



2011/06

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HORIZONS

THE MAGAZINE OF THE ABERDEEN BOAT CLUB

Flare Up

The low down on distress flares

The 2011 ABC Classic Yacht Rally

Something for everyone at this year's CYR

For Sail

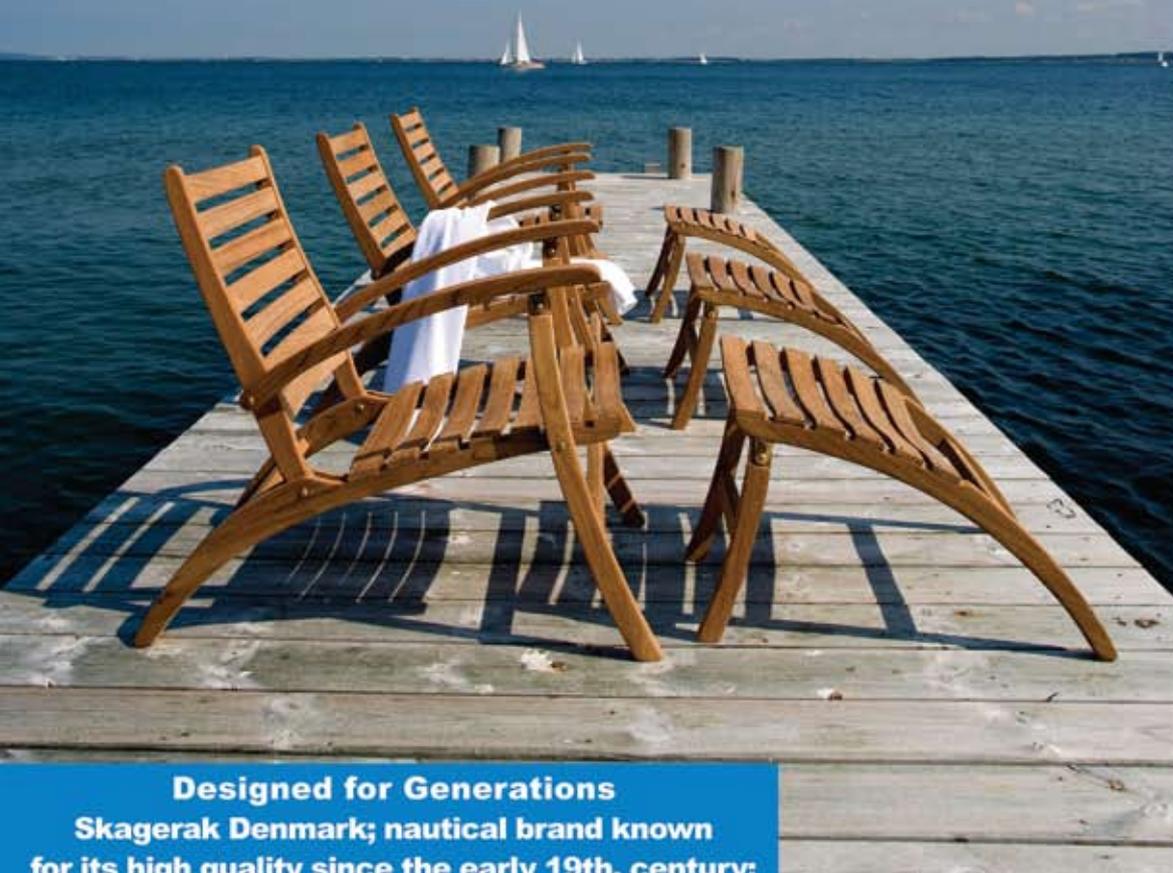
Training on the club's new J/80 – *Javelin*

Delving into Development

Middle Island makeover



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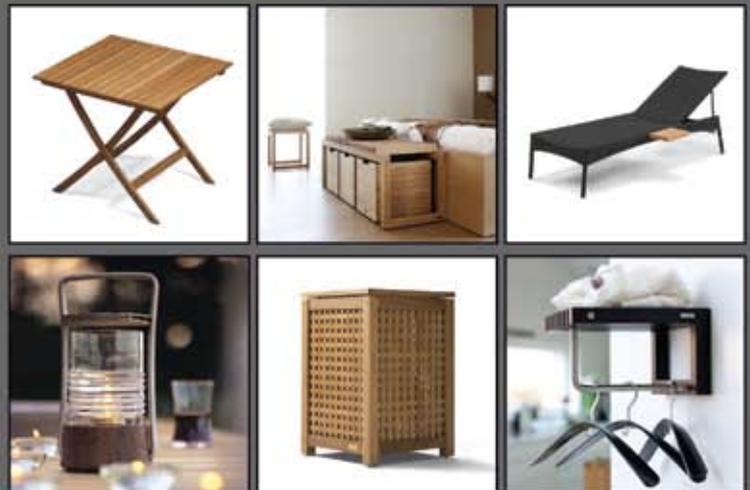


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HORIZONS ISSUE 2011/06

- P2 From the Top**
Commodore's Letter, GM's Letter
- P4 Flag Officer's Report**
Rear Commodore David Tait – Development Committee
- P6 Sailing Update**
Waglan 9 & 10 Race Report
- P8 Dinghy Update**
Easter Sailing, J/80 Training
- PI0 Powerboat Update**
Singapore Goes Azimut Crazy
- PI2 Club Events – What's Going On**
- PI4 Feature: Flare Up**
How to Buy, Store and Dispose of Distress Flares
- PI8 Feature: ABC 2011 Classic Yacht Rally**
A Classic Comes of Age
- P20 Club Promotions**
Great Deals and Tasty Treats
- P22 Meet the Members**
Douglas Chau, Jay FC and new F&B Manager Terry Mung
- P23 Classifieds**
- P24 Pugwash**
Bouquets and Brickbats from our Members

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THE TIMES THEY ARE A CHANGING

