



2015/09

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HORIZONS

THE MAGAZINE OF THE ABERDEEN BOAT CLUB

*Welcoming Shun Fung,
Mei Fung, and Sing Fung*

Aberdeen Racing Academy
in Kiel, Germany

Dinghy Sailors Shine in Macau

A look at
The Hong Kong Marine Police



FAIRLINE

The Squadron 48
Design beyond expectation



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HORIZONS ISSUE 2015/09

Published by:
PPP Company Ltd
Unit 713, Level 7, Core E,
Cyberport 3, 100 Cyberport Road,
Cyberport, Hong Kong
Tel: +852 2201 9719

Copyright:
Aberdeen Boat Club

Printed by:
Asia One Printing Limited
in Hong Kong

ISSN: 2222-9582

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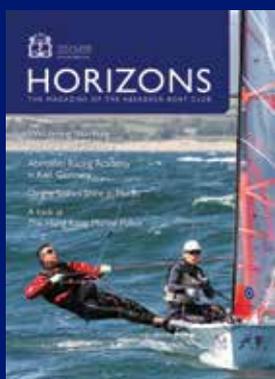
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Cover photo by Peter Newton:

Aberdeen Racing Academy sailors Russell Aylsworth (crew), and Matthew Wright (helm), both age 14; the youngest of 193 teams competing in the 29er Worlds, in Pwllheli, Wales, U.K., August 2015

Horizons welcomes ABC member contributions of articles and photos.
Please contact the editor at ann.white@ppp.com.hk



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Commodore's Letter

Another great summer at ABC – good sun, winds (well, mostly) and few weekend days lost to rain!

Excellent results were earned by our young Aberdeen Racing Academy members competing in various European regattas, culminating in the UK National and 29er World Championships. "Stop press" news for the latter included scoring in the Gold fleet top 10 and high placings in other events. Photos and more details to follow in the forthcoming *Horizons*.

Pleased to note that Summer Series race 6 had the right wind (a healthy westerly, from the tail of Typhoon Soudelor) to make it to a good new

destination: a finish off Steep Island, after a stop in Po Toi O, nestled in behind Clearwater Bay Golf Club.

Reported elsewhere in this issue is the arrival of our new Club boat *Shun Fung*. This will enhance our race management capability and services for other marine activities.

I note that the General Committee has, in its budget for 2015-16, found it necessary to raise some fees and charges to address increased staff and other costs. This includes increases in the monthly subscriptions by five percent to \$1,225 per month, and in entrance fees, to take effect 1 October.



A strategy session for the Club's sailing and marine activities over a five-year horizon was held in mid-August, giving new focus to some innovations. These thoughts will be considered by the General Committee along with aims and strategies in other areas to guide ongoing decision-making. Details will be publicised later in the year.

Best wishes for enjoying your Club and your boating over the autumn.

John Berry
Commodore



Po Toi O anchorage, by John Berry



Flag Officer's Report

Greetings Members,

The renovations to the Waglan Bar are now well underway, and should be finished by early September and possibly earlier. During this time, the Four Peaks restaurant is operating as The Bistro. We hope you are enjoying the French menu that is providing members with some fine cuisine. We would be interested in receiving feedback from members on this new dining offering.

It was reported in the last issue of *Horizons* that there are beautification plans for Middle Island. These will proceed over the autumn. The focus of the renovations will be on improving the food and beverage provision to members. While Middle Island is a great place for members to relax and enjoy food and beverages, there remain limitations on what can be provided because of conditions of the lease. However, we

hope that the enhanced range of F&B offerings will be sufficiently improved to tempt members to appreciate this wonderful facility.

Recently, there has been much discussion about access to the Club from the pontoon in the Aberdeen Typhoon Shelter. On a number of occasions, private charters have been using the pontoon to bring their guests on board, which of course is not permitted in the bye-laws.

In response to this, a staff member has been assigned to monitor arrivals and departures. As part of this process of ensuring Club security, members will be asked to show their membership card. If they are not carrying the card, then they will be asked about details of their membership. These necessary new procedures also mean that pontoon access to the Club has been restricted overnight.



Finally, members are required to apply for pontoon gate usage cards and carry them to ensure that they can gain access to the Club. Please remember that these cards are not transferable. Third-party presentation of cards is not allowed and will subject the member to discipline by the General Committee.

Richard Walker
Rear Commodore – House



General Manager's Letter

Dear Members,
Welcome back to Hong Kong to those lucky enough to take a break from the heat of our city.

Food and beverage news

The ABC food and beverage team has prepared a Mexican promotion in the Galley with the aim of maintaining a bit of a holiday spirit in this gloomy month of September when school and routines must start again.

Also in September, Chef Paul has planned a promotion of high-quality U.S. beef cuts for the Four Peaks restaurant, which has just reopened. During the month's closure, we successfully tested the new French bistro concept, well-received by patrons over the summer.

In September, the F&B team will offer a revised menu for the Four Peaks that will include some of the most popular French bistro items that we tested this summer.

Thank you to all Members for giving us suggestions for the new coffee shop menu that will be offered in October. The next issue of *Horizons* will announce the winner of the lucky draw prize. We received some very interesting suggestions, some actually very entertaining. Not all of the latter, mind you, may be put into practice.

Election of officers and proxy review

On 25 August, the Club held an EGM to pass a resolution to revisit the election of flag officers and the proxy nomination process. Details may be seen on our website. New articles of association will be soon updated and published. If you missed the meeting, visit this link: <http://www.abclubhk.com/upload/News/2015/Aug15/EMG-2015-Aug-25---Notice-of-EGM.pdf>

Staff news

This month our Chinese chef, Li Man Wing, who has been with us for six years, will retire and join his family in the USA. Chef Li will be replaced by a new Chinese chef, Yung Fu Man, who formally trained in Beijing. Chef Yung has worked in famous Hong Kong restaurants, the most

recent being the Fuk Lam restaurant in Wan Chai.

Also, Jennifer Li, who had been on temporary contracts with us, has finally decided to take the plunge and accept a full-time contract in the ABC sailing and marine office. Jennifer will work with new ABC Marine Services Manager Alex Johnston, and her primary responsibilities will be the clerical administration of mooring issues and regattas.

Zaky, our waitress in the coffee shop, has not been dismissed, as I have heard through some false rumours. Rather, Zaky has been on sick leave for over four months now. Her health has improved and she has resumed work.

Sailing lockers

To update the saga of the sailing lockers, it has now been over six months since we were told to change the placement of the lockers in the car park, as apparently we were infringing a regulation of the Hong Kong Lands Department. In fact, we were not infringing the regulation; this was just a typical case of the architectural drawing on record not reflecting reality. However, we moved the lockers to comply with the Lands Department request, and now we have applied for their consideration to change the drawings and allow us to replace the lockers back to their original position. We have been asked to employ a recognised architect and a structural engineer, the Fire Department has come to inspect the location, the Lands Department has come as well, and now six months down the line, it looks as if we may be allowed to put the lockers back where they were, as suddenly it has appeared to the authorities that that spot could well be the right and safest place. I shall keep you informed as soon as I have the green light to move the lockers back and regain our three parking spaces.

Moorings

Let me ask those members who have an ABC mooring to kindly return to us the 2015-2016 annual mooring agreement renewal form, if they have not already



done so. As the mooring agreement states, members also kindly should remember to provide us with a valid copy of each of the following documents: The Certificate of Ownership; The Certificate of Operating License; and The Certificate of Insurance

While on the topic, I must inform you that our waiting list has drastically shrunk over the summer. If you have not checked your current position, please do so on our website.

