated additional cargo and passenger services for "Sarkfest" Summer Festival, Sheep Racing, Lawnmower racing and other community events.
- Supported the shipment of equipment for the Sark "Oddsocks" performance.
- Supported shipment costs of vehicles for the Lawnmower hill climb and racing.
- Continued to offer subsidised travel for "non-elective" dental and medical appointments
- Offered reduced travel for Chiropractor and sportspersons representing Sark.
- Continued to offer subsidised fares for Sark schoolchildren and students.



Highlights:- financial

	Revenue		
	2023	2023 Budget	Variance
Passenger Volume	98,287	104679	(6,392)
Direct Ticket Revenue	£1,131,372	£872,798	£258,574
Agent ticket Revenue	£135,067	£192,627	-£57,560
Group Ticket Revenue	£83,464	£71,053	£12,411
Cruise Excursion	£18,981	£55,752	-£36,771
Total Ticket Revenue	£1,368,884	£1,192,230	£176,654
Yield	£13.93	£11.39	£2.54
Freight Revenue	£525,531	£545,615	-£20,084
Other Revenue	£60,644	£44,388	£16,256
3rd party revenue	£54,463	£78,416	-£23,953
Total Revenue	£2,009,522	£1,860,649	£148,873
	Costs		
Ticket Costs	-£131,576	-£107,509	£24,067
3rd party cost	-£44,703	-£67,678	-£22,975
Overhaul and repairs	-£153,700	-£136,796	£16,904
Operating	-£932,751	-£892,212	£40,539
Admin	-£572,178	-£526,224	£45,954
Establishment	-£74,313	-£73,857	£456
Other cost	-£28,500	£0	£28,500
Depreciation	-£72,606	-£72,484	£122
Total Cost	-£2,010,327	-£1,876,759	£133,568
	-£805	-£16,110	

Changes to market sector and passenger mix leading to better yield) Slower than projected recovery of group market

Less calls and more than average weather cancellations

£10k medical discounts

lower than expected cruise calls and tour groups Mainly Corsaire (£15K Venture)

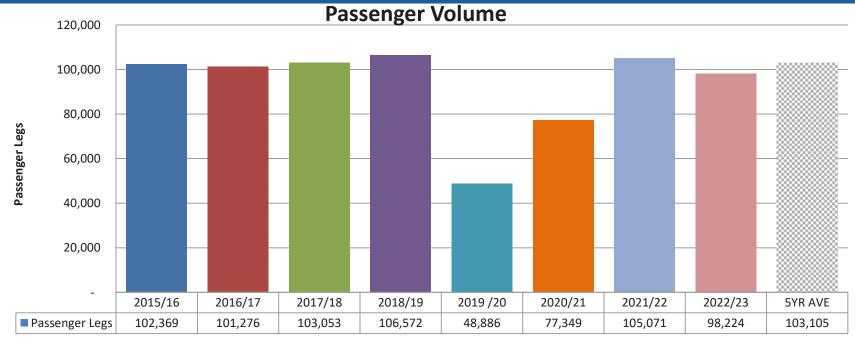
Additional staff costs offset by savings on fuel and insurance Additional staff costs primarily Corsaire incident related

Trident Charters relating to Corsaire incident

2.Passenger Volumes



Overall passenger volumes were disappointing, however, considering the weather and the impact on travel as a result of the Guernsey Island Games the end result was



Note :- Figures above are passenger legs (to Sark and from Sark) – 5 year average does not include 2019/20 &2020/21 **Commentary:**

