



2012/09

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# HORIZONS

THE MAGAZINE OF THE ABERDEEN BOAT CLUB

## ABC Summer Series Race Results

Capricious Winds Tease Sailors

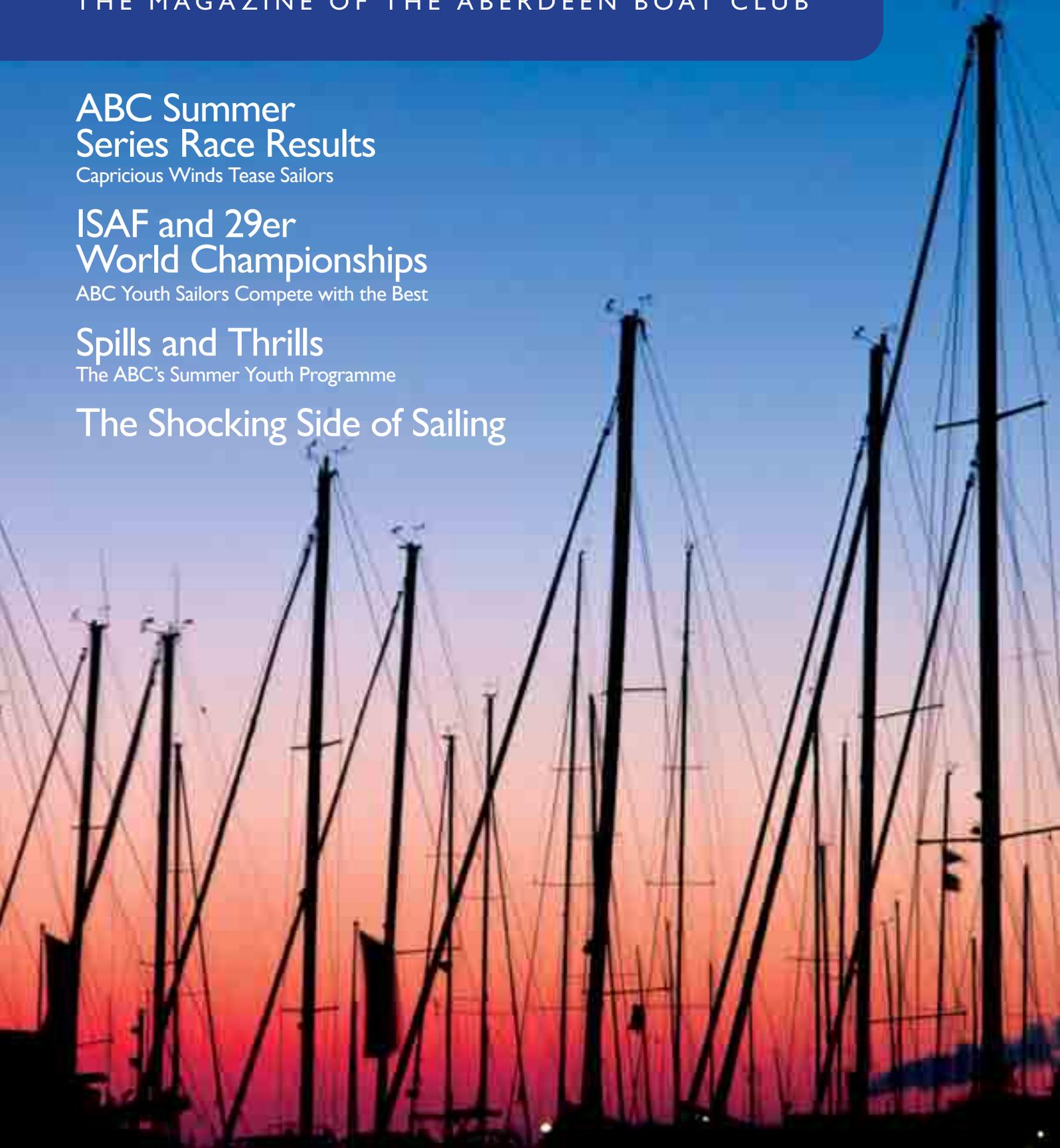
## ISAF and 29er World Championships

ABC Youth Sailors Compete with the Best

## Spills and Thrills

The ABC's Summer Youth Programme

## The Shocking Side of Sailing



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*Horizons* welcomes ABC member contributions of articles and photos.  
Please contact the editor at [ann.white@ppp.com.hk](mailto:ann.white@ppp.com.hk)



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## Commodore's Letter

By the time you read this, it will be autumn already, but probably still hot and steamy! A great summer here in Hong Kong as usual, with mainly clear skies and a steady southwest monsoon trade wind keeping us cool (at least while boating if not around town). Occasional tropical storms have threatened us, from Doksuri (T8,) Vicente (T10), and Kai-tak (T8). The most severe was Super Typhoon Vicente, which played some havoc on 23<sup>rd</sup> to 24<sup>th</sup> July, with some damage to members' boats. I am pleased to note that our Club procedures were all exercised in a due and timely manner and our moorings and hardstandings proved okay.

The winds and visibility generally have been fine for us this summer, and our first five cruiser Summer Series races have been conducted in good sailing conditions with strong fleets. However, the dinghy Summer Series lost a couple of races to lack of wind. Fingers crossed for the Club's new boating event in late August,

The winds and visibility generally have been fine for us this summer, and our first five cruiser Summer Series races have been conducted in good sailing conditions with strong fleets.

the ABC Fiesta, which will bring all types of Club boats together, from cruisers to motor vessels and sailing dinghies, in a cruise to Po Toi Island. Photos will be shown in the next issue of *Horizons*.

While all-weather boating types braved the tropical-weather excesses, with summer hazards of weather and high sun on the water, many members preferred the comfort of the Club pool and facilities, enjoying the comfort of



the Clubhouse, restaurant and bar in civilised conditions.

The end of summer brings the traditional start of the sailing season: the Sunseeker Opening Regatta, a two-day event, on the 1<sup>st</sup> and 2<sup>nd</sup> of September, followed by a full programme of sailing and dinghy racing series. Enjoy.

**John Berry**  
Commodore

*Editor's note: to receive the ABC's very useful weekly E-newsletter with event news and F&B updates, please contact ABC Membership Service Manager Cobo Liu at mbs@abclubhk.com. Please be sure to provide an email address that will reach you, the member, directly.*

## General Manager's Letter

Dear Members,

Welcome back to a new season at the Aberdeen Boat Club after the summer break. I hope that those fortunate enough to escape the heat of Hong Kong had a wonderful holiday wherever it was.

**New Sailing Season:** On 1 and 2 September, the Club will once again hold the ABC Opening Regatta that traditionally launches the Hong Kong sailing season. This is the 33<sup>rd</sup> running of this very well-attended regatta and the ninth time Sunseeker Asia and Gordon Hui have sponsored it. Grateful thanks are given to Mr. Hui for his continued support of the race.

We expect a record number of entries this year with more J/80s and hopefully a

fleet of Benneteaus and dinghies. Again this year, two professional race officers will ensure top-notch organization and running of this two-day event. A full report will be posted on our website after the race and included in the October issue of *Horizons*.

### Special meals and events:

The ABC's food and beverage team has set many functions for you this month, including a curry night with free beer tasting, a Mid-Autumn Festival poolside barbeque and the return of the Saturday Indian lunch special featuring masala dosa, sambar, idly, and other items from Chef Yadav's fine recipe collection.



### Murder-mystery dinner:

The ABC proudly presents another murder-mystery dinner in collaboration with Chunky Onion Productions. "Murder in Havana" is an interactive show

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Built: 2004 Italy  
Excellent condition  
HKD 3,000,000

performed during a sit-down dinner during which the audience is invited to dance, play games and solve the mystery. The party starts at 7 pm in the Waglan bar with a pre-dinner Cuban cocktail, dinner and the show is at 8 pm in the Harbour room. Please call us to book your table before it is too late.

For golf enthusiasts, on 28 September, The Hebe Haven Yacht Club invites the ABC Golf Society to a fundraising Golf Day in Kau Sai Chau to support the 10<sup>th</sup> anniversary of the 24-hour Dinghy Charity race on 6 and 7 October. If you would like to join us, please visit the ABC webpage under "Activities" and "Golf society" or contact us for more details. The ABC Golf Society's next

tournament will be held on 29 October at the Kau Sai Chau south course.

**Fireworks:** on 1 October, China's National Day, board the Club junk if you wish to see fireworks and dine in the spectacular setting of Victoria Harbour. Places are limited, so book fast with Cobo.

**Staff changes:** Terry Mung, our Food and Beverage Manager, has left the Club for personal reasons after one-and-half years with us. We wish him all the very best in his new venture. His successor will be introduced in the next *Horizons* magazine.

If you have not yet visited Chef Singh's new restaurant, Peel 35 Café,

in Central, his address is, well, 35 Peel Street. To reserve, call 2818 1236. You will find reasonably priced meals and Chef Singh's touch on the food side, and Martin still serving with a constant smile on his face. I am sure visits of ABC members will bring Chef Singh, Andy, Martin and Choy Pui Key happiness and courage in their gutsy adventure.

Karen is doing fine selling products and pursuing her goal of becoming a child therapist. Our long-gone Chef Cheung is operating his restaurant in Mid-Levels. If you wish to pay him a visit, go to "Pesto Café," at 66 Bonham Road.

**Philippe de Manny**  
General Manager

## Flag Officer's Report

Middle Island was a very busy place during the summer with a wide array of sailing and water sports courses running and large numbers of members and non-members visiting the island. If anything, the high usage of Middle Island pushes us in the Development Committee to double our efforts to get movement on the development plan's various components. I gave an update on Middle Island in *Horizons'* June issue, so this month, I will write about what progress has been made over the summer months. Being the summertime, this has been a little slower than one would wish.

The Development Committee's planning phase has continued with progress being made in a number of areas. Dialogue is ongoing with the senior levels of the Hong Kong Electric Company and a joint application with RHKYC is still pending with the Water Services Department. Plans are now being finalised to be forwarded to the Home Affairs Bureau and subsequently to the Lands Department. Concurrent with this initial application, a short list of professional contractors (architects and engineers) has been drawn up so that we can move on swiftly with plans as the initial support and permissions are obtained.

If you visit Middle Island, you will see that improvements have been made to the changing room facilities for both the men's and ladies' with refurbished shower and toilet cubicles. The lockers will also be upgraded in the next few weeks, as will the sink surrounds and the overall finishing. Thanks to Janice Goh and Dave McConnell for their hard work with the club maintenance team.

