



2014/04

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# HORIZONS

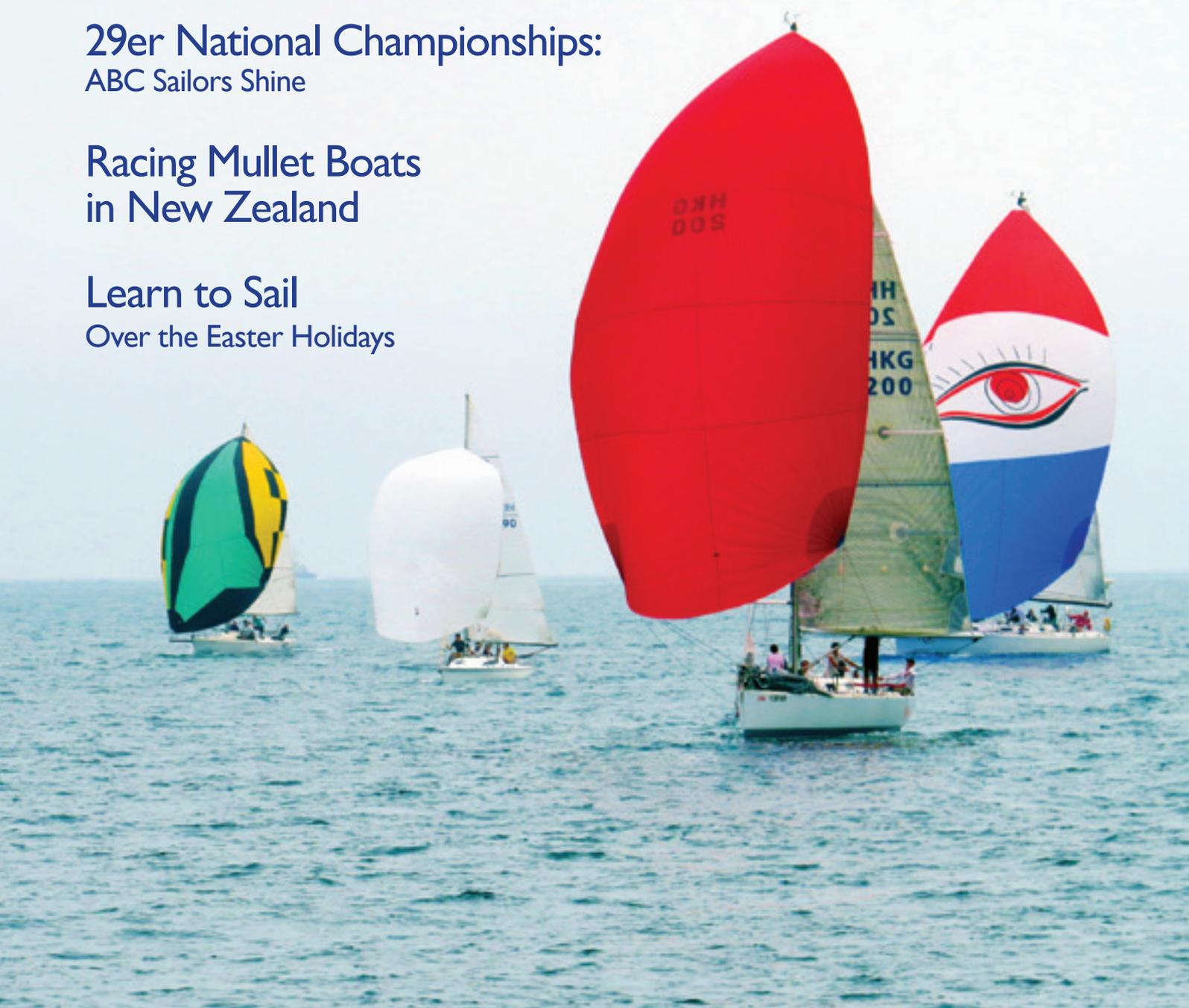
THE MAGAZINE OF THE ABERDEEN BOAT CLUB

**Waglan Races 8, 9 and 10:**  
Reports, Results and Photos

**29er National Championships:**  
ABC Sailors Shine

**Racing Mullet Boats**  
in New Zealand

**Learn to Sail**  
Over the Easter Holidays





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*Cover photo by Philippe de Manny:*  
The ABC's Waglan 9 race

*Horizons welcomes ABC member contributions of articles and photos.*  
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## Commodore's Letter

We have come to the end of another successful Waglan Series, again kindly sponsored by Jebesen Marine. The races were well-contested with up to 20 entrants per race day. It was pleasing to see the successful reintroduction of the B Division, and continued strong support from J/80s.

Several ABC members attended a party at Zetland Hall for the 85th birthday celebration of Honorary Life Member Graeme Large. Graeme joined ABC in 1980, a couple of months after the present Clubhouse officially opened. Ian Foster (a car and bike aficionado and former ABC boatie) organised the party, and included people from many circles of Graeme's keen interests: sailors from ABC and HHYC, motorbikers (including

fellow racers from the Macau Grand Prix), members of the MG Car Club of Hong Kong, Freemasons, the Hong Kong Volunteers Regiment (Army), and the Hash House Harriers.

Graeme raced the Thunderbird *Jolly Green Giant* and later *Ariki III*, and mentored young sailors. He was a staunch competitor in several Four Peaks races (his persuasive skills convinced me to enter this event in 1993). Graeme gave a fine speech to his many dozens of friends. We wish Graeme and his wife May healthy lives and many more birthdays.

The Sailing Committee's Dinghy Subcommittee, looking to increase race participation, is talking to our joint race partners at RHKYC about rearranging the race calendar for 2014-2015. Ideas include possibly shorter seasons and



the introduction of mixing in some one-design racing within open events, given the success of the Optimist racing division. Ideas are very much welcome.

See you on the water or around the Club, and in May at the Classic Yacht Rally.

**John Berry**  
Commodore

## Flag Officer's Report

After four years' very active involvement as chairman of the ABC Sailing Committee, Bruce Perkins stepped down at the November AGM owing to rising business and travel demands on his time. His input, always cheerful, knowledgeable, and calm, will be much missed. We will, however, continue to see Bruce in action on the water. The baton, and shoes to fill, passed to yours truly at the same time.

The AGM saw a number of changes in committees, Sailcom included. Current members are listed below.

As we near the end of the winter racing season, the weather seems reluctant to let go. Looking back, the Windward/Leewards on Waglan 8 and 9 saw a good turnout of 17 yachts, including our four active J/80s, but not much wind at the start. The wind picked up gradually and was gusting 20 kts by Race 9. The change shows in the two elapsed time spreads on identical sausage courses: 40-70, and 35-56 mins. Crisply handled by the GM as RO.