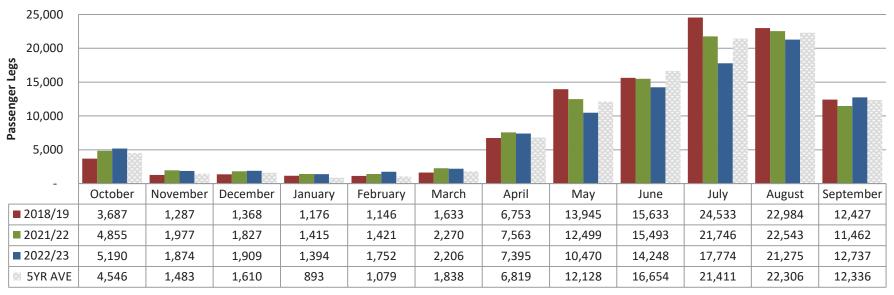
- Early season volumes (November onwards) were tracking ahead of previous years and on budget. However, as confidence in international travel further increased and air and sea travel stabilised the numbers of staying visitors started to reduce, in addition the tour operator booked groups and individuals, and Cruise ship calls failed to recover to where we had projected the recovery volumes.
- On Friday 28th April "Corsaire de Sercq" hit the end of Maseline harbour whilst berthing in Sark. Herm Trident, and Herm Lass were chartered to cover the demand and though disrupted no days' services were lost.
- Corsaire was out of service until the first week of July. May and June demand was covered by Sark Venture. Although this did limit capacity; additional services were operated during the period.
- The downturn in volumes was not unique to Sark. Sark market share for the year was still 40:60 with Herm (see page 8)

2. Passenger Volumes



Analysis of volumes by month

Passenger Volume by Month



- 2022/23 Winter season volumes were on budget and apart from the increase in staying visitors similar to previous years.
- May and June despite operating with only the Venture. Sark performance was in line with Herm visitors and maintained the 40:60% split. There were also 8 days with weather disruptions to the service in comparison to only 2 days in the previous year.
- The weather during July and August continued to be unseasonably inclement resulted in 6 days where schedules were disrupted. In addition the Guernsey Island Games virtually closed the island to visitors other than those involved in the games which led to a significant downturn in volumes.
- The Festival saw a downturn in volume from a peak of nearly 1,500 passengers carried to less than 800.
- The Island games week travel the passengers dropped to 500 for the week (morning sailings) compared to an average of 1500 for the equivalent weeks in 2022 and 2019
- Sheep racing numbers were on track for a better than average year, but inclement weather saw more than 230 "no-shows" on the Saturday.
- The first Saturday in August, due to weather disruption, numbers dropped from 500 passengers booked to Sark to 124 travelling. Inclement weather continued through to September.

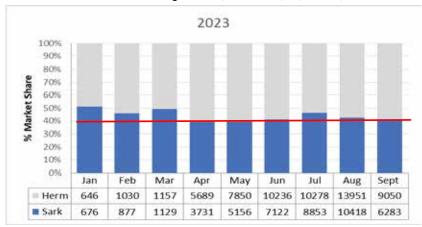
2.Passenger Volumes



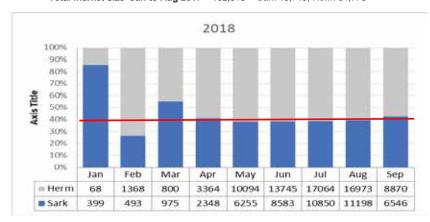
Highlights:- Market Share in comparison to Herm

The average passenger volume market share between Sark and Herm is 40 – 60 the annual market size is average 125,000 to 130,000 passengers. To date in 2023 the month-on-month market share has been maintained despite the downturn in volume. This would indicate that outside factors have impacted the volume, Island games, weather, and slow recovery of the Guernsey visitor market.

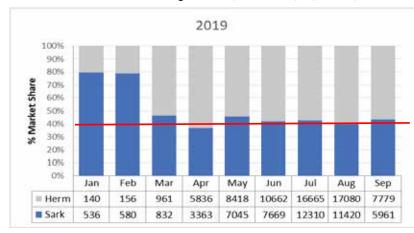
Total market size Jan to Aug 2023 - 88,799 - Sark 37,962, Herm 50,837



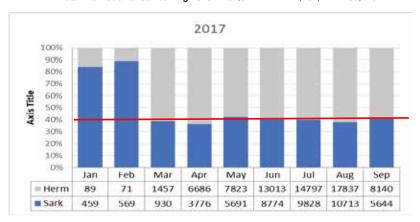
Total market size Jan to Aug 2017 - 102,513 - Sark 40,740, Herm 61,773