The hot weather also allowed a number of members including John Berry and myself to scramble up the old fishermen's paths on the island. These are overgrown but with a little concerted effort have been made somewhat more accessible. Access is up the rocks behind the barbeque area (south past the mangrove tree) and then up the meandering path that reaches the summit after a 30-minute mildly energizing hike. At the summit there is a triangulation point and a small bamboo flag pole. There are also fantastic panoramic views into Repulse Bay, Stanley Peninsula and to the islands lying beyond. We saw no venomous serpents or other dangerous fauna lurking in the undergrowth, although if you do go for a stroll (at your own risk) you should probably take a mobile phone, a bottle of water and some insect repellent. It takes about



20 minutes to descend. On our next ascent we hope to discover the paths connecting with the RHKYC...

I am very keen to hold a meeting for members and tentatively suggested October as an appropriate date; however, there will be more purpose and information to share at this meeting if we have some response from the various government departments – so please await confirmation of a date. As ever, should you like to drop your thoughts / suggestions in writing at any time to Dev Com, please feel free to do so to my attention, David Tait, care of Philippe de Manny in the General Manager's office.

**David Tait**  
Development Committee

- Port Lauderdale
- San Diego
- Palma
- Newport
- Boston
- Hong Kong
- Singapore

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**MARQUIS 720** 72'(22m) - MARQUIS - 2011  
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# Summer Series Sailing: Capricious Winds Tease Dinghys and Cruisers

Photos by Philippe de Manny



*FfreeFire on the way to claim line honours*



*Kei Lun in East Lamma Channel approaching the Mo Tat Wan finish in Race 3*

## Dinghy Summer Races 3 and 4

Races 1 and 2 had to be abandoned due to a distinct lack of wind. However, for races 3 and 4 there was ample pressure, almost more wind than boats! A short mix-up occurred at the beginning, when the start boat could not be seen, until it was realised that it was probably in Stanley Bay to recognise the south-southeast wind. Shortly after, a rearranged start was set in Chung Hom Wan with a No. 8 two-lap windward leeward, with the A-mark level with Round Island and C-mark near the islet off South Bay.

After a joint start, the heritage Enterprise *Gekko Hotel* took the first mark from Minoru Asano in a Laser radial while the Bruce family took their usual leisurely approach in a Laser 2000. Last Spring Series winner Minoru was

not to be outdone and came through on both races for line honours, while Matthew Wright just edged out Yann d'Argenlieu in both races after very tight racing.

Race results follow on pages 10 and 11.

## Dinghy Summer Series Races 5 and 6, and 7 and 8

All were cancelled, as regrettably the wind was insufficient for the boats drifting at the start in each event.

## Cruiser Summer Series - Race 3

The course was #27, around Lamma. In detail: Start - Chesterman - Club Mark (SE Lamma), Power Beacon PB1 - Shek Kok Tsui Beacon - Luk Chau - Finish in Mo Tat Wan), 14 nm. Wind SE Force 4-5. Big ebb tide of 1.7-metre

drop. The fleet was reduced by one or two because of the Cruiser Owners' Association's Macau Race and its changed date. Meanwhile, the ABC had eight starters, as a false shark alert kept other boats off the water.

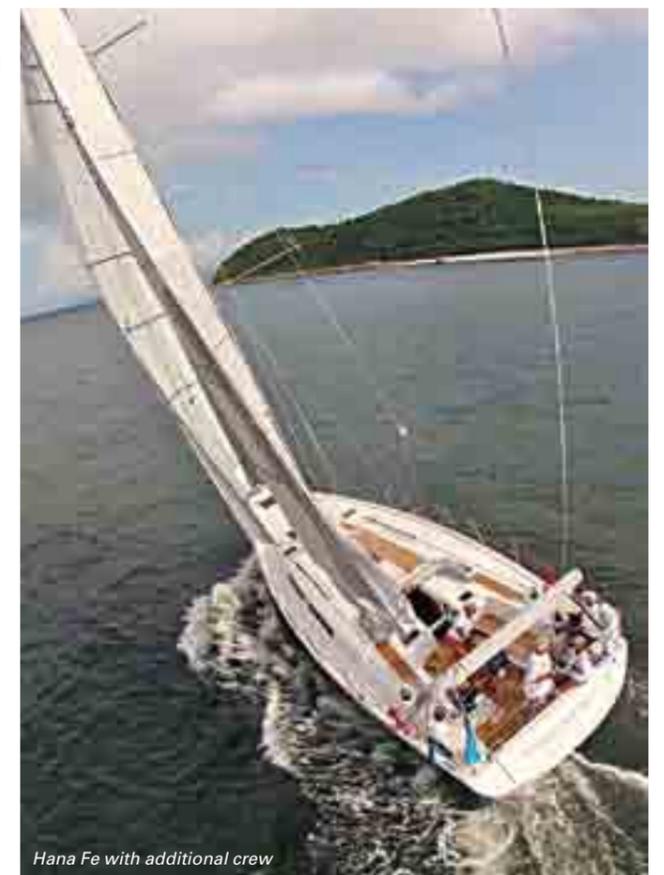
After an easterly start, several boats, led by *Kei Lun*, put in a long starboard leg at start-up to Repulse Bay, only to find that this was not the making tack and so losing some distance. *FfreeFire* led the fleet by six minutes at Chesterman. Port pole spinnaker after Chesterman. At the gybe off southwest Lamma, ships at anchor lying to tide in tidal eddies caused ships to swing 90 to 180 degrees in different directions. Boats carried kites up to Yung Shue Wan. J/80s were flattened at times in gusts in good broaches on the close-spinnaker reach up the west side of Lamma, however, their recoveries were quick. A big ebb in Lamma Channel where there were few ships but one hesitant vessel held up some boats.

*Kei Lun* sailed loosely up the back of Lamma (apparently in crew training rather than racing mode) while those that carried shy spinnakers pointed higher.

A good set of results to see the top five (very dissimilar) boats split by three minutes after HKPN handicapping!

## Cruiser Summer Race 4

Before the race, there was much discussion among Sailing Committee members on the course, given the tide, the wind and varying preferences for course finish destinations.



*Hana Fe with additional crew*



*JenaPabe trying to get through by the lee*



*Jena Pabe just ahead of Red Kite at Luk Chau approaching finish*



The choice was course #25, another around Lamma, Start - Chesterman - Club mark (SE Lamma) - Lamma (Stbd) - Cheung Chau Rock - Finish in Yung Shue Wan (14.4nm, for those who could sail straight!).

Star finisher of the day was former "Round the Island" race winner and subsequent Waglan Series stalwart *Nervous Breakdown*, returning to racing with a fine win in this race of 17 starters.

**Cruiser Summer Race 5**

The choice of course was dominated by a large and long ebb tide together with lightish wind from the east, both of which favoured a course to the east. The course chosen was #23, the long course around Po Toi Island: Start - Chesterman -

Beaufort Island (Stbd) - Fury Rocks (Stbd) - Po Toi Island (Stbd) - Finish in Po Toi (19.4nm).

At the start winds were slight, allowing those quicker to follow wind shifts to take advantage, with *FreeFire* getting to Chesterman by 23 minutes, at least a quarter-hour quicker than *Redeye*. *Javelin* tried an early tack to Bluff but did not benefit, and the light and changing winds south of the track did not help those who tried that route. The winds veered steadily around to to the southwest, however, and a steady stream of boats passed Fury and found wind of reasonable strength south of Po Toi, with a few hoisting kites on the last leg to the finish past Mat Chau off the Tin Hau temple. Good course for the conditions with all finishing in good time for a café lunch.



*Javelin crew at rest*



*Red Kite 1 crew*



*Winning J80 position for Stephen Hilton in Javelin*



*Hana Fe on its own*



# RACE RESULTS

## SUMMER SERIES July - August 2012

# CRUISERS

RACE 3 - 1 July, Course No. 27

	PLACE	YACHT	SAIL NO.	IRC	START TIME	FINISH TIME	ELAPSED TIME	CORRECTED TIME
IRC	1	FFREEFIRE	HKG 1892	1.351	10:30:00	12:18:27	1:48:27	2:26:31
	2	JENA PABE (Ben Chong)	HKG 2253	0.958	10:30:00	13:08:36	2:38:36	2:31:56
	3	THE FARR SIDE	HKG 254	1.000	10:30:00	13:02:22	2:32:22	2:32:22
	4	KEI LUN	HKG 1691	1.052	10:30:00	13:01:41	2:31:41	2:39:34
	5	RED KITE 2	HKG 2090	1.046	10:30:00	13:09:05	2:39:05	2:46:24
HKPN	1	JENA PABE (Ben Chong)	HKG 2253	965	10:30:00	13:08:36	2:38:36	2:44:21
	2	THE FARR SIDE	HKG 254	920	10:30:00	13:02:22	2:32:22	2:45:37
	3	CHASSE SPLEEN	HKG 290	1021	10:30:00	13:19:28	2:49:28	2:45:59
	4	RED KITE 2	HKG 2090	955	10:30:00	13:09:05	2:39:05	2:46:35
	5	FFREEFIRE	HKG 1892	648	10:30:00	12:18:27	1:48:27	2:47:22
	6	FG 3	HKG 2265	929	10:30:00	13:05:42	2:35:42	2:47:36
	7	JAVELIN (Stephen Hilton)	HKG 1529	950	10:30:00	13:11:40	2:41:40	2:50:11
	8	KEI LUN	HKG 1691	837	10:30:00	13:01:41	2:31:41	3:01:13
J/80	1	FG 3	HKG 2265	10:30:00	13:05:42	2:35:42		
	2	JENA PABE (Ben Chong)	HKG 2253	10:30:00	13:08:35	2:38:35		
	3	JAVELIN (Stephen Hilton)	HKG 1529	10:30:00	13:11:40	2:41:40		