The big recent event was the 30th Four Peaks Race put together by an enthusiastic team and volunteers within race control

and on each peak, all zealously led by the tireless Elaine Morgan, who sadly has stepped down from the committee after so many years of valuable contributions. We may still call on her! A huge success and record fleet of 35. All home safe with one rescued from a Lamma reef to the credit of the safety boat crews and race control.

The popular Classic Yacht Rally will take place on 17-18 May, followed by a new COA event, a summer rally spanning three yacht club locations over the holiday weekend of 31 May-2 June. The ABC Summer series begins, mid-summer, on 15 June.

The dinghy section and performance go from strength to strength. Highlights include more students than ever on our Chinese New Year Programme, successful hosting of both the Feva and 29er Championships, and continued success of our High Performance Sailing Team. As you read this, the team are hard at work preparing for the Dinghy Hong Kong Race Week as well as the Easter Youth Sailing Programme.

So, what's lacking? While we are most fortunate in having a keen GM to



act as regular RO, and Wayne Thompson came back from retirement in Thailand to great appreciation for Four Peaks, we need to recruit new blood to help and to take part in races. Volunteers, please write in or ask me for a drink at the Club bar!

I look forward to seeing members there and afloat in the coming months.

### Sailing & Marine Committee Members

Chris Pooley (Chairman)	James Ross
Alison Treasure	John Berry
Diana Bruce	Stephen Hilton
Graham Price	Felix Ng

**Chris Pooley**  
Rear Commodore – Sailing

# CLASSIC YACHT RALLY



To be held on  
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**2014**

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For sailing instructions and entry form download from [www.abclubhk.com](http://www.abclubhk.com)

# General Manager's Letter

## Bye-laws

As I wrote last month, the Club bye-laws will be a recurrent part of my letters over the coming few months, as there are quite a lot of new regulations of which members should be made aware.

First of all, I shall deeply thank all the members who have begun to sign in their guests at the reception. The actions of members prove that many of you have found no issue in doing so. It also proves that many more members than I thought actually read my letters!

Secondly, I have received a few questions about the maximum number of guests who can be accommodated in the restaurants during normal operations. As a general guideline, please note that not more than four guests per account are allowed on Sundays and public holidays in the Galley and the Four Peaks restaurant and no more than six guests per account are allowed at the Club premises on Middle Island.

I must reinforce that this rule now is in effect because sometimes members come to enjoy their Club but cannot find a seat, as another member is hosting a large number of guests in one of our restaurants without prior booking.

Such larger groups should be entertained in a private room and with advance booking. We can be flexible during the week, however, on weekends and public holidays it is particularly necessary for us to observe the rule as our Club lacks large venues inside and out.

I have also been asked if the Club can allow a member to invite four guests on his account and let an absent member friend invite another four guests. Of course this is not allowed as when you invite a guest you are responsible for their behaviour, and must sign him or her in and ensure that he or she is familiar with the Club rules and regulations, especially when it comes to phone usage.

## Mooring and hardstanding

Finally, as promised last month, I am now looking at the mooring and

hardstanding rules. For two years now, and for two reasons, the Club has been extremely proactively regulating the allocation of these facilities. The primary reason is the extreme shortage of moorings offered to us by the Marine Department and the secondary reason is to remove abandoned vessels and make space for more active members.

The relevant general guidelines are that you cannot store any vessels on our premises without entering into a

“  
**No more than four guests are allowed on Sundays and public holidays at the Clubhouse and no more than six guests are allowed at Middle Island.**”

signed agreement between the Club and yourself, and that the vessels stored belong to you and cannot be changed without notifying the Club and requesting approval of the change. One member is only allowed one space whether it be a hardstanding or a mooring, with some exceptions stated under point e), Moorings and Hardstanding, of the Club's operations and general regulations.

If you are thinking of buying a boat and storing it with us, I greatly recommend your most serious perusal of this point. If you have any questions do not hesitate to contact me for further clarification or explanation.

Next month, our review of the bye-laws will look at the Club's waiting list and dress code, especially with summer on its way.

## IT

Last month, I promised the implementation of a new IT system more in line with



the Club industry than the one previously chosen.

I am glad to report this month that, after a survey of the entire Club industry, we have engaged Aspen, a very experienced company that has implemented systems in most of the private membership clubs in Hong Kong and Asia. Together with this upgrade, our point-of-sales system has needed reworking, pinpointed for next year, so we have decided to take the opportunity to upgrade the "back of house" operating system and the "front of the house" at the same time. Therefore, we will also change our point-of-sales system from Pointsoft to Infrasy, another well-established point of sales system for the club industry.

As our website needs a bit of rejuvenation we have appointed Javacast to review it and soon we should have a cleaner, less messy website form via which a digital version of *Horizons* magazine will be available.

We will soon have to request that all members confirm their email address in order for us to send the monthly statement from July via email.

Please send us your updated email address. If you do not have an email address, please indicate that you will still need a hard copy of all your chits. A potential fee is being discussed for this service.

## Staff departure

It is with great sadness that we had to let Eileen Sze, our very efficient assistant marine manager, leave the Club. Eileen recently was employed by

the Hong Kong Sailing Federation to take over the heavy responsibility of being its secretary general. We wish her a great career at the HKSF.

“  
Please send us  
your updated email  
address for monthly  
Club statements.”

#### **Golf at Deep Water Bay**

The first golf event of the year was held at Deep Water Bay Golf Club on 15 January.

Twenty-three players teed off on that glorious sunny day for 18 holes; a three-ball team game on Stableford. We were honoured to have Hong Kong rule specialist (at least for the south side of the island and more particularly for ABC) Mr. Robert Barber, who acted as the results master and rule supreme commander.

The two great winners were Anna Hui who won the overall ladies competition, longest drive and closest to the pin, and Jason Cave for his first participation as a new member of the Society, demonstrating how the game is supposed to be played.