Total market size Jan to Aug 2019 - 103,673 - Sark 43,755, Herm 59,918



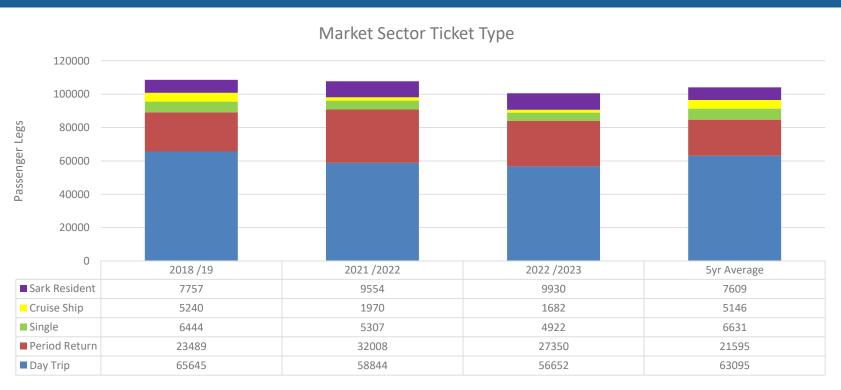
Total market size Jan to Aug 2018 - 104,577 - Sark 41,101, Herm 63,476



3. Market Sector Ticket Type



Change to market sector 5 year average. 2019. 2022 & 2023



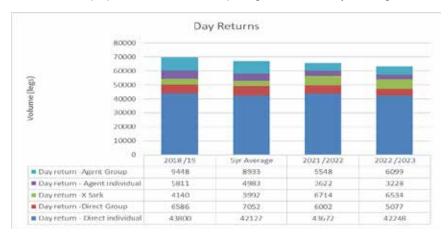
The mix of ticket types sold (market sector) broadly outlines the visitor type and visitor market travelling to and from Sark. (*The volumes in the above table/graph are shown in passenger legs.*) As can be seen from the numbers; Cruise ship visitors went down by over 3,400 passenger legs (1,732 visitors) over 65% down compared to the 5 yr average. Although day trip visitors were lower than the 5 year average (weather, Island Games) -6,443 (3,200 visitors) in comparison to the 5 yr average the bulk of the downturn was the loss of 4,590 day trip legs (2,295 visitors) from tour operator bookings. On the up side the staying visitor numbers were above the 5 yr average and Sark originating day trips were 60% above the 5yr norm.

3. Market Sector Ticket Type

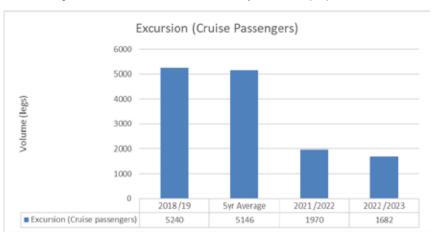


Detail breakdown by ticket type

Day returns 2023 - Direct booked day return sales were similar to previous years and in line with the five year average. Agent/travel operator booked day returns (groups and individuals have not recovered to the pre-pandemic volumes and are operating -33% below the 5 year average.



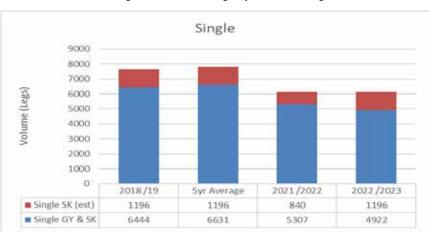
Cruise Ship Excursions – The number of cruise ship calls and the number of those passengers taking excursions to Sark have not and are unlikely to recover to pre-pandemic levels.



Period Returns 2023 – The volume of period return passengers (staying visitors to Sark) has started to fall back towards the pre-pandemic levels. Reportedly some lack of free accommodation at peak times has reduced the numbers. Guernsey residents travelling abroad rather than stay-cationing, the weather and a downturn during Guernsey Island games.