RACE 4 - 15 July, Course No. 25

	PLACE	YACHT	SAIL NO.	IRC	START TIME	FINISH TIME	ELAPSED TIME	CORRECTED TIME
IRC	1	RED KITE 2	HKG 2093	1.031	10:30:00	13:10:24	2:40:24	2:45:22
	2	FFREEFIRE	HKG 1892	1.351	10:30:00	12:36:06	2:06:06	2:50:22
	3	REDEYE	HKG 280	1.168	10:30:00	12:58:40	2:28:40	2:53:39
	4	FG 3	HKG 2265	0.958	10:30:00	13:38:55	3:08:55	3:00:59
	5	THE FARR SIDE	HKG 254	1.000	10:30:00	13:34:09	3:04:09	3:04:09
	6	JENA PABE	HKG 2253	0.958	10:30:00	13:43:24	3:13:24	3:05:17
	7	KEI LUN	HKG 1691	1.052	10:30:00	13:42:47	3:12:47	3:22:48
HKPN	1	NERVOUS BREAKDOWN	HKG 1919	1040	10:30:00	13:48:10	3:18:10	3:10:33
	2	AUTHORITY	HKG 591	860	10:30:00	13:14:25	2:44:25	3:11:11
	3	FFREEFIRE	HKG 1892	653	10:30:00	12:36:06	2:06:06	3:13:07
	4	HANAFA	HKG 283	914	10:30:00	13:29:20	2:59:20	3:16:12
	5	REDEYE	HKG 280	751	10:30:00	12:58:40	2:28:40	3:17:57
	6	THE FARR SIDE	HKG 254	915	10:30:00	13:34:09	3:04:09	3:21:15
	7	FG 3	HKG 2265	934	10:30:00	13:38:55	3:08:55	3:22:16
	8	RED KITE 2	HKG 2093	790	10:30:00	13:10:24	2:40:24	3:23:02
	9	MAY 13TH (Bart Kinman)	HKG 2231	911	10:30:00	13:35:17	3:05:17	3:23:23
	10	JAVELIN (Stephen Hilton)	HKG 1529	962	10:30:00	13:46:16	3:16:16	3:24:01
	11	JENA PABE (Ben Chong)	HKG 2253	945	10:30:00	13:43:24	3:13:24	3:24:39
	12	INVICTUS (Dennis Chien)	HKG 2236	900	10:30:00	13:36:18	3:06:18	3:27:00
	13	JAILBREAKER (Michael Tsui)	HKG 1530	1017	10:30:00	14:00:42	3:30:42	3:27:11
	14	AHYOKA	HKG 2158	909	10:30:00	13:38:31	3:08:31	3:27:23
	15	INTRIGUE	HKG 200	769	10:30:00	13:19:38	2:49:38	3:40:35
	16	KEI LUN	HKG 1691	856	10:30:00	13:42:47	3:12:47	3:45:13
	17	VEGA	HKG 2335	956	10:30:00	RETIRED		
J/80	1	MAY 13TH (Bart Kinman)	HKG 2231	10:30:00	13:35:17	3:05:17		
	2	INVICTUS (Dennis Chien)	HKG 2236	10:30:00	13:36:18	3:06:18		
	3	FG 3	HKG 2265	10:30:00	13:38:55	3:08:55		
	4	JENA PABE (Ben Chong)	HKG 2253	10:30:00	13:43:24	3:13:24		
	5	JAVELIN (Stephen Hilton)	HKG 1529	10:30:00	13:46:16	3:16:16		
	6	JAILBREAKER (Michael Tsui)	HKG 1530	10:30:00	14:00:42	3:30:42		

RACE 5 - 12 August, Course 23

	PLACE	YACHT	SAIL NO.	IRC	START TIME	FINISH TIME	ELAPSED TIME	CORRECTED TIME
IRC	1	FFREEFIRE	HKG 1892	1.351	10:30:00	12:26:36	1:56:36	2:37:32
	2	REDEYE	HKG 280	1.169	10:30:00	13:00:30	2:30:30	2:55:56
	3	THE FARR SIDE	HKG 254	1.000	10:30:00	13:27:19	2:57:19	2:57:19
	4	KEI LUN	HKG 1691	1.052	10:30:00	13:20:20	2:50:20	2:59:11
HKPN	1	JAILBREAKER (Michael Tsui)	HKG 1530	1031	10:30:00	13:29:02	2:59:02	2:53:39
	2	FFREEFIRE	HKG 1892	654	10:30:00	12:26:36	1:56:36	2:58:17
	3	JAVELIN (Stephen Hilton)	HKG 1529	987	10:30:00	13:34:07	3:04:07	3:06:33
	4	THE FARR SIDE	HKG 254	919	10:30:00	13:27:19	2:57:19	3:12:57
	5	SULA	HKG 2270	1032	10:30:00	13:49:54	3:19:54	3:13:42
	6	KEI LUN	HKG 1691	856	10:30:00	13:20:20	2:50:20	3:18:59
	7	REDEYE	HKG 280	751	10:30:00	13:00:30	2:30:30	3:20:24
	8	DIAMOND QUEEN	HKG 2060	959	10:30:00	13:46:45	3:16:45	3:25:10
	9	JALICIA	HKG 2079	904	10:30:00	14:35:32	4:05:32	4:31:36
J/80	1	JAILBREAKER (Michael Tsui)	HKG 1530	10:30:00	13:29:02		2:59:02	
	2	JAVELIN (Stephen Hilton)	HKG 1529	10:30:00	13:34:07		3:04:07	

# CRUISERS

# DINGHIES

## SUMMER 1

Open Series	
1st	Yann D'Argenlieu
2nd	Charlie Stewart
3rd	Juliette Martin
Optimist Series	
1st	Yann D'Argenlieu
2nd	Charlie Stewart
3rd	Harriette Edmonds

## SUMMER 2

Open Series	
1st	Yann D'Argenlieu
2nd	Juliette Martin
3rd	Harriette Edmonds
Optimist Series	
1st	Yann D'Argenlieu
2nd	Harriette Edmonds
3rd	Charlie Stewart

## SUMMER 3

Open Series	
1st	Minoru Asano
2nd	Patrick Bruce
3rd	John Berry
Optimist Series	
<b>ABANDONED DUE TO INSUFFICIENT WIND</b>	

## SUMMER 4

Open Series	
1st	Minoru Asano
2nd	John Berry
3rd	Patrick Bruce
Optimist Series	
<b>ABANDONED</b>	



## SUMMER 5 - 8

Open Series / Optimist Series	
<b>ABANDONED DUE TO INSUFFICIENT WIND</b>	

## SUMMER 9

Open Series	
1st	Patrick Bruce
2nd	Minoru Asano
3rd	Timothy Brodhage
Optimist Series	
<b>ABANDONED</b>	

## SUMMER 10

Open Series	
<b>4 BOATS START BUT ALL DID NOT FINISH THE RACE</b>	
Optimist Series	
<b>ABANDONED</b>	



## J/80 Sailing at the ABC

**H**ong Kong now has a fleet of over 20 J/80 keelboats. In 2011, the ABC launched its first-ever keelboat training programme with the aims of encouraging more members to sail, building up first-class racing, and providing a more affordable opportunity for sailors to own and sail a keelboat. The ABC keelboat training programme initially focused on short courses for experienced sailors to earn approval to hire one of the Club's two keelboats, as well as crew courses that act as a stepping stone for dinghy sailors to start sailing larger yachts. The J/80 is ideal for this purpose; a spacious and relatively straightforward keelboat, but with great race performance.

After a successful year, the Club J/80s are now in some demand, and we are launching two new courses to allow members to improve their skills and spend more time on the water.



### The J/80 training programme

The full programme is illustrated here, with an explanation below. To attend a Day Skipper Course, the normal pre-requisite is five days' sea time, (including any courses) but more is helpful. The ABC highly recommends the new J/80 gennaker course, which devotes a whole day to safe and efficient downwind sailing. Sailing hours do not need to be via a course; sailing any yacht gives useful additional sea time. Be sure to record your sailing time in a log book.

Find full details and latest course dates on our website, [www.abclubhk.com](http://www.abclubhk.com) and published in our Club magazine, *Horizons*.



	Course				
	Competent Crew Course	Sailing Trip	Gennaker Course	Racing Clinic	Day Skipper Course
<b>Suggested minimum pre-course experience</b>	HKSF L2 Dinghy Course or equivalent experience	Competent Crew Course or equivalent experience	Competent Crew Course or equivalent experience	Competent Crew Course or equivalent experience	Competent crew course, Gennaker & additional keelboat experience
<b>Course Content</b>	Basic seamanship & introduction to helmsmanship	A day trip, with lunch away	Rigging and use of downwind Gennaker sail	Intensive race training focusing on fast sailing and improved techniques	Boat handling, seamanship, basic pilotage & navigation
<b>Ability after course</b>	Useful & safe crew member	Useful & safe crew member	Useful & safe crew member who can use Gennaker	Some racing skills acquired	Skipper a J/80 in familiar waters by day
<b>Duration</b>	3 days & 1 evening	1 day	1 day	1 day	4 days & 2 evenings
<b>ABC Course completion certificate</b>	Yes	No	Yes	Yes	Yes
<b>May apply to ABC J/80 hiring list</b>	No	No	No	Yes	Yes
<b>Member / non-member course fee per person</b>	\$2,450 / \$3,290	\$700 / \$940	\$700 / \$940	\$700 / \$940	\$3,500 / \$4,700



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# ABC's Cosmas Grelon and Nathan Bradley Represent Hong Kong at ISAF Youth Worlds 2012

Words by Kevin Lewis and Cosmas Grelon  
Photos by Rory Godman



The ABC's Nathan Bradley (L) and Cosmas Grelon (R) competing at the Youth Sailing World Championships, July 2012, Dublin  
Photo credit: Dave Maher, ISAF

The International Sailing Federation (ISAF) has organised Youth Sailing World Championships around the world every year since 1971 to promote top-level international youth sailing. Competitors first must qualify to represent their country, with one team in each of eight dinghy and windsurf classes.

The 42nd edition of the championships was held in July 2012 at the Royal St George, National and Royal Irish yacht clubs on Ireland's Dublin Bay. Hong Kong sent a team of five sailors; Michael Cheng in the boys' RSX Windsurfer, Lydia Chau in the girls' RSX Windsurfer, James Johnston in the boys' Laser Radial, Nagisa Sakai in the girls' Laser Radial, Wan Chi Wai and Tse Sui Lun in the boys' 420, and the ABC's Cosmas Grelon and Nathan Bradley in

the 29er class. The Hong Kong team was accompanied by coaches Chan King Yin from the Windsurf Association, Chan Yuk Wah from the Hong Kong Sea School, and the Aberdeen Boat Club's dinghy coach, Rory Godman.

Cosmas, who sails at ABC with his crew Nathan Bradley, tells us about his experiences in Dublin:

"Having heard and talked about this event for so long it was unbelievable to finally arrive in Dublin and get ready to compete in the world's hardest youth event. Before arriving in Dublin we were uncertain how we would compare to the best of the best in the world of 29ers and couldn't wait to get on the water.

"Having arrived two days before the practice race we had some time to spare to visit the city in which we were racing, Dublin. Apart from the fact

some people were "having a pint" in the morning, the city was basically the same as most other European cities. The next day we were allowed to go and see our boats and start tuning them according to very strict limitations. To our pleasant surprise, the boats were new and from the best 29er boat builder, Ovington. After a few hours of tuning the boat, making sure everything was as well set-up as possible and putting on as many layers of warm weather gear we could, we went out for a sail! Having done some geographical research of the harbour and sailing area before our arrival, it was indeed a memorable moment when we got out of the harbour for the first time with our kite up going about 12 knots. It was then that it really struck me that we were here; we were at the Youth Worlds 2012.

"After the first few races we were in a strong position to achieve our initial target of top 10 with only a few points between us and the 10th boat. But as the week progressed especially towards the last few races, our results started to drop and this did not help our overall standing. Losing several places in the last few days was disappointing, but we had to move on as only a few days later we were due on the water in Travemünde, Germany, for the 29er World Championships.

"We finished up 18th overall; while not as good as hoped, a reasonable result. Nevertheless, we had an awesome time on and off the water, meeting loads of new people from all over the world. I am definitely looking forward to the qualifications for next year already! I feel better prepared and know we can improve greatly next year. Learning from other top sailors, identifying our weaknesses, and getting a good understanding of this event all bodes well for 2013!