Golf Society

The ABC Golf Society has organised a round of golf on Friday, 18 September, at Kau Sai Chau Golf Club (south course). Our first tee time is at 9 am. The cost of the outing is \$880, including the ferry from Sai Kung Pier and a seat on the shuttle bus that we have organised to take all from the ABC to the ferry pier and back to the ABC. Pick-up time on 18 September is 7:15 am in the ABC car park. Please contact us quickly to book this ABC event if interested.

Captain's Table

This month, we will introduce and inaugurate a new concept of a dinner speaker for members and guests over a fine meal. The Captain's Table dinner series will take place from time to time over the coming year in the Four Peaks restaurant on a Friday evening.

This first evening, on 25 September, we host George Buehler, author of "The Troller Yacht Book," "Buehler's Backyard Boatbuilding," and "How to Find Where

You Are From the Sun". These books are on display at ABC Reception if you wish to buy them and learn more about this great marine architect. Do come for this evening organised in collaboration with ABC member Dr Rigo Alberigo and with Bioactive Marine Research Corp. and Rigo Troller Yachts.

The price is \$450 for members, inclusive of welcome drinks and premium house wines with dinner. Details and registration contacts may be seen in this issue of *Horizons* and in your e-letters.

Following Mr Buehler, in November we will welcome Alex Johnston, who will retrace his great voyage to Antarctica and south Georgia.

In January 2016, we will host Vital Alsar, who holds the record of the longest raft voyage in history, on *La Balsa*.

In May 2016, our speaker will be Philippe Poupon, "coureur d'océans," an artist and world-class offshore racer. Mr Poupon will discuss his voyage to the poles and around the world with his family on the yacht *Fleur Australe*.

Further issues of *Horizons* will give details of other Captain's Table speakers once dates are confirmed. Steve Corrigan will recount his experience sailing from Indonesia to Madagascar; Cameron Dueck will talk about his Northwest Passage experiences; and Graham Morris will discuss his Fujian junk projects.

Philippe de Manny
General Manager



Sailing Diary

While the 2015/2016 sailing calendar is on our website and has been sent to all members with last month's *Horizons* magazine, here we supply a timely reminder of some upcoming peak-sailing season events and activities in Hong Kong.

Cruiser Events:

12 & 13 Sept – Opening Regatta
20 Sept – ABC Picnic Day
26 & 27 Sept – Opening Regatta re-sail
26 Sept – COA Macau Race starts
4 Oct – Waglan 1
9 Oct – RHKYC China Coast Regatta starts
11 Oct – Ladies Helm
25 Oct – Waglan 2
8 Nov – Waglan 3
15 Nov – RHKYC Around The Island Race
22 Nov – Waglan 4 & 5
28 & 29 Nov – J/80 Class Championships
28 Nov – Dinghy – Cruiser Challenge
29 Nov – Christmas Pursuit Fiesta

Dinghy Racing:

5 Sept – Autumn Club Dinghy Race Day 1
12 & 13 Sept – Opening Regatta
1 – 4 Oct – HK Optimist National Championships

3 Oct – Autumn Club Dinghy Race Day 2
24 Oct – Autumn Club Dinghy Race Day 3
31 Oct & 1 Nov – HHYC 24 Hour Race

Beginner Dinghy Courses for Adults:

October (A) 1, 3, 4, 10, 11
October (B) 17, 18, 21, 24, 25
November 7, 8, 14, 21, 22

Other Adult Dinghy Activities:

3 Sept (holiday Thursday) – Supervised Sailing (PM)
28 Sept (holiday Monday) – Dinghy Sailing Trip
1 Oct (holiday Thursday) – Supervised Sailing (PM)
15, 21, 22 Nov – Laser 2000 Course
29 Nov – Dinghy Sailing Trip

J/80 Courses:

3 Sept – J/80 Gennaker Introduction Day
31 Oct, 1 & 7 Nov – J/80 Competent Crew Course



ABC Junk for Hire

Available weekdays

for Parties, Day Trips and Water Sports

Pick-up at ABC, Central pier, Causeway Bay or TST public pier.
The ABC can provide food and beverages including a range of hot and cold dishes, desserts and drinks. ABC chef and waiters are available. Email fnb@abclubhk.com

Speedboats, banana boats and waterskis arranged via ABC's Marine Service at 9276 2932.
Night-time: 6 pm – 11 pm
Daytime: 9 am – 5 pm
Monday – Friday: \$4,500
Saturdays, Sundays and public holidays: \$5,200
Maximum passengers: 42

For details, please contact ABC membership services manager Cobo Liu at 2553 3032 or mbs@abclubhk.com



Captain's Table: Author George Buehler, Friday, 25 September

The Harbour Room

6:30 pm Welcome drinks reception

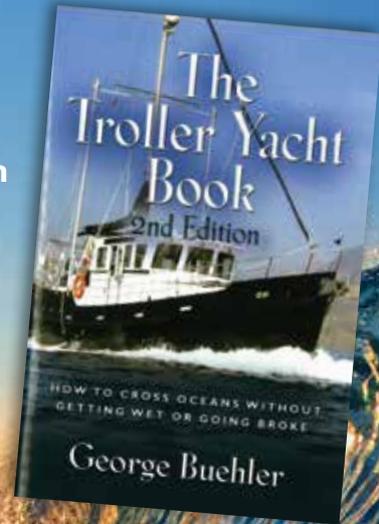
7:30 pm Dinner

8:30 pm Remarks and question-and-answer session

The ABC is pleased to host the first in a series of dinner speakers. This month, we welcome George Buehler, noted boat designer and author, who will discuss with members and guests attractive, affordable and seaworthy yacht design and the "Diesel Duck." Mr Buehler will sign copies of his book, *How to Cross the Oceans on a Troller Yacht*, available for purchase at the Club.

Thanks go to ABC member Dr Rigo Alberigo for introducing Mr Buehler to the Club.

Welcome drinks and three-course dinner with premium house wine, \$450.



To reserve for your family and friends, call the Four Peaks on 2553 3422

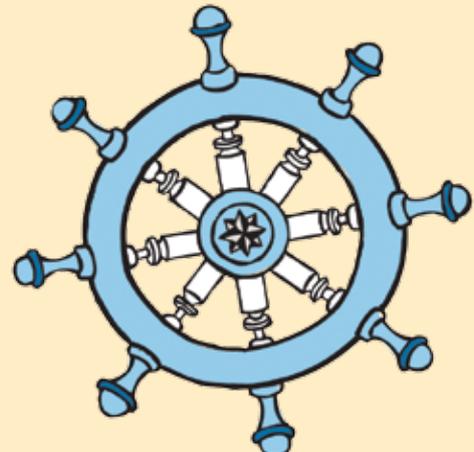


Quiz: Sailing Knowledge for Skippers

See page 15 for answers

Contributed by the ABC Sailing Committee

1. What is the name of the new ABC Marine Services Manager?
2. What do two vertical fixed green lights indicate?
3. When would a yacht fly the yellow Q flag?
4. Which knot is commonly used to join two ropes of unequal thickness together?
5. What do three short blasts from a power-driven vessel signify?
6. What does the term "Imminent" mean in a weather forecast or warning?
7. What situation would warrant a "Mayday" call?
8. In Hong Kong waters, what incidents have to be reported to the Director of Marine and within what time frame?
9. What is "Buys Ballot Law"?
10. With reference to RADAR, what does CPA mean?





September F&B Promotions

Throughout September, the Club will offer Mexican dishes in the Galley, and a U.S. beef promotion in the Four Peaks restaurant.