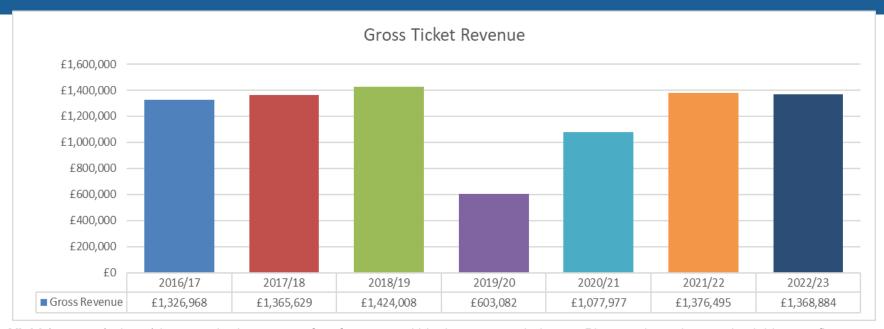


Single sector tickets 2023 – The sale of single sector tickets are related to and reflect the numbers of seasonal staff working in Sark and other "long Stay" visitors travelling in either direction.



4. Passenger Ticket Sales Revenue





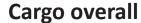
Yield (revenue/volume) is a standard measure of performance within the transport industry. Plus or minus changes in yield can reflect any changes in the mix of passengers (adult child ratios), market sector changes, or revenue dilution through commission or discount. An increase or decrease in volume whilst maintaining yield is generally a positive result.

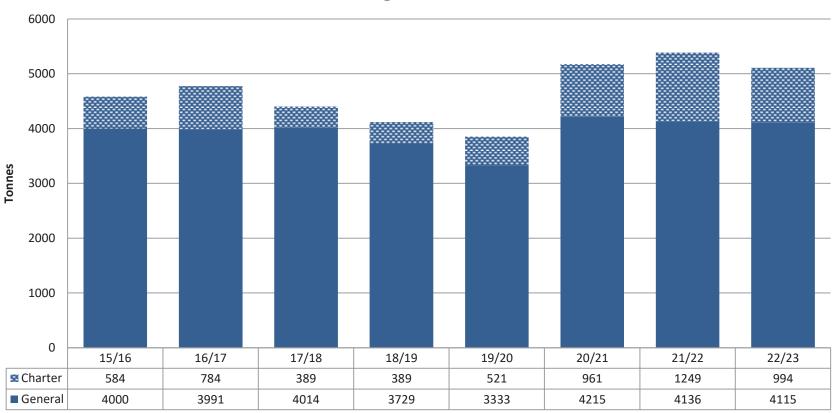
The change in market sector share (sale by ticket type) changes in 2022/23 in comparison to previous years – see previous page (page 12) has seen the yield dip and then recover to above previous years. This is as a result of a change in both percentage of ticket types sold and the reduction in the number of agency and tour operator sales which are all commissionable.

Period return (staying) passenger numbers increased during the pandemic and although they are gradually falling back to pre-pandemic volumes the numbers are still higher than previous years. These passengers pay the highest fare and therefore contribute the most to the vield.

	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
Yield/leg	£13.10	£13.25	£13.36	£12.34	£13.94	£13.10	£13.93