"I would like to thank our coach, Rory Godman, for all the time and effort he has put into building the ABC High Performance team, and providing us with high-level coaching. Thanks also to ABC for supporting the 29er vision, and funding Rory's trip – without the coach none of this would be possible." 



"Toughest competition I've ever seen, one mistake and you lose places immediately; everyone was so serious it wasn't even funny."

—Cosmas Grelon (R), with crew Nathan Bradley (L)  
Photo credit: Dave Maher, ISAF



Left: Cosmas Grelon (L) and Nathan Bradley (R), Middle: Hong Kong's ISAF team, Right: Cosmas (L) and Nathan (R)

# ABC Sailors Lead Hong Kong Contingent at 2012 29er World Championships in Germany

Words by Rory Godman and Cosmas Grelon  
Photos by Rory Godman



JG Brashier and Louis Bond-Smith

The Aberdeen Boat Club sent six sailors and three boats to the 29er World Championships in Travemünde, Germany, from 22 – 28 July 2012. Sailors Lars Schkade, Akira Sakai, JG Brasier and Louis Bond-Smith arrived early, with Cosmas Grelon, Nathan Bradley and Coach Rory Godman coming straight from the ISAF Youth Worlds in Ireland and appearing the day before the event started. We had to charter three boats which were not in great condition but put up with what we were given. The ABC team stayed in three cabins we booked at a local camping ground; not too bad with lots of space for the boys. The sailing venue was very basic, just a massive park with a tent as the race office, but the rest of the town was set up for sailors and visitors with lots of food stalls and a few entertainment tents.

The ABC squad was joined by another six sailors and Coach Nick from the Royal Hong Kong Yacht

Club, so that the entire Hong Kong contingent numbered 12 sailors, six boats and two coaches!

The week leading up to the Worlds saw strong winds between 20 and 30 knots. Akira and Lars had spent many days in this wind strength and were very confident of their speed and ability in those conditions. But looking ahead at the long-range forecast it wasn't meant to be, with very light winds forecast for the whole week.

Race day one started with the wind at eight to 15 knots, and then finished with around three knots. The sailors had an eye-opener as the big starts made the racing really hard. Cosmas and Nathan were given a black flag, but as they were pushed over by a boat they decided to protest and won, but did not get redress on that race. We didn't get home from the sailing club until 11 pm so it was great to find that Clyde and Maggie, Nathan's parents, had made the team a hot meal.



29er competitors  
Akira Sakai and Lars Schkade

Day two started at 10 am with more very light conditions. With the wind only up at five or six knots, our teams really were struggling to get off the start line. Akira and Lars managed to get two black flags which wasn't a great start to the day. JG and Louis started to improve and showed good downwind speed.

Day three, the last day of the qualification round, had the same light conditions with at most perhaps 10 knots. At this point our goal was to try

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“At the end of the qualification round, Cosmas and Nathan made Silver Fleet, the only Hong Kong boat to do so.”

The start of the 29er Worlds: the ABC sent six sailors for three boats

to put some damage control on the black flags we had scored, and get some scores to count. Cosmas and Nathan managed a third in their last race. At the end of the qualification round, Cosmas and Nathan made Silver Fleet, the only Hong Kong boat to do so, while JG, Louis, Akira and Lars all made Emerald.

With the fleet of 216 boats now divided into four fleets, the finals comprised between seven and 10 races for each fleet leading to overall results and fleet results.

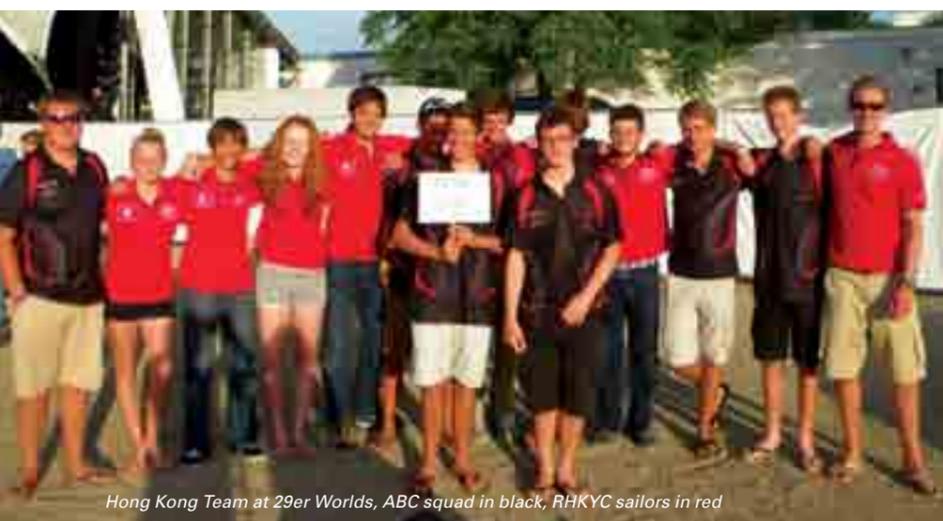
In the Silver Fleet, the boys sailed well, managing some top 10 results. We could really see the learning curve starting to go up and the rewards starting to come in. On the last day, Cosmas and Nathan had some bad luck; with good wind and sitting in around eighth place a boat ahead of them rounded the top mark and hoisted its gennaker. As it went up that boat

sailed into the boys and its gennaker-retrieval line got caught around Nathan's neck, pulling him off the boat, which then capsized. They managed to finish the day racing but after sailing Nathan went to the local hospital where he spent the night. After a MRI scan, Nathan got the all-clear but this was not a good way to end a great campaign and their results suffered badly as there were three races sailed on the last day. Nathan and Cosmas ended up 20th in the Silver Fleet and the leading Hong Kong boat overall.

Conditions remained light for the ABC boats in the Emerald Fleet, with large wind shifts, sometimes up to 50 degrees. Akira and Lars were in need of the wind to jump a couple of places but it never came. JG and Louis were great, improving very much during the regatta and showing great promise for the future with JG being one of the youngest competitors at 13.

Overall the team showed a steep learning curve which is what we need to reach the top level, and improved a huge amount. Particular mention must again go to JG as a sailor with huge potential for the future.

The ABC Youth Racing Team would like to thank Clyde and Maggie Bradley for all the help when away, SLAM for helping us with sailing gear and the ABC for covering coach costs – coaching would not have been possible without ABC support. H



Hong Kong Team at 29er Worlds, ABC squad in black, RHKYC sailors in red

The 29er World Championships was “far more fun than the ISAF Worlds, with a far larger fleet and racing against adults as well as youth sailors. A disappointing start to the regatta prevented us from doing better on the overall standing and perhaps getting into the Gold Fleet which would have been a great achievement. I think we were tired physically from the previous regatta which was already a week or so long. Hopefully we get continued support from the Club to carry on and go to the 29er Worlds next year in Denmark!”

– Cosmas Grelon



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The heart of dinghy activity at the ABC is youth sailing. During every school holiday, we run courses and activities for children and teenagers of ABC members and non-members alike, though participation priority is given to members' children. Look for the summer 2013 schedule around Easter.

# Spills and Thrills

## Summer Youth Sailing Programme 2012

Words and photos by Kevin Lewis

This summer, the ABC teaching team ran some 31 courses. Approximately 55 percent of attendees were children of non-members, reflecting the courses' effectiveness and appeal to the wider community across Hong Kong. Our most popular activities remain the Junior Optimist sailing courses, which continue to attract large numbers of children onto the water.

The Club also held two successful Watersports Weeks, which introduce the children to sailing, kayaking, windsurfing, wakeboarding, snorkeling, and other fun watersports elements. Optimist Race Training with Coach Rory Godman also continued as part of our busy summer schedule and in preparation for the upcoming regatta season.

The key element in any successful activity is the instructor. The Club was pleased to welcome back a number of experienced and skilled instructors, all of whom did a great job throughout the summer weeks. Support from the Marine and F&B staff also contributed to a great summer – thanks to all! 



Below: practising capsized recovery. Top right: Harriette Edmonds wakeboarding





ABC Instructor Team, July 2012



Introduction course, HKSF Level 3 and Laser



Optimist sailing



Week 1 beginner course



The Optimist Challenge: how many can you fit into an Optimist?



Maxime Chevot



Week 10 Optimist course



Taking the Biscuit!



First time afloat on Optimist Stage 1



Alex Leung and Harry Lee

# ABC October 2012 Youth Sailing Programme

The ABC has extended its October Youth Sailing programme this year to add activities to accommodate different schools' breaks. Please apply ASAP - places are limited and courses fill quickly, as most schools have only a one-week break in October. Details are available on our website, [www.abclubhk.com](http://www.abclubhk.com), and by email via [SailingSecretary@abclubhk.com](mailto:SailingSecretary@abclubhk.com)

Date	Open to ages 7 - 12	Course	Eligibility	HKS (member)	HKS (Non-member)
Mon 22 – Fri 26 Oct (AM)	✓	Optimist Stage 1	Age 7 – 12	840	1,215
Mon 22 – Fri 26 Oct (AM)	✓	Optimist Team Training	Optimist Team members only	n/a	n/a
Mon 22 – Fri 26 Oct (PM)	✓	Optimist Stage 2	Age 7 – 12, hold Optimist Stage 1	840	1,215
Mon 22 – Fri 26 Oct (PM)	✓	Optimist Stage 3	Age 7 – 12, hold Optimist Stage 2	840	1,215
Mon 22 – Fri 26 Oct (PM)	✓	Optimist Race Course	Age 7 – 12, hold Optimist Stage 3	840	1,215
Mon 22 – Fri 26 Oct		Beginners HKSF Lev 1&2	Age 11 - 18	2,520	3,650
Mon 22 – Fri 26 Oct (PM)		RS Feva & Laser Race Training*	Age 11 – 18, hold L3 or RS Feva Cert	1,260	1,825
Mon 29 Oct – Fri 2 Nov (AM)	✓	Optimist Stage 1	Age 7 – 12	840	1,215
Mon 29 Oct – Fri 2 Nov (PM)	✓	Optimist Stage 2	Age 7 – 12, hold Optimist Stage 1	840	1,215
Mon 29 Oct – Fri 2 Nov (PM)	✓	Optimist Stage 3	Age 7 – 12, hold Optimist Stage 2	840	1,215
Mon 29 – Wed 31 Oct		RS Feva Introduction	Age 12 - Adult hold HKSF L2 or equivalent	1,512	2,190
Thur 1 – Fri 2 Nov		RS Feva Gennaker Intro Course	Age 12 – 18, pass RS Feva Intro course	1,008	1,460

\* Free to RS Feva & Laser Team members

## Autumn 2012 Adult Dinghy Sailing

For adults, the ABC has organized many different dinghy activities this autumn:

### Adult Beginner Courses

The ABC's Adult Learn-to-Sail programme continues, with courses for beginners scheduled as follows. Each course runs for five days and leads to a formal certificate from the Hong Kong Sailing Federation. Sailors use Pico and Laser 2000 dinghies.

