

May-June 2022

# HORIZONS

The Magazine of the Aberdeen Boat Club

*Huge Thanks  
to Members*







## May- July 2022

May 2022				
Sun	1	Labour Day		RHKYC Nations' Cup
Mon	2			
Sat	7		ABC Classic Yacht Rally	RHKYC Inter-Class Festival / COA Mirs Bay Seafood Rally
Sun	8	Buddha's Birthday	ABC Classic Yacht Rally	RHKYC Inter-Class Festival
Mon	9			
Sat	14			RHKYC Spring Regatta
Sun	15		ABC Dinghy Cruiser Challenge	RHKYC Spring Regatta
Sat	21		HHYC Open Dinghy Regatta	RHKYC Summer Cup
Sun	22		ABC Tong Po Chau Spring 4 / HHYC Open Dinghy Regatta	RHKYC Summer Cup
Sat	28		Beneteau Cup	
Sun	29		Beneteau Cup	RHKYC Spring Regatta Resail / PT Challenge Resail
June 2022				
Fri	3	Dragon Boat Festival		
Sat	4			HHYC Summer Sat 1
Sun	5		ABC Summer Series Race 1	
Sat	11			COA High Island Seafood Rally
Sun	12		ABC Tong Po Chau Summer 1	HHYC Typhoon 1
Sat	18			HHYC Summer Sat 2
Sun	19		ABC Summer Series Race 2	
Sat	25			HHYC Typhoon 2 (Mirs Bay)
Sun	26		ABC Tong Po Chau Summer 2	HHYC Typhoon 2 (Mirs Bay)
July 2022				
Fri	1	HKSAR Establishment Day		COA HKSAR Macau Rally
Sat	2			HHYC Summer Sat 3 / COA HKSAR Macau Rally
Sun	3		ABC Summer Series Race 3	HHYC Dinghy Summer Series 1
Sat	9			HHYC Dinghy Summer Series 2
Sun	10		ABC Tong Po Chau Summer 3	HHYC Typhoon 3
Sat	16			HHYC Summer Sat 4
Sun	17		ABC Summer Series Race 4	
Sat	23			HHYC Summer Resail / COA Mid Year Speed Cruise
Sun	24			HHYC Typhoon 4
Sat	30			HHYC Summer Sat 5
Sun	31		ABC Summer Series Race 5	HHYC Dinghy Summer Series 4

### Notes:

- Sailors should note that the calendar is a forward-planning guide and that whilst the intent is that dates are firm and should remain so, they are unavoidably subject to change, possibly at short notice, weather being but one factor. Dates of events at other clubs in particular are beyond ABC's control. Please refer to the respective Club website for the latest information.
- The organizing authority is listed before event.
- If a Club is mentioned in brackets after a race it is the joint racing host/supporting club.
- Sundays and public holidays are in red.



# CONTENTS



Commodore's Letter	2
General Manager's Letter	4
Huge Thanks to Members	6
Planned Upgrades for the Main Clubhouse	8
Birds of Hong Kong Waters	9
A very Hong Kong story	12
F&B News	20

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Horizons welcomes ABC member contributions of articles and photos.  
Please contact the editor at martin@drmartinwilliams.com



## COMMODORE'S LETTER



Chris Pooley  
Commodore

*The skies were bright,  
Our hearts were light,  
In the merry merry month of May.*

*[Stephen Foster ---1862]*

Looking ahead at the time of writing, just days before the first easing of the latest Covid restrictions, it is very much to be hoped [as expressed in the March letter] that May will indeed meet its promise. If the capacity attendance on MI--- 'firing on all cylinders' over Easter---- proves to be a harbinger there is clearly much pent-up demand from members yearning for fresh air and a return to normality. And why not: we have all suffered months, nay several years, of frustrating restrictions, not to mention concerns.

That the Club has 'beaten the monster'--- as GM puts it in his letter---- and remained open daily providing full F&B services throughout, is a tribute the skill and dedication of the GM and Managers in successfully charting a course between the *Scylla* of members' expectations and the *Charybdis* of Government restrictions. A commendable balancing act which, though continuing, should soon be able to navigate a wider channel.

By the time of publication waterside restrictions, which have precluded organized yacht races and dinghy sailing, should have been lifted. That will permit the release of a flood of suspended course bookings, and the staging of the very popular Classic Yacht Rally and the Summer Restaurant Series, plus a new one-time event a regatta to celebrate the 25<sup>th</sup> Anniversary of Hong Kong's return to China. Watch for details on 'E' Notices. One major event which because of the uncertainty with planning had to be postponed, is the 2<sup>nd</sup> Beneteau Cup, now re-scheduled for October.

There is much detail to read this month in the GM's letter, to which I will refer only briefly:-

----the departures of Richard Knight and Stephen Davies both having given invaluable

service to the Club. At his age Richard cannot hope to match Stephen's 47 year [!] input, yet he has left an indelible mark by raising the standard of dinghy training to the highest level in ABC's history.

Stephen's many accomplishments in the Marine field are too numerous to mention in this short letter but at ABC he is best remembered as the founder of the jewel in our yacht racing crown: 'The Four Peaks', which is now commemorated on the dedicated wall of the Bridge Room.

Both will be sorely missed but leave us with enviable legacies.

-----A hint of a most significant turn in the Club's fortunes to come with the purchase of two new small catamaran ferries due to arrive, depending on shipping, within the period covered by this edition. Much to report of great interest to all members, full details in the next edition.

Three administrative matters are currently making their way through the labyrinths of power at, as the GM put it in reply to my query, *la vitesse d'un escargot*. These are: endorsement of the Club's main lease extension to 2027; MI routine renewal of the T.O.P.; and permission to remove dead trees on MI! Separately the promised indication of the Land Premium to apply from 2027 has also failed to meet the promised deadline. For the next thrilling episode on these matters, see the next magazine.

So: much to look forward to as we move into the summer and better times ahead----that is to say a return to normality! Plus the bisque of the delivery of two new catamarans of innovative design which should excite much discussion during the Club's extended opening hours. Which I for one will be happy to indulge!





## ABC Junk for Hire

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The ABC can provide food and beverages including a range of hot and cold dishes, desserts and drinks.  
Email [fmb@abclubhk.com](mailto:fmb@abclubhk.com)  
Rental of speedboats, banana boats and water ski can be arranged via Freely Marine Services at 9276 2932.

Daytime: 9am – 5pm  
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Saturdays, Sundays and public holidays: \$6,500

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# GO GREEN WITH ABC!

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## GENERAL MANAGER'S LETTER



Philippe de Manny  
General Manager

Dear Members,

At the time I am writing this letter, we are all expecting to see some Covid-19 restrictions lifted and a slow but smooth return towards normality.

“Normality” would be to start sailing for most of us, kayaking and paddle boarding for others and sitting with our children at the same table (well that one, maybe not). Travelling is already a bit better with less quarantine on the way back, save that most of the routes have been shut down once re-opened, as we still believe that three cases of Covid in a plane should be cause for a week-long shutdown of a route, ending up with more flight cancellations than before.

Nevertheless, this Omicron created far too much overreaction in the last 4 months, and far too many frustrations; we will all be happy to see it going.

I hope you noticed that with the Club policy to disinfect the premises every day, and to start earlier than everyone in Hong Kong to test our staff on a daily basis from home – avoiding them bringing the monster to within our walls, we managed to get through the hardest time without having to close. I am so glad to see that only this April, Hong Kong decided to that this was the right thing to do and applied it to the school re-opening. Maybe we should send an invoice for a consultancy fee!