Members may be aware of recent discussions within Government, as recently reported in the media, in respect of making the Clubs of Hong Kong more accessible to outside bodies and organisations. The Government have prepared a paper proposing changes to the lease conditions which would require Clubs to provide such access. The changes include amendments to some existing clauses in respect of the durations that should be allocated to outside bodies and some new clauses covering the introduction of a junior membership requirement, availability of sporting facilities, inclusion of weekends and public holidays in the period and formalisation of the reporting and record keeping requirements. Discussions have been continuing for over a year and there is now some urgency on the part of Government

to formalise the provisions during the imminent round of lease renewals. I am pleased to report that ABC is engaging quite widely with other organisations and we already provide a junior membership programme and facilities for sail training to local schools. This year we have also introduced an Engagement with the Community programme which is intended to put the good work we have been doing for many years into a more formalised framework. The requirements for records and reporting will naturally come from this initiative. Consequently I consider that we will not have too much to do in order to fulfil the Government requirements.

The inaugural ABC Classic Yacht Rally was held in 2005 as the brainchild of our General Manager, Philippe. Over the



weekend of 7th and 8th May the seventh edition was held with an overnight anchorage and beach party in Tai Tam Bay and a closing party at Middle Island on the Sunday. It is a wonderful event with some racing, optional treasure hunt, great parties and impeccable ABC service. It should always be on the Hong Kong calendar.

Barry Hill
Commodore

TOWARDS A GREENER ABC

No, I am not going to paint the Club green, or turn it into a greenhouse, but it is time we started to decrease our impact on Hong Kong's overloaded landfills and polluted waters.

We have now placed recycling containers around the Club and on Middle Island, allowing members to dispose of aluminium cans, papers, and plastics. Members can even bring recyclables from home and deposit them into the much larger containers in the lower car park, near the small lockers.

It has taken us some time to find a reliable and reputable company we can trust to recycle everything in a proper manner.

Sea Power Recycling Company Limited has a long and distinguished client list which includes the MTRC, the Police Department and the Fire Department. We have also started recycling our used cooking oil into bio-fuel, and I look forward to the day when the HKSAR Government will let us use this bio-fuel in the club's working boats.

At present I am working closely with our new Food and Beverage Manager to develop an alternative, ocean-friendly menu in accordance with the WWF's Seafood Guide, which lists those species which can be used sustainably.

Finally, I am also reviewing a new product on the market called the 'Gomixer' which



reduces kitchen leftovers to an organic liquid which can then be discharged directly into the sewers. This machine has been in use for more than a decade in Japan and is now available in Hong Kong.

Let's build a greener environment at the ABC!

Philippe de Manny
General Manager



How to solve the Questions of Class

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FLAG OFFICER'S REPORT

Behind its friendly and homely demeanour, the Aberdeen Boat Club has been in a state of developmental flux since three founding members first gathered on 15 June 1967 and decided to constitute the club. In all likelihood development started within a few drinks when it dawned on them that they didn't have a club house or any money. The reclamation for the current club house was started in 1976, completed in 1980 and then expanded in 1985 to the buildings the club occupies today. A continuous and on-going schedule of maintenance including: painting, restaurant, kitchen and elegant bathroom refit, carpeting, playground area improvements, gym and squash court refurbishments, have resulted in the overall Club infrastructure being in a good state of repair.

Middle Island began its life with the absorption of the Hong Kong Water-Ski Association, and through it the rights to develop the old boat yards where the clubhouse stands today. Middle Island gained its temporary occupancy lease in 1997, allowing for the delights of dinghies, swing moorings, burnt sausages and exotic insect life.

Enter the new Development Committee (DevCom), charged with the on-going development of the club's infrastructure and services including conceptualising, planning and implementing the long term vision and strategy for the club. DevCom members include: David Tait, John Berry, Jim Fulton, Yann Sandt and Park Ng, supported by Arnold Luntz, Graeme Brechin and Mark Clift.

For any club in Hong Kong to grow and develop it must do so within the constraints of the land resources available,

the legacy of prior initiatives and inevitable competition for funds. At present DevCom, in addition to other initiatives is focusing on the development of Middle Island to offer better recreational and boating facilities, with the first priority to upgrade the utilities (most notably power and water supply). Once these are in place, the Hong Kong Government Lands Department can be approached to change the current temporary occupancy lease to a permanent one. The upgrading of these utilities is both urgent and complicated. To this end, DevCom is working closely with the utility companies and our neighbours at the RHKYC to minimize expenditure for both clubs and to our members.

We currently plan to improve not just power, water and drainage but also:

- F&B facilities with a full service kitchen
- An ecologically interesting tidal area for children to play and swim in
- A home for all types of boating including:
 - Dinghies
 - Keel boats (J/80s)
 - Dragon-boats
 - Rowing
 - Kayaking
 - Paddling
 - Wind-surfing
 - Wake boarding
 - Water skiing
- Boat hard-standings; racks, ramps, boat lifts
- An improved sail training and water safety centre
- Better weekday ferry services
- Pontoon moorings
- A facility that supports the lease obligations from the Lands Department and the Home Affairs Bureau for non-member organization use of the club



This roll-out of improvements is not change for change's sake, but an absolute necessity to maintain the Club's lease and to improve the club for current and future members. This infrastructure development is being phased over the next three to seven years, so please bear with us as DevCom does its best to implement these improvements in a timely and affordable manner.

The Development Committee does not exist in isolation, and we work closely with the Club's General, Sailing and House Committees. We also look to members for their views and opinions on how the club should grow in the future. Please feel free to share your vision and drop me a line at: vicecommodore@abclubhk.com. I will endeavour to reply to all your suggestions.

David Tait
DevCom

Club and Boating Biography

David joined ABC in 1999 and the General Committee in November 2005. Prior to the Development Committee he sat on the House and Building Committee. David is the proud owner of *Contented Cloud* #3466 a 40 year-old, 42 foot motor boat. He has enjoyed boating since 1973 when living in Sweden he owned an Optimist called *Quack* aged 8. He was also an officer in the Royal Navy for 10 years serving in Hong Kong in 1985 and 1988, subsequently specialising in the submarine service as a navigator.