September: 15, 16, 22, 23, 29

October: 14, 20, 21, 27, 28

November: 3, 10, 11, 17, 18

December: 8, 9, 15, 16, 22

### Adult Laser 2000 Course

The ideal "next step" after a beginner course, or a great way to refresh dinghy sailing skills. Day one focuses on rigging and review of basic techniques, day two introduces the third downwind "gennaker" sail, and day three looks at racing.

These popular courses are usually always full, so apply early:

September: 15, 16, 22

December 8, 9, 15

### Adult HKSF Level 3 Course

This course covers more advanced seamanship skills, boat handling and theory. Limited opportunities are available to run adult level 3 courses at weekends, and the Club normally schedules courses during winter when we can expect more wind. Sailors normally use Laser 1 and Laser 2000 dinghies. January 2013: 5, 6, 12, 13, 19

### Supervised Sailing

The ABC continues to expand our Saturday afternoon Supervised Sailing Programme, giving dinghy sailors the opportunity to sail with an instructor who can help out and offer tips to improve sailing skills.

Sessions run most Saturday afternoons and start at Middle Island at 1.30 pm.

### J/80 Keelboat Sailing

The ABC recommends that early sailing lessons take place in a dinghy, to fully appreciate all the elements of sailing and gain a good understanding of basic techniques. However, many people want to sail larger keelboats and even dream of owning their own yacht one day. The ABC offers regular J/80 Crew courses.

Further details can be found in this copy of *Horizons* as well as on the ABC website. The next J/80 Competent Crew courses will run October 2, 6 and 7 and December 8, 9 and 15.

For details and application forms for all these activities, see our Club website, [www.abclubhk.com](http://www.abclubhk.com) or email our Sailing Secretary at [SailingSecretary@abclubhk.com](mailto:SailingSecretary@abclubhk.com)

## Jungle Jane Part II:

# Bali to Hong Kong

Words and photos by David Harris

The second of a two-part instalment recounting a yachting journey from western Australia to Hong Kong. For part one, *Perth to Bali on Jungle Jane*, see *Horizons'* July/August issue.



Opposite: One of hundreds of small sandy islands we passed whilst tracking north along the eastern side of Palawan Island in the Philippines  
Top: At 6'5" tall, Ed Bell attracted plenty of new friends at the Sandakan fisherman's wharf

Thirty years of mass-market tourism in Bali largely have trashed what once must have been a lovely island. After four days in port in Bali, we left with a black cloud over the boat. Getting fuel, provisioning and clearing customs had turned into a rather pathetic comedy that filled our time with frustration to a point where I had a complete sense of humour failure. Ed Bell was also getting no sympathy from me whilst nursing the mother of hangovers after an all-night session with a group of lads holidaying from Sydney. Wisely, Mac Greer kept a low profile until the mood lifted as night fell on our first night at sea.

Whilst not an ocean crossing, at just over 1,000 nautical miles, this leg of our journey from Bali to Hong Kong was our longest. We tracked due north across the equator up through the Makassar Strait between Borneo and Sulawesi. Cruising blogs indicated there could be pirates in the northwest part of the Makassar Strait, so I decided to stick to the main shipping channel. This meant we were out of sight of land for the whole leg until we turned the corner towards Sandakan, by then in Philippine waters.

I think the risk of pirate activity in this region is very low. Petty crime in port is probably a bigger hazard than piracy at sea. Nevertheless, we were comforted by the fact that *Jungle Jane* has 1000 h.p. up her sleeve and can wind up to 25 knots which would be more than enough to drag off the locals if necessary.

Whole mountains of iron ore from Australia are being transported to China, Korea and Taiwan through this sea lane. I picked up a piece of high-grade iron ore from Geraldton that now sits on my desk in Hong Kong, so we were also doing our bit for our balance of trade! Seas were generally mild, but on the third day out, we encountered sustained thunderstorms and 25 – 30 knots with heavy rain for most of

the afternoon and night. *Jungle Jane* is an excellent sea boat but with the wheelhouse and accommodation well forward she is very uncomfortable in a short head sea. Luck had it that a huge ore carrier was passing down our port side so I radioed the ship on VHF and asked if we could slot in behind for a smoother track.

The master was a bit puzzled as to why a Western Australian crayfishing boat should be tracking north of Borneo but was very obliging and offered to slow down if it would help us. I assured him we could keep up. The ship, *Global Trust* out of western Australia's Port Hedland, was bound for Korea and making about 12 knots. I estimate she was at least 200,000 tonnes, so we spent a few hours astern and in her lee, before thanking them and wishing them goodbye and good luck.

“The master was a bit puzzled as to why a Western Australian crayfishing boat should be tracking north of Borneo ”

We could not take on water in Bali so only had bottled drinking water on this leg. When it rained we manoeuvred under the cloud and stripped off for a deck wash and rather pathetic efforts to collect rain water. Generally, it was stiflingly hot and we slept on deck with the only breeze being the apparent wind from the movement of the boat.

Three years ago, on the delivery of our yacht *V1* from Sydney to Hong Kong, we had had a tragedy aboard en route to Sandakan. A crew member had a sudden heart attack and died in the cockpit. It was 40 hours before his body could be



Three of a few young boys who rowed out a half-mile from their village in the Philippines to see us; great little boat handlers. The youngest is working out how to take the wrapper off a sweet we gave them.



removed upon arrival in Sandakan and the crew were deeply affected by the loss and trauma of dealing with this situation.

#### Drawing crowds

This time, however, we arrived in perfect weather, tying up amongst the fishermen at the town jetty. Ed Bell is a strapping 6'5" 28-year old, so whenever we tied up with the local fishermen, both Ed and *Jungle Jane* drew a crowd. Despite not understanding a word we always got on famously with the fishermen. They were fascinated by what fish we would catch with such a boat and where we had picked up such a giant crewman.

We enjoyed Sandakan and cleansed ourselves of the traumas of our last visit. Getting fuel, stores and clearances was straightforward and we enjoyed the hospitality of the yacht club. My wife Jane also joined us for the 550-mile trip north via the Palawan Islands to Subic Bay.

We had now broken the back of the trip so took our time during this leg. We visited Puerto Princesa on Good Friday for a few hours. The Philippines is primarily a Catholic country so the place was completely shut down for the day. The tuk-tuk driver apologised because, he said, "God has died and everyone was resting for the day." I said it would be okay because "He was going to come back on Sunday and things would probably come good thereafter!".

#### Island-hopping in the Philippines

We spent four days island-hopping and enjoying the company of the locals. One afternoon we anchored off a small island and joined in on a family birthday party with four generations of babies, cousins, uncles, aunts and grandparents. They had great food but very cheap brandy and no beer so we supplied

some Australian wine, which they loved. One old woman had a music box so the adults danced to the scratchy tunes on the beach, much to the embarrassment of the teenagers who thought the adults, including our crew, were being ridiculous.

It's a solid 150 miles from the northern Palawan islands to Subic Bay in the Philippines and with a stiff easterly and lumpy sea we quickly slotted back into passage mode. About 20 miles north of Busuanga Island, we noticed something odd on the horizon, so altered course to port to investigate. It turned out to be three men and a lad in a small motorised outrigger canoe frantically waving a bag to attract attention. They had already drifted 10 miles and out of sight of land and the next stop for them was China or Vietnam 700 miles away - an impossible situation in such a boat. The lad was terrified but the men just seemed resigned to their fate. We took them in tow, and even at seven knots, which is just above idle for us, I was afraid their boat would fall to pieces. Our fuel supply was reasonably tight, so I didn't want to go back 20 miles, and set a course for an island not far off our course toward Subic Bay.

There was much protestation from our new friends but with increasing wind and sea conditions I ignored this to make for the closest land. Within an hour we saw a speck on the horizon which turned out to be more fishermen so we upped the speed to intercept them, hoping to hand over our charges. Eventually we rendezvoused and passed our now much-happier charges

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Intense aromas of pineapple, pear citrus and floral notes. A broad and appealing mid-palate with refreshing acidity.

#### Warwick The First Lady Cabernet Sauvignon 2010

Red berries, sweet black currant, vanilla and chocolate on the nose. Easy drinking with smooth, ripe, round tannins.



by the glass \$46  
by bottle \$230



#### Wine of the Month

Aberdeen Boat Club 香港仔遊艇會



#### ABC Introduces Princes Gate Bubbly and Still Water \$12 per 500ml bottle

Bubbly Flavours

Lemon & Lime / Forest Fruits / Peach

Still Flavours

Orange & Peach / Apple & Strawberry / Citrus



#### Water Promotion

Aberdeen Boat Club 香港仔遊艇會



#### Combined Harvest \$54 per bottle

Alc. 4.7%

Tasting note: This beer is a multigrain combination of malted oats, rye, wheat and barley, which produce a delightful floral start.



#### Beer of the Month

Aberdeen Boat Club 香港仔遊艇會



#### Pear Spritzer \$40

Fresh pear, white wine, peach liqueur and ginger ale



#### Cocktail of the Month

Aberdeen Boat Club 香港仔遊艇會

to their colleagues. One wonders how many fishermen just never come home in the Philippines. Simple distress flares would save many lives but even rudimentary safety equipment is beyond their resources.

#### How the "other half" live

After a rough night we arrived at Subic Bay Yacht Club and were allocated a berth alongside the 54-metre super yacht *Double Haven*. There are some smart boats in the Subic Bay marina so *Double Haven* must have wondered who they had struck. We got on well with the largely New Zealand crew and even hosted them to a barbeque on *Jungle Jane* to show them how the other half live.

Subic Bay is quite a good yachting service centre and the Club is now well-run and has excellent facilities. We spent two weeks working on the boat at Subic Bay. Labour is US\$15/per day so I paid \$25 and we had a queue of workers every day. We achieved a lot, slowly turning *Jungle Jane* into a boat we can use for entertaining.

Jane and Mac left the boat there and my son, Angus, joined Ed and me for the trip across the South China Sea to Hong Kong. Typically, as we approached Hong Kong, the northeast monsoon piped in and the South China Sea lived up to its reputation for short and nasty sea conditions.

Only 20 miles from Hong Kong, whilst steaming into blinding rain and a 25-knot headwind, there was a flash of lightning that illuminated a large fishing trawler heaved to without lights about 100 metres ahead. But for our sudden alteration of course, we would have almost certainly run them down at 12 knots in the black of night. This is a good example of the lack of seamanship so prevalent in and around Hong Kong.