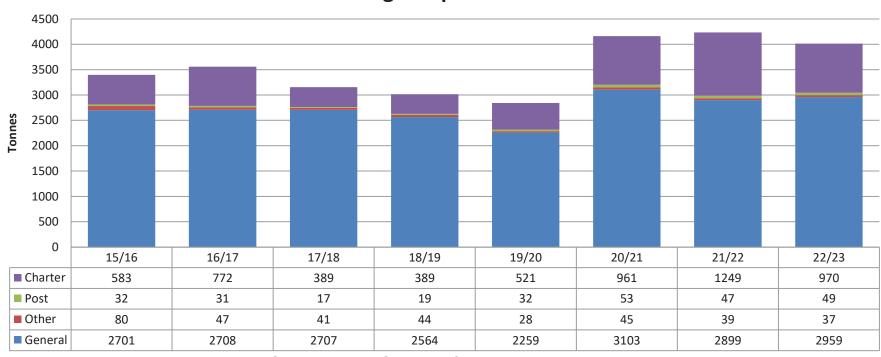




Notes: Tonnage totals do not include Sark Electricity Company fuel shipped





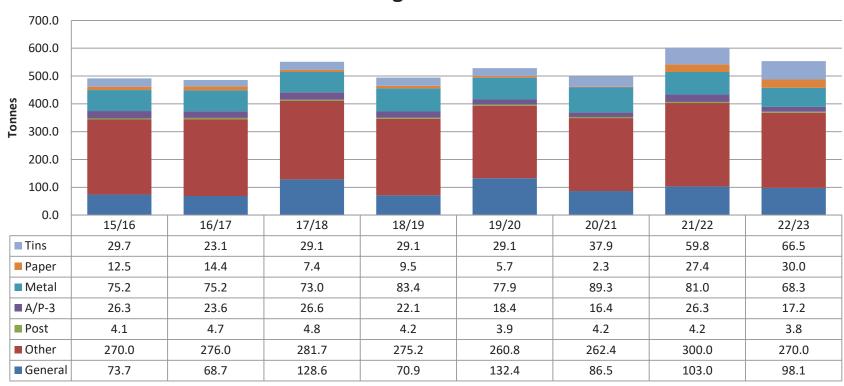


Notes: Tonnage totals do not include Sark Electricity Company fuel shipped

The base cargo tonnage is now at a similar level to that experienced in the early 2000s. This is likely to represent the base cargo for Sark i.e. with limited capital projects, the current population and a limited number of seasonal workers. The introduction of the land reform act allowing properties to be bought and sold has led to increase in the shipment of materials for building and renovation. As this work slows volumes may revert to the previous average tonnage.



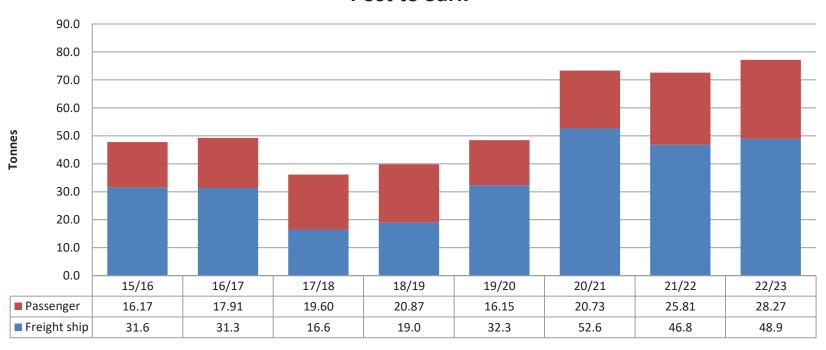
Cargo X Sark



IOSS



Post to Sark



IOSS is paid a fixed price monthly fee for the carriage of post (including parcels) to and from Sark. As can be seen from above table the carriage of letter post on the passenger vessel has seen small increases, likely related to internet shopping. However, there was a significant increase in parcel post during the pandemic and this increase has not fallen back to the previous level as travel has returned to normal. Feedback from Guernsey post has indicated that the increase is almost entirely related to internet shopping deliveries. The yield per tonne is still well within the targeted revenue for the post but given the increase we will monitor the trend and adjust the cost if required.

6. Sales and Marketing



With the opening of the borders, in conjunction with Sark Tourism we printed a visitor brochure that has been distributed to hotels and other tourist centres using Sark Tourisms distribution agent.



		Sum	West	There	fri.	Sat	ber
	68.30		DESI-		0830	10.01	
Depart	10.75	10.15	30.15	10031	10.13	3833	3/11
DOCUMENT.							12.0
	15.16	\$5.55	75.50	15.10	15.10	13.30	25.1
	26.36		3650		17.23	2630	
	19.30		0621		09.20	69,23	_
Depart	11.36	11.10	14.36	11.30	11.10	11.10	THE
Serk							124
	16.00	16.00	18.00	1600	16 00	16.00	16.0
	17,45		1745	100	18.15	17.85	1

Monday 19th June to Sunday 16th July													
	Mire	Turn	Hed	There	Bel	Set.	Lon						
	DEM	58.30	00.10	\$8.30	18.30	38,30							
Thomas .	10.15	13:35	10.18	13:35	30.15	38.05	10.0						
Contractor	11/16	12.00	12.00	13.00	\$2.00	12.00	12-80						
Interes	15.10	25.30	15.10	13.35	35.10	45.15	15.30						
	16.50	\$550	16.50	16.50	13.25	1830	36.50						
	12.70	09-20	(0.10	03-50	09.50	48:10							
	11.10	11.10	11.10	11.00	11.10	11.17	11.35						
Depart	12.43	12.45	13.40	12.45	12.43	12.45	12.41						
Sork	16.00	16:00	16.00	15.00	96.00	16-37	16-00						
	17.45	17.45	11.45	17.45	1815	TTAL	17.41						