Featured wine for September from Australia

Hay Shed Hill Pitchfork Chardonnay, Margaret River, 2014
Hay Shed Hill Pitchfork Cabernet Merlot, Margaret River, 2013
By the glass, \$52, by the bottle \$250

Featured beer for September from Mexico

Corona, \$33

Featured cocktails for September

Green Apple Margarita, \$60
Tequila, green apple purée, Triple Sec, lime purée

X.O. Tequila shooter, \$60
Patron X.O.Cafe tequila, Bailey's Irish Cream

Tequila Reposado shooter, \$66

Mid-Autumn Buffet

The Patio, Saturday, 26 September
6:30-9:30 pm
Adults \$268, including a glass of wine, concessionary price for members over age 65, \$228
Children (aged 3-12) \$168 (including a soft drink)

National Day Buffet

The Patio, Thursday, 1 October
6:30-9:30 pm
Adults \$268, including a glass of bubbly wine, concessionary price for members over age 65, \$228
Children (age 3-12) \$168 (including a soft drink)

Mexican Menu Promotion

Throughout September, the Galley and Patio will showcase Mexican entrées such as chicken and beef tacos, squid and Jalapeño salad, beef fajitas, and chicken mole, along with the delightful desserts of flan and churros.

U.S. Beef Promotion

Also throughout September, the Four Peaks restaurant will present starters and main courses featuring high-quality U.S. beef, including beef carpaccio with black beans and garlic, Black Angus tenderloin kebabs, slow-poached rib-eye, and chargrilled prime T-bone steaks.

To reserve for your family and friends, call Reception on 2522 8182 or email booking@abclubhk.com

September Events

Lamb Shawarma with free whiskey tasting

The Patio, Friday, 4 September
6:30-9:30 pm
Adults \$248, concessionary price for members over age 65, \$208
Children (aged 3-12) \$148

Prime Rib buffet with free wine tasting

The Patio, Friday, 18 September
6:30-9:30 pm
Adults \$258, concessionary price for members over age 65, \$218
Children (aged 3-12) \$158





Home Wine Delivery September 2015

	\$/Bottle	Quantity	Amount
SPARKLING			
Vigne Doro Prosecco DOC Brut NV, Veneto, Italy 100-percent Prosecco. Characterized by fine perlage, persistence of taste and a clean palate. Traces of citrus fruits and vegetables can be detected.	\$120		
Henri Bonnet Clairette de Die AOC Traditional, Rhone Valley, France Muscat and Clairette varietals. Lustrous pale gold with fine bubbles, aroma of lychee, tea leaves and citrus zest with creamy mousse on the palate. Good balance with excellent aromatic persistence.	\$145		
WHITE			
Calabria Family Richland Pinot Grigio 2014, Riverina, Australia 100-percent Pinot Grigio. Ascending flavours of pear and fresh apple purée entwined with kaffir lime leaf. Scents of fresh bright red apple with sweet pear blossoms complete with a zingy acid drive on the palate.	\$105		
Lorgeril Marquis de Pennautier Chardonnay 2013, Languedoc Roussillon, France 100 percent Chardonnay. Powerful aromas of hints of pineapple, vanilla and fresh exotic fruit. Fresh and well-balanced.	\$148		
Hollick Sauvignon Blanc Sémillon 2013, Coonawarra, Australia 75-percent Sauvignon Blanc, 21-percent Savagnin, and 4-percent Sémillon. Aromas of fresh lime, passionfruit, melon and kiwi fruit. A silky-smooth palate with vibrant gooseberry, pineapple, and lychee, and fresh citrus acidity. A crisp and clean finish.	\$195		
Prophet's Rock Riesling 2011, Central Otago, New Zealand 100-percent Riesling. Floral and citrus aromas with flavours of minerality. These aromas are echoed on the concentrated, crisp and lingering palate.	\$268		
RED			
Brotte Côtes du Rhône la Fiole 2012, Rhone Valley, France Grenache, Syrah, Mourvèdre, and Cinsault. Fruity and spiced. Reminiscent of ripe berries, Morello cherry, and spices – cinnamon, clove, and nutmeg – along with truffles, game and cedar. Well-balanced with mature flavours of leather and spiced forest fruits.	\$130		
Bodegas LAN Crianza 2011, Rioja, Spain 100-percent Tempranillo. A brilliant cherry-red with violet hues. Elegant ageing aromas with fruity notes. Good balance with sweet and elegant tannins.	\$175		
Château des Annereaux, Lalande-de-Pomerol 2010, Bordeaux, France Merlot and Cabernet Franc. Rich and structured. Aromas of blackcurrant with dense tannins and wood-ageing flavours.	\$250		
Juniper Estate Cabernet Sauvignon 2010, Margaret River, Australia 100-percent Cabernet Sauvignon. Deep garnet colour. Aromas of blackcurrant, lavender, and violet with a touch of leafy complexity. Full-bodied with fine tannin.	\$320		
	Total		

**Free Wine Tasting at the Galley and Patio,
Friday, 18 September, 6:30-8:30 pm at the Prime Rib buffet.**

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

***Minimum order – 12 bottles and mixed cases are allowed.**

Member Name: _____ Membership Number: _____

Tel (Office): _____ Tel (Home): _____

Delivery Address: _____

Delivery Date: _____ Member Signature: _____

Total amount will be charged to Member's account. Orders accepted by post, fax or in person. Contact the Food & Beverage Department on 2555 6216 or fax, 2873 2945. Free delivery for orders of 12 bottles or above. Please allow three working days for delivery. All wines are subject to availability.





Mid-Autumn Festival BBQ, Saturday, 26 September

The Galley and Patio 6:30–9:30 pm

Salads and starters:

Your choice of lettuce, vegetables and condiments, smoked salmon, salmon terrine, crab salad, tomato and mozzarella salad, coleslaw and cold cuts, with barley, red date and cane soup.

Main course:

Your choice of barbecued sirloin steak, chicken wings, sardines, red mullet, clams, scallops, prawns, braised taro with duck, soya chicken, and E-Fu noodles with crab meat and egg white, with mashed potato and grilled vegetables.

Desserts:

Your choice of moon cake, taro cake, pumpkin cake, mango pudding, bread and butter pudding and assorted fresh fruit.

Adults \$268 (includes a glass of wine), concessionary price for members over age 65, \$228, children (aged 3-12) \$168 (includes a soft drink).



To reserve for your family and friends, call Reception at 2522 8182



National Day Buffet, Thursday, 1 October

The Galley and Patio, Thursday, 1 October 6:30-9:30 pm

Salads and starters:

Your choice of lettuce, vegetables and condiments, with Chinese soup, plus cold dishes of whelk, mussels, rock oysters, assorted sushi and California rolls, smoked fish salad, shrimp and bean salad, pineapple and turkey salad, cold cuts, and fennel and apple salad.

Entrées and cooking stations:

Your choice of home-made dim sum, roasted prime rib of beef, baked potatoes, baby carrots, Brussels sprouts, parsnips, roasted baby pigeon, seafood stew, steamed garoupa, braised abalone mushrooms

with lettuce in oyster sauce, braised twin vegetables, crab meat and crab roe, sweet and sour prawns, deep-fried oysters and the famed ABC curry.

Desserts:

Your choices of pumpkin cake, Black Forest cake, sweetened cream with lily bulb and sea coconut, sweet dumplings, lemon cake and assorted cakes.

Adults \$268 (includes a glass of bubbly wine), concessionary price for members over age 65, \$228, children (age 3-12) \$168 (includes a soft drink).