We came alongside the ABC pontoon after midnight in the pouring rain. In the morning General Manager Philippe de Manny came down to say hello, saying "My goodness, where did you get that thing from?" With a smile I said, "Oh, we've just driven it up from Perth." It was nice to be home. ✨

Left: We tied up alongside a small steamer that delivered all the Coca Cola to the Palawan Islands; the happy crew giving us some samples

Bottom: Lads out for a bit of a spin



## Indian Curry Buffet and Free Tasting of English Ale

Friday, 21 September  
6:30 – 9 pm at the Patio

**\$268 per adult, including 3 bottles of 50cl English Ale**

**\$88 per children under 12 years**

**Further drinks charged to members' accounts**

#### Chef Yadav's Indian Buffet

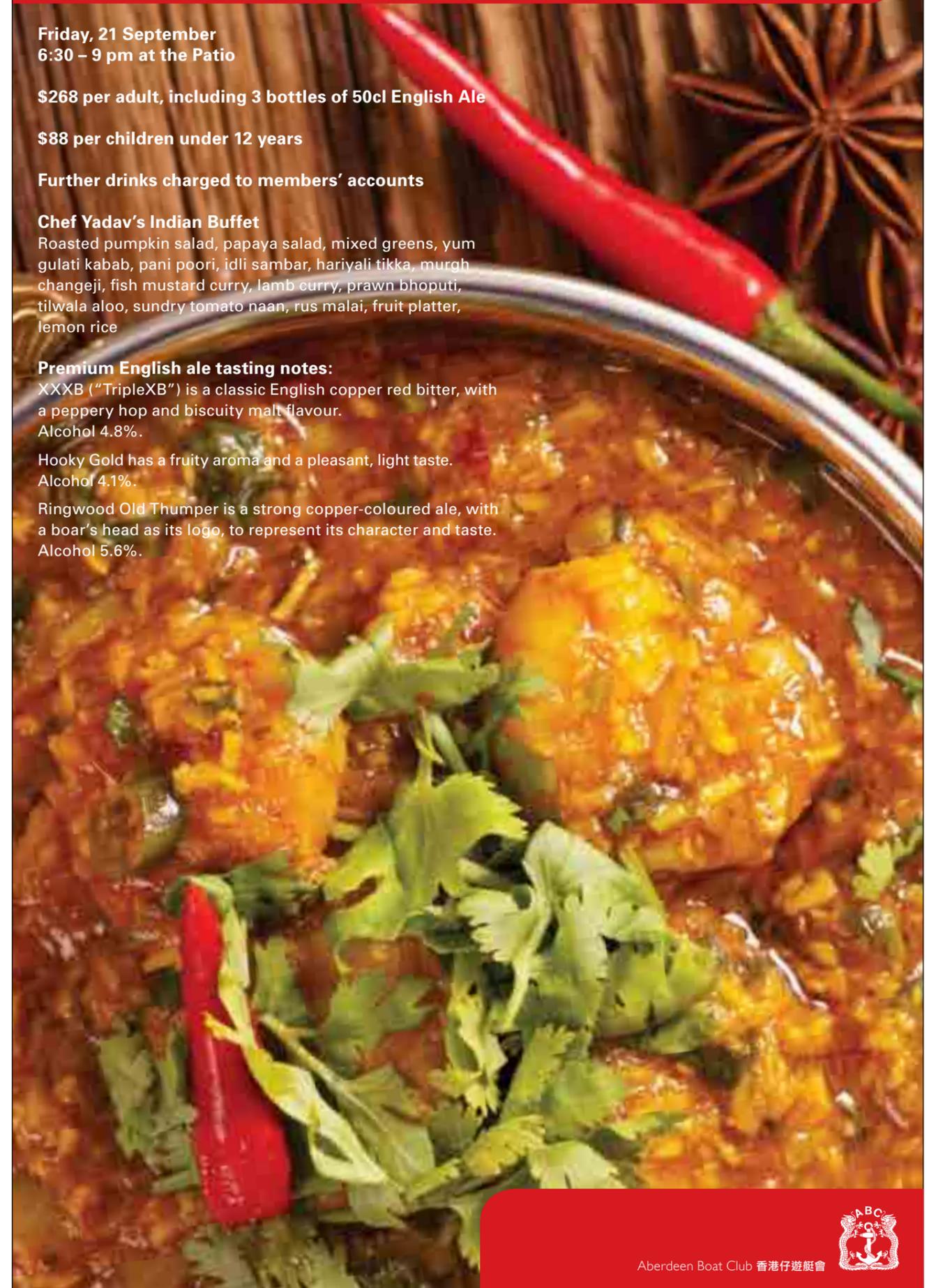
Roasted pumpkin salad, papaya salad, mixed greens, yum gulari kabab, pani poori, idli sambar, hariyali tikka, murg changeji, fish mustard curry, lamb curry, prawn bhoputi, tilwala aloo, sundry tomato naan, rus malai, fruit platter, lemon rice

#### Premium English ale tasting notes:

XXXB ("TripleXB") is a classic English copper red bitter, with a peppery hop and biscuity malt flavour. Alcohol 4.8%.

Hooky Gold has a fruity aroma and a pleasant, light taste. Alcohol 4.1%.

Ringwood Old Thumper is a strong copper-coloured ale, with a boar's head as its logo, to represent its character and taste. Alcohol 5.6%.



# The Shocking Side of *Sailing*

Words by the ABC's David Tait, in conversation with Captain R.J. Carrick, RN  
Photos courtesy of David Tait and Richard Carrick



Bafflement about why the sails won't work

On the edge of the Surrey Hills there is a pub called The Red Lion. In July, during one of the rare warmer evenings before the London Olympics, I met up with an old shipmate from my days in the Royal Navy; we reminisced about seas sailed and life well-lived.

Richard Carrick (Ric) and I had served together in the early '80s in *HMS Bristol* (a fine vessel for cocktail parties) off West Africa and later operationally in the nuclear-attack submarine *HMS Sovereign* (a Cold War killer of the deep) in the Mediterranean and the North Atlantic. As young naval officers we had shared a number of exciting experiences but agreed that one stood out as the most terrifying by far – the time we were sent sailing together.

## Bewildered submariners

When a submarine comes in for maintenance and a fresh coat of black paint, the Royal Navy in its wisdom sends younger officers and sailors off to places like the Joint Services Adventurous Sail Training Centre (JSASTC) – to be trained in things like “Sailing” and “Adventure.” Ric and I, as a pair of young lieutenants,

were sent and duly reported to JSASTC with 10 of our submarine's crew to join *HMSTC Dasher*, a lovely Nicholson 55' yacht. We were to sail from Gosport, southern England, to Copenhagen, Denmark, before giving the yacht to another group of equally bewildered submariners to bring it back again – and thus have an adventure.

*Dasher*, which was most unlike a submarine, had a full-time coxswain appointed to her – a retired chief petty officer, a salty seahorse called Charlie Solomon. He had been an aviator in the past (submariners are okay with aviation types as we spend lots of time trying to help them find us during exercises). In any event, Chief Solomon knew how to make the yacht go forward, which we certainly didn't. We were also joined by a nameless more-senior officer who was a surface flotilla meteorological specialist – he was to be in command of the yacht (and the weather) and had a lot of RYA qualifications that we were told was a good thing. We duly loaded up with victuals and beer, setting sail on a sunny March morning in 1989, moving into the Solent and then through the English Channel into the North Sea. It was flat calm.

Ascertaining that the sails didn't work well without wind, we soon were chugging under comfortable power quite happily – just like an aircraft carrier. The senior rates sorted the crew into two watches and happily settled down to fishing for mermaids and mooning at passing Channel ferries. The flat calm continued. On the third evening at sea, having left Calais, Dunkirk and Ostend well to our east and out of sight of land, the weather began to pick up.

We hoisted our sails for our sailing adventure and switched off the engine. The North Sea can be tricky in spring, and soon we were bucking up and down like a lady of negotiable virtue, resenting the rising gale and our inability to dive to 500 feet as we sailed into the brooding darkness. We therefore furled our sails – somehow they didn't seem to work in too much wind either (42 knots). As evening fell we hoisted a storm jib that was reefed into something sensible.

Whilst pondering our inability to drink warm drinks safely in the mounting seas, a cumulonimbus building up above us in the deepening purple was accumulating a very positive charge that shortly was going to induce a very negative charge below.

“We duly loaded up with victuals and beer, setting sail on a sunny March morning in 1989, moving into the Solent and then through the English Channel into the North Sea. It was flat calm.”

Finding the only discharge point in an angry sea, lightning struck the mast of *Dasher* at around 10:30 pm with around 30,000 amps, transferring around 500 megajoules of energy to the yacht and surrounding sea.

That made a jolly big bang.

All those on watch in the cockpit were harnessed and in full foul-weather gear with life jackets, hanging on for dear life, when the yacht sparked up. I had the helm with Ric beside me. When lightning hits, you lose your night vision and the shock wave is very memorable – Ric's first comment was “that just went through my \*\*\*\*ing teeth.”

Then the lights went out. Submariners train constantly for EOPs (Emergency Operating Procedures) in the dark. These supersede SOPs (Standard Operating Procedures) in the light and also when things are no longer “inside the envelope.” As we were merely on an

adventure, we didn't really know what the EOPs were for *Dasher*, but we did know immediately that it was very dark and that a lot of things were not right with the vessel. Someone shouted “Flood!,” someone else “Fire!” and it was time to come to emergency stations.

## Some things went wrong

Some of the things that had gone wrong included a major flood in the forward cabin from behind the heads; an unconscious Leading Steward Bardolph with his hair standing on end and his trousers around his ankles, with what appeared to be singed buttocks and no pulse; a couple of good-sized fires in the engine space; the explosion of the VHF radio; the disintegration of all navigational instruments; the radar dead and smouldering; no lighting; no power; little sense of direction; three cables of visibility (600 yards); a storm jib flapping

mindlessly; an ongoing gale with 18-24 foot waves with a real risk of broaching.

It appeared that *Dasher* was beginning to behave rather more like a submarine than anticipated.

Chief Solomon did have an immediate sense of the peril we were in and the crew, with one notable exception, acted brilliantly – the fire was doused and the flood slowed by pushing several pillows and some soft wood wedges into the leak. We gave CPR to the recently dead leading steward, who, once restarted, was ordered to pull up his trousers, not to sit down and to work out how to make tea. Unoccupied crew started bailing and pumping without an order. We started a stopwatch, pricked the chart and started working out our dead reckoning using a Zippo lighter as a candle.

## Being rammed was a concern

Without any navigational lights within 50 nm of Rotterdam, being rammed by shipping was a passing concern. The jib was brought under some level of seamanlike operability by Chief Solomon and we ran before the wind towards the distant Dutch coast and away from the main shipping lanes. For the moment we were a bit damp but all still alive in

a fine seaworthy vessel. The unnamed meteorological officer, nominally in command of the yacht, however, suffered a loss of moral fibre and wanted to launch the life raft and abandon the yacht – he was very RYA-overqualified. Having heard this stunning order, a squeaky voice from the darkened foredeck said, “Is that really a good idea, Sir?,” which was followed by a loud “thwack” from Ric as a junior sailor learnt yet again when to shut up.