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Yacht 0, La Boheme and Red Eye

adieu, overdue redo

Waglan Series 9 and 10

“ All boats completed the first triangular course within one hour, which in these conditions felt more like three...”

The final two races of the 2010-11 Waglan Series, both shorter geometric courses, were originally scheduled for April 3rd. Unfortunately, the available wind that day couldn't have blown out a candle let alone a spinnaker, so after looking at a pathetically dangling AP flag for two hours a forlorn Race Officer (RO) decided to cancel the race.

Until this point the club had not taken up the scheduled re-sail date, and so could have completed the series on April 10th, if only the RHKYC hadn't decided to run their new 'Nation Cup' race on the same day.

So it goes without saying that on May 1st, the club's last chance to put the Waglan Series to bed, the RO had just one thing on his mind – running two races, even if they had to be shortened to a length more akin to an Optimist course! On the day, shifting East to Southeasterly winds at an average of four knots was all he had to work with to create a decent race. The situation looked grave indeed but then, at 10:50am, a light breeze rippled the surface of the sea and there was no turning back as the five minute gun sounded.

Out on the water *Chota Scye* and *Jailbreaker* had a brief but touching encounter before the start, and *The Farr Side* came close

“... *The Farr Side* came close enough to the committee boat to make the RO's pacemaker reboot.”



Back end of *The Farr Side*



Near miss by *The Farr Side*

enough to the committee boat to make the RO's pacemaker reboot. In total 10 yachts took the start, albeit in stately slow motion.

All boats completed the first triangular course within one hour, which in these conditions felt more like three, except for *La Boheme*, which crossed the line less than a minute after the cutoff time and was, sadly, recorded as DNF. In the end victory went to *Elektra* in both IRC and HKPN, followed closely by *Chota Scye* in HKPN and *Red Eye* in IRC.

Waglan 10 was no different, and after the RO reset and shortened the course (even more!) nine boats set out for a long, hot and painful final race of the year. Again *Elektra* took the IRC silverware, but in HKPN *Chota Scye* won its third race of the season, allowing it to take the second HKPN mini-series.

All of this season's results can be viewed on our website, and the overall winner will be disclosed at the Club's Annual Prize Giving on 21 May. As this goes to press I cannot say who has claimed the series victory as Cobo is guarding the results ferociously. **HORIZONS**



LOOKING BACK AT A BUSY EASTER words and photos by Kevin Lewis

The two week Easter school holiday was an exceptional time for dinghy sailing here at our club. We welcomed an unprecedented 107 students to the ABC over the two week period, taking part in 14 different courses and activities.

This is just over double the attendance of Easter 2010, and we saw remarkable growth particularly within our Optimist Junior Sailing Programme. In fact, most of our Optimist Courses were full, and this tremendous result bodes well for developing our sailing as the students get older and continue to support us at ABC.

For those interested in statistics, 70% of the students were club members, and we used seven different dinghy classes, all five club safety boats, nine instructors and various assistants and helpers. A big thanks to all those who worked so hard to ensure the success of the programme, not forgetting the Marine and F&B staff, whose contribution was vital.

With a number of courses being booked out at Easter, we would like to remind parents to apply early for the summer programme, details of which can be found on page 12 in this issue of Horizons. **HORIZONS**



Optimists, now with twin inboard engines



Capsize drill, more fun than paddling

Last month we successfully launched our J/80 Keelboat Programme and we can report great interest and support so far! As a reminder, for those club members who have keelboat sailing experience we are offering either short Rigging Sessions or one day Assessment Days. Attendance at either should normally qualify capable sailors to be added to the J/80 hiring list.

For those wishing to attend a more formal course, we have launched the ABC Keelboat Scheme. Our first Competent Crew course was full and we will include a report in our next edition of *Horizons*. We plan to schedule our first keelboat skipper course in the autumn, once a core of enthusiastic 'crew' has been developed, and also when we can expect more wind than the usually calm summer months.

A word of congratulations to Ivy Lau, John Sin and Alex Leung who were the first to be added to our hiring list, and who enthusiastically chartered *Javelin* to enter the ABC Classic Yacht Rally, finishing second in Division 3.

If you would like to find out more, check our web site for two dedicated pages of information about sailing the J/80, and full details of our keelboat programme. Our next Assessment Day is scheduled for Monday, June 6th while our next Competent Crew Course takes place July 30th, August 6th & 13th. **HORIZONS**



Javelin as floating classroom

J/80 TRAINING AT ABC words and photos by Kevin Lewis

After all the hard work it's time for fun





show & tell

Simpson Marine sells six Azimut superyachts at three boat shows.

It has been a busy month for Simpson Marine, attending three boat shows across Asia and selling no less than six Azimut superyachts. Simpson's presence at the Hainan Boat Show in April, and the Hong Kong Gold Coast and Singapore boat shows in early May, has certainly paid dividends. While some stayed away citing global economic uncertainty as a primary reason, the Simpson's team led by Brand Manager Mark Woodmansey pulled out all the stops to show Asian buyers the very best that Italian design and quality has to offer.

The largest vessel sold was at the Singapore Show and was an Azimut 105 (pictured). She is a two and a half deck megayacht, 31.4m in length with a top speed of 29kts which sleeps up to 10 guests in five luxury staterooms. Her twin 2,200hp V16 engines coupled with 17,000l fuel tanks give her a comfortable cruising range of 720 miles. Long side windows let in plenty of natural light opening up the lavishly appointed, dark cherry wood interior. HORIZONS

ABC SUMMER 2011 YOUTH SAILING PROGRAMME

Friday 1 July – Wednesday 31 August

Following hot on the heels of ABC's most successful Easter Programme ever, we now announce our selection of Youth Sailing courses and activities for younger sailors during the summer school holidays. Often, members are late to sign up and we encourage you to apply early, at least three weeks before the course, to ensure you get spaces, particularly on popular courses. Details and all application forms are available on our website, www.abclubhk.com. For further enquiries please contact Angela Ho at SailingSecretary@abclubhk.com.