Jason Cave, newest Golf Society member, with Mr de Manny



Mr de Manny with Anna Hui, winner of ladies' competition

**Philippe de Manny**  
General Manager



## April F&B Promotions and Events

**Asparagus special menu**  
through April,  
the Galley and Four Peaks

**Wines of the month**  
Twinwoods Semillon Sauvignon Blanc 2012  
Twinwoods Cabernet Merlot 2011  
By the glass \$52, by the bottle \$250

**Beer of the month**  
Tsing Tao's Loashan  
\$24 per bottle

**Cocktails of the month**  
"Green Apple Mojito" with apple vodka,  
fresh green apple juice and mint  
\$45/\$38 (non-alcoholic)

"Bunny's Favourite" with Bacardi gold rum,  
Crème de Cacao and fresh carrot juice, \$45

**Lamb Shawarma with free wine tasting**  
Friday, 11 April, the Patio, 6:30 – 11 pm  
Adults \$238 and children (3-12 years) \$138

**Seafood Extravaganza**  
Good Friday, 18 April, the Patio, 6:30 – 11 pm  
Adults \$298 and children (3-12 years) \$168

**Lamb-on-a-Spit with baked potatoes,  
your choice of vegetables, salads and desserts**  
Saturday, 19 April, the Patio, 6:30 – 11 pm  
Adults \$238 and children (3-12 years) \$138

**Easter Brunch Buffet**  
**with Easter egg hunt in the playground**  
Sunday, 20 April, the Patio, 11:30 – 3 pm  
Adults \$248 and children (3-12 years) \$148

**Indian Curry Buffet**  
Friday, 25 April, the Patio, 6:30 – 11 pm  
Adults \$228 and children (3-12 years) \$128

**Whitehaven wine dinner (New Zealand)**  
Saturday, 26 April, 7 pm onwards  
the Four Peaks  
Five-course set dinner  
with selected Whitehaven wines  
\$398 per person

To reserve the above events for your family and friends, call the Galley at 2554 9494



# Home Wine Delivery April 2014

	\$/Bottle	Quantity	Amount
<b>Wines</b>			
<b>Chiaro Prosecco NV, Italy</b> Pale light-yellow colour, with fine perlage. Delicately fruity, slightly aromatic bouquet. Well-balanced with light body. Harmonic at the taste.	120		
<b>Chiaro Pinot Grigio IGT, 2012, Italy</b> Possesses an ample, fruity and lasting bouquet, and straw colour. The palate is dry, soft and well-balanced, due to its full body. Excellent with fish soups, grilled fish and courses based on mushrooms. Perfect match with lasagne made with sepia ink and prawn sauce.	100		
<b>Mapu Reserva Chardonnay, 2012, Chile</b> A bright and glittering, pale-golden yellow. Refined and complex, the nose opens on aromas of white blossom and fresh mango, going on to develop tropical fruit and peach notes accompanied by a delicate touch of vanilla. The powerful and fresh attack reveals pineapple flavours, while the full-bodied and stylish mid-palate combines the generosity of tropical fruit with the complexity of toasted notes. A long, fresh and generous finish.	108		
<b>Mannenberg Chenin Blanc, 2013, South Africa</b> Aromas of tropical fruit, kiwi, guava and apple are on the nose, with a hint of honey. The bold sweet citrus flavours are backed by refreshing acidity and minerality, a characteristic of our coastal vineyards. Mannenberg Chenin Blanc shows a balanced combination of sweet fruit and lively acidity that makes it a mouth-watering wine to drink. A versatile food wine to go with most poultry, fish and salad dishes. Excellent with sweet and sour sauces, as well as spicy dishes. Also fabulous as an aperitif for a hot summer afternoon. Serve chilled.	108		
<b>Sacred Hill Sauvignon Blanc 2012, New Zealand</b> Pale straw in appearance. The aromas of lime and guava dominate with a hint of freshly mown grass and capsicum. The palate has a full texture with a pleasant, fleshy entry bursting with tropical flavours. A lingering note of citrus provides a finally balanced acidity. Pairs well with seafood, white meats or as an aperitif.	158		
<b>Chiaro Sangiovese IGT, 2012, Italy</b> Dry, pleasant and vinous. Fresh bouquet with flower notes.	100		
<b>Baron de Ley, Club Privado, 2011, Spain</b> With ruby-red colour of good intensity, it surprises in the nose for its ripe fruit with fine and discreet traces from its noble ageing. Very good presence and structure in the mouth, with good round tannins and long fruity finish. Food-pairing suggestion: Terrific match for tapas or meats.	100		
<b>Robert Mondavi Zinfandel, 2012, USA</b> With aromas of blackberry jam and white pepper, our 2012 Zinfandel is full of personality. Flavours of boysenberry and toasted vanilla help round out this full-bodied wine, while oak-ageing adds a rich cinnamon element. Our Zinfandel's layered flavours pair wonderfully with grilled salmon, chicken pastas or lamb kebabs.	100		

**Free Wine Tasting,  
Friday, 11 April, 6:30 pm**

All of the above wines will be available for free tasting at the Galley's Lamb Shawarma event.

**Remember to place your wine order together with your catering.**

*\*Minimum order — 12 bottles and mixed case available.*

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

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

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

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

The total amount will be charged to the Member's account. Order 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 bottles.** Please allow three working days for delivery.

All wines are subject to availability.





# Welcome New Members

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

NOVEMBER 2013	DECEMBER	JANUARY 2014	FEBRUARY
Paul Andersson	Euan Barty	Dr Henry Choy	Johnny Yeung
Philippe Grelon	Andrew Black	Richard Leertouwer	Dylan Richards
Scott Henderson	Dale Cottrell		Eamonn Lacy
Camy Lee	Neil Harvey		Penelope Martin
William Lim	Edward Hughes		
Shinah Luntz	Victor Koong		
Viplav Tandon	Alexander Knott		
Vikram Krishna	Simon Leung		
Aditya Krishna	Dougal McOmish		
Robert Lacy	Matthew Puhar		
Zak Skeet	Philip Poon		
Jason Cave	Antonio Wu		
Susanna Yu	Bernadette Wirtz		
	Hans Yeung		

## Free Ocean Art Walk, 12 April – 4 May, Stanley

The Ocean Recovery Alliance invites all ABC members to take part in the free annual Ocean Walk (12 April – 4 May) at Stanley Plaza and Stanley Promenade. The Ocean Art Walk features sculptures and art installations, a photography collection and a series of dance performances created by local and international artists.

The Art Walk, organised by the Ocean Recovery Alliance along with the Hong Kong Youth Arts Foundation, aims to raise awareness of the impact of our everyday behaviour and the health of the world's oceans, and to encourage Hong Kongers to take action to save our waters.

The installations and sculptures are created primarily from waste and recycled materials, with artists collectively using over 4,200 plastic bottles, 500 discarded CDs, 350 glass bottles collected from the glass recycling program at Stanley Plaza, bottle lids, key chains, toothbrushes and other found objects.

The works illustrate issues relevant to Hong Kong, such as the need to protect our marine life, to encourage sustainable fishing and to manage plastic consumption and waste.