Moving away from the scheme to abandon one of Her Majesty’s floating assets as a navigational hazard, we set about getting to safety. By now we had found a torch, a compass, binoculars, a sextant, a towed log, a gas-burning stove and 400 dry Benson and Hedges – and hadn’t lost any of our beer.

“We gave CPR to the recently dead leading steward, who was ordered to pull up his trousers, not to sit down and to work out how to make tea.”

Ric – the senior engineer – worked out quite quickly that the now-extinguished fire curiously had destroyed both the starter motors of the generator and the diesel engine. Power and useful propulsion were not going to be a possibility. The communications equipment was not going to work any time soon nor would the radar, the depth sounder, or Decca navigation equipment (of pre-GPS days).

#### Pretence of a sextant

In any event, partly to reassure the cold and tired crew that we knew where we were, I went through the total pretence that I could use a sextant in the tempestuous darkness without a visible horizon, shooting the lower limb of the moon through scudding clouds. Once everybody was reassured that we knew where we were (other than myself and Ric, who knew I was bluffing), the crew happily turned on the meteorologist of questionable moral fibre, giving him a really hard time about the ghastly weather and forcing him yet again to explain why he thought he’d be safer in a life raft (submariners can be rather cruel).

Left to solve my navigational conundrum on my own, I scrambled through the North Sea Pilot and deduced that I had seen the Newcastle-Ijmuiden ferry that had crossed

to the south of Den Helder just before dusk. Steering east-north-east, I ran a probability pool-of-errors – a submariners’ technique to navigate within a statistical probability area, when you haven’t had a fix for some time underwater (which anyone can use even if non-RYA-qualified) – and set course towards northern Holland. Frantically, Ric and I read the names on the sterns of coastal fishing boats, guessing that we were nearing Den Helder or at least the low-lying island of Texel. Two hours after dawn, we made landfall within 3 nm of the centre of the PE. We entered the home port of the Royal Netherlands Navy under sail, all pretending that we knew how to sail and all save Ric thinking that I knew how to navigate.

So why had the sailing experience been quite so adventurous? Well, it all came

## Postscripts

The facts of this story are as accurately recounted in conversation between the authors as is possible with the passage of over 20 years. The names of some individuals have been changed to preserve their anonymity and dignity.

When I left the Navy, Richard Carrick remained in the service and last year was promoted to the rank of Captain. He is now Chief Staff Officer Engineering (Submarines). We have stayed good friends ever since.



Watching the future engineer Captain steer the yacht



SAT  
SEPT  
29  
2012



DOORS OPEN  
7:00 PM  
  
 TICKET PRICE  
WELCOME COCKTAIL  
& 3-COURSE DINNER  
\$550  
SHOW ONLY  
\$350

# COMEDY MURDER MYSTERY DINNER SHOW

PRIZE FOR  
BEST  
COSTUME

Aberdeen Boat Club presents

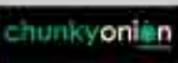
## \*MURDER IN HAVANA

### ABERDEEN BOAT CLUB

#### WELCOME COCKTAIL, DINNER AND SHOW

7:00PM WELCOME CUBAN COCKTAIL AND SNACKS - WAGLAN BAR

8:00PM THREE-COURSE DINNER AND SHOW - HARBOUR ROOM

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Sea Dinner

### Menu

Tropical Fruit Caesar salad

Chicken parli (Ladies Choice)

Pasta with sauce

-

\*Coffee or Tea

\*\*Other beverages available and charged to Member's account

\*Murder in Havana\* is an interactive murder mystery dinner performance that is fun for all. Performed during a sit-down dinner, the show is very funny and the audience is encouraged to get involved in the dancing, audience 'games' and of course in solving the mystery!



# Father and Son Spice Up Club's Indian Menu

Words by Ann White, photo by Matthew Tsui

ABC GM Philippe de Manny knows a good thing when he sees one – or two. In 2003 he poached Chef Ramakant Yadav for his Indian cooking skills and flair after working with Yadav at the Ladies' Recreation Club in the 1990's. In April 2012 the GM did it again: he hired Chef Yadav's son Susanta Kumar Yadav ("Kumar") to join the ABC's father-and-son cooking team.

Chef Yadav came to cooking in a very hands-on way, learning through helping a cook from Nepal living in his home town near Cuttack, in Orissa state, in eastern India. Yadav came to Hong Kong in 1994 as a chef at the LRC, moving to the Harbour Plaza Hotel until the ABC's de Manny hired him away.

Yadav speaks Oriya, Hindi, English and some Cantonese, helpful in the ABC kitchen. "Working at the ABC is good," Chef Yadav says, the highlight of his cooking career in Hong Kong. "Everyone helps; nobody argues." Yadav intends to continue with the ABC for another five or six years until he retires.

Son Chef Kumar comes to the ABC after working at the Hong Kong Country Club, the Football Club and several Indian restaurants in Hong Kong. The extended Yadav family, including Kumar's five-month old daughter, live together with Chef Yadav's daughter – and Kumar's sister – Kamlesh, in Hong Kong.

## New Indian menu every six months

Chef Yadav says he never looks at a cookbook. "I have over 100 recipes in my head and often make up new recipes." He often develops recipes by considering the elements of a Chinese or western dish and then making it Indian-style.



ABC Chefs Ramakant Yadav (L) and son Kumar Yadav (R)

Yadav regularly makes fresh raita and naan bread in the ABC kitchen. He is particularly pleased with his new starters, including garamsalal. Members like his vindaloos, he says, especially in winter. General Manager de Manny particularly recommends the Kukurmutta Paneer Mutter, a dry curry, accompanied by any English ale.

Chef Yadav, says General Manager de Manny, is very creative with Indian, western and Chinese cuisine, while his son Kumar is more oriented toward fusion cooking, combining Indian and European approaches. Kumar's dish of stuffed squid with mustard and port wine is "outstanding," de Manny says. Both Yadav and Kumar can cook in the styles of northern, southern and western India. Kumar says he is extending his cooking approach and developing new recipes by moving to an older style of Indian cuisine, using less oil and boosting natural flavours.

## Chef Yadav's Saturday Special Indian Menu



Every Saturday afternoon in September  
12 noon to 2:30 pm  
The Galley and Patio  
\$88

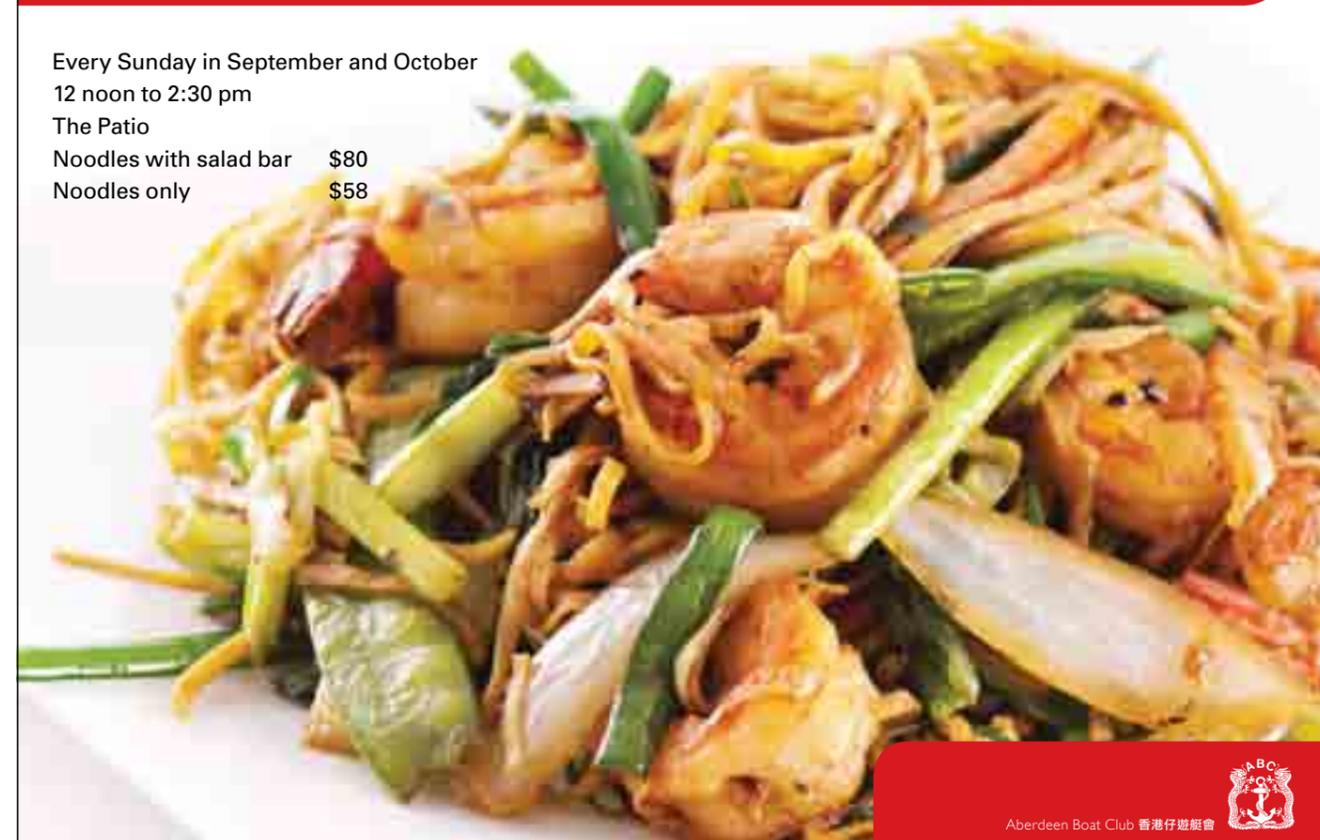
### Featuring Masala Dosa and Sambar

Masala dosa, included in CNN Go's list of the World's 50 Most Delicious Foods, is filled with a lightly cooked helping of potatoes, fried onions and spices.

Sambar, a vegetable stew or chowder of broth made with tamarind and pigeon peas, is very popular in the cooking of southern regions of India.