July	Course	Eligibility	HK\$ Member/Non-member
Fri 1 July	Sailing Trip	Youth & Adult, hold HKSF L2 or equivalent	480/640
Sat 2, Sun 3 & Sat 9 July	Assistant Instructor Course	Youth & Adult, hold HKSF L3 or equivalent	1,440/1,920
Mon 4 July - Fri 8 July AM	Optimist Stage 1*	Age 7 – 11	800/1,064
Mon 4 July - Fri 8 July PM	Optimist Stage 2*	Age 7 – 11, hold Optimist Stage 1	800/1,064
Mon 4 July - Fri 8 July PM	Optimist Race Course & Team Training*	Age 7 – 14, hold Optimist Stage 3	800/1,064
Mon 4 July - Fri 8 July	Improver HKSF Lev 3	Age 12 – 18 Hold HKSF L2 for at least 1 year	2,400/3,200
Mon 4 July – Wed 6 July	RS Feva Introduction	Age 12 – 18 hold HKSF L2 plus some additional sailing experience	1,440/1,920
Thur 7 July – Sat 9 July	Laser Intro Course	Youth & Adult, Pass HKSF L2	1,440/1,920
Mon 11 – Fri 15 July AM	Optimist Stage 1*	Age 7 – 11	800/1,064
Mon 11 – Fri 15 July PM	Sea Lion Optimist Stage 3*	Age 7 – 12, hold Optimist Stage 2	800/1,064
Mon 11 – Fri 15 July	Beginners HKSF Lev 1&2	Age 11 - 18	2,400/3,200
Mon 11 – Fri 15 July	Water Sports Week	Age 8 - 18	2,400/3,200
Mon 11 – Tue 12 July	Basic & Intermediate Windsurfing	Age 8 - 18	960/1,280
Wed 13 – Thur 14 July	Advanced Windsurfing	Age 8 – 18, hold basic & intermediate	960/1,280
Fri 15 July	Windsurfing Practice Day	Age 8 – 18, hold basic & intermediate	480/640
Mon 18 – Fri 22 July	Beginners HKSF Lev 1&2	Age 11 - 18	2,400/3,200
Wed 20 – Fri 22 July	3 day Supervised Practice Topper Pico RS Feva	Age 12 – 18, hold HKSF L2	1,440/1,920
Mon 18 – Fri 22 July	ABC High Performance Team Training	Age 12 – 18, pass HKSF L4	1,600/2,128
August:	Course	Eligibility	HK\$ Member/Non-member
Mon 1 – Fri 5 Aug	Optimist Race Course & Team Training*	Age 7 – 14, hold Optimist Stage 3	1,600/2,128
Mon 8 – Fri 12 Aug AM	Sea Lion Optimist Stage 1*	Age 7 – 12	800/1,064
Mon 8 – Fri 12 Aug PM	Sea Lion Optimist Stage 2*	Age 7 – 13, hold Optimist Stage 1	800/1,064
Mon 15 – Fri 19 Aug AM	Sea Lion Optimist Stage 1*	Age 7 – 11	800/1,064
Mon 15 – Fri 19 Aug PM	Sea Lion Optimist Stage 3*	Age 7 – 11, hold Optimist Stage 2	800/1,064
Mon 15 – Fri 19 Aug	Beginners HKSF Lev 1&2	Age 11 - 18	2,400/3,200
Mon 15 – Wed 17 Aug	RS Feva Introduction	Age 12 – 18, hold HKSF L2 plus some additional sailing experience	1,440/1,920
Mon 15 – Wed 17 Aug	Laser Intro Course	Youth & Adult, Pass HKSF L2	1,440/1,920
Thur 18 – Fri 19 Aug	2 Day Supervised Practice Topper Pico RS Feva	Age 12 – 18, hold HKSF L2	960/1,280
Thur 18 – Fri 19 Aug	RS Feva Gennaker Intro Course	Age 12 – 18, pass RS Feva Intro course	960/1,280
Mon 22 – Fri 26 Aug AM	Sea Lion Optimist Stage 1*	Age 7 – 12	800/1,064
Mon 22 – Fri 26 Aug PM	Sea Lion Optimist Stage 2*	Age 7 – 13, hold Optimist Stage 1	800/1,064
Sat 27 – Wed 31 Aug AM	Sea Lion Optimist Stage 1*	Age 7 – 11	800/1,064
Sat 27 – Wed 31 Aug PM	Sea Lion Optimist Stage 3*	Age 7 – 11, hold Optimist Stage 2	800/1,064
Sat 27 – Wed 31 Aug	Beginners HKSF Lev 1&2	Age 11 - 18	2,400/3,200
Sat 27 – Wed 31 Aug	Improvers HKSF Lev 3	Age 12 – 18, hold HKSF L2 for at least 1 year	2,400/3,200
Mon 29 – Wed 31 Aug	3 Day Supervised Practice Topper Pico RS Feva	Age 12 – 18, hold HKSF L2	1,440/1,920

* Available in Junior Course



MONTHLY WINE TASTING EVENING

Date: Friday, 17 June 2011

Time: 6pm to 8pm

Venue: The Galley

Wine Tasting & Canapés

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- Rioja Bodegas Navajas, Spain
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flare up

Buying, safe keeping and disposal of flares



Those of you who read international boating magazines will be aware of the debate raging on the subject of flares. One camp is adamant, not without abundant proof, that flares save lives. Opponents claim that the act of deliberately loading pyrotechnics onto your boat defines insanity, and that boat owners should be making use of a little thing called technology instead. Whichever camp you personally fall into current ORC regulations demand flares be carried when racing offshore, and they are standard equipment in life raft survival packs, so it looks like we are stuck with them for now, for better or worse.