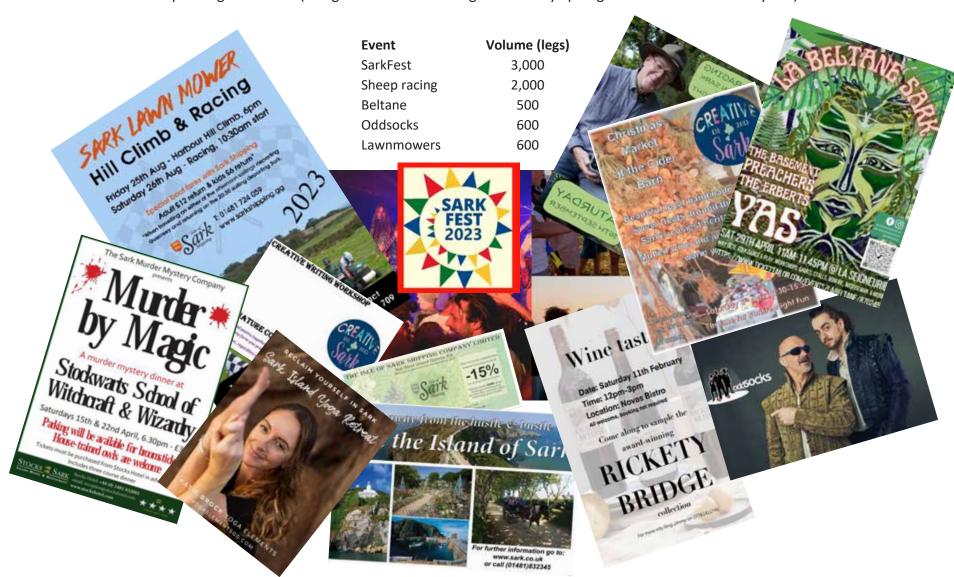
,			- 4		
	Fares			The perfect day trip & even	Isla Of
Ticket type	Adult	Child 3 M years	Infant tester I	better for a longer stay	Sark
Single	DES.	1910	Titles -	Sark is the smallest of the four main Channel	
Period Return	£35.80	C1158	free	blands and is just a short trip by sex from Evernsey.	
Peak Day Return :	12525	(15.0)	11800	Whether you decide to explore on fact, an a bicycle	
Early Cay Return	128.0C	(9.00	Free	or in a horse and carriage, there is plenty for the	
Short Day Return*	Otic	65.60	Free	whole family to enjoy on this magical little island. There are beautiful bays to explore and fascinating.	
THE RESERVE	e all did	e Nej 72405 W sarrishiy	Soon on	places to discover. A florificational rightlight in a visit to the Seigneurin Cardens, considered to be one of the finest Wictorian waited gardens in Europe. There's more than enough to fill a slay but to really appreciate the peace and unique atmosphere of Serk you need to styll inject. There is a wide choice of accommodation from award winning hobes and self-catering properties to guesticuses and compiles. For further information visit www.sark.co.uk	Discoser n Norld Amet TIMETABLE & FARES 2023
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6. Sales and Marketing

Advertising & Promotions, Sark Events.



Sarkfest, Sheep racing, Oddsocks, Lawnmower racing and other Sark based events have generated considerable interest and passenger volumes (congratulations to the organisers....my apologies if we have missed any out)



6. Sales and Marketing Advertising/promotions.





6. Sales, Marketing and Community



A selection of Sale	s, Marketing,	Public Relations &	. Community activit	tv – 2021/22
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Offer – Half term – ("Kids for £2 special fare)

Offer – Christmas Shopping trips (£12 Day trips of Christmas)

Offer – January sales fares.

Offer – January sales fares. Offer extended to cover February through to the 28th

Re- contracted with Guernsey Press for summer advertising.