This month, we have to say farewell to Richard Knight, our Middle Island Sports and Recreation Manager; he is leaving us for a better pasture apparently. We are very sad, as he has been a real key man in developing



Middle Island activities after Mangkhut. We knew anyway that he was aiming for a career as a teacher, and this is what he is going to do. We wish him all the best.

In April, another notable farewell was Dr. Stephen Davies, BSc (Econ) Wales, MSc (Econ), PhD (London), who spent much of his life in Hong Kong and at sea, working tirelessly teaching political studies and marine history; and made countless studies of maritime life in Hong Kong during his 47 years of dedicated membership of the Aberdeen Boat Club. A LIFE HONORARY MEMBERSHIP was conferred to this ex British Royal Navy and Royal Marines Officer, for his countless maritime publications, books and scholarly research on South China Sea charting, history and maritime affairs.

Stephen was also a productive contributor to *Fragrant Harbour*, the boating magazine of Hong Kong, Director of the early Hong Kong Maritime Museum in Murray House, Stanley; and an expert sailor, having navigated the globe between 1990 to 2004, with Elaine Morgan, his life partner, on their 38-foot sailing sloop *Fiddler's Green II*.

But for the ABC, Stephen will always be remembered as the Creator of the Club's signature sailing race: the “Four Peaks”, in 1985, to which one of the wall of the Club in the Bridge is dedicated. All our best wishes accompany him to the UK and France, his two retirement places.







I have in previous issues told you that our two working boats – *Cheoy Lee and Invicta*, or *Mei Fung and Sin Fung* as they are now called, were coming to the end of life (sadly, should I say); and other farewells are on the agenda for these two. Indeed, the Club is now purchasing two new boats from Croatia, and they should be with us by the second part of the year at the latest. They are being built by a very experienced company called Agena Marin. They will be 2 catamarans with twin engines, built using vacuum infusion, with single-layer laminated underwater hulls and, above the water level, sandwich construction with PET core material. All surfaces are protected by topcoat; other features include anti-skid surfaces, inox railings, navigation lights, hydraulic steering, and a bench for 18 persons, which is for the specialists. For Mums and Grandparents, they will also have a drop-down beach gangway for easy boarding.

As I said, the delivery is planned to be within a few months, all depending on the best way forward for the door-to-door shipping of these vessels. But to be sure there is no stone unturned, we have been looking at many other delivery ways to ensure safe and affordable shipping.

Luckily for the Club, with our Commodore having spent his working life in shipping, we are in safe hands to get these boats here sound and safe. Unfortunately, after 689 emails, we are still struggling with this matter. No doubt, this month the Panadol Pills have been used by our Commodore and not me!

We would not have been able to purchase these two boats without the help of the the American Club which, through their Debenture Membership, almost entirely financed full boat.

With these new vessels, our Middle Island sampan service and ferry to and from the MAIN Clubhouse will be radically improved. More speed, more space, more comfort and flexibility. We are even planning pick-up points on top of the VRC pier, in Repulse Bay, at some time. I cannot wait to see these new babies with us.

Another great event will be celebrated during June: the 25<sup>th</sup> anniversary of Hong Kong returning to China. The Leisure and Cultural Services Department, assisted by the national sports associations – in our case, the Hong Kong Sailing Federation – have approached all the clubs regarding participating in this great celebration month. The three sailing clubs, namely The Royal Hong Kong Yacht Club, Hebe Haven and ABC, are engaging in a series of races following the RHKYC nations' cup format. There will be announcements and social media exchanges, no doubt we need to show our commitment to these events, and if you want you can also check all other events in Hong Kong on the government website: [www.hksar25.com.hk](http://www.hksar25.com.hk).

As for ABC, we are looking at one of our summer series dates to run a twin race – the summer Series and the 25<sup>th</sup> anniversary race, with a small prize-giving on Middle Island. The date and format will be announced later.

Lastly, I wish to thanks all the Members who participated in the food drive, helping our support for Foodlink in the last few months [see page 6]. The rice packing was a great success, resulting in over 1,000 bags of rice prepared for distribution, and our buy two, get one hot meals action – with the Club doubling the total by matching Members' contributions – has generated, at the time I am writing this letter, 800 hot meals for needy people in our community. I must also thank our takeaway box supplier, who sponsored all eco-friendly lunch boxes for this action. I am so grateful and proud to be part of this wonderful Club: thank you all, and see you in the next issue of *Horizons*.

Please send us articles, even if they are critical articles. I would be more than pleased to publish them.

Have a great Mother's Day and Father's Day!



Aberdeen Boat Club



Foodlink  
Replacing hunger with a smile 膳心連  
除飢困 展歡容

# Huge Thanks to Members Who Helped Us Feed Needy People



Aberdeen Boat Club partnered with The Foodlink Foundation ([www.foodlinkfoundation.org](http://www.foodlinkfoundation.org)) to support their efforts to help the community during these tough times. Firstly, we offered our volunteers to help them repack 25kg bags into 1kg bags for easier distribution directly to the ones in need, as Foodlink were short on manpower. We were overwhelmed by our Members' response to our call for support, as all the 40 bags of rice sent to us were repacked within mere couple of hours. We will continue to help with this volunteering effort, and please keep an eye out for future announcements through our e-newsletters.





Secondly, we were able to contribute to our community here in the Southern District with Foodlink's noble charity drive to help the under-privileged families in Ap Lei Chau area. We were again met with enthusiastic support from Members, as we were able to collect over 400 lunch boxes within the first few weeks, a total that was matched by the Club, so we now have a total of 800 boxes to be delivered. We have started delivering 50 lunch boxes from 11 April and will continue doing so every Monday, Wednesday and Friday (excluding public holidays) to the Methodist Ap lei Chau Family Resources Centre.

The Methodist centre provides children and families living in the Southern District with child-centered care services, parent-child activities and multiple intelligence courses. They also provide appropriate group training for students in need to help them understand themselves, build their self-image, and develop their potential to achieve comprehensive development. Our members may visit their website: [www.methodist-centre.com](http://www.methodist-centre.com) to learn more about their work and support them in their cause.

We also would like to give a big "thank you!" to our organic combustible takeaway boxes supplier, FIG Environmental Technology Limited, for their generosity in donating the takeaway boxes for this charity drive.