“...the act of deliberately loading pyrotechnics onto your boat defines insanity.”

Buying flares

Boaters looking to buy flares in Hong Kong have a few options when it comes to chandlers. Probably the best known is Storm Force Marine, 501 Dominion Centre, 43-59 Queen's Road East,

Wanchai, where co-founder and resident expert Simon Boyde provides flares either individually or in ORC Cat 3 rated packs, and offers sound advice based on years of local sailing experience and comprehensive industry knowledge.

Individual flares cost \$127.00 for red handheld flares, \$316.50 for red parachute flares and \$316.50 for orange smoke. The mandatory Removal Permit for Flares currently costs \$352.95. A full Cat 3 flare pack contains four red parachute flares, four red handheld flares, two orange smoke flares, a waterproof container and the required Hong Kong Police permit. At the time this article was written, a Cat 3 pack retailed for \$3,186.

W H Brennan (Hong Kong) Limited, Unit A Ground Floor, Phase II, Hung Cheung Industrial Centre, 10 Tsing Yeung Circle, New Territories, sells flares and will deliver and collect expired flares upon arrangement. To start the process, send a quick email to service@whbrennan.com.hk.

Full Smart Enterprises, 2/F Block B, On Fat Industrial Building, 12-18 Kwai Wing Road, Kwai Chung, offers a selection of European



and Chinese-made flares along with their extensive range of safety equipment. Give them a call on 2819 7597 to discuss your requirements.

Often overlooked is the fact that flares are also included in the survival equipment of SOLAS and other life rafts. This must be borne in mind when transporting or servicing life rafts. Life raft flares are automatically checked for expiry when the raft is being serviced.

Safe keeping of flares

When storing flares onboard, care should be taken not to keep them with other combustibles such as pressurised cans like WD40, cooking gas, etc.; flammable liquids such as teak oil, two-stroke oil, solvents and varnishes; and items such as spare batteries, oily rags and chemical-soaked cleaning cloths. This may seem obvious, but limited locker space aboard often means that things get dumped together without much thought.

Flares are usually packed in brightly coloured boxes or tubes and are almost irresistible to children. They have simple-to-follow instructions, often in a graphic format, printed on the side. The potential for disaster is obvious. Store flares somewhere they cannot be discovered by inquisitive little hands.

Use of flares

First off, flares are best used when you believe there is a chance of them being seen. There is little point in lighting up an empty sky. The methods used to set off flares varies between the different types and manufacturers, the most common being pull tabs, strikers and spring-loaded launchers or guns. Pistol-style flare guns are classed as firearms in Hong Kong and their possession is severely restricted. Firing instructions are always printed on the flare, and skippers should brief their crew on these as part of their wider safety training.

Handheld red flares burn very hot and may spill glowing embers. When using them, hold them downwind and over the side, so that nothing spills into the boat, and tilt them away from your

hand so nothing burns you. Remember that when the flare is exhausted the metal tube will still be white hot and should be cooled gradually or thrown as far from the boat or life raft as possible. Thick work gloves and protective eyewear is strongly recommended.

Parachute flares, upon release, fly to a height of up to 300m and burn anywhere from 5 to 40 seconds. They provide all-round light for up to 40km, depending on the weather. Parachute flares are designed to turn in to the wind slightly, so they should be fired about 10-15 degrees downwind of the vertical. They will then fly straight up. When using parachute flares, fire them in groups of two at about five-minute intervals. If the first one is seen by a watch-keeper on a ship, this will allow enough time for the skipper to be alerted and to see the second one. If using parachute flares on a sailboat, aim them well clear of the mast, rigging sails, etc.

“ When using parachute flares, fire them in groups of two at about five-minute intervals.”

Orange smoke flares may be either handheld or floating; both have an effective signal range of one to three miles and can only be used in daylight. Because the smoke disperses quickly, try to fire smoke flares in a sheltered area – if activated from the downwind side of the vessel, the smoke will tend to cling to the boat because of the turbulent airflow around the boat. Handheld flares tend to last for about 40 seconds; floating orange smoke canisters burn for about three minutes.

Disposal

As with all safety equipment, boat owners can consider themselves lucky to own flares until they reach their expiry date without being used. Having reached this milestone, the next step is disposing of expired flares. Much confusion exists regarding the disposal of expired flares in Hong Kong. ABC sailors are advised not to just turn up at the Shum Wan Road Marine Police station with old flares.

Emergency flares are categorised as dangerous goods and a 24-hour Temporary Removal Permit is required to transport them anywhere within Hong Kong. Restrictions also exist on the transportation of explosives by bus, taxi and MTR, so be aware that private transport is the only way to legally move flares from the supplier to your boat to their disposal point.

Out of date flares can be handed in to the Royal Hong Kong Yacht Club Ship Shop for storage and disposal. The Kellet Island facility has a certified, secure dangerous goods store where old

flares can be kept before being collected by the police for proper disposal. In the past, British Army engineers have been called in to deal with badly degraded flares.

Alternatives

Currently, the only practical alternative to pyrotechnic flares is the laser flare. This device uses a laser beam to attract attention over great distances. As anyone who has used a laser pointer knows, the beam is tiny and difficult to aim at distances greater than the width of a conference room. Laser flares overcome this by rapidly sweeping the laser light back and forth to produce an ever widening beam or 'fan' of light.

Laser flares have several major advantages over traditional flares. They aren't dangerous to store aboard and, while care should be taken to avoid shining the laser directly into the eyes, they are extremely robust and safe to use. Maintenance involves changing the batteries, and carrying spare batteries will increase the operating life of your flare in an emergency situation. Disposal is no longer a problem, and in fact, at up to US\$250 a flare, disposal should be the last thing on anyone's mind. They also save space on board as one reusable flare takes the place of any number of old style flares.