Offer –discounted day return fare (Press Ad web site)

Offer – Early Season Guernsey Sark Staycation offer

Offer – Early season Sark Guernsey Staycation offer

Other - library books to / from Sark free of charge

Other – Shipped vaccine and booster medication FOC

Other –provided support for bands and performers for "MermFest"

Other - Operated additional cargo and passenger services for "Sarkfest" Summer Festival

Other - Introduced "Kids for £2 special fare for the summer school holidays /Free on Sunday

Other - Provided free travel for journalists, bloggers and other travel reporters

Other – Assisted and supported "Oddsocks" performance in Sark

Other – set a special freight tariff for lawn mowers competing in the Sark lawn mower race (August 2023)

Offer – Scheduled special sailing and reduced fare for Lawnmower racing supporters

Offer - Late season staycation offer Guernsey – Sark & Sark Guernsey (GP ad and local promotion)

Other – Continued with areduced rate for Medical/Dental visits (Sark - Guernsey)

6. Sales, Marketing and Community



In addition to supporting events and other activities by providing free or discounted travel to event organisers and performers, Isle of Sark Shipping also contribute significant sums directly or indirectly to Sark finances and the community. The table below shows some of the more significant and ongoing contributions

	Direct and Indirect Contributions to Sark							
	Economy.							
	Passenger Dues (poll Tax)	£53,600.00						
Dive et nevere ente	Harbour Dues	£6,000.00						
Direct payments	Harbour Charges	£33,000.00						
	Crane Charges	£22,000.00						
	Recycling subsidy	£17,700.00						
Subsidy through	Medical Dental Travel discount	£10,500.00						
discounts	Discounted Sark Day Trip	£32,500.00						
	School Children discount	£1,000.00						
	Contribution	£176,300.00						

7. Fleet update/Operations



Sark Viking:

Sark Viking completed her 5 year survey in the UK with no serious issues found. Sark Viking is operating normally and there have been no reported issues.

Sark Venture:

Sark Venture is operating normally and there have been no reported issues. The incline and lightship survey has been completed and we have now received the updated Stability information book from the MCA. Following the 5 year survey the vessel was taken out of service in September for remedial work on the water tank and to replace worn rudder stocks..

Corsaire de Sercq

Corsaire de Sercq is operating normally and there have been no reported issues.

Operations:

The availability of qualified/certified crew in Guernsey is becoming a serious issue/critical. There is a shortage of qualified crew. (currently Trident only have 2 permanent crew (1 Skipper), Brecqhou 2 (all both Skippers) IOSS has 10 permanent crew (3 qualified Skippers) 5 crew qualified as engineers.

Ad Hoc (contract crew) - pressure on the availability of Ad Hoc crew available to fill in is also increasing in 2023. One regular now has now moved to the UK, and another is likely to have less availability as they are a Local Pilot and cruise ships/Manche lles etc. return to the route.

We qualified 1 engineer to Boat Master this year and are in the process of training 1 Engineer to Boat- Masters for next season, but this takes time.

2x Engineers left the Company in July to move jobs. We have replaced the engineers with suitably qualified persons and they are in the process of qualifying as engineers.

Inflation/cost of living and the availability of alternative employment is also increasing the risk to staff retention.

8. Looking forward



Schedule:

The 2023/24 winter schedule is live and taking bookings. Days and times are broadly the same as winter 2022/23. The summer schedule apart from the normal date range changes to align with school holidays is also similar to previous years. *See Annex*.

The only significant variation is that in the period 15th July through 8th September the 12:00 departure from Guernsey will remain in Sark on arrival and depart Sark at 14:45. This gives a sailing timed so that customers would have time for lunch return to Guernsey and be able to catch afternoon connections. It adds a 3rd pm sailing as an option and potentially saves over 6,500 litres of fuel. To maintain continuity through the season the pm rotations from 20th May onwards will move back to Dep GY15:30 Dep SK 16:20 with the later rotation Dep GY17:10 Dep SK 18:00 This gives a slightly longer stay in Guernsey for Sark residents and a later connection for Guernsey Sark travellers arriving by air or sea.