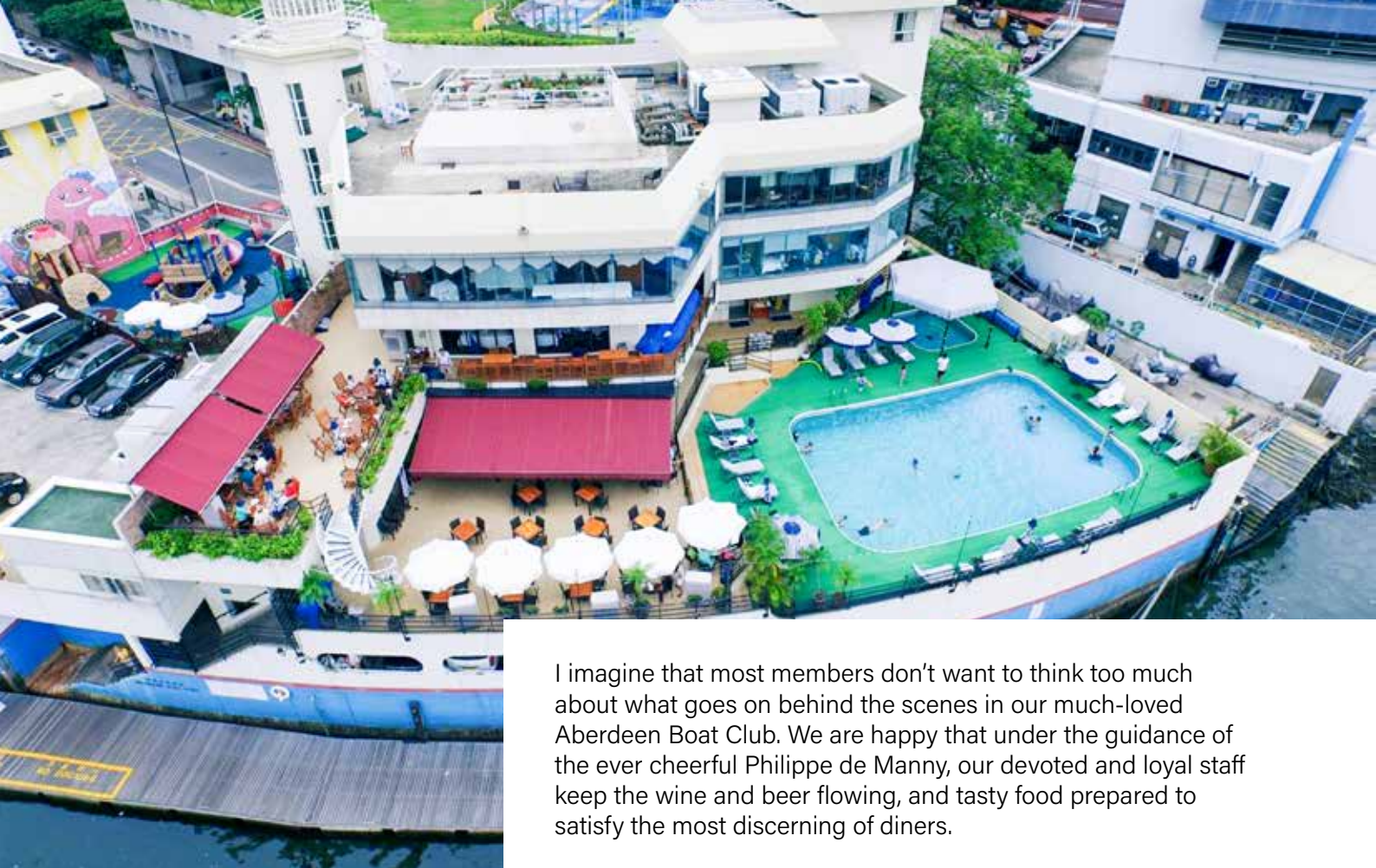
The charity drive will continue at the Club, and please approach any of our staff, me or our General Manager Philippe de Manny if you would like to be part of our various ongoing community support work.

#### About Foodlink :

*Founded in 2001, Foodlink Foundation is a registered Hong Kong charity dedicated to fighting hunger, building self-sufficiency and fostering nutritional wellness among those in need, while simultaneously reducing food wastage in F&B outlets in Hong Kong.*







I imagine that most members don't want to think too much about what goes on behind the scenes in our much-loved Aberdeen Boat Club. We are happy that under the guidance of the ever cheerful Philippe de Manny, our devoted and loyal staff keep the wine and beer flowing, and tasty food prepared to satisfy the most discerning of diners.

Somehow our loyal staff remember our account numbers and personal foibles, and do their best to make us feel at ease and comfortable every time we visit the Club. Many is the occasion when our staff have looked for items I have left behind, including on one occasion a 5-year-old boy....

I think we have all got used to our surroundings, and the look and feel of our main clubhouse at Sham Wan. But do we really know what it takes to keep the clubhouse operating? It is a relatively old building – or more accurately set of buildings which are due for a mid-life upgrade.

I have written before about the backbone of pipes and services often hidden in walls and ceiling voids. We experience almost monthly failures somewhere in the system, often resulting in damage to the fabric and fittings of the surrounding area. We are therefore proposing to embark on a renewal of all this pipework and services, to prevent intermittent failures and to route these services where they can be easily monitored or repaired. We will be starting this work soon.



More importantly, Housecom is developing a plan to radically upgrade our present building, to bring greater benefits to members and to future proof the structure so it will serve us for the next 50 years! Like any family, we have to live within our financial resources, and so our plans are constrained by our ability to pay for them. We will share progress with the scheme as it develops.

# Planned Upgrades for the Main Clubhouse

By Graham Price,  
Rear Commodore House



# Birds of Hong Kong Waters:

## *Sea Swallows, Pirates, and Ocean Wanderers*

Words & Photos by Martin Williams



Lesser Frigatebird, at Black Kite roost on Cheung Chau

As you receive this issue of *Horizons* in May, it's the breeding season for the only seabirds that nest in Hong Kong – three species of terns: elegant birds like small gulls, also known as “sea swallows”.

The terns nest in colonies on rocky islets in eastern waters, safe from many predators that could otherwise make ready meals of their eggs and chicks. One of these is Castle Rock, which you've maybe passed multiple times en route to Po Toi and beyond. And if you head that way soon, perhaps check out Castle Rock to hopefully enjoy a spell of tern watching.

They're fast-flying, slender-winged birds, designed for travelling the oceans and hunting fish, which they snatch from the surface with slim beaks. The three species are relatively easy

to identify at the colonies. Black-naped Tern is so pale that it can appear all white, except for a bold dark stripe from near the bill to the back of the head. Though a tad greyer above, Roseate Tern appears very similar, but has a neat black cap. And if you see any terns that are dark brown above, and white below, these are Bridled Terns.

While they are safe from land predators, the terns can be disturbed by humans who might arrive on the nesting islets, and perhaps become so alarmed that they desert eggs or young. So if you visit, please don't land, or get too close with a boat. The other seabirds are all visitors to Hong Kong waters, some occurring in good numbers each year, while there are also a smattering of vagrants – recorded here only a handful of times, or perhaps only once.



They include other species of terns – making identification trickier away from the breeding sites, as there are several lookalikes. One of the most notable of these is Aleutian Tern, which is like a grey cousin of Bridled Tern that breeds in the north Pacific, on the Aleutian Islands between Russia and Alaska and along the Alaskan coast. Until 1992, there were only ten records away from the breeding grounds, so no one knew where these birds went after the nesting season to escape the Arctic winter.

But in September 1992, local birdwatchers were astonished – and delighted – to discover several hundred Aleutian Terns in Hong Kong waters, and have since discovered they visit Hong Kong each spring and autumn migration season.

The first Aleutian Terns were seen during a junk trip, as birdwatchers began making forays to learn more about seabirds here. Mostly, seabird numbers are sparse – you’ve perhaps noticed there are no gulls lingering here as typical of many coastal areas, yet these trips are sometimes productive, and augmented by observers watching from land, especially a few hardy individuals who spend hours staring through binoculars and telescopes at the southern tip of Po Toi.

On a few days in a year, there might be tens or hundreds of shearwaters – pelagic birds belonging to the “tubenoses”, which also include albatrosses. These are so superbly adapted to life wandering the oceans that they can drink seawater, and excrete excess salt through tubular nostrils atop their beaks. Two species are annual here: Streaked Shearwater, and Short-tailed Shearwater.

There may even be some Short-tailed Shearwaters around as this magazine reaches you. They aren’t spectacular to look at: all dark but for pale underwing bands, and tilting this way and that as they ride air currents low over waves in the manner leading to the name “shearwater”. But when it comes to migration, they are among the world’s greatest travellers.



Bridled Tern,  
sun-dappled sea



Black-naped Tern with  
fish for its chicks



Roseate and Black-naped terns, on rocks by Waglan





Short-tailed Shearwater taking off



Pomarine Jaeger



Red-necked Phalarope

Short-tailed Shearwaters breed in Australia – where a single colony in Tasmania hosts around 3 million nest burrows. And in the southern autumn, they depart northwards, on a journey of around 15,000km to the North Pacific and the Arctic Ocean beyond. Some travel via Hong Kong, arriving in late April with sightings also in May.