The principal drawback is that it takes a specific technique to use the flare to its full potential, involving holding the flare to your cheek, framing your target with a V made with two fingers held out at arm's length, and sweeping the beam back and forward making sure you light up both fingers each time. This seems easy enough to practice beside a pool during a Safety and Survival at Sea course, but would be much more challenging from a bucking life raft in a howling storm. Also, the laser flare is a targeted device and does not provide 360°



illumination, meaning that you must pick your target carefully as they are the only ones who will see your signal.

Interestingly, the ORC has recently changed its requirement that boats carry white 'anti-collision' flares when racing, to mandating boats carry two searchlights – one self-powered and one powered by the ship. While unpopular with space and energy conscious racing skippers, the move heralds a breakthrough for the pro-technology camp.

Whatever one's personal feelings on the subject of flares, there are times when having them aboard is unavoidable, and there may well come a time when they save your life. For now, the lack of viable alternatives means we are stuck with these dangerous little safety devices. When dealing with flares remember to always purchase them from a reputable retailer, store them properly onboard, and dispose of them safely and in the prescribed manner. **HORIZONS**

My sincerest thanks to the following for their help in compiling this article; Simon Boyde from Storm Force Marine, Lau Wai Kee from the Aberdeen Boat Club, Roger Eastham and David Ho at the Royal Hong Kong Yacht Club, Wayne Thompson, The Hong Kong Marine Department and The Hong Kong Marine Police (Shum Wan Station).



LAMB ON SPIT EVENING

Date: Friday, 17 June 2011
Time: 6:30pm
Venue: The Patio

All you can eat tender juicy whole Australian lamb on spit with salad bar
Only \$138 per adult & \$88 per child 3-12 years
For reservations please call the Coffee Shop on 2554 9494



Aberdeen Boat Club 香港仔遊艇會



WINE OF THE MONTH



Flametree Embers, Margaret River, Australia

Semillon Sauvignon Blanc 2010. 93 Points James Halliday
An aromatic, flowery bouquet leads into a juicy, flavoursome palate with some citrus and grapefruit notes alongside riper guava and stone fruit flavours.

Cabernet Sauvignon 2009. 92 Points James Halliday
Light purple-crimson, stacked full of red and blackcurrant on the bouquet and medium-bodied palate alike, the tannins are persistent but fine on the palate and finish.

\$32/Glass | \$160/Bottle



Aberdeen Boat Club 香港仔遊艇會



BEER OF THE MONTH



\$19/Bottle



Aberdeen Boat Club 香港仔遊艇會



LIVE COOKING STATION

Date: Every Sunday Lunch Time
Time: 12noon to 2:30pm
Venue: The Patio

Wok Fired Noodles with Salad Bar \$80
Only Wok Fried Noodles \$58

Noodles: Rice Noodle (Ho Fan), Rice Vermicelli and Egg Noodle
Choose of ingredients: Beef, Chicken, Squid, Shrimps, Ham, Bean Sprouts, Spring Onion and Egg



Aberdeen Boat Club 香港仔遊艇會

ABC 2011 classic yacht rally



The beautifully restored *Wing Sing*

This year's ABC Classic Yacht Rally (CYR) saw a record 25 entries and was honoured, for the second year in a row, to host an international visitor who came specifically to join in the fun. *Katie J*, a 49 year old Van de Stadt design skippered by Robert Biuk-Aghai from Macau, was also the oldest yacht in the race. Last year's international flavour was provided by *Accanito* (meaning fierce), a Sloop 78 skippered by Jean Luc Seguin from France.

Despite the high number of entries, the minimum requirement to open a class, i.e. three boats of one design or similar, could not be met. The Race Committee therefore decided to permit classes with only two boats. This allowed a 'race within a race' for the Taipans, Yamahas, Cheoy Lees, and the new J/80s to happen.

If it ain't broke, don't fix it

This year's racing format was similar to the last year's, encompassing two days of sailing, first from Stanley Bay on Saturday

afternoon, heading for an overnight anchor up and beach party at the Tai Tam Hobie Club facilities, and finally a race back the next morning to Middle Island for the prize giving.

**“ ... organisers
promoted the race by
posting notices in the
bars and restaurants
along the promenade.”**

In addition to the usual races and divisions, this year the event's organisers had introduced a new division for Motor Boats, who were given the chance to join a treasure hunt on the Sunday. This treasure hunt was prepared by Wayne Robinson, and a great thank you goes out to him and the ever cheerful Myrna, for all the work they did scouting the southern waters of Hong Kong, preparing the questions, and writing it all down.

Starting the CYR in front of the Maritime Museum in Stanley Bay was a well-thought-out strategic move and organisers promoted the race by posting notices in the bars and restaurants along the promenade. Rally founder Philippe de Manny is glad to report that this experiment was a huge success, as from the committee boat hundreds of spectators could be seen on the museum pier, Stanley promenade and St. Stephen's Beach pier.

Shore based spectators must have enjoyed seeing beautiful, traditional junks like *Wing Sing* and *Aqua Luna*, as well as the myriad of other classic sailing yachts including Taipans, Cheoy Lees, a Van de Stat, a Tayana and more, making circles in front of them before the start.

Conditions for Saturday's race were less than ideal with just five knots of wind from the South to Southeast. The course lead boats for 10 miles through the Beaufort channel, round Fury Rocks and straight to the finish in Tai Tam. While the faster,

non-classic yachts finished the whole course the race was shortened at Fury Rocks for all other divisions. At the end of the day only five seconds separated the two Yamaha 33's *Scrumpy* (last year's overall winner), and *Bucephalus*. *Triton* from Hebe Haven with her all female crew was leading the Cheoy Lee class, and *Ragamuffin* was leading the Taipans. As for the J/80s, our Rear Commodore Bruce Perkins on *Jelignite* was nine minutes ahead of the ABC's own *Javelin*, skippered by Ivy Lau. At the end of Day One *Bucephalus* had Div 1 wrapped up, Div 2 was led by *Scrumpy*, and out in front of Div 3 was *Goodwill*, a Morris 36 with superb classic lines.