2024 summer season

The 2024 summer season does have some red flags. We are aware that the numbers of Cruise ship calls may reduce for 2024 two of the regular excursion to Sark providers will not be calling in to Guernsey in 2024. Although this may only have a minor impact on the overall volume travelling to Sark this part of the market does provide a large number of customers to the carriage tours and gardens. The cost of living in the UK and Guernsey remains high. The choice to travel to Sark is a discretionary spend for most people and therefore there is pressure on the Company and Sark to keep prices reasonable despite increasing operating costs. The price of fuel is nearly 70 pence per litre, double the cost in 2018/19. Harbour dues and charges are due to rise by up to 27%, and the company will be obliged to introduce a compulsory secondary pension scheme in 2024 adding to basic staff costs. Guernsey tourism estimates that, from a volume perspective, that the tourism market has only recovered to between 75 and 80% of the pre-pandemic levels. Any reduction in the number of visitors to Guernsey is likely to have an impact on the Sark visitor numbers.

With these cautions in mind IoSS has put together a budget that is conservative with regard to revenues (cargo and passenger sales) and aims at cost efficiency when and where possible. The Company will continue to work with Guernsey and Sark stakeholders to promote Sark and maximise or increase visitor numbers We are confident that 2024 will end with a positive result.

Annex 2024 summer schedule



Timetable											
Monday 1 st April to Sunday 19 th May											
Day Mon Tue Wed Thu Fri Sat Sun											
	08:30		08:30		08:30	08:30					
Depart Guernsey	10:15	10:15	10:15	10:15	10:15	10:15	10:15				
	16:00	16:00	16:00	16:00	15:30	15:30	16:00				
					17:10	17:10					
	09:20		09:20		09:20	09:20					
Depart Sark	11:10	11:10	11:10	11:10	11:10	11:10	11:10				
Depart Sark	17:00	17:00	17:00	17:00	16:20	16:20	17:00				
					18:00	18:00					

Monday 20 th May to Sunday 16 th June											
Day	Mon	Tue	Wed	Thu	Fri	Sat	Sun				
	08:30		08:30		08:30	08:30					
	10:15	10:15	10:15	10:15	10:15	10:15	10:15				
Depart Guernsey							12:00				
	15:30	15:30	15:30	15:30	15:30	15:30	15:30				
	17:10		17:10		17:10	17:10					
		•		•	•						
	09:20		09:20		09:20	09:20					
	11:10	11:10	11:10	11:10	11:10	11:10	11:10				
Depart Sark							14:45				
	16:20	16:20	16:20	16:20	16:20	16:20	16:20				
	18:00		18:00		18:00	18:00					

Annex 2024 summer schedule



Monday 17 th June to Sunday 14 th July											
Day	Mon	Tue	Wed	Thu	Fri	Sat	Sun				
	08:30		08:30		08:30	08:30					
	10:15	10:15	10:15	10:15	10:15	10:15	10:15				
Depart Guernsey	12:00	12:00	12:00	12:00	12:00	12:00	12:00				
	15:30	15:30	15:30	15:30	15:30	15:30	15:30				
	17:10		17:10		17:10	17:10					
	09:20		09:20		09:20	09:20					
	11:10	11:10	11:10	11:10	11:10	11:10	11:10				
Depart Sark	12:45	12:45	12:45	12:45	12:45	12:45	12:45				
	16:20	16:20	16:20	16:20	16:20	16:20	16:20				
	18:00		18:00		18:00	18:00					

Monda	Monday 15 th July to Sunday 8 th September											
Day	Mon	Tue	Wed	Thu	Fri	Sat	Sun					
	08:30	08:30	08:30	08:30	08:30	08:30						
	10:15	10:15	10:15	10:15	10:15	10:15	10:15					
Depart Guernsey	12:00	12:00	12:00	12:00	12:00	12:00	12:00					
	15:30	15:30	15:30	15:30	15:30	15:30	15:30					
	17:10	17:10	17:10	17:10	17:10	17:10	17:10					
	09:20	09:20	09:20	09:20	09:20	09:20						
	11:10	11:10	11:10	11:10	11:10	11:10	11:10					
Depart Sark	14:45	14:45	14:45	14:45	14:45	14:45	14:45					
	16:20	16:20	16:20	16:20	16:20	16:20	16:20					
	18:00	18:00	18:00	18:00	18:00	18:00	18:00					