Frigatebirds are also adapted to a life at sea, though bizarrely, without landing on the sea as their feathers are not waterproof. They travel by soaring over tropical waters, even riding the updrafts of storms, and can remain airborne for weeks at a time, snatching bursts of sleep while in rising air currents. They're agile, too – able to snatch flying fish and flying squid from above the surface, or pursue and bully terns that have caught fish until they drop them, a behaviour that prompted mariners to dub them "man-o-war birds." Only a few individuals are seen here each year, though might linger for some time – such as a youngster that joined a Black Kite roost on Cheung Chau last year, attracting perhaps a few hundred bird photographers like a movie star drawing paparazzi.

So while you're travelling through local waters, perhaps keep an eye out for bird life, which could add interest to your outings. With luck – and ideally some photos as evidence, you might add to notable sightings, or even discover a new species for the Hong Kong bird list.

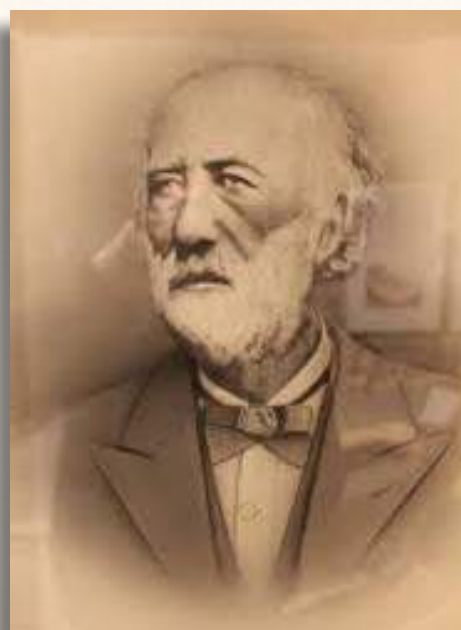
**Pomarine Jaeger:** jaegers, aka skuas, appear gull-like but mostly feed by piracy – chasing other seabirds to make them drop their catch. While this is akin to frigatebirds, they can land on water; and nest in the Arctic.

**Red-necked Phalarope:** phalaropes are tiny seabirds, related to sandpipers, which breed in the Arctic and at other times of the year live at sea, where they swim buoyantly, feeding on plankton.

# A very Hong Kong story: concrete, concrete everywhere and only one did sink

Words & Photos by Stephen Davies

## Part I: The merchant fleet



Joseph-Louis Lambot and his revolutionary concrete dinghy

As someone who has had to spend several sessions explaining Archimedes' Principle to a highly intelligent and well-informed video maker – he got there in the end – I appreciate that, for many, imagining a floating ship made of iron or steel was a bit of a stretch when the idea first cropped up. Now ponder getting the idea of ships and boats built of concrete to catch on. Quite.

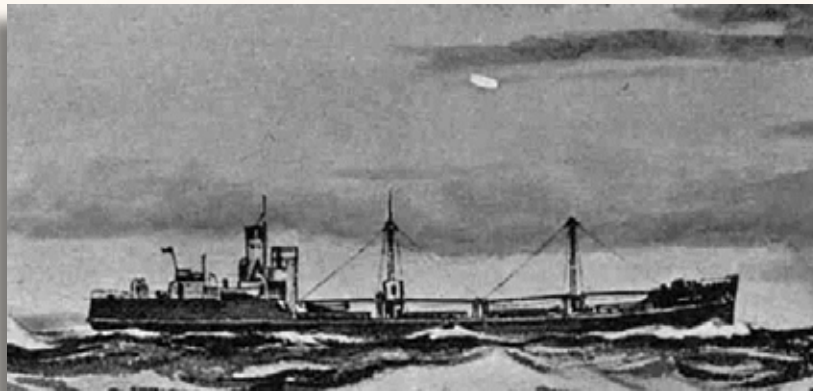
So, although the first concrete boat is almost as old as modern Hong Kong (inventive Frenchman, Joseph-Louis Lambot, launched a concrete dinghy in 1848 or 1849 and, in effect, thereby invented reinforced concrete)<sup>1</sup>, and floating concrete vessels of one sort or another played roles in both the twentieth century's World Wars, it's a fair bet most people today wouldn't suppose the technology ever made much of an impact on our home port.



Not much, true. But not without impact either.

That's because four concrete (technically ferrocement) seagoing vessels played at least a walk-on part in three key episodes of modern maritime Hong Kong's story. There was the small freighter *Lady Wolmer*, which typified Hong Kong's immediate post-war shipping recovery. Also the pretty whopping barge *Autumnlight*, which was part of the significant

early ship salvage and ship-breaking industry; hands up anyone who knew that in 1959 Hong Kong was the world's largest ship-breaking centre, with 23 companies in the biz and over thirty steel re-rolling mills? And the *Pak Tak* and *Roslyn I*: two unusual contributions to the 1960s & '70s modernisation of Hong Kong's fishing industry. Oh, and in case that's not enough, we can toss in the leisure craft business and even dragon boating. All concrete facts, as it were.



The *Lady Wolmer* in Walford Lines livery, 1945, Laurence Dunn (1910-2006)



The *Lady Wolmer* alongside in Newport, Wales, 1945

Let's start in the spring of 1947, when the recently acquired, 1,883 ton *Lady Wolmer*, signal letters MAOR,<sup>2</sup> arrived in Victoria Harbour from Saigon.<sup>3</sup> She'd been one of only two concrete general cargo ships built in Britain for war service, and was designed by the noted civil engineer and architect Sir Owen Williams, and built by the

then well-known civil engineering firm of Messrs W & C French (today part of the British Kier Group), in Newport, Wales – not a naval architect or shipbuilder in sight. She was launched in 1942 for the Ministry of War Transport, registered in Bristol, and managed by the now long defunct Walford Lines Ltd.



Apart from being built of concrete, the *Lady Wolmer* had a quite forward looking design: diesel powered, when steam was still pretty much a default. And with all her machinery aft almost futuristic, which was a configuration that didn't become normal for general cargo vessels until the 1970s. Her sister ship, the *Lady Kathleen*, which was launched later the same year, even dispensed with a funnel and had an exhaust pipe running up the aft side of the mainmast.



House flag of the Walford Lines Ltd.



The funnel-less *Lady Kathleen*

The *Lady Wolmer* had spent the war working around Britain's coasts and, once France had been liberated, to various French ports until, in mid-1946 she was sold ... I think to Wheelock & Marden Co. Ltd. of Shanghai.<sup>4</sup>

I haven't uncovered anything about the how, why and from whom of the purchase, or of the voyage of the ship from the UK to Hong Kong, just the date of her probable arrival, via Saigon, on 15 April 1947. There is nothing much about the ship until we learn that a year later, in October 1948, she'd become the only ship owned by Wheelock Marden Co. Ltd. of Hong Kong, managed by Wheelock's shipping arm, the Eastern Asia Navigation Co. Ltd.<sup>5</sup>

It's shortly after that the drama begins – and the insight into immediate post-war HK's buccaneering shipping world. Even supposing I have understood it – shipping is deliberately organised to baffle and even deceive those of less nimble principles – the tale is too

complicated to spell out. What's best is a series of staccato headlines:

Fetching and carrying to feed and supply needy HK. Blockade buster. Bombed and machine-gunned. Piracy victim. Ownership and management maze. Arrested. Total loss. Complicated court case over insurance payout.