**Free dance performances:** 12 April (2:30pm), plus 13, 19 and 20 April (12pm, 2pm and 4pm).

**Free guided tours:** 13, 19, 20, 26, 27 April, 3, 4 May (11am, 1pm), pre-registration required at [yan@hkyaf.com](mailto:yan@hkyaf.com)

Enquiries: 2877 2779

### Ocean Film Festival 6 – 11 May

The 3rd annual Hong Kong San Francisco International Ocean Film Festival will be held 6 – 11 May at various locations within Hong Kong. Showcased films are about adventure, nature, culture, humor and all things ocean. Tickets can be purchased at <http://bit.ly/HKOceanFilmFest>. More info via <http://www.oceanrecov.org>





# Nine Eagles hosts ABC's "Golfeteers"

by Robert Barber

You may have already browsed the AP and Reuters reports on the Race to Dubai, but *Horizons* magazine this month has an "exclusive" with four outliers who may well feature in that last long walk up to the 18th hole in the inevitable play-off for the title.

Pictured at the ABC's 12 March outing at Sky City Nine Eagles, from left to right, are Phil (Black Represents Power), Robert (Can I Keep This?) Barber, Philippe (Bunker Buster) de Manny, and Mike (Casual but Dangerous) Belbin.

Quality, not quantity, was the mantra for this outing. Many others from the Society indicated their intent to join the event but backed out, clearly overawed by the field.

### Crowd surges held back

Despite discouraging weather on the first two holes, Nine Eagles proved to be a most enjoyable day out for players and spectators alike. Marshals kept the crowds back but sadly there were some instances of noisy cameras being used at key birdie opportunities. In fact at both of them!

The course next to the airport is short but holes are well-protected on all sides by challenging traps. After the closely contested event and the inevitable autograph signing en route to the officials' tent, via the Arch de Triumph, the group retired to the restaurant for a spicy Thai meal where they tallied up and massaged the scores, which, for the sake of posterity are detailed below ... Library of Congress please note.

Our next event will be held at Kau Sai Chau. All members are strongly encouraged to join the "Race to Dubai" ... and yes that cup is solid nine-carat gold. And *no*, we had to put it back on the table where we found it.



### 12 MARCH RESULTS

Robert Barber	78	Net 62
Mike Belbin	84	Net 62
Philippe de Manny	108	Net 78
Phil Black	96	Net 66



# Jebsen Marine ABC Waglan Races 8 and 9

Words and photos by Philippe de Manny

Every Waglan race series has at least four out of 10 races dedicated to a geometric course. Waglan races 8 and 9 were the last two of the series, taking place on Sunday, 2 March, 2014.

Early departure to south Lamma to set the course was a must for the committee boat as – again – the wind forecast was depressing. Arriving on site there was no wind at all; even the smoke of the race officer's cigarette was going straight up to the sky without the least evidence of a slight deviation from a current of air.

The sea was as flat as the race flags were flaccid and thoughts of race abandonment were becoming more obvious and pressing by the minute.

The fleet congregated at the start but still no wind in sight ... when a feeble breeze from the east seemed to wrinkle the sea.

The RO grabbed the opportunity to set the course and launch the fleet. Again, ABC got blessed by the goodness of Aeolus, who gifted us with an increasing and steady stream of easterly winds. This allowed us to run the two races without changing the course. Race results follow on the facing page. 



Waglan 8 start



The whole J/80 fleet



Two ABC boats battle: Javelin and Jailbreaker

## Results

### Waglan 8

#### IRC

- 1 Elektra
- 2 Blackjack
- 3 Chasse Spleen
- 4 Intrigue

#### HKPN Division A

- 1 Elektra
- 2 Chasse Spleen
- 3 JeNa PaBe
- 4 Blackjack

#### HKPN Division B

- 1 Jade Cove
- 2 Zephyr
- 3 Aquarius

#### J/80

- 1 JeNa PaBe
- 2 FG3
- 3 Javelin
- 4 Jailbreaker

### Waglan 9

#### IRC

- 1 Elektra
- 2 Blackjack
- 3 Chasse Spleen
- 4 Kei Lun

#### HKPN Division A

- 1 Blackjack
- 2 Chasse Spleen
- 3 Elektra
- 4 Jailbreaker

#### HKPN Division B

- 1 Aquarius
- 2 Zephyr
- 3 Jade Cove

#### J/80

- 1 Jailbreaker
- 2 JeNa PaBe
- 3 Javelin
- 4 FG3



Elektra winning IRC and HKPN Waglan 8



Glenn Smith of Blackjack (C), winner of HKPN Waglan 9



Jade Cove, leading Division B on the water

# Jebsen Marine ABC Waglan Race 10

Words and photos by Philippe de Manny

On Sunday, 16 March, the last race of the Waglan winter 2014 series took place under less-than-appealing weather forecasts. Not a lot of wind and bad visibility were advertised on the Hong Kong Observatory website.

Nevertheless, the committee boat left the Club early to assess the situation outside Deep Water Bay and surprisingly, things looked better than feared.

A new course from the Club Racing Rules, a 21-nautical mile course, was chosen, sending the fleet to TCS2 after rounding Chesterman Buoy by port, Castle Rock by port, and passing Beaufort Island by starboard.

The rest of the course went round Waglan Island, Sun Kung Island, and past Beaufort Island, this time by starboard then straight to Chesterman and the finish. This latter course was for the Division A boats while Division B boats had a shorter course avoiding TCS2

and Waglan by cutting to Fury Rocks before rejoining Division B boats on their finish.

Setting the course was as stressful as ever, with wind flickering from north to southeast every five minutes, gusting to 12 knots then dropping to four knots, and the clock ticking inexorably towards the critical time when all must be in place for the start.

Anyhow, the mean wind direction and strength assessed, and the windward mark set up, both divisions could start on time with an 8-knot northeasterly wind.

### **Promising Ramrod**

At the start *Ramrod*, the new very promising racer, was taking a port start, creating a bit of a raffle at the line and obstructing other boats. This resulted in a 720-degree penalty before she steamed to the windward mark, catching up with the fastest boat.

*Elektra*, as usual, was well ahead of everyone at the Chung Hum Kok gap, leading the pack towards Chesterman Buoy, and never letting anyone in front for the whole race.

After an hour and half in the race, the first Division B boats were already on their return leg to the Club, *Jade Cove* leading the pack closely followed by *Banter*. *J/24 Aquarius* was in third position at the Fury Rocks mark, looking very well-trimmed and slick on that day, going for its first win of the season, It was reminiscent of her old times when she was sailed by a mixed crew of Australian and French and was used to fighting her way at sea against the bigger first 44.7, Yamaha 38 and super-fast Catamarans.