After the usual beach bash and early breakfast on Sunday it was time to set up the race for the return to Middle Island. Sunday morning's wind was much better than the previous day, with nine to 10 knots from the South. A 16-mile course was chosen with potential shortening marks at Fury Rocks, Castle Rock and Chesterman Buoy before a finish in Deepwater Bay.

A long and tiring beat to windward from Tai Tam to Fury Rocks was starting to give the race officer grey hair, and the time taken to complete just a few miles made it painfully clear that Chesterman Bouy



Wing Sing and Bucephalus

would become the new finish line for all divisions. The faster boats were expected to do one 'sausage' between Castle Rock and Chesterman Buoy, while the other divisions would be shortened on their first approach to Chesterman Bouy. As it was, all boats finished within four hours of the start which allowed sufficient time for the prize giving.

The scores on the door

Turning to the fun race prizes, this year's Bikini Award went to *Epic*, a previous

CYR winner, being the only boat with a real bikini on board! The Spirit of the Event, and the Most Colourful Crew went to *Triton* for their great dress-up effort and the entertainment provided on the Hobie Club beach. Finally, the Oldest Yacht award went to *Katie J*.

The concours d'élégance for the most shipshape yacht went to *Wing Sing* for the remarkable renovation work recently carried out. The Most Authentic award was given, after strict examination by judge Dr. Stephen Davies, to *Brigadoon* a 40 year old Van de Stadt steel hull, which has been kept as original as possible and is in very good condition.

A quick roundup of results: Winner Div 1 Classic Racing Class – *Bucephalus*, winner Div 2 Classic Cruising Yachts – *Scrumpy*, winner Div 3 Non-Classic Class – *Goodwill*, winner Taipan Class – *Ragamuffin*, winner Yamaha Class – *Bucephalus*, winner Cheoy Lee Class – *Triton*, winner J/80 Class – *Javelin*, winner Motor Boat Div – *Beluga*.

This year's overall winner of the ABC 2011 Classic Yacht Rally was *Bucephalus*, Alexander the Great must be pleased, wherever he is! HORIZONS



Epic



ARGENTINEAN BEEF PROMOTION IN JUNE

For reservations please call the Coffee Shop on 2554 9494

Argentina is a country of strong agricultural traditions. Cattle ranching has been an economic mainstay for the residents of the plains (Pampas) for over 200 years. Until fairly recently nearly all of the cattle raised and slaughtered in Argentina were consumed domestically.

Argentina's vast grassy Pampas plays host to most of the country's cattle and a handful of sheep. Cattle raising in these grasslands dates back to the arrival of the Spanish in South America, when the first cattle, horses, and sheep were introduced by early Spanish settlers. These cattle were small animals, without much meat on them, which were used mainly for hides and jerky. Around the 1880's high-grade beef cattle breeds were introduced. The construction of railways by foreign, mainly English, investors made it possible to quickly transport stock and crops to new markets and sea ports. Refrigerated processing plants and refrigerator ships allowed the meat to be exported.

Nature intended cows to eat grass, not corn. Most commercial U.S. beef is raised on corn and injected with growth

hormones and other substances. These injections allow the animal to eat corn without getting ill, so they grow faster and producers can get them to the market at a younger age, increasing their farming yield.

Argentinean beef, on the other hand, is grass-fed and allowed to mature naturally while wandering the Pampas. Eating Argentinean beef gives the diner a true sense of how beef is supposed to be. Argentinean beef has a different flavour to any other beef, and is thought to be leaner as well.

Back in 2005-2006 we served it exclusively at the ABC but due to its success in Hong Kong, and export policy changes back in Argentina, it became prohibitively expensive.

It is now back on the market at a more reasonable price, so we are taking this opportunity to reintroduce it this month by proposing an Argentinean paradilla, or BBQ, on June 25th. Diners will be able to sample Argentinean sausages and a variety of tender, succulent beef cuts cooked to perfection by our very own Chef Paul.

Bon appetit. HORIZONS

Appetisers

Salmon, jalapeno and avocado with lime dressing	\$78
Octopus and tomato salad with spicy tomato dressing	\$62

Mains

10oz Argentinean sirloin steak with steak fries and grilled vegetables	\$168
16 oz Argentinean prime ribs with baked potato and tomato salad	\$178
Grilled ocean trout with capers and olives	\$138
Roasted spring chicken with boiled new potatoes and mixed garden greens	\$128