HK shipping spent the end of 1949 and much of the early 1950s getting in on a nice little earner, as China's new Communist-led regime sought a lifeline, and the losing Kuomintang, with their American backers, imposed a less than effective blockade – the *guanbi* policy ( 关闭政策 ) that formally lasted until 1979, though mainly from 1949-1954. Using all sorts of interesting and quite legal methods, HK-based outfits, alive to the value of the red ensign, found in willing Hong Kong shipowners with British registered vessels a sometimes hazardous route to blockade busting.





News stories of the *Lady Wolmer's* 'adventures'

In this exciting period the *Lady Wolmer* was chartered to various pro-Communist shipping firms in HK – Roland & Co., Sintoon Overseas Trading Co., Holly Steamship Co., Ping Sing Co. – and worked as far as north as Tianjin, though mainly to Shantou, Xiamen and Shanghai. She carried much needed cargoes into China – things like fuel – and brought out the foodstuffs that post-war Hong Kong, with its fast-growing population, needed just as much.

The blockade running was not popular. The ship got strafed and bombed in Shantou in December 1949 – though everything missed! In June 1950 she was again attacked at Shantou, and ended up with 200 bullet holes – some of the tracer bullets narrowly missing her drums of petrol cargo – and the skipper, first mate and five crew were wounded. She was attacked by pirates near Wenzhou in January 1951 – after which both her captain and first mate resigned! And for the temerity of flying a PRC courtesy flag, in March that year she was arrested off Fuzhou and impounded for a month in Keelung, where her cargo was seized. The shelter of her British red duster had finally worn thin.

Perhaps because she'd tested Nationalist patience too far, or because what seems to have been an attempt to sell the ship had turned definitively pear-shaped – on which more below – the ship spent the next year or so chartered to Cheong Shing Trading Co., Wing Wah Co., Holly Steamship Co again, and John Manners (for whom the ABC's one-time Commodore

Ashley Wagg once worked), bringing logs and other produce from Borneo. 1950s HK had a big appetite for tropical hardwoods for furniture, window frames and wood block floors and, of course, fishing and other boats.

The ship's end came in May 1953. Under Wheelock management, the *Lady Wolmer* was carrying vital beer and other booze from Kobe to Busan and Incheon for the NAAFI of the British forces in Korea. Rushing to get the booze to thirsty throats, she grounded on Jeju in a fog, and a few days later was declared a total loss – along with the booze. The crew were rescued by the US Ships *Henrico* and *Whetstone*, and the British cruiser HMS *Newcastle*; with a later walk-on ferrying job by the HMCS *Crusader*. A British officer is quoted as saying, "One of the most bitter blows of the war," with a private soldier commenting, "The (racist epithet deleted) we can take but, blimey, not this."







*USS Henrico during the Korean War*



*USS Whetstone, early 1950s off California*



*HMS Newcastle in HK*





HMCS *Crusader* off Korea, early 1950s

The post-script to this tale, illustrative of the tortuous business of 1950s ship ownership – well, ship ownership wherever, whenever – was a court case in 1958, in which Roland & Co. sued Wheelock Marden for HK\$960,000 for the ship's "alleged detainee and conversion." The grounds were that Wheelock Marden didn't own the *Lady Wolmer* when she sank; Roland & Co did, having bought her in January 1950. Wheelock claimed no sale had taken place because Roland & Co had not paid the balance of the purchase price. And anyway – this stretches the mind since the ship had sunk in May 1953 – because Roland & Co. had

failed to stump up the cash, Wheelock Marden had withdrawn the vessel from sale "on or about October 20, 1954." After over a week in court, the case shuffled off to be heard in chambers ... and then a month later was settled out of court for who knows what payment to whom, or why.

If the *Lady Wolmer* was high drama and the now-you-see-it-now-you-don't of ship ownership, the *Autumnlight* (sometimes *Autumn Light*) owned by Hong Kong based Mollers Towages Ltd. (as of 1952 Hong Kong Salvage and Towage Ltd), was pretty low-key, though a very interesting vessel.



Not very exciting excitement: 26 November 1954





The *Trefoil* in Ulithi atoll, 1945



The *Trefoil* working cargo, 1945

Low-key because there wasn't much excitement bar an arrest in 1954 for having dutiable commodities aboard without a licence (complicated story). Interesting because although the *Autumnlight* looked a bit like the *Lady Wolmer* with all her machinery and accommodation aft, she was actually 'dumb.' At 5,687 dwt and 10,970 tons full load, she was at least twice the size of the *Lady Wolmer*, but she had no means of propulsion and always had to be towed around. Her class of ship was the US Navy's answer to the need for floating storage space for their island-hopping campaign in the Pacific War. Although launched as the *Midnight* in spring 1944, she had been renamed *Trefoil* later that year and became the name ship of the US Navy's 13-strong Type B7-D1 Trefoil class. She was initially towed across the Pacific via Hawaii to the Marshall Islands, before being towed, with stops, via the Philippines to Guam, which is where she was when the war ended.

The *Trefoil* managed to escape being used as one of the 'let's see what happens' ships for the post-war US nuclear weapons tests in the Marshall Islands, which was her initially planned fate, and in December 1948 she was bought by what was then Mollers Towages Ltd. Well, almost. That's because at this point Mollers was still Shanghai-based and the Nationalist regime in China was making Shanghai more Chinese and less western dominated, so part of Mollers' Shanghai action, I think, had become the Asian Development Corp., which claimed that it, not Mollers Towages Ltd. – by this time becoming Hong Kong-based – was the owner of the *Trefoil*. By 1950, that problem had been solved and the *Trefoil*, become *Autumnlight* (the name of a pre-war Mollers' barge in Shanghai lost to the Japanese), arrived in HK and anchored off Yaumatei.



In 1951, Aberdeen got in on the act when Mollers shifted the *Autumnlight* to waterfront premises they had rented somewhere near the old dry docks, to convert her to a salvage base ship with an onboard machine shop, diesel generators, a water-making plant and storage for the myriad equipment needed for the salvage of wartime and post-war wrecks. It's interesting, looking at Aberdeen today, to imagine a vessel 111.66 m long with a 16 m beam in the harbour. Just shows how much it has shrunk since seventy years ago.

Mollers was one of the first three entrants to the salvage and ship-breaking business that became big in Hong Kong in the 1950s through 1970s. Big to the extent that, as I noted in a teaser at the beginning, by 1959 there were 23 shipbreaking companies and over 30 steel re-rolling mills, and Hong Kong was the world's largest shipbreaking port. The ships' steel, re-rolled into rebars, made a vital contribution to reconstructing Hong Kong

post-war and the vast public housing programme of the late 1950s through 1960s. Yep, those 1960s resettlement blocks and many other buildings besides were ships in disguise. Shipbreaking slumped later in the '60s, had a brief rally in the early '70s, by the early '80s was in galloping decline and by the end of that decade was dead.

The *Autumnlight* was part of the scene until 1959, when what had become Hong Kong Salvage and Towage Ltd., seems to have refocused its business model. What happened to the concrete vessel we don't know, though one source says all Mollers' unpowered fleet was taken over by Wang Kee & Co, one of Hong Kong's largest pilotage, lighterage and harbour tug concerns. Our bet is that it's part of a reclamation somewhere: concrete to concrete, as it were.

And that was that, concrete-shipwise, until the early 1970s, which we shall turn to in Part II.



10 September 1959 – 51 ships being broken up, 7 in the queue, 500,000 tons of scrap steel being produced a year

<sup>1</sup> You can go see Lambot's boat, which still exists, if somewhat battered, at the Musée des Comtes de Provence in the charming town of Brignoles, not far inland from Saint Tropez in Provence, France.

<sup>2</sup> Until her purchase by Wheelock Marden, her code letters were BCWR.

<sup>3</sup> The ship was named after the wife of the Director of Cement at the Ministry of Works, Viscount Wolmer, who'd just become (don't ask) Lord Selborne.