*Ramrod, the new feared kid on the block*



*Banter, working that main*



## Results

### Waglan 10

#### IRC

1 Elektra

2 Intrigue

3 Kei Lun

4 Blackjack

#### HKPN Division A

1 Redeye

2 Kei Lun

3 Intrigue

4 Blackjack

#### Division B

1 Aquarius

2 Jade Cove

3 Banter

4 Zephyr

#### J/80

1 FG3

2 JeNa PaBe

3 Jailbreaker

4 Javelin

### Spinnakers for the silver

Joining Division B, the first Division A boats (*Elektra*, *Ramrod*, *Redeye*, *Blackjack*, *Intrigue* and *Kei Lun*) were all steaming down on Castle Rock and Chesterman, spinnakers out for the last battle of the season and the silverware.

Unfortunately the rest of the fleet, all of the J/80s, *the Farr Side*, *Thea* and *Chasse Spleen*, fell into a hole and got left behind for nearly one hour.

All boats finished before 1500 and the results were announced at the Waglan Bar with lots of cheers and beers shared. 🍻





# Sailing Diary

## Hong Kong Race Week: 18 – 21 April



The RHKYC Middle Island Regatta is preceded by an international training camp with Optimist, Laser, 420, 470, 29er, Hobie 16, Mistral,

RS:One, RS:X Windsurfer and Sailability Access 303 dinghy classes. See [www.rhkyc.org.hk/hkraceweek.aspx](http://www.rhkyc.org.hk/hkraceweek.aspx)

## ABC Classic Yacht Rally: 17 & 18 May

Showcasing older classic craft but open to all boats including modern. Non-racing boats join the rally division. Class prizes for Taipan, Cheoy Lee and Cape Carib yachts and others. See [www.abclubhk.com](http://www.abclubhk.com)

## Joint Club Dinghy Racing

These joint ABC-RHKYC 2014 dinghy race series take place in the afternoons on:

Spring 5 & 6	Sunday 6 April	(Host RHKYC)
Spring 7 & 8	Sunday 13 April	(Host RHKYC)
Spring 9 & 10	Sunday 4 May	(Host ABC)
Spring 11 & 12	Sunday 11 May	(Host ABC)
Spring 13 & 14	Sunday 25 May	(Host RHKYC)

## Adult Beginner Dinghy Courses

Courses run five days using Pico and Laser dinghies. Successful participants are awarded an HKSF Level 1 or 2 certificate.

May	1, 3, 4, 6, 10
May	11, 17, 18, 24, 25
June	8, 14, 15, 21, 22
July	5, 6, 12, 13, 19
August	2, 3, 9, 10, 16
August	17, 23, 24, 30, 31
September	6, 7, 9, 13, 14

## Sailing Trip Sunday, 20 April

Join a longer dinghy cruise and sail-away for lunch to either Stanley, Po Toi or Tai Tam. Open to adults and teens.

Laser 1 Courses: 15, 16 & 17 April and 1, 7 & 8 June  
Three-day basic-skills course open to adults and teens.

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BRITISH BUILT WORLD CLASS



# ABC Hosts 3rd Annual 29er Nationals

15 and 16 February 2014

Words and photos by Kevin Lewis

The 29er is a two-person, high-performance skiff first produced in 1998 and is ideal for teenagers and smaller adult sailors. It's a challenging boat with single trapeze and an asymmetric spinnaker. The 29er is now used in the ISAF Youth Sailing World Championships, fulfilling the role of a junior version of the larger Olympic 49er.

There are several privately owned 29ers in Hong Kong, but both the ABC and RHKYC invested in fleets of these dinghies in 2011, with HHYC joining with three boats in 2013.

ABC now has five 29ers and in Rory Godman a highly experienced and motivated coach.

The 2014 event, organised by the HK 29er Class Association and hosted by the ABC, was the third annual Hong Kong Nationals. Amongst the 13 entries was a team from India comprised of Ekta Yadav and Aman Vyas.

As day one's racing started, temperatures dropped and the fleet set off for racing off east Lamma in 10°C with winds gusting to 15 knots and significant short-chop waves. Race Officer Bo Fussing got things underway in good order, and four windward-leeward races took place in almost ideal sailing conditions – apart from the cold!

## Strong results for ABC sailors

Capsizes became the order of the day, especially for the less-experienced sailors, as the cold took effect and several boats retired.

At the front of the fleet it was a straight battle between ABC's Cosmas Grelon and Akira Sakai against Cosmas' former crew Nathan Bradley and Yann D'Argenlieu. Yann and Nathan have made huge progress, particularly after competing in Australia over



Start of race 1

This was the third National Champions title for Cosmas, a truly significant achievement!

Ferdinand Heldman and Leonardo Giustiniani from RHKYC were sailing consistently, and secured a win in race 7, and third overall.

Winning the prize for first girls, ABC's Nagisa Sakai and Lauren Mead finished fourth overall and might have done better apart from a leaky boat!

ABC's Matthew Wright and Russell Aylsworth, aged just 12 and 13, finished every race and showed many older, more experienced sailors just how it's done!

Whilst organised by the Class Association, the ABC hosted the event and big thanks must go to the Club for agreeing to support this key regatta. David Tait kindly provided the race committee boat – a big thanks for *Contented Cloud*!

Bo Fussing did a great job as race officer, assisted by Meihan Chung, president of the 29er Class Association, ABC marine staff Ah Wing and volunteers Alison Treasure, Maggie Bradley, Mike Wright, Fred D'Argenlieu and Philippe Grelon. Thanks go to new Hong Kong National Judge Cathy Delaney



Lauren Mead and Nagisa Sakai



## 29er Hong Kong

the Christmas holidays, and after day one came out on top by one point, with two firsts and two seconds.

Day two got underway with a little more breeze, and after some deliberation the race course was set in a similar area. Two boats opted to stay onshore, and retirements continued with eventually only four boats finishing the final race.

Disaster struck for Yann and Nathan with a broken main halyard in the first race of the day, giving Cosmas and Akira the edge. Yann and Nathan came back after their gear failure with good results, but they paid heavily for the broken halyard.

Cosmas and Akira sailed superbly, winning four out of the eight races sailed and winning the National Champions title (by only two points!).