Desserts

Black and white chocolate truffle	\$48
Deep fried éclair	\$42

HOME WINE DELIVERY JUNE 2011

Free Wine Tasting, Friday 17 June 2011, 6:00pm to 8:00pm, The Galley

White, Rose & Red Wine	Price (\$)	Quantity	Amount (\$)
Clayridge Rose 2009, Marlborough New Zealand A bright vibrant nose of stone fruit and berries. The palate is abundant with fruit yet balanced with refreshing acidity and a dry finish. Perfect for an aperitif.	\$105		
Treetops Sauvignon Blanc 2010, Marlborough New Zealand The mouth feel is intense and complex with refined and interwoven flavours that deliver both texture and richness balanced nicely with fresh vibrant lime and lemon flavours.	\$100		
Banfi Placido Pinot Grigio 2010, Veneto Italy Pale-straw with fresh and fruity aromas of pears as well as citrus and grapefruit. Full, fresh and lively, with notes of ripe pear on the finish.	\$75		
Tinpot Hut Pinot Gris 2009, Marlborough New Zealand The nose displays gentle aromas of peach, pear and lemon zest. A well fruited palate showing subtle sweetness, balanced acidity and a juicy finish. Uncomplicated and immediately appealing. <i>Gold Medal – Air New Zealand Wine Awards 2010</i>	\$120		
Mackenzies Road Pinot Noir 2009, Marlborough New Zealand This Pinot Noir displays ripe, sweet plum notes with an edge of complexity on the nose. The palate is rich and round supported by fine grain tannins.	\$105		
Scarpantoni Brothers Block Cabernet Sauvignon 2008, South Australia Mocha notes derived from oak work with the blackcurrant fruit; the palate shows plenty of toast, with the tannins providing a very dry and chewy finish; big-boned and impressive. <i>2006 Vintage winner of the Jimmy Watson Trophy, 94 Points James Halliday</i>	\$170		
Bodegas Navajas Reserva 2005, Rioja Spain Noble and delicate with a powerfully sincere aroma. Distinguished fruits with toasted spice and a balsamic bouquet. Powerfully brooding wine that can be enjoyed now or aged further.	\$140		
Banfi Placido Montepulciano 2008 DOC, D'Abruzzo Italy Deep ruby red. Complex aromas with hints of cherry and spice. Rich, medium bodied with hint of dried fruit, licorice, and coffee. Sweet tannins add a long finish.	\$75		
Cardinham Shiraz 2008, Clare Valley Australia The wine opens with a big peppery, plummy nose. The palate is full bodied and shows layers of red stone fruit and a hint of tobacco. Very smooth and well balanced with a long finish.	\$125		
Flametree Cabernet Merlot 2009, Margaret River W. Australia Cabernet Sauvignon structure and lovely juicy dark fruits, dominate both nose and palate. The nose also shows hints of violets, black/blueberries and briary oak. Perfumed Cabernet fruits, with a fine tannin structure run the length of the palate.	\$140		

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MEET THE MEMBERS

Find out who you are rubbing shoulders with



Douglas Chau

Member

With his extensive knowledge of automotive brands and the market, Douglas Chau is an iconic figure in the local luxury car business. He currently serves as the General Manager of the Hong Kong office of Bentley Motors.

Chau's distinguished career in the automobile business spans nearly three decades and he clearly relishes the opportunity to apply his deep operational experience to manage Bentley's illustrious brand. His passion for the marque is palpable and infectious; he is clearly a man who has found his calling.

Chau appreciates the finer things in life, particularly music, gourmet dining, travel and golf. In recent years, he has taken the hobby of wine appreciation. For him, the enjoyment lies not only in the experience of sipping red wine, but also in the good company of other xenophiles and the sharing of stories behind each fine wine.



Jay FC

Member

Born in Cornwall, UK, Jay FC arrived in HK in 1994 having travelled most of Asia, the US, Canada, Australia, New Zealand and the warm bits of Europe. A five year ABC veteran, Jay is also a member of the VRC (Victoria Recreation Club).

Having risen through the ranks of the advertising profession to the level of creative director and winning several major awards, he got bored with the agency system and decided to set up his own shop. China Stylus provides clients, from small start-ups to multi nationals and luxury brands, with a comprehensive range of creative services which includes art direction, graphic design, brand identity, advertising, illustration, photography, product, events, web, and interior.

Jay is a keen swimmer, wake skater and occasional surfer; and was practically brought up in the water. He still spends most of his free time there; only now with his own two boys, Tristan and Piran.



Terry Mung

Staff

Horizons magazine is delighted to introduce the newest addition to the ABC family, Mr Terry Mung. Terry is the club's new Food and Beverage Manager and is already working closely with Philippe and senior kitchen staff to enhance the ABC dining experience. A Hong Kong native, Terry spent 10 years in Australia and still enjoys travelling throughout Australia and New Zealand.

Terry comes to us with a solid background in the catering industry which includes some of the finest kitchens in Hong Kong; The Conrad Hotel, The American club, The Hong Kong Football Club, and a successful F&B consulting venture. While he prides himself on maintaining the highest standards of service and excellence, Terry also fosters these qualities in his team through efficiency, effective communication and positive leadership. Approachable and affable, Terry can usually be found in the office or circulating in the Coffee Shop.



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 and targets”

“ ... I was left standing in the cockpit
 holding the wrong end of a rather flaccid
 looking portside sheet.”

PUGWASH

Bad Luck Comes in Twos

I was sailing the ABC Opening Regatta on a well known race boat when I committed the mother of all schoolboy errors. The Skipper of this particular boat is known for developing 'race fever' when the guns start to fire, so when my oversight came to light you could have cut the air with a chainsaw.

After motoring to the starting area we killed the noise maker and set the main and #1 Genoa before settling down into the start line scrum. We were looking good right up until our first tack when, due to me tying one bowline instead of two on the Genny, the freshly released starboard sheet whipped through the car and off the boat, and I was left standing

in the cockpit holding the wrong end of a rather flaccid looking portside sheet.

That was the frostiest Opening Regatta on record, at least on this particular boat. PW

A Reminder to All

This isn't so much a confession as a reminder to those who travel at sea with crewmembers who are less competent and confident.

My husband is a much more experienced sailor than I am, but I willingly agreed to charter a 40ft yacht off Western Australia for a 3 day 2 night hire. The first night was fantastic – still sitting in the marina, there was even a group of porpoises ducking

under and around the boat. The next morning was fine with blue skies, and a fair dash of wind.

But by 3pm, we could see a weather front coming in, and that's when things went a bit off kilter for me. We were getting thrown about a bit and hubby went forward to put a reef in whilst I was left helming a large, unfamiliar yacht. Everything went ok but I later told him I had been terrified that he would go overboard as he was not tied on.

Remember, it's not always whether you as the captain feel safe in what you are doing – you have to make your crewmembers feel that way too.

JA

Horizons would like to hear your stories, comments, gripes, and suggestions. If you've ever had a close shave on the water, discovered a gaping hole in conventional wisdom, or found yourself wondering 'How did this turn to custard so quickly?' please share your hard won wisdom with the rest of us. The life you save could be mine!

Submissions should be 150 words, and can be on any boat related topic. Don't worry – only the contributor's initials will appear at the end. Send your confession to confessions@ppp.com.hk



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