<sup>4</sup> HK's Wheelock Marden & Co. Ltd was not founded until 1 October 1947, presumably post-dating the acquisition of the ship by the parent firm Wheelock & Marden Co. Ltd, founded in Shanghai in 1932.

<sup>5</sup> The Eastern Asia Navigation Co. had been founded in Shanghai as the Asia Navigation Co., but was renamed on being moved to Britain on 23 August 1943.





## MAY PROMOTIONS

**The Galley**  
Melaka-Peranakan Delights  
**The Four Peaks Restaurant**  
New Spring Dishes

## JUNE PROMOTIONS

**The Galley**  
Caribbean Islandic Fares  
**The Four Peaks Restaurant**  
New Summer Dishes



Aberdeen Boat Club 香港仔遊艇會



Aberdeen Boat Club 香港仔遊艇會

### Calamansi SunRise

Calamansi, honey, orange juice & splash of soda

(Non alcohol) **\$55**

(Alcohol) **\$60**



### Barley Pandan Ginger Tea

Barley, honey, ginger & pandan

**\$55**

### Water Melon Surprise

Whole watermelon, watermelon juice mix honey, splash of soda & vodka

(Non alcohol) **\$55**

(Alcohol) **\$60**



### Water Melon Mojito

Watermelon juice, mint, sugar & soda

(Non alcohol) **\$55**

(Alcohol) **\$60**



## Beer & Wine of the Month Promotion - May

*Beer Of The Month*

# LAMMA ISLAND IPA

6% ABV **FROM** 330 ML

**Y | YARDLEY BROTHERS**  
CRAFT BREWERY

**ABC**  
ABERDEEN BOAT CLUB

**\$56 / BOTTLE**

**Y | ★ CRAFTED IN HONG KONG**

A crisp, light bodied IPA with citrus & hoppy pine aromas. Superb balance & flavour come through with caramel & herbal notes to finish. Highly drinkable.

**Y | YARDLEY BROTHERS**

**18** FOR FUNDS FROM THE ABC OF A BEER

**ABC** **CATENA ZAPATA**  
Since 1982

### Special Promotion Price

**By Glass: HK\$72 By Bottle: HK\$325**

*Catena Mendoza Chardonnay 2020*  
Ripe peach, dried mango, dried jasmine, and buttered toast. It's full-bodied with crisp acidity. Concentrated layers of ripe and dried fruit and a vivid, subtly smoky finish. Drink or hold.

*James Suckling 92 / The Atlas 91 / Wine Advocate 92*

*Catena Mendoza Malbec 2019*  
This is a solid, focused malbec with tight, creamy tannins and plum and chocolate aromas and flavours. Medium-bodied. The tannins spread so nicely across the palate that they scarcely leave any trace. Drink and enjoy.

*James Suckling 92 / Wine Advocate 92 / Vinous 81*

## Beer & Wine of the Month Promotion - June

**ABC** **Aberdeen Boat Club** **BEER OF THE MONTH**

# Barcelona 1876

**ESTRELLA DAMM**

**\$35 / Bottle**

### A taste of *Spain*

*Great value wines suitable for everyday enjoyment.*

**Finca Villacreces, Pruno 2019**

**92**

"Unusual aromas reminiscent of pine needles, balsamic and faintly herbal with moderate alcohol and with very good balance and harmony. Tasty, easy to drink and has very fine tannins. Among the finest Pruno of recent times." - Wine Advocate

**\$345 per bottle / \$78 per glass**

**Paco & Lola, Albariño 2020**

**91**

"There's a lovely weight of juicy stone fruit, with zesty lime citrus notes. It's a rounded wine, bursting with ripe fruit, but fresh too, with balancing acidity. This is very good value and would be a great match for a fish dish with some spice." - Decanter

**\$318 per bottle / \$72 per glass**



# EXCLUSIVE ARGENTINIAN MENDOZA WINE DINNER

## SERIES 5 OF WINE TOUR 2.0



Robert Parker's  
The Wine Advocate  
awarded perfect 100 scores  
to South America for  
the first time with 2 of the  
Bodega Catena Zapata's wines.

The highlight of the evening  
will be the highly rated  
Adrianna Fortuna  
Terra Malbec 2018!



**Date:** Thursday, 5 May 2022

**Time:** 7pm

**Venue:** The Function Rooms (Limited Seats)

These events are strictly by invitation on a first come, first served basis  
and are usually fully booked in advance.

Please email Robin at [fnb@abclubhk.com](mailto:fnb@abclubhk.com) to be included  
on the Wine Lovers' priority invite list for these exclusive events!



Aberdeen Boat Club 香港仔遊艇會





# MOTHER'S DAY

## with Generous Sunday Brunch!

*\*Free-Flow Sparkling wine for all mothers!*

**Sunday, 8 May**  **12pm-2:30pm**  
**The Function Rooms**  
 (Limited Seating - Please Book Early!!)



**\$349** for adults  
**\$249** for children aged 3-12 years  
**\$289** for senior citizens



Add only **\$149** for 2-hour free-flow  
 Sparkling, Red & White wine  
 and **\$249** with Champagnes.



Treating all the Mothers with a fabulous range of savoury dishes  
 along with carvery and a DIY buffet station.



**\*Free Gift for each Mother!**  
**\*Free family photo memorabilia for each table booking!**



Aberdeen Boat Club 香港仔遊艇會



F&B PROMOTION

# Welcoming Summer ABC BBQ Gala

*with Free-Flow options at The Patio!!*

**Saturday, 14 May • 6 pm onwards • The Galley & Patio**

**\$298** for adults

**\$238** for senior citizens

**\$198** for children under 12 years

ALL-YOU-CAN-EAT seafood, meat & vegetables on BBQ.

If you wish, cook your own BBQ on our outdoor stove;

or let our chefs do it for you on this special night.

Accompanied by a variety of hot and cold dishes,

and ABC's special dessert station.



Aberdeen Boat Club 香港仔遊艇會





# World of Chinese Cuisine ON WOK

*with Chefs Po & Kwan*

**Saturday, 28 May • 6pm onwards**  
**The Galley & The Patio**

**HK\$287** for adults

**HK\$187** for children aged 3–12 years

**HK\$227** for senior citizens

If you've witnessed Chefs Po and Kwan's mastery of cooking in a wok, you'll know to expect a series of sizzling, sensational dishes cooked in rapid succession. While if not, you can be entertained by their skills, and then wowed by the exquisite taste and texture of their creations. Po and Kwan will once again host the live station on the Patio, seemingly effortlessly cooking up a range of unique meat, seafood & poultry dishes from different parts of China, and across the greater Asean region. Plus, savoury cold starters and delicious hot dishes on buffet spread. For an extra special banquet experience, there will also be the ABC's very own Chinese-inspired desserts!



Aberdeen Boat Club 香港仔遊艇會



F&B PROMOTION

# French May



Les Jamelle Wine Tasting  
with French finger foods  
hosted by our General Manager  
Mr. Philippe de Manny

Saturday, 21 May  
6pm onwards  
The Main Clubhouse

Only **\$138** Per Adult



Aberdeen Boat Club 香港仔遊艇會



# Sashimi, Sushi & Katsu Curry Night

*with free-flow options*

The Galley & The Patio  
Saturday, 11 June  
6pm onwards

Indulge yourself with a sumptuous spread of ABC summer specials – including freshly-sliced premium Japanese assorted sashimi (limited to 1 portion per adult), sushi & varieties of battered pork, chicken, prawns and fish in Katsu Curry. There will also be unlimited fresh salads, starters, chilled seafood; plus a station with a range of Japanese-inspired desserts.