Russell Aylsworth



First overall and HK National Champions: Akira Sakai and Cosmas Grelon

who luckily didn't have any protests to coordinate and braved the cold to come along to Middle Island both days. Finally a big "well done" to Ekta Yadav and Aman Vyas, who travelled from India to attend the regatta and told us it was one of the hardest, and certainly coldest, they have ever entered. H



Second overall – Yann D'Argenlieu and Nathan Bradley with Cathy Delaney and Meihan Cheung



India's team of Ekta Yada and Aman Vyas, on left



Matthew Wright and Russell Aylsworth, on left



# Easter 2014 Youth and Adult Sailing Programme

The Easter school holidays, with great wind, are about the best time to sail! Apply early, as Easter tends to be our most popular time to sail – courses quickly become full, especially our Optimist Junior activities. As usual, full details are on our website, [www.abclubhk.com](http://www.abclubhk.com), and also are available from Sailing Secretary Angela Ho at [SailingSecretary@abclubhk.com](mailto:SailingSecretary@abclubhk.com)

**Application Deadline**  
**Friday 4 April**

Date & Time	Junior Course	Activity	Eligibility	\$ Cost (Member/ Non-member)
<b>Week 1</b>				
Sat 5, Sun 6 & Sat 12 April		ABC Assistant Instructor Course	Age 14 – adult; passed HKSF L3	1,560 / 2,340
Sat 12 – Weds 16 April AM	✓	Optimist Stage 1	Age 7 – 11; can swim with confidence	864 / 1,300
Sat 12 – Weds 16 April PM	✓	Optimist Stage 2	Age 7 – 11; passed Optimist Stage 1	864 / 1,300
Sat 12 – Weds 16 April PM	✓	Optimist Stage 3	Age 7 – 11; passed Optimist Stage 2	864 / 1,300
Sat 12 – Weds 16 April		HKSF Level 3 Improver Course	Age 11 – 18; passed HKSF Level 2 with 1 year's sailing experience since	2,600 / 3,900
Sat 12 – Mon 14 April		RS Feva Introduction Course	Age 12 – 18; passed HKSF Level 2	1,560 / 2,340
Tues 15 – Thurs 17 April		Laser 1 Introduction Course	Age 11 – adult; passed HKSF Level 2	1,560 / 2,340
<b>Week 2</b>				
Thurs 17 – Mon 21 April AM	✓	Optimist Stage 1	Age 7 – 11; can swim with confidence	864 / 1,300
Thurs 17 – Mon 21 April PM	✓	Optimist Stage 2	Age 7 – 11; passed Optimist Stage 1	864 / 1,300
Thurs 17 – Mon 21 April PM	✓	Optimist Stage 3	Age 7 – 11; passed Optimist Stage 2	864 / 1,300
Thurs 17 – Mon 21 April		HKSF Level 1 & 2 Beginner Course	Age 11 – 18; can swim with confidence	2,600 / 3,900
Sun 20 April		Sailing Trip	Age 13 – adult; passed HKSF Level 2	608 / 912 adult 520 / 780 youth

**Application Deadline**  
**Friday 14 April**

<b>Week 3</b>				
Tues 22 – Sat 26 April AM	✓	Optimist Stage 2	Age 7 – 11; passed Optimist Stage 1	864 / 1,300
Tues 22 – Sat 26 April AM	✓	Optimist Stage 3	Age 7 – 11; passed Optimist Stage 2	864 / 1,300
Tues 22 – Sat 26 April PM	✓	Optimist Stage 4 Race Intro	Age 7 – 11; passed Optimist Stage 3	864 / 1,300
Tues 22 – Sat 26 April		HKSF Level 1 & 2 Beginner Course	Age 11 – 18; can swim with confidence	2,600 / 3,900
Thurs 24 – Sat 26 April		3 day Pico / Feva Supervised Practice	Age 11 – 18; passed HKSF Level 2	1,560 / 2,340
Tues 22 – Weds 23 April		RS Feva Gennaker Introduction	Age 12 – 18; passed RS Feva Introduction	1,040 / 1,560
Tues 22 – Fri 25 April		ABC Four-day Introduction to High-Performance Sailing	Age 13 – 18; applicants must hold HKSF Level 3	2,080 / 3,120
Tues 22 – Sat 26 April		High-Performance Advanced Skills, HKSF	Age 13 – 18; applicants must hold HKSF Level 3 and have one season of sailing since	2,600 / 3,900



*Cheetah under the Auckland Harbour Bridge, provided by Paul Cato*

*An Auckland Tradition:*

# Mullet Boats and the Race for the Lipton Cup

by Barry Mitchell

It was just coming up to the summer in 1976. I am not too sure how we ended up with a mullet boat, other than to say that a couple of my best mates, Paul Cato and Ken Gordge, and I decided around the age of 18 that we wanted a yacht that we could race and cruise on during our holidays and that was within our very limited budget. A mullet boat fitted all of those criteria.

At the time we had no real appreciation of the history of the craft, or what we were letting ourselves in for, in terms of sailing one. Affectionately known as the Harley Davidsons of the Auckland Harbour, mullet boats are way overpowered – 22-ft long, with a 42-ft mast, a 22-ft boom, a centreplate and one ton of lead in the bilge – all adding up to something of a recipe for disaster. Certainly not for the faint-hearted!

If you tipped mullet boats, they would sink. And many did. But some dive gear and half-a-dozen 44-gallon drums filled with compressed air would always bring them back to the surface.

To look at them, you would never guess that mullet boats have been the making of many of New Zealand's top sailors, and that for over 90 years, some of Auckland's most exciting sailing has been in the annual race for one of its most coveted yachting trophies, the Lipton Cup.



*Tiros, provided by Paul Cato*



Girlie crossing the finish line, provided by author, second from right

### In the beginning

I recall quite vividly our first foray on *Tiros* (our first mullet boat) after we bought her. *Tiros* was being skippered that day by Jeff Ellis, the very good sailor who sold her to us. It was a cruising race and the wind was 18-20 knots. We started on a long run down Auckland Harbour and Jeff told us to put away the 300-s.f. spinnaker, as *Tiros* would handle the 800-s.f. spinnaker.

It was one of the most terrifying times of my life. Everything was creaking and groaning and I was just waiting for something to give. Jeff kept telling us not to worry – *Tiros* had done this many times and if we could hold it, we would win the race. I couldn't help thinking that he had a bit less concern given he no longer had a financial interest in the craft!

Well we, and she, did hold it. We broached a couple of times but managed

“  
It was one of the most terrifying times of my life. Everything was creaking and groaning and I was just waiting for something to give.”

to get *Tiros* back on track. We won the race, finishing in a bay on Rakino Island. We rounded up, dropped the pick and the sails, tidied up and then had a well-earned beer or two.

That night we had a barbecue on the beach with the crew from the other boats – plenty of laughs and a few more beers followed by a very contented if somewhat alcohol-induced sleep on the squabs (cushions for non-Kiwis) on board *Tiros*. Then a leisurely sail, to the extent that was possible on a mullet

boat, back to the Ponsonby Cruising Club on the Sunday. What a great weekend! We were hooked!

### Carefree Days

We spent that summer and the next several summers racing *Tiros* every weekend, other than when we were on our annual pilgrimages – a four-to-six-week break over Christmas and New Year (in those days New Zealand basically stopped for a month over the holiday period), cruising from Auckland up the coast of New Zealand (generally finishing up at the Bay of Islands) or to one of the other outlying islands off the coast – our favourite was Great Barrier, but that was never an easy sail. Those were pretty carefree days – up to six guys sleeping on squabs on a 22-ft boat – three on each side of the centre case – head to foot. Just like camping.

“  
In 1922, the Ponsonby Cruising Club was presented with a magnificent silver cup standing some 3'6" tall from the makers of the America's Cup. ”



*The Lipton Cup, courtesy PCC*

We became reasonably proficient mullet boat sailors but never came close to taming *Tiros*.

We had more than our fair share of moments, but happily, we never came to too much harm.

I recall one such moment – it was another cruising race to a favourite spot of ours, Leigh, up the coast, north of Auckland. We were in the lead but only barely. The wind was quite light and we were running downwind, being run down by the second boat and on the point of a gybe.

Paul told me to sit on the boom and hold it out as he didn't think we could hold them off if we put in a gybe.

The next thing I knew we were in a crash gybe. I was thrown overboard but Ken quickly threw me one of the jib sheets. I grabbed it and held on until they sorted out the gybe. They then dragged me back in and we still managed to hold off the second boat. Poor tactics – clearly we should have gybed earlier!

### **The history of mullet boats**

Mullet boats have been around since the late 1800s, coming in various shapes and sizes. As the name might suggest, they were fishing boats, and netting mullet was the ambition, though snapper was another catch. They were all shallow draft, with a retractable centreplate to enable them to fish in the many shallow bays found in the Hauraki Gulf.

Mullet boats were designed for easy handling by a man and a boy, with a rig that could easily be reduced to deal with Auckland's changeable weather. Some mullet boats have found their way to other parts of New Zealand, though they are raced only around Auckland.

Market forces were in play even in those days – the first mullet boat back to the Auckland Fish Market got the best price for its catch. And so began the need for the extra rag for the drag back to the market – it was the extra rag for which the mullet boats became renowned.

These “back to the market” races led to the formation of the Ponsonby Cruising Club (in the early 1900s) and its organisation of competitive mullet boat racing – class rules were put in place by the Club and the 22-ft class developed as a racing class that still exists today.

### The Cup

There are a number of stories – some more colourful than others – as to how Sir Thomas Lipton, of tea fame and more, came to donate the Lipton Cup to the Ponsonby Cruising Club. Given the passage of time, I doubt the full story will ever come to light – but ask me in the Waglan Bar for what I’ve heard. In an April 1920 letter, Sir Thomas informed the Club that he had commissioned silversmiths to create “a special design which would be typical of New Zealand and also embodying the burgee of the PCC, its general character to be appropriate to yachting.”

In 1922, the Club was presented with a magnificent silver cup standing some 3’6” tall (a good two inches taller than the America’s Cup) that had been crafted by Goldsmiths and Silversmiths Co. of Regent Street, London, the makers of the America’s Cup.

Sir Thomas allowed the Club to determine which class of boat would race for the Cup – the Club decided it would be raced for annually by the 22-ft mullet boat class. The Lipton Cup, as it is known, was first awarded in the year the Cup was donated and has been raced for every year ever since – this is the 93rd year.

### The Quest

We cruised and raced on *Tiros* for around five years, and then, as young Kiwis, we all headed overseas for our mandatory “overseas experience.” As a result, we had to sell *Tiros* and there was a hiatus period of about four years before we all had returned to New Zealand.

For mullet-boat sailors, the Lipton Cup is the Holy Grail. During all the time we were involved in mullet-boat racing we had been around many sailors who had vast years of experience in the class. Their enthusiasm for the class and enthusiasm (or desperation) to win the Cup was always very apparent. Some had been trying to win the Cup for more than 25 years.

That enthusiasm rubbed off on us and despite our time overseas, it never diminished. As soon as we returned, the hunt was on for a boat that could win the Cup – and so we bought *Cheetah*.

In the earlier years, when we raced *Tiros* and subsequently *Cheetah*, our boats were not a real threat to take line honours in the Cup (or so we thought!) and it is fair to say, as sailors, neither were we.

But funny things happen – out of the blue, *Girlie*, a quite modern and competitive mullet boat came on the market. We still owned *Cheetah* at the time but we saw this as our best shot at the Holy Grail. We were in our early thirties by this time and were desperate to make a mark.

We decided to buy *Girlie* and see what we could accomplish. We got a full set of new sails, spent a bit of money on the boat and found a secret weapon in a young guy named Roy Cunningham. Roy was a bit younger than us but was tactically very good. The crew was rounded out by Laurie Gordge, Ken’s older brother and Anna Ritchie, Paul’s sister-in-law.

We raced throughout the summer and we practiced whenever we could. We were finally very competitive.

### The Race

Finally, March 1990 came around and the race was on.

The course, in accordance with Lipton Cup rules, was approximately 20 miles long, starting and finishing at Westhaven, just outside the Ponsonby Cruising Club. The wind was blowing about 10 knots, which suited *Girlie* – she was best in 8-to-15 knots.

There were nine boats in the race – one of which was *Cheetah*. By the time of the race, we had sold *Cheetah* to Paul’s younger brother, Adam Cato. Up until he bought *Cheetah*, Adam had crewed on our boats. Adam did some work on *Cheetah* and put together a crack crew of experienced mullet boat sailors for the race. It very nearly proved our undoing.

The start, to the first mark, was, as always, a dog fight, with all the boats jockeying for position to round first. *Cheetah* was right in the middle of the fray, as was *Girlie*. As we approached

“  
We got a full set of  
new sails, spent a bit of  
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good secret weapon.”  
”





The Lipton cup in the Ponsonby Cruising Club trophy cabinet, courtesy PCC

“ For the next 17 miles it was a two-horse race. ”

the mark, we thought *Girlie* had right of way, but Adam and his crew thought otherwise and were particularly aggressive about it, calling for sea room – in the end, we gave *Cheetah* right of way and they were ahead.

For the next 17 miles it was a two-horse race, and every time we went to make a move, *Cheetah* covered us – *Cheetah* stayed ahead for the majority of the race but for some inexplicable reason didn't cover us when we took the right-hand side of the course on the final leg. The tide was flowing quickly and the wind was dying – we thought we had positioned *Girlie* nicely on the course given these conditions.

As we continued our sail up the Auckland Harbour towards the finish line, we realised *Girlie* was finally ahead. When we next crossed *Cheetah*, we had a lead of 70 metres, and we never relinquished it. The Cup was ours.

Suffice to say there was much mirth about the Cato brothers' quinella – something no one, least of all we, had anticipated. We told Adam he was lucky we were sensible enough to avoid a collision – he said *Cheetah* had right of way. We said he had picked the wrong side of the course at the death – he didn't say much!