To reserve for your family and friends, call Reception at 2522 8182

A Very Warm Welcome (and Day) for the *Shun Fung*, *Mei Fung*, and *Sing Fung*

By Erin Hausmann, photos by Kevin Lewis and Alok Kumar

On the last Sunday of June 2015, members and guests of the Aberdeen Boat Club were treated to a unique and exciting day at the Middle Island Clubhouse and then Round Island. The celebratory occasion introducing the boat to members featured the christening of the newly built ABC committee boat and the renaming of the ABC workboats Invicta and Cheoy Lee.

The event, to which all members had been invited, followed a blessing, the first part of the ceremony held the previous day, when the new boat had been taken to the Tin Hau Temple at Clear Water Bay. By tradition it was made to make three figure-of-eight movements in front of the temple to ensure a propitious future.

The day was capped for guests by an inaugural trip aboard the new boat to Round Island for a beach barbecue and drinks with some cooling off in the sea.

Beat the heat

ABC ferries began shuttling guests to Middle Island at 10 am, where fans in the Clubhouse worked to provide a welcome respite from the blisteringly hot day. With a “real feel”

temperature of 40° in the sun, the cold drinks and tasty snacks provided by the ABC F&B team were appreciated by all.

By the time the last ferry from the Main Clubhouse had arrived, the tally of members and guests had risen to nearly 100. With the air abuzz with talk of the new boat and guests’ eagerness to hear the new names revealed, ABC Commodore John Berry kicked off the ceremonies with laughter-inducing remarks and with historical anecdotes about the Club and the impressive specifications that led to the design and build of the new boat.

Designed to serve as an additional ferry, a charter for members, and a supplemental support boat for races, the new boat’s shiny exterior and colourful nautical flags captured guests’ attention as the newest presence on Deep Water Bay.



Matthew Johnson and
John Berry dotting the eyes



The three sister boats



ABC Marine Manager Ah Kee on the Corsair

A History of Club Boats

By John Berry

It was a proud moment, welcoming our new boat *Shun Fung* to the Club on 28th June 2015, and in doing so I recalled a number of changes over my 32 years at the ABC, and what boats the Club has had, and how they were used.

When I first raced at the ABC, the Club had no substantial workboats, ferries or dedicated race committee boats, though it did have smaller motor boats. Access to typhoon shelter moorings was by sampans operated by the local marine community.

Races were started from the deck of the then-fastest yacht, anchored to form one end of the line. After the start signal, that boat was given a five-minute allowance to pick up anchor, hoist sails, and get into the race. No finish boat was used, but a finish line was a transit of two white stakes fixed to a concrete block beneath the Chung Hom Kok Cheshire Home. Then, that start boat was the Farr 38 *Intrigue* (now known as *The Farr Side* – no longer the fastest boat in the fleet!). Race committee boats for special events, such as the Citizen Opening Regatta, were borrowed from members.

In 1985, the Club bought the *Invicta* (now *Sing Fung*), commissioned by long-time Marine Manager Ah Kee and then-General Manager John Makin and shipped in from the UK. It provided a race committee boat, and let us give better service to dinghy training and races.

Dinghy training was then run from a two-decked pontoon boat parked on a Deep Water Bay mooring before we

obtained the land for Phase I of Middle Island development. This pontoon boat's lower deck stored the Club's 11 or 12 New Zealand Phase II dinghies, while its covered upper deck was for observation and dinghy race management.

After the ABC established our Middle Island base, it quickly became busy. The Club, resolving to buy a proper ferry boat for members, ordered our Cheoy Lee ferry (now named *Mei Fung*). The Cheoy Lee was similar to many other workboats made at that time with low roofs and headroom, however the Club/Mr Makin persuaded the yard to substantially raise the roof to give proper headroom. We continued to borrow boats for race committee boats for regattas and special events.

The ABC had long-aspired to have a more substantial multifunctional boat to provide added peak ferry capacity to serve increasing Middle Island traffic, act as a race committee boat for larger events, and charter to members, so the Club then purchased a timber junk, our *Corsair*, with capacity of over 30. Our ferry service was supplemented by a new fast twin-outboard driven boat.

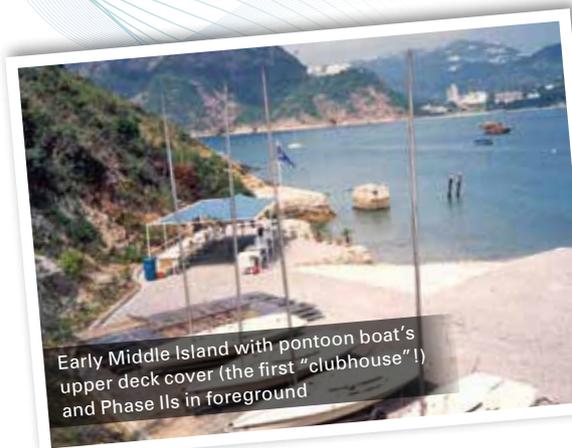
As time went on, the *Corsair*'s maintenance costs rose to a point where it became uneconomical to run, and this and the fast ferry were replaced for the Sunday Middle Island ferry service by the *Laissez Faire*, whose capacity was 45.

The Club continued to search for a larger multifunction boat and created a budget item for one. Many boats were

inspected and many agents contacted over recent years. The hunt increased over the past two years under Rear Commodore Chris Pooley and we came close to buying a couple of suitable boats. After further defining our requirements and priorities, we clarified our target, which eventually led to lodging an order earlier in 2015 with Cheoy Lee for this boat to be built at its Doumen yard in Zhuhai, China.

The boat arrived in Hong Kong in June, and after effective negotiation by GM Philippe de Manny, a top-of-range license capacity of 44 capacity was achieved.

In the *Shun Fung*, we now have a fine new vessel with which we can supplement the present ferries where needed for big events at Middle Island, offer chartering to members, support our sailing teams and special events, serve as a safety boat and perform other duties when needed, e.g. at the Four Peaks Race, and proudly fly the ABC flag at the next Sunseeker Opening Regatta in September! H



Early Middle Island with pontoon boat's upper deck cover (the first "clubhouse") and Phase IIs in foreground



The ABC Marine staff



Stephen Hilton, winner of the boat-naming competition



Commodore John Berry

The big reveal

Following Commodore John Berry's remarks, the bai san and boat-naming ceremonies began on the dock. A table, draped in red cloth and with an impressive display of a roast pig, fruit, incense sticks and candles, radiated palpable and visible heat.

ABC officers, their families, and guests were invited to bow three times holding lit incense sticks, thereby blessing the boats and ensuring their safe travels. In accord with tradition, the roast pig was carved in one stroke by the Commodore and ABC Treasurer Matthew Johnson to applause and cheers.

Despite the remarkable heat, guests were drawn onto the sunny patio by the infectious beat of a drum, signalling the start of the Champagne christening. The General Committee had reviewed over 70 suggestions of a series of names for the three ABC boats, after a member competition was organised by James Ross. After much deliberation, and advice from Eric Tang and Eric Chow, Stephen Hilton's series of three names

was selected as the winner. The new Committee boat is the *Shun Fung* (順風), aptly meaning "Bon Voyage" in Chinese; the *Invicta* is now the *Mei Fung* (微風) (breeze); and the *Cheoy Lee* is *Sing Fung* (乘風), meaning "ride on the wind."

New boat, old traditions

To ensure proper blessing of the boats, the three vessels were docked, bows overhanging the pontoon, with a bottle of Champagne over each, ready to be broken.

Mrs. Natalie Berry broke the first bottle, christening the new committee boat as the *Shun Fung*. Mrs. Ellen Zinke and Mrs. Josephine Johnson followed respectively with the *Mei Fung* and the *Sing Fung*, the ceremony ending with an offering to the gods of the sea for favourable safekeeping of the vessels.

Gracious thanks were expressed to Rear Commodore Pooley, General Manager de Manny and the marine staff at ABC.

Following thanks to Kingston, Evergain, Nams, and Hing Fat for the food, and Jebesen Beverages, Ponti and Carlsberg for the



GM de Manny and Commodore Berry with the christening team, by Alok Kumar

drinks, John Berry and Matthew Johnson dotted the eyes of the colourful headdresses of the lion dancers.

Agile and seemingly tireless members of the Fiery Dragon Lion Sports Association danced onto the pontoon and even the decks of the three docked boats, making the two lions seem to eat and spit out bunches of greens on each bow. The delight of all was evident by the crowd's efforts to find the best views of the performance, following the dancers' every move in attentive amazement. With confetti showering the dancers and the enraptured crowd, the lion dance was a perfect culmination to the ceremonious portion of the day.

An ABC dream boat

On the day of its unveiling, the *Shun Fung* served its first duty, ferrying guests to the celebratory barbecue on Round Island. The ride was remarkably smooth; the boat glided with ease through the wake of other boats and the sea currents.

One impressed guest could be heard marvelling at how "amazingly quiet [the boat was]... more quiet than [he] could

have ever imagined." Another commented that there is "nothing better than the sound of a new motor."

Engine specifics aside, a feature that seemed to impress all was the blasting air conditioning aboard, truly wonderful to experience under the blazing sun.

Celebrating, ABC-style

On Round Island's pristine beach, delicious barbecued prawns, lamb, chicken skewers, and vegetables greeted beach-goers. Guests quickly closed in on the spread, accompanied by ice-cold soft drinks, water and beer. Continued raving about the beauty of *Shun Fung* combined with satisfied compliments about the food and remarkable weather created a joyous atmosphere in a picturesque setting.

The ABC's boat-naming guest book was filled with signatures of proud members, wishing the best of luck to the beautiful new boat, the renamed boats and their safety on the seas.

Knowing the Aberdeen Boat Club and the care it takes of its members, staff, and vessels, the *Shun Fung*, *Mei Fung*, and *Sing Fung* will be in good hands.

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The new boat's specifications

By Kevin Crowe, General Manager, On Board Marine Group Ltd

When ABC GM Philippe de Manny and Sailing Committee Chairman Chris Pooley came to OBMG with the new boat's electronics tender, they stressed that the new boat was to be the first sizable vessel owned, not leased, by the ABC. OBMG sought to deliver a complete, user-friendly system of the most modern navigation equipment and electronics on the market today.

As continuous safety was paramount, OBMG recommended the fitting of 4G broadband radar and AIS tracking (Automatic Identification System), fast-becoming standard on smaller pleasure craft as it helps captains identify and track the position, heading and speed of all other AIS-equipped vessels within about 10-20 nautical miles. With Hong Kong's heavy volume of commercial water traffic, AIS is particularly helpful at night, in heavy fog or squalls and when near or crossing the Lamma Channel.

Broadband radar uses technology out only for a few years, vs decades-old magnetron pulse compression radar. Broadband radar can detect other vessels even as small as a kayak, an Optimist, or even a small buoy, almost right up next to a boat, as opposed to the much wider blind spot

around a boat for traditional pulse radar. The B&G 4G broadband radar has radiation emissions lower than that of a mobile phone. OBMG also installed B&G V50 VHF with GPS positioning. A hailer horn enables the helm to make announcements over the loudspeaker audible to boats/people in the immediate vicinity.

An NMEA 2000 network allows all the various electronics to talk to each other and give vital information on the chart plotter, such as wind speed, direction, and angle, depth under the keel, and complete digital C-MAP charts for navigation at the helm. The user-friendly system networks back to the helm and displays on the Zeus II screen.

When the boat functions as the ABC committee boat, race officers will be able to view and even control the chart plotter from the top deck from an i-Pad, as the system is equipped with "GoFree" wireless technology to let the race officer monitor wind speed, angle, and even tide/current direction and speed.

With respect to its electronics the ABC now has one of the best-equipped club vessels in all of Hong Kong. OBMG is very proud to be associated with the new boat. 



Natalie Berry and Shun Fung

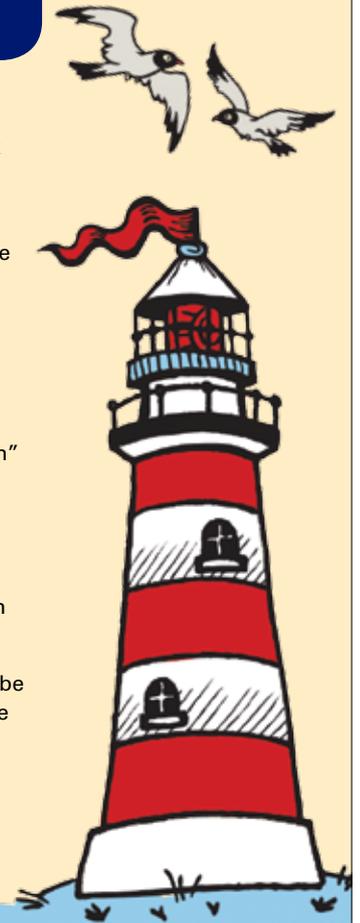
Ellen Zinke and Mei Fung



Answers: Sailing Knowledge Quiz

See page 6 for questions

1. Alex Johnston is the new ABC Marine Service Manager.
2. Two vertical fixed green lights are a fixed starboard hand light – commonly used to mark the end of a pontoon or breakwater that should be left to starboard when travelling upstream or entering a harbour.
3. A yacht would fly the yellow Q flag on the port halyard to show the local Customs Service that it has arrived from foreign waters and will require clearance.
4. A double sheet bend is used to tie two ropes of unequal thickness together.
5. Three short blasts from a power-driven vessel signify that the vessel is operating astern propulsion to either indicate it is trying to slow down or is about to gather sternway.
6. The word “Imminent” means within six hours from the time of issue of the warning. “Soon” would be between six to 12 hours and “later” means after 12 hours from time of issue.
7. Only make a Mayday call if there is “grave and imminent danger” to person or vessel.
8. You are required to report to the Director of Marine within a period of 24 hours for the following: collision, fire, explosion, damage to another vessel, injury or death of a person on board, or a person lost overboard.
9. The wind around a depression spins anti-clockwise in the northern hemisphere and can be remembered by using Buys Ballot Law, which states when standing with your back to the wind and holding out your left arm it will point to the centre of the low pressure. The opposite holds true in the southern hemisphere.
10. Closest Point of Approach (CPA), the closest your vessel will come to the radar target, assuming both boats maintain speed and course.



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Aberdeen Racing Academy 29er Sailors Improve at *International Regatta Kiel*

By Yann D'Argenlieu, photos by Rory Godman

In late June, after a 12-hour flight straight after exams, I arrived alone at Hamburg airport, welcomed by fellow Aberdeen Racing Academy sailor Russell Aylsworth and Dinghy Coach Rory Godman. They had rented a second-hand small fire truck in order to store all of our appropriate sailing gear. We'd planned for them to load onto the trailer the two 29er boats the ABC had shipped to Hamburg, and pick me up at the airport on the same day. But the boats did not fit on the trailer, so we all drove on to the Olympic Sailing Centre in Kiel, the regional capital of Germany's Schleswig-Holstein.

The weather was sunny and warm, unlike the Kiel I had experienced two years earlier, when it was cold, wet and raining, and also very windy.

However, we three embraced the heat because we spent the following three days working on our boat. We helped Rory transform the new boat into a fast one; who ever could have known that it would take three days!

Capsizes, comments and consolations

On the third day ARA sailor Molly Highfield joined us while

Russell and I sailed in 18 knots (which turned out to be the best wind we had all week). On day 4, Molly and Russell both sailed in gusty conditions.

Capsizes filled the morning, but the thought of German bratwursts consoled everyone on our way to the shore. We also took time to admire the Olympic 49ers sailing round the race track, along with Rory's professional commentaries.

Sailing stores and food stalls littered the Olympic centre. Familiar faces from other regattas around the world smiled and greeted us.

Excellent training ground

Racing took place the following day, with light to very light conditions. A hard start to this summer awaited all of us as this was Molly's first international regatta, with many to follow.

My long-time sailing partner Nathan Bradley and I were to use Kiel as a training regatta in large fleets for more important events in the near future. I invite those who are interested to check results on the Kieler Woche website, which also has images and TV commentary of a few races.



Over the four race days, the wind stayed consistently light with the sun up and shining. Some breeze kicked in on the last day which allowed a switch-up in the leader board. The Slovenians who came sixth at last year's Worlds confidently took first place.

Ninth place

All in all, Nathan and I improved over the week (we came ninth), as we slowly regained our speed and fleet tactics as well as starts. We ended the regatta hastily with a pack-up (which turned out to be five hours long) of the boats that we placed on the truck and trailer.

That evening, we looked backed on the TV footage as Rory debriefed us. At night we slept, knowing we had much to improve on, but equally, we were brimming with confidence.

I think I speak for everyone when I would like to thank all the sponsors who made our trip this summer possible. We thank the Club and all its members, who should know that this money is well-spent since four more Academy sailors will be joining Rory's capable hands this summer. Providing a container

for us in Kiel this year also helped a great deal as we were able to bring a lot of sailing equipment in order to ready our brand-new boats.

A big thank you to all at the ABC. 🇬🇧

Final results

Yann and Nathan	9th
Molly and Russell	74th

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Saturday, 31 October & Sunday, 1 November

Hebe Haven to Host 2015 Annual 24-hour Charity Dinghy Race

By Diana Bruce

Every year since 2002, the Hebe Haven Yacht Club has organised a 24-hour charity dinghy race, one of only four 24-hour race events in the world! Since the inception of Hebe Haven's 24-hour Charity Dinghy Race, over \$10 million has been raised for charity.

And also every year since 2002, the Aberdeen Boat Club has been proud to enter teams in the event.

At first, we were pretty much "cannon fodder" and generally came last or nearly last, but in the last few years (thanks to our wonderful team of coaches and instructors) we have become a force with which to be reckoned.

In 2013, an ABC team was overall winner, so now we are up there at the top.

The Hebe Haven 24-hour Charity Dinghy Race makes for a fun weekend, with a village and carnival atmosphere at the Club and a real spirit of camaraderie and competition on the water.

The boats are crewed by teams of sailors over the full 24 hours, which means starting at 2 pm on Saturday afternoon, continuing through the night and the early hours of Sunday morning, and then finishing at 2 pm on Sunday afternoon.

This year will be the 14th running of the race, and the ABC kindly has offered us the new committee boat as our team base this year, which will be fantastic. It makes such a difference to team spirit to have a place where we can all be together, with somewhere comfortable to sleep when it's someone else's shift in the boat!

Again we ask our dinghy sailors to sign up for the ABC teams, and ask you to put these dates in your diary – 31 October and 1 November – to sail for your club and for charity.

And if you don't sail, we hope that you will sponsor those who do – either on a "per lap" basis or just a one-off donation – a little or a lot, whatever you can afford. Everything counts.

The charities the race will support will again be the Children's Cancer Foundation (the main beneficiary), TREATS, IDEAL, Enlighten-Action for Epilepsy and Sailability. They are all, I'm sure you will agree, very worthwhile causes for which to raise money.

If you are interested in taking part, or would like to know a bit more about the event, please email either Kevin Lewis on dinghysailing@abclubhk.com or Diana Bruce on jollyfin@netvigator.com. 



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20 and 21 June

Macau International Dinghy Regatta 2015

By Augustin Clot and Juliette Clot

Now in its sixth year, the annual Macau Regatta is an important event in our sailing calendar. Involving a family-orientated weekend away, with sailing off Hac Sa beach, and a stay in the superb Grand Coloane Resort Hotel, it's great fun and always well-supported by ABC sailors.

This year saw ABC sailors in Optimist, Pico, RS Feva, Laser Standard and Laser Stratos divisions.

Below, ABC team members and siblings Augustin Clot (11) and Juliette Clot (nine) report back from the exciting weekend:

Augustin: We arrived on Friday evening at the hotel at around 9:30 pm, just after the team briefing. Kevin Lewis, who was still there in the lobby, had the kindness to brief us just like the others. We went through the sailing instructions and some basic tactics (look out for the tide and shallow water!) and then he gave us the event souvenirs from the organizers. We went straight to bed, knowing that we had a long day of racing ahead of us.

Juliette: When I woke up on Saturday, Augustin was already at breakfast. He was trying to explain the rules and courses to Bertille Voets and Casey Law, our friends who were racing in Optimists. I silently joined them, trying not to disturb them. After a great breakfast, we all gathered outside for a team photo, and then walked along the beach to the sailing centre where the regatta was to be held. After rigging our boats we listened to the briefing and then launched our boat. The tide was

pushing our boat back to shore, which was lucky because we soon found out that our bung wasn't in! We went back to shore, emptied the water, put the bung in and launched again. We didn't lose much time and Kevin didn't even notice (we hope!).

Augustin: When we arrived we saw a huge amount of boats of different varieties. Optimists, Picos, RS Fevas, Laser 1s, Toppers and Laser Stratos. The sequence started. We just stayed near the committee boat and decided we would accelerate at the last moment, starting with speed. However, we started too late, and we were fourth off the line. We managed to get up to second on the reach but on the downwind we lost two places, going down to fourth. When we rounded the bottom mark, we made a bad mistake, and were overtaken by many boats, giving us a poor result!

We weren't so confident for the second race, but we got a better start and had a really good upwind leg. On the reach, at one time we were first! But on the downwind, we lost a lot of places. I think it was because the other boats put their jibs on the other side of their main, and we didn't think to do that!

Juliette: After two bad results I was a bit fed up. Augustin always blamed everything on the crew (me!). But still, we didn't give up. The little McDonald burger for lunch wasn't enough to stop our hunger but was enough to restore our energy. We had some time to improve our downwind before



ABC sailors and family

the race started. Our start was okay, but it wasn't the best. We managed to get up to second on the reach, but this time, on downwind, nobody overtook us. We held our place and finished second.

The fourth race was great! We tried to do the same as the previous race but unfortunately, we weren't so lucky. We used the same plan as before but this time, two Picos went in front of us and we finished third.

After derigging our boat, we went back to the hotel where the ABC team went to the pool and spent the rest of the afternoon relaxing there ... great fun! We then went to the Miramar restaurant for the Saturday night barbecue. After having eaten a little, I started to feel bad and was sick. I went back to the hotel early to get more sleep. Kevin told us that Casey had also been sick during the sailing, and it was likely because none of us were drinking enough water in the very hot weather!

Augustin: I woke up a bit late on Sunday, and when I went down to breakfast at around 7:30, I saw a lot of people starting to leave and I was like: 'What the heck? I haven't even eaten breakfast yet!' Anyways Juliette came and joined the breakfast and pretty soon we met for the walk along the beach to the club.

We rigged, then launched, this time without any problems, and headed to the race area. Only two races were predicted for

the day so we had to do our best. The first race we tried really hard and with a good start got a second place and we thought we were sure to get a prize. But of course, something went wrong in the last race. We had a terrible start and started last, and only managed to overtake one boat. There was no chance of getting a prize. But we still had great fun on this regatta.

But ... a big surprise was waiting!

At the prize-giving there was loads of drinks and food, and just as I realised Juliette was missing, I saw her running with Bertille towards me shouting "We're third! We're third!" I didn't believe them, honestly. How could we have gotten third place overall with our results?

But then they showed me the results sheet and I learned that on the last race, two boats got disqualified because they were over the start line, so we actually finished fourth in that race. But it wasn't over yet: we had 18 points, but another boat also had 18 points. There was then a countback: we both had no firsts, two seconds ... (drumroll) ... and we had a third and they didn't!!! That made us third overall!! When I think of how, at the start of the regatta we got two lasts and now, we had third place I just couldn't believe it!

We had a great weekend and we want to thank Kevin for taking care of us during this whole regatta. We both enjoyed the whole weekend despite how hot it was! H



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Youth Sailing Programme October 2015

Application Deadline Friday, 9 October

For most schools in Hong Kong, the October holiday is only one week and therefore places on our October courses are very limited. We advise you to **apply at least 3 weeks prior to the course start date** to ensure a place. Note we can reserve spaces only upon receipt of a completed application form and deposit payment; we cannot reserve course slots by email or telephone. Further details are available at www.abclubhk.com and via Angela at SailingSecretary@abclubhk.com.

Date	Junior Course	Course	Eligibility	\$ Cost (Member/ Non-member)
Mon 19 – Fri 23 Oct (AM)	✓	Optimist Stage 1	Age 7 – 12; can swim with water confidence	1,080 / 1,990
Mon 19 – Fri 23 Oct (AM)	✓	Optimist Stage 4 Race Introduction	Age 7 – 12; hold Optimist Stage 3	1,080 / 1,990
Mon 19 – Fri 23 Oct (PM)	✓	Optimist Stage 2	Age 7 – 12; hold Optimist Stage 1	1,080 / 1,990
Mon 19 – Fri 23 Oct (PM)	✓	Optimist Stage 3	Age 7 – 12; hold Optimist Stage 2	1,080 / 1,990
Mon 19 – Fri 23 Oct		Beginners HKSF Level 1 & 2	Age 11 – 18; can swim with water confidence	2,650 / 3,980
Mon 19 – Fri 23 Oct		Improver HKSF Level 3	Age 11 – 18; hold HKSF L2 for at least one year	2,650 / 3,980
Mon 19 – Weds 21 Oct		RS Feva Introductory Course	Age 11 – 18; hold HKSF L2	1,590 / 2,388
Thurs 22 – Sat 24 Oct		Laser 1 Introductory Course	Age 12 – Adult; hold HKSF L2 or similar experience	1,590 / 2,388

Late October Youth Sailing Programme

French International and some other schools have slightly longer October holidays. The ABC is pleased to offer an extended programme to cater for those students. Full details and application forms are available on our website, www.abclubhk.com. For further enquiries please contact Angela at SailingSecretary@abclubhk.com.

Date	Junior Course	Course	Eligibility	\$ Cost (Member/ Non-member)
Mon 26 – Fri 30 Oct (AM)	✓	Optimist Stage 1	Age 7 – 12; can swim with water confidence	1,080 / 1,990
Mon 26 – Fri 30 Oct (AM)	✓	Optimist Stage 4 Race Course	Age 7 – 12; hold Optimist Stage 3	1,080 / 1,990
Mon 26 – Fri 30 Oct (PM)	✓	Optimist Stage 2	Age 7 – 12; hold Optimist Stage 1	1,080 / 1,990
Mon 26 – Fri 30 Oct (PM)	✓	Optimist Stage 3	Age 7 – 12; hold Optimist Stage 2	1,080 / 1,990
Mon 26 – Fri 30 Oct		Beginners HKSF Level 1 & 2	Age 11 – 18; can swim with water confidence	2,650 / 3,980
Mon 26 – Weds 28 Oct		3-day Supervised Practice	Age 12 – 18; hold HKSF L2	1,590 / 2,388
Mon 26 – Fri 30 Oct		Improver HKSF Level 3	Age 12 – 18; hold HKSF L2 for at least one year	2,650 / 3,980
Weds 28 – Fri 30 Oct		Laser 1 Introductory Course	Age 12 – Adult; hold HKSF L2 or similar experience	1,590 / 2,388

Please note course timings:

AM courses: 9 am – 12:30 pm (meet at 8:45 at main Club)

PM courses: 1:30 pm – 5 pm (1 pm ferry from main Club)

Whole-day courses: 9 am – 4:30 pm (meet at 8:45 at main Club)

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Summer at Middle Island: The ABC 2015 Summer Youth Sailing Programme

Words and photos by Kevin Lewis

As you read this edition of *Horizons*, our summer youth sailing programme has just finished.

Based out of Middle Island, the ABC team hosted two months of activities. We offered more than 45 courses and activities and had more than 300 participants.

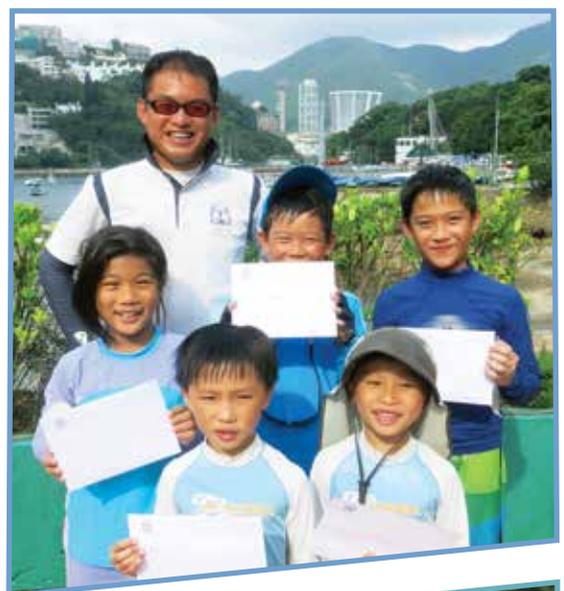
As ever, our most popular activity was the Junior Optimist programme, with four stages of courses for those aged from seven to 11 years. In fact, nearly every Optimist course this summer was completely full, with all our dinghies in use!

Another very popular activity was our Water Sports Week, which includes sailing, kayaking, wakeboarding, windsurfing and other activities.

This year, for the first time, we included instruction on stand-up paddleboards (SUPs). As we explain in a separate article in this issue, the ABC's SUP programme is aimed at adults and teenagers. But for the SUP courses we organise we also have obtained three special "junior SUP" boards so that children as young as age eight – under close supervision and as part of an organised activity – can try out this fun new sport.

Thanks go to the ABC instructors, assistant instructors, marine staff and F&B staff who all contributed to ensure the smooth running of another successful summer at the ABC.

Enjoy the photos. Our next youth programme runs in October (see page 23 for details). H







A timely look at the Hong Kong Marine Police

By John Cameron, Deputy District Commander, Marine Port District
Photos courtesy Hong Kong Marine Police

Medium patrol launches go out on patrol

Many recreational sea-goers in Hong Kong waters will be familiar with the sight of patrolling vessels of the Hong Kong Marine Police. Indeed, it is usual to spot Marine Police vessels during each and every sailing passage or recreational activity in our waters. Sometimes it will be the larger patrol vessels, occasionally the sleek and racy high-speed interceptors.

These vessels might give you a comforting feeling, but how much do you really know about the Hong Kong Marine Police?

The Marine Police are indeed out there 24/7 guarding our waters and responding to incidents. With state-of-the-art vessels and equipment, the almost 2,400 men and women of the Hong Kong Marine Police are highly trained professionals – all sworn police officers and trained in the various maritime disciplines required to properly and safely operate the fleet of over 120 vessels in all sea conditions – including typhoons!

Hong Kong's oldest force

The Hong Kong Marine Police actually predates the regular Hong Kong Police force by two years. The Marine Police were formed in 1842 to keep control of the waters of the harbour. The first commander was Lieutenant William Pedder, RN, after whom the well-known street in Central was named, and whose direct descendant, Chris Pedder, served in the Hong Kong Marine Police during the 1980s and '90s.

In addition to policing the waters of Hong Kong, the Marine Police are also responsible for the policing of the outlying

islands. Cheung Chau, Lamma and Peng Chau are particularly busy. Officers also often patrol much of Hong Kong's isolated coastal areas.

Strategic locations

Five Marine Police operational bases are situated at the strategic locations of Sai Wan Ho, Aberdeen, Tai Lam, Sai Kung and Ma Liu Shui (Tolo).

In addition, the fast interceptors of the Marine Police's famous small-boat division, with a territory-wide remit of high-speed pursuit and interception, are based at Stonecutters Island.

The Marine Police Training School, the Regional Command and Control Centre and other HQs units are all based at Sai Wan Ho.

Tackling varying threats

The Hong Kong Marine Police have always been highly versatile. During the last 35 years or so, the Marine Police





Marine Police trainees undergoing sea survival training

have dealt with various threats to Hong Kong, including the Vietnamese boat people crisis of the late '70s and early '80s, the rampant Tai Fei smuggling of the '90s and various maritime disasters, including the sinking of the *Neftegaz 67* supply ship in 2008 and the *Lamma IV* tragedy in 2012, with the loss of 18 and 39 lives respectively.

During those and other trends or incidents, the Hong Kong Marine Police have never been found wanting, and each and every time have responded with high levels of professionalism, courage and commitment.

To respond to new threats or situations, the Marine Police are regularly provided with up-to-date new craft, equipment, training or other resources.

Priorities and focus

The current focus and priorities of the Hong Kong Marine Police include combatting illegal immigration and smuggling, enhancing sea safety and responding to accidents, combatting the importation and use of drugs, assisting in port control, terrorism prevention and response contingency planning, and ensuring that proper maritime boundary control and monitoring mechanisms are in place.

Patrolling and response units at sea are supported and augmented by high-tech, land-based monitoring systems to identify and track suspicious targets. Communications are made between various units by way of secure digital radio nets covering all of Hong Kong SAR waters.

In respect of incidents or crimes with a cross-boundary element, a tiered communication mechanism and response protocol has been established with relevant Mainland China authorities.

Sea safety education

Sea safety is a matter of obvious concern to everyone, year-round. With the increasing popularity of water sports in Hong Kong comes the added potential for danger. The Marine Police take their responsibilities of preventing injury to life and property and responding to accidents very seriously.

Of course, prevention is better than cure, and a basket of measures is made available in an effort to prevent accidents; namely, the conduct of safety education, awareness and publicity campaigns and enforcement measures.

Guarding Angel's website

The Marine Police east division, based at Sai Kung – a very busy area for recreational activities on the water – has produced a website, "Guarding Angel," that gives comprehensive sea-safety information based on real-life accident trends and black spots.



Vessel search for "IIs" or contraband



The website, listed below, is user-friendly and has lots of photos and videos – please check it out as one of the ways you can enhance your own safety and that of your friends and family this summer.

International renown

From humble beginnings with a few rowing boats, the Hong Kong Marine Police has developed into an internationally renowned maritime law enforcement agency with broad responsibilities, and is tasked with ensuring the overall control, integrity and security of Hong Kong SAR waters.

Indeed, this role is significant not just for the security and safety of our waters, but it is also vitally important towards

ensuring that Hong Kong, as a whole, remains one of the safest and most stable cities in the world.

Should you have any suggestions or information, the Hong Kong Marine Police welcome contact either by way of a phone call, email, letter or any other means – your help or information may well be of vital importance.

Emergency? Call 999

When you are out on the water, the Marine Police are out there to help you in any appropriate situations, which usually means when you really need help or are in a dangerous situation – it goes without saying that we need to prioritize our efforts and resources for those really in need. Details of methods of contact are contained at the foot of this article. Please always remember, however, in any form of emergency, call 999!

Guarding Angel's sea safety website:

<http://seasafetyHongKong.com/>

Contact numbers for various Marine Police bases and other useful numbers:

http://www.police.gov.HongKong/ppp_en/contact_us.html#rr



The HKMP has evolved its fleet, communications, training, technology and operations to police the modern waters of Hong Kong – a vibrant international port city, but there remain close comparisons between what the HKMP does today, and what it did 45 years ago.

Tommy Chan, who served as an officer with the Hong Kong Marine Police from April 1970 to November 2005, below offers a historical perspective on the HKMP based on his decades of service.



Tommy Chan, captaining Police Launch 4, circa 2002

The Evolution of the Hong Kong Marine Police

By Tommy Chan

I joined the Royal Hong Kong Police in April 1970, when I was 18 years old. I knew nothing about the Marine Police then. I completed six months' basic training at the Police Training School before being sent to the Marine Police headquarters for another three-month course, learning marine navigation. I was then assigned to serve on a Marine Police launch.

At that time, most Marine Police launches were wooden boats with poor equipment. Crew were divided into a deck unit responsible for navigation and an engine unit responsible for machine operation. All crew were working 24 hours on shifts and were to be on leave every 48 hours. In addition, there was a chef responsible for meal preparation.

Before the Marine Police launch left the base every day, the captain's responsibilities included examining whether the navigating instruments and the engine were operating regularly, ensuring that there was enough drinking water and fuel oil, checking the crew on duty and the quantity of the ammunition available, as well as the survival equipment, fire-fighting equipment and the foodstuff. The captain also was tasked with reviewing the patrol log to find any tasks uncompleted in the previous shift, for follow up. The captain then would wait for the superior officer to assign the patrol area and tasks.

When a launch arrived at the assigned patrolling area, the Marine Police would start to search suspicious ships in the area. They would enforce prosecution or arrest according to the laws of Hong Kong, for instance, they would prosecute ships in

contravention of regulations provided by the Marine Department, or confiscate untaxed cargoes and arrest smugglers according to the Customs and Excise Service (Amendment) Ordinance, or arrest illegal immigrants according to the ordinance stipulated by Hong Kong Immigration Department.

When there was any emergency, such as a ship fire, collision, shipwreck, rescue operation, injuries to the crewmen, or the need to transport patients from the outlying islands, the Marine Police would arrive at the scene as soon as possible to handle the situation.

The Marine Police regularly carried out internal training, including taking proper action according to internal guidelines in the event of any emergency, carrying out joint operations at sea, fire-fighting operations, and anti-typhoon drills together with the Hong Kong Government Flying Service or anti-smuggling operations with high-speed boats. The Marine Police also provided training for junior officers such as navigating in fog or general navigation skills.

In 1972, the Hong Kong Marine Police began to purchase various ships from abroad and the quality of its launches was upgraded greatly. It also imported advanced high-tech navigation equipment. Precision communications instruments were used to prevent eavesdropping.

After 40 years of development, the Hong Kong Marine Police has become one of the outstanding marine police forces in the world. ✎