Adults

**HK\$329 only**



Concessionary price for members  
over 65 years of age

**HK\$269**



Children (3-12 years old)

**HK\$229 only**



Add only **HK\$149** for 2-hour free-flow  
Sparkling, Red & White wine;

and **HK\$249** with Champagne



Aberdeen Boat Club 香港仔遊艇會





F&B PROMOTION



# Father's Day

Sunday Roast Brunch

*with Free -Flow bottled Beers for all Dads!*

Sunday, 19 June 12pm – 2:30pm

The Function Rooms

(limited seating, please book early to avoid disappointment)

**HK\$349** for adults

**HK\$289** for senior citizens

**HK\$249** for children under 12 years



Sumptuous, British-inspired Sunday roast themed buffet spread, accompanied by cold and hot dishes and delectable desserts. You can create unique souvenirs for lasting memories in the **family photo booth**, while each Father will receive a **free gift**!



Add only **HK\$149** for 2-hour free-flow Sparkling, Red & White wine; and **HK\$249** with Champagne



Aberdeen Boat Club 香港仔遊艇會



# Angus Beef "Four Cuts" Night

WITH FREE-FLOW OPTIONS!  
(MAXIMUM 40 PAX ONLY)

Saturday, 25 June 6pm onwards  
The Galley & The Patio

Tantalise your taste buds as you sample the four cuts of premium Angus beef, fresh from the grill: Rib-Eye, New Striploin, Tenderloin and Rump. All are served with jacket potatoes, steak fries, corn-on-the-cob, carrots, broccoli, salads, and your choice of delicious desserts!

**HK\$398** for adults

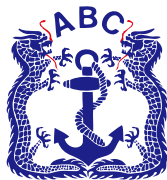
**HK\$298** for children aged 3–12 years

**HK\$338** for senior citizens

Add only **HK\$149**  
for 2-hour free-flow  
Sparkling, Red &  
White wine;  
and **HK\$249**  
with Champagne



Aberdeen Boat Club 香港仔遊艇會



## Pleasure Vessel Grade II Operator Certificate Courses (Part A master, Part B engineer)



### Part A (Master)

Dates : 18, 19 August 2022; 3, 4 November 2022  
Times : 7:00pm to 10:30pm  
Syllabus : Rules, Lights, Shapes, Buoyage and Signals, Seamanship, Local knowledge and the Laws of Hong Kong Fire & gas precautions.  
Cost : HK\$2,200 for member/person/course. HK\$2,800 for non-member/person/course.

### Part B (Engineer)

Dates : 25, 26 August 2022; 10, 11 November 2022  
Times : 7:00pm to 10:30pm  
Syllabus : Engine general construction, Diesel & Petrol fuel, fuel systems, electrical systems, ignition systems, Lubrication, cooling & pumps, transmission systems, operation & maintenance, fire & gas precautions.  
Cost : HK\$2,200 for member/person/course. HK\$2,800 for non-member/person/course.

### Notes:

1. Students who attend these two courses will be required to sit their examinations at the H.K. Marine Dept. after completion of the course. Successful candidates will be entitled to operate a vessel in Hong Kong waters up to 15 metres in length with engines of any power.
2. Courses are entirely theoretical for the relative exam. Practical boating is not required for the examination.
3. Examinations are normally held on selected Thursdays, you may register your exams. to the Marine Dept. by post or in person. Document required for the examination application:- a ready examination application form, one photo, a copy of your identity document, Eye-sight exam. Report from a registered doctor or Part I or Part II Registered Optometrist., examination fee HK\$1,255, cheque payable to "The "Government of the HKSAR" (Candidate must take both Part A (master) & Part B (engineer) exam together in the first attempt). There will be a minimum of 5 students and a maximum of 20 students/course. If there is insufficient support for a course, that course will be cancelled and those already enrolled will be informed accordingly. Members who responded to the initial inquiry and whose names are held on file will be given priority.
4. Course Instructor: Alan Chau.
5. Please forward the completed application form(s) to Ms Cobo Liu by email [mbs@abclubhk.com](mailto:mbs@abclubhk.com) or by post or hand to the Admin Office of the Club.
6. Website information for apply the exam. in the Marine Dept.  
Website for Exam Date: [https://www.mardep.gov.hk/e\\_files/en/pub\\_services/npvo2.html](https://www.mardep.gov.hk/e_files/en/pub_services/npvo2.html)  
(Please book your exams. earlier, the suggest exam. date is 6 – 8 weeks from the date the 1st part of the course is attended.)  
Examination Application: <https://www.mardep.gov.hk/en/forms/pdf/mo84p.pdf>  
Eyesight Exam. Report: <https://www.mardep.gov.hk/en/forms/pdf/md687.pdf>  
Online application: [https://ebs.mardep.gov.hk/en/services\\_seafarer\\_examination\\_services.php](https://ebs.mardep.gov.hk/en/services_seafarer_examination_services.php)  
The address of the Marine Dept. : Seafarers' Certification Section  
Marine Department, 3/F Harbour Building,  
38 Pier Road, Central, HK.  
Telephone : 2852 4941  
Fax : 2541 6754





## Pleasure Vessel Grade II Operator Certificate Courses Application form

### Part A (Master)

Surname: Mr/Mrs/Ms \_\_\_\_\_ Forename(s): \_\_\_\_\_

Account number: \_\_\_\_\_ Telephone: (Mobile) \_\_\_\_\_ (Office): \_\_\_\_\_

Fax: \_\_\_\_\_ Email: \_\_\_\_\_

Please enroll me on the course for Part A (Masters) to be held at 7:00pm – 10:30pm

( ) 18, 19 August 2022 Thursday & Friday

( ) 3, 4 November 2022 Thursday & Friday

Please debit my account with \$2,200. -

For Non-Member please include a cheque with \$2,800. Payable to Aberdeen Boat Club Ltd.

Address: 20 Shum Wan Road, Aberdeen, Hong Kong.

Signature

Date

\_\_\_\_\_

### Part B (Engineer)

Surname: Mr/Mrs/Ms \_\_\_\_\_ Forename(s): \_\_\_\_\_

Account number: \_\_\_\_\_ Telephone: (Mobile) \_\_\_\_\_ (Office): \_\_\_\_\_

Fax: \_\_\_\_\_ Email: \_\_\_\_\_

Please enroll me on the course for Part B (Engineer) to be held at 7:00pm – 10:30pm.

( ) 25, 26 August 2022 Thursday & Friday

( ) 10, 11 November 2022 Thursday & Friday

Please debit my account with \$2,200. -

For Non-Member please include a cheque with \$2,800. Payable to Aberdeen Boat Club Ltd.