## Wok-fried Noodle Station Every Sunday

Every Sunday in September and October  
12 noon to 2:30 pm  
The Patio  
Noodles with salad bar \$80  
Noodles only \$58





# Home Wine Delivery September 2012

	\$/Bottle	Quantity	Amount
<b>Rosé</b>			
<b>Rock Ferry Rosé 2011, Central Otago, New Zealand</b> Delicate salmon-pink colour. Aromas of fresh and delicate red berry and spice. A fleshy and generous palate. The finish is lively, refreshing and well-rounded.	\$140		
<b>White Wines</b>			
<b>Talamonti Tavo Pinot Grigio 2011, Veneto, Italy</b> 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.	\$100		
<b>Stop Banks Sauvignon Blanc 2011, Marlborough, New Zealand</b> Rich and ripe on the palate, with tropical fruit flavours reminiscent of papaya, melon and passion fruit. The mouth feel is intense and complex with refined and interwoven flavours that deliver both texture and richness balancing nicely with fresh vibrant lime and lemon flavours.	\$110		
<b>Château Chante l'Oiseau AOC Graves 2010, Loire Valley, France</b> Typical Graves - the dryness of Sauvignon softened by the creaminess of Semillon with plenty of minerality in the finish. Refreshing crisp wine as a change from straight Sauvignon Blanc.	\$110		
<b>Ash Ridge Chardonnay 2010, Hawke's Bay, New Zealand</b> Light gold in colour with aromas of stone fruit with a hint of oak. White peach and nectarine on the palate with a rich mouthfeel and balanced acidity.	\$160		
<b>Red Wines</b>			
<b>Nga Waka Pinot Noir 2010, Martinborough, New Zealand</b> Crammed with fresh, vibrant fruit flavours, this wine has a Central Otago-like immediacy of appeal. Deeply coloured, it is invitingly scented, with a subtle seasoning of oak, gentle tannins and loads of buoyant cherryish, plummy flavour. 89 Points Bob Campbell	\$200		
<b>Willunga 100 Shiraz 2010, McLaren Vale, South Australia</b> The palate is rich and juicy, with plush plum and blackberry fruit, the tannins soft and round. 92 Points James Halliday	\$120		
<b>Bodegas Navajas Reserva 2005, Rioja, Spain (Tempranillo)</b> Flavours of ripe cherry fruits, toasted spices and subtle oak with herbal and balsamic bouquet. A great Rioja to drink on its own or with strong cheeses, red meats and game.	\$150		
<b>Castello Banfi Rosso Di Montalcino DOC 2010, Tuscany, Italy</b> The bouquet is intense, fresh, fruity with typical varietal characteristics of violet, cherry and plum. On the palate it is gentle, wide, and soft, with surprising length. 90 Points Robert Parker	\$200		
<b>Koonara Angel's Peak Cabernet Sauvignon 2009, Coonawarra, Australia</b> Intense blackberry and mocha neatly balanced with the vanilla from the French oak barrels. Finishes with an extremely long palate of dried mulberries and cigar box. All Koonara reds, this wine has a balanced sweetness to the finish, showing the goodness of the fruit.	\$180		

## Free Wine Tasting

All of the above wines will be available for free tasting at the Galley on **Friday, 14 September from 6-8 pm.**

Member Name: \_\_\_\_\_ Membership Number: \_\_\_\_\_

Tel (Office): \_\_\_\_\_ Tel (Home): \_\_\_\_\_

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

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

Minimum order 12 bottles. Mixed cases available. Note 10% discount for orders of 24 or more bottles. Total amount will be charged to member's account. Orders accepted by mail, fax or in person. Contact the Food & Beverage Department at 2555-6216 or Fax: 2873-2945 Deliveries free for order of 12 or more bottles; please allow 3 working days for delivery. All wines are subject to availability.

## Mid-Autumn Festival Celebration 中秋月圓人團圓



### Poolside Barbeque Buffet Evening, the Patio

Saturday, 29 September

6:30 – 9 PM

### All-You-Can-Eat BBQ featuring

Freshly shucked Australian oysters, salad bar, New Zealand lamb chops, prawns, sausages, sardines, the ABC's signature Hainan chicken station, salmon filet, Chef Singh's Indian curry, moon cakes 中秋月餅, assorted fruits, taro cake 芋頭糕 and pumpkin pancake 南瓜

**Adults \$238 and children \$138 (ages 3-12)**

To reserve for your family, please call the Coffee Shop at 2554 9494



## Mid-Autumn Family Buffet Lunch 中秋節快樂



### Mid-Autumn Family Buffet Lunch

Sunday, 30 September

12 – 3 pm, Four Peaks Restaurant

### All-you-can-eat BBQ buffet featuring

Freshly shucked Australian oysters, salad bar, roast prime rib, braised abalone mushroom with lettuce in oyster sauce 蠔油生菜鮑魚菇, braised twin vegetables with crab meat and crab roe sauce 多子蟹肉扒雙蔬, braised e-fu noodles with shrimp roe 蝦子香燒伊麵, sweetened cream with lily bulb and sea coconut 海底椰百合露, Chef Singh's Indian curry, moon cakes 中秋月餅, sweet dumplings 湯圓, taro cake 芋頭糕 and pumpkin pancake 南瓜

**Adults \$228 and children \$128 (ages 3-12)**

To reserve for your family, please call the Coffee Shop at 2554 9494





# Welcome New Members

The Aberdeen Boat Club welcomes the following new members who have joined recently:

## May 2012

Peter Evans	Joanne O'Callaghan	Toby Bull	Hui Dik
Darren Fender	Wong Kam Pui, Leo	Tam Kwong Hang Paul	Li Chung Tung
Michael Lin	Akira Luke Sakai	Chow Wai Tat Eric	Lai Ching Chung
Ashley Moore	Alice Wong	Tang Shu Fun Eric	Flora Li
Michael Ng	Anital Lui		

## June 2012

Vijay Mehta	Paul Sun	David Wong	Teruyuki Usugaya
Eric Chan	Andy Tse	Stuart Moran	Chan Po Gay
Charles Hughes	Eddie Tse	Lewis Cerne	Law Yiu Chi, Sunny
Mark Johnson	Tung Wah Wing	William Allan	Lau Chu Kwong, Matthew
Edwin Leung	Nigel Watts	Marven Bowles	Kwan Yi Fan, David
Michael Man			

## July 2012

Steve Yin  
 Yolanda Yung Ho  
 Li Siu Kim  
 Chan Ka Ho  
 Mckinny Tsoi  
 Mark Simon

### Upcoming events at the ABC in October

<b>Friday, 12 Oct.</b>	Chargrilled sausage and salad bar night with Belgium beer evening, the Patio
<b>Saturday, 13 Oct.</b>	Curry buffet with free tasting of wines from Island Junks Ltd., the Sundeck
<b>Friday, 19 Oct.</b>	Free wine tasting with Villiera, the Patio
<b>Saturday, 27 Oct.</b>	Halloween party
<b>Throughout the month</b>	Beef dishes highlighted in the Four Peaks and Galley restaurants

## ABC Middle Island Weekend Dinner Menu

September Saturdays and Sundays



**Appetiser:** Smoked salmon salad or Parma ham with melon

**Your choice of one of the following main courses:**

- Barbecued sirloin steak with grilled vegetables and baked potato
- Barbecued burger steak topped with fried egg
- Honey-roasted baby-back ribs with garden salad and baked potato
- Sautéed king prawns with XO sauce
- Chargrilled Portobello mushroom

**Dessert:** Chocolate truffle

\$198 per adult and \$168 per child under 12 years

For details, call The Galley at 2554 9494 or e-mail [fmb@abclubhk.com](mailto:fmb@abclubhk.com)



Aberdeen Boat Club 香港仔遊艇會

## Victoria Harbour Junk Cruise

### National Day public holiday

**Monday, 1 October**

**6:30 - 10 pm**

View Hong Kong's stunning fireworks from Victoria Harbour in celebration of China's National Day and 63rd anniversary.

6:30 pm boarding time at the ABC pontoon – please arrive promptly.

### On-board buffet menu:

Assorted pizzas, chicken nuggets, assorted satays, finger sandwiches, Singapore noodles, quiche, spring rolls, crab cakes, chai siu so, carrot sticks and cucumber sticks with hummus and salsa dip, pita bread and naan bread.

Includes one free drink of your choice of house wine, beer, sodas and water. Further drinks billed to members' accounts.

### \$240 per person

Limited to 35 people. Please see [www.abclubhk.com](http://www.abclubhk.com) for any changes – inclement weather may force event cancellation.

To book your place, please phone Membership Service Manager Cobo Liu at 2553 3032 or email her at [mbs@abclub.com](mailto:mbs@abclub.com)



Aberdeen Boat Club 香港仔遊艇會

## Sustainable Seafood Promotion September 2012

Marine fisheries are collapsing locally and globally, but your choice can make a difference! When you dine at the Aberdeen Boat Club throughout the month of September, you can choose from these entrées featuring sustainably produced seafood:

Carpaccio of Alaskan salmon with blood orange	\$88
Sautéed Dutch mussels with saffron cream	\$88
Sautéed South China clams on pepperoni	\$88
Grilled Chilean sea bass with vegetables consommé	\$118
Chargrilled Alaskan Pacific salmon steak with arugula salad	\$160
Australian Coral Trout à la king with mushroom and onion	\$168
Poached jade perch with tomato, olive and capers	\$158
Bouillabaisse with garlic bread (Dutch mussels, South China clams, South China scallops and Pacific King prawns)	\$198



Aberdeen Boat Club 香港仔遊艇會



## Cake Delivery Service for Home and Office

The ABC pastry chef offers members a selection of cakes pictured below, perfect for birthday parties and celebrations with family and colleagues. Minimum order is two pounds at \$360.

To order, please call the F&B manager at 2555 6216.



001 Strawberry Napoleon (Heart- Shaped)  
草莓千層酥 (心型)



002 Strawberry Napoleon (Classic)  
草莓千層酥 (經典)



003 Mango Napoleon  
芒果千層酥



004 Mango Cheese Cake  
芒果芝士蛋糕



005 Strawberry Cheese Cake  
士多啤梨芝士蛋糕



006 German Cheese Cake  
德國芝士蛋糕



007 Hazelnut Chocolate Cake  
榛子朱古力蛋糕



008 Chocolate Mousse Cake  
朱古力慕思蛋糕



006 Strawberry Tiramisu  
草莓意大利芝士蛋糕



Chocolate Truffle Cake  
朱古力軟心蛋糕



Blueberry Cheese Cake  
藍草莓芝士餅



Strawberry Cake  
草莓芝士蛋糕



Premium Tiramisu  
特級意大利芝士餅



Strawberry Chocolate Truffle Cake  
草莓朱古力軟心蛋糕



Strawberry Pie  
草莓批



Mango Pie  
芒果批



Fresh Fruit Pie  
鮮果批



Opera  
咖啡榛子軟心蛋糕

Please reserve two days in advance

## CLASSIFIEDS

### Clean Max Advanced Cleaning Solution (120ml) \$25

Clean Max is an extremely effective grease remover, able to clean any surface within seconds in the most difficult cleaning situations, such as grease, oils, tar deposit, etc and is 98% biodegradable.

Available now at the ABC Club Shop



### HK Pleasure Vessel Operators Handbook \$330

A complete guide to the Hong Kong Pleasure Vessel Operators License, including all the material needed for both Grade 2 and Grade 1 exams. A set of flash cards to assist learning buoyage and navigation lights are included, as well as some sample test questions and the full examination syllabus.

Available now at the ABC Club Shop

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