And so the banter went on into the afternoon, the evening and late into the night, over many beers and a drink out of the Cup that we had set our hearts on winning and finally did: a dream come true. ✨

## Classic Kiwi Craft

Paul Cato and members of his family, including brother Adam, went on to buy and refurbish *Frances* (pictured right), a classic wooden yacht built in 1906 by Arch Logan of Auckland. Ken Gorge also crewed on *Frances*.

*Frances* was designed as a workboat for Robert Shakespeare of Whangaparaoa, whose family sold her to the Catos in 1991. The Cato family did a major refurbishment of her in 1999. In 2004, Paul and the Cato family, very committed to New Zealand's older wooden boats, donated *Frances* to the Classic Yacht Charitable Trust.

In 1991 marine surveyor John Harrison called *Frances* "exceptional for her age" and "unique and irreplaceable." She has regularly joined in on heritage and classic regattas and cruised the Hauraki Gulf and the Bay of Islands. *Frances* is now berthed at the Voyager New Zealand Maritime Museum as an on-water display.



Frances, foreground



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

## Part A (Master)

Dates: 7, 8, 9 April 2014 / 4, 7, 8 August 2014 / 3, 6, 7 November 2014

Times: 7 pm to 10:15 pm

Syllabus: Rules, lights, shapes, buoyage and signals, seamanship, local knowledge and the laws of Hong Kong fire and gas precautions.

Cost: \$1,500 for member/person/course. \$1,800 for non-member/person/course.

## Part B (Engineer)

Dates: 28, 30 April, 2 May 2014 / 11, 14, 15 August 2014 / 10, 11, 12 November 2014

Times: 7 pm to 10:15 pm

Syllabus: Engine general construction, diesel and petrol fuel, fuel systems, electrical systems, ignition systems, lubrication, cooling and pumps, transmission systems, operation and maintenance, fire and gas precautions.

Cost: \$1,500 for member/person/course. \$1,800 for non-member/person/course.

## Notes:

1. Students who attend these two courses will be required to sit their examinations at the Hong Kong Marine Department after course completion. Successful candidates will be entitled to operate a vessel in Hong Kong waters up to 15 metres in length with engines of any power.
2. Courses are entirely theoretical for the relative exam. Practical boating is not required for the examination.
3. Examinations are normally held on selected Thursdays. You may go to the Marine Department address below to arrange your eyesight exam and register your exam. Please bring examination fee of \$1,255 (candidate must take both Part A (Master) and Part B (Engineer) exams together in the first attempt), one photo, one I/D copy, and a copy of medical certification of the applicant's required eyesight standards. There will be a minimum of 5 students and a maximum of 20 students/course. If there is insufficient support for a course, that course will be cancelled and those already enrolled will be informed accordingly. Members who responded to the initial inquiry and whose names are held on file will be given priority.
4. Course Instructor: Alan Chau.
5. Please forward the completed application form(s) to Ms Cobo Liu by fax on 2873 2945 or by post or hand to the Club's Administrative Office.
6. See the Marine Dept. website for exam application information and dates:  
[http://www.mardep.gov.hk/en/pub\\_services/npvo2.html](http://www.mardep.gov.hk/en/pub_services/npvo2.html)  
(Please book your exams earlier; the suggested date is 6 – 8 weeks after attending the first part of the course.)  
Exam application form: <http://www.mardep.gov.hk/en/forms/pdf/mo84p.pdf>  
Eyesight exam report: <http://www.mardep.gov.hk/en/forms/pdf/mo935.pdf>  
Marine Dept.: 3/F, Harbour Building, 38 Pier Road, Central, Hong Kong.  
Telephone 2852 4941; Fax 2541 6754.



# Pleasure Vessel Grade II Operator Certificate Courses

## Application form

### Part A (Master)

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

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

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

Please enroll me on the course for Part A (Masters) to be held 7 pm – 10:15 pm

- 7, 8, 9 April 2014                      Monday, Tuesday & Wednesday  
 4, 7, 8 August 2014                    Monday, Thursday & Friday  
 3, 6, 7 November 2014                Monday, Thursday & Friday

Please debit my account by \$1,500.

Non-members, please include a cheque with \$1,800, payable to Aberdeen Boat Club Ltd.

Mailing address: 20 Shum Wan Road, Aberdeen, Hong Kong.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

### Part B (Engineer)

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

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

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

Please enroll me on the course for Part B (Engineer) to be held at 7 pm to 10:15 pm.

- 28, 30 April, 2 May 2014                Monday, Wednesday & Friday  
 11, 14, 15 August 2014                Monday, Thursday & Friday  
 10, 11, 12 November 2014            Monday, Tuesday & Wednesday

Please debit my account by \$1,500.

Non-members, please include a cheque with \$1,800, payable to Aberdeen Boat Club Ltd.

Mailing address: 20 Shum Wan Road, Aberdeen, Hong Kong.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

# Buzz Dragon Boat Team Supports ABC Youth Sailing

Words and photos by Kevin Lewis

Many ABC members know of the ABC-supported Buzz dragon boat team, one of Hong Kong's top dragon boat squads. Buzz, based out of the ABC's Middle Island facility, every year takes part in competitive events across Hong Kong, building an impressive record.

The Buzz Dragon Boating Society was founded in 2001 by 10 core paddlers. It was named Buzz in honour of Scott Buzby, a fellow paddler who passed away in October 2000. The Buzz team has seen consistent growth, with committed membership now at 60 dragon boat paddlers. Recently the team purchased two new competition dragon boats.

To show their appreciation to their hosts, ABC, the team last year agreed to help support youth sailing at our Club with the purchase of a brand-new racing Optimist dinghy.

Photos here show the official donation ceremony, with ABC squad sailor Taylor Young having the opportunity to race Buzz paddlers in the brand-new boat.

Later this year, Buzz will offer ABC youth members the chance to try out dragon boat paddling. If interested, please contact Kevin Lewis at [DinghySailing@abclubhk.com](mailto:DinghySailing@abclubhk.com)

Follow Buzz on their web page: [www.buzzdragon.com](http://www.buzzdragon.com) and their own Facebook page, "Buzz Dragonboating Society." The ABC also hosts a Buzz page on our own website (look under "activities").



Buzz team at Middle Island



ABC's Taylor Young racing Buzz squad on new Optimist dinghy

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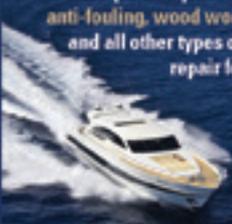
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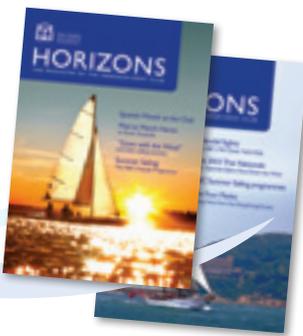
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