Address : 20 Shum Wan Road, Aberdeen, Hong Kong

Signature

Date

\_\_\_\_\_

# Home Wine Delivery May 2022

SPARKLING	Selling Price	Qty	Amount
<b>ZARDETTO, Prosecco DOC Extra dry – Italy</b> A gentle and silky Prosecco made from perfectly ripe Glera grapes from the best hillside vineyards, in the heart of the most prestigious and historical Prosecco area. Elegant, well-balanced and complex wine with focused aromas, intense flavors and elegant finely textured perlage.	HK\$125		
CHAMPAGNE			
<b>Champagne Gosset, Cuvée Extra Brut– Champagne, France</b> This very pure wine boasts a lovely creamy acidity. The aromas on the nose come through again on the palate along with those of wild peaches, Mirabelle plums. This is a luscious Champagne now starting to express mature aromas resulting from its 4 years ageing on the lees.	HK\$378		
WHITE WINE	Selling Price	Qty	Amount
<b>Domaine Ballot Millot, Bourgogne Blanc 2018 – France, Burgundy</b> A relatively fresh and notably floral nose combines notes of apple and citrus where the latter can be found on the attractively vibrant and delicious flavors that possess fine definition, all wrapped in a saline-inflected finale.	HK\$258		
<b>A.Christmann, Riesling 2020 – Pfalz, Germany</b> For a basic dry riesling this is very cool, mineral and herbal with a compact core. Attractive white and citrus-fruit character on the medium-bodied palate. Serious, dry finish. From biodynamically grown grapes with Respekt certification.	HK\$175		
<b>Catena Alta, Chardonnay 2019</b> At almost 5,000 feet elevation in the Andean foothills, the Adrianna vineyard's calcareous soils and cool climate are the promised land of Chardonnay. The fruit from has a purity of flavors and a minerality that is particular to this vineyard and can not be found anywhere else in Mendoza. The nearby, gravel-covered Domingo Vineyard makes up 20% of the blend. Elevage: 14 months in French oak barrels.	HK\$398		
<b>Beringer, Luminus Chardonnay 2019 – USA, California</b> Luminus, meaning "light" in Latin, naturally represents the radiance of this exceptional Chardonnay. The vineyard offers fruit known for its elegance and balance.	HK\$405		
RED WINE	Selling Price	Qty	Amount
<b>David Duband, Cotes de nuits Rouge 2018 – France, Burgundy</b> The dress is of a red ruby bursting with beautiful dark reflections. The nose gets involved aromas of black and red fruits with a lot of neatness. The mouth is frank with a touch of licorice and one finale slightly spiced.	HK\$278		
<b>Catena Alta, Cabernet Sauvignon 2018 – Argentina, Mendoza</b> The Cabernet Sauvignon shows a dark ruby color with violet tones. On the nose, it offers intense aromas of ripe raspberries and cassis with notes of pepper, clove, and a touch of cedar. On the palate, it is full-bodied and rich and displays layers of black currant and black raspberry with notes of cedar and oregano. This Cabernet Sauvignon is an elegant wine with silky tannins that provide structure and a long and persistent finish.	HK\$473		
<b>Masciarelli, Gianni Montepulciano D'Abruzzo 2018 – Italy, Abruzzo</b> The warmth and freshness of the wide range of berries seduce at first taste: dark cherries, blackberries, black raspberries and underbrush. The palate is taut and finely wrapped in fine tannins and pleasant acidity. Medium to full-bodied and very juicy on the finish.	HK\$149		
<b>Terroir al Limit, Historic Red 2017 – Spain, Catalonia</b> Crisp red fruit aromas of pomegranate and hibiscus, fennel and blackberry are underscored with the savory accents of smoky garrigue. Fine-grained tannins shape the balanced palate into one both juicy and mouthwatering.	HK\$243		
**Please Note: The listed items do not qualify against minimum monthly F&B charges**			
	Grand Total :		

Member Name: Mr. / Ms / Mrs.      Membership Number: \_\_\_\_\_

Tel No: (Office) \_\_\_\_\_      (Home) \_\_\_\_\_

Delivery Address: \_\_\_\_\_

Delivery Date: \_\_\_\_\_      Member Signature: \_\_\_\_\_

Total amount will be charged to Member's account. Order accepted by email at bar@abclubhk.com  
**FREE delivery will be offered for purchase over 12 bottles, except outlying islands**  
 Allow 3 working days for delivery. All wines are subject to availability



## Home Wine Delivery June 2022

SPARKLING	Selling Price	Qty	Amount
<b>Terre di Sant'Alberto, Tenet Brut, Prosecco DOC NV – Veneto, Italy</b> The fresh, elegant bouquet offers flowery sensations merging into a typically fruity harmonious complexity with intense aromas reminiscent of golden apple.	HK\$105		
WHITE WINE	Selling Price	Qty	Amount
<b>Lapostolle, Cuvee Alexandre Chardonnay 2019 – Aconcagua, Chile</b> "A minerally chardonnay with dried apples, pears and hints of vanilla. It's medium-to full-bodied with salted caramel and a complex finish." - James Suckling <b>(JS 93)</b>	HK\$218		
<b>Pascal &amp; Nicolas Reverdy, Sancerre Cuvee Terre de Maimbray 2020 – LOIRE VALLEY, France</b> The 2020 Sancerre Terre de Maimbray is a blend of 16–18 parcels on clay-limestone from around the domaine in the village of Maimbray. It's a zesty style with bright citrus and pear fruit and fine chalky texture on the finish. Light-bodied, crisp and great for youthful drinking. A touch hot on the finish.	HK\$218		
<b>William Fèvre, Chablis Domaine 2019 – Chablis, France</b> "Melon, apple, floral and earth aromas and flavors highlight this juicy white. Shows plenty on impact, along with fine length and light tannins on the finish." - Wine Spectator <b>(JS 93)</b>	HK\$270		
RED WINE	Selling Price	Qty	Amount
<b>Finca Sopenia, Estate Wine Malbec 2018 – Mendoza, Argentina</b> "A very fresh cassis nose with an assertive array of red plums, blackberries and raspberries. The palate has finesse and power. A good balance." - James Suckling <b>(JS 92)</b>	HK\$148		
<b>Bread &amp; Butter, Cabernet Sauvignon 2019 – California , USA</b> This Cabernet Sauvignon expresses captivating aromas of mocha, ripe berries, violets, and blackcurrant with intertwining layers of subtle black pepper, toasted oak and rich vanilla. Lively and complex, lingering finish.	HK\$193		
<b>Lapostolle, Cuvee Alexandre Merlot 2015– CENTRAL VALLEY, Chile</b> "Aromas of coffee, berry and chocolate. Hints of berry and tar. Medium to full-bodied, firm and silky tannins and a savory finish." - James Suckling <b>(JS 93)</b>	HK\$218		
<b>Lawson's Dry Hills, Reserve Pinot Noir 2017 – MARLBOROUGH, NZ</b> "This has an attractive array of ripe red cherries and blueberries with a swathe of fresh, sappy and herbal aromas and flavors. Succulent, deep-set tannins hold plenty of flavor on the finish." - James Suckling <b>(JS 92)</b>	HK\$225		
<b>La Rioja Alta, Vina Alberdi Reserva 2016 – La Rioja, Spain</b> "Spice-tinged red fruit and floral aromas pick up hints of coconut and succulent herbs with air. Silky and expressive on the palate, offering appealingly sweet cherry and raspberry flavors and a spicecake nuance that builds steadily in the glass. Closes long and smooth, subtle tannins." – Vinous <b>(VNS 92)</b>	HK\$235		
<b>M Chapoutier, Chateaneuf-du-Pape La Bernardine 2018 – Rhone, France</b> "The 2018 Chateaneuf du Pape la Bernardine, a blend of 75% Grenache, 15% Syrah and 10% Mourvèdre, is red-fruited and vibrant in this vintage, with hints of garrigue lending nuance to the cherries and raspberries. Medium to full-bodied, it's supple on the mid-palate, leading into a crisp, silky finish." - Wine Advocate <b>(WA 89-91)</b>	HK\$382		
<b>**Please Note: The listed items do not qualify against minimum monthly F&amp;B charges**</b>			
<b>Grand Total :</b>			

Member Name: Mr. / Ms / Mrs.

Membership Number:

Tel No: (Office) \_\_\_\_\_ (Home) \_\_\_\_\_

Delivery Address:

Delivery Date: \_\_\_\_\_ Member Signature: \_\_\_\_\_

Total amount will be charged to Member's account. Order accepted by email at [bar@abclubhk.com](mailto:bar@abclubhk.com)

FREE delivery will be offered for purchase over HKD\$ 1,800, except outlying islands

Allow 3 working days for delivery. All wines are subject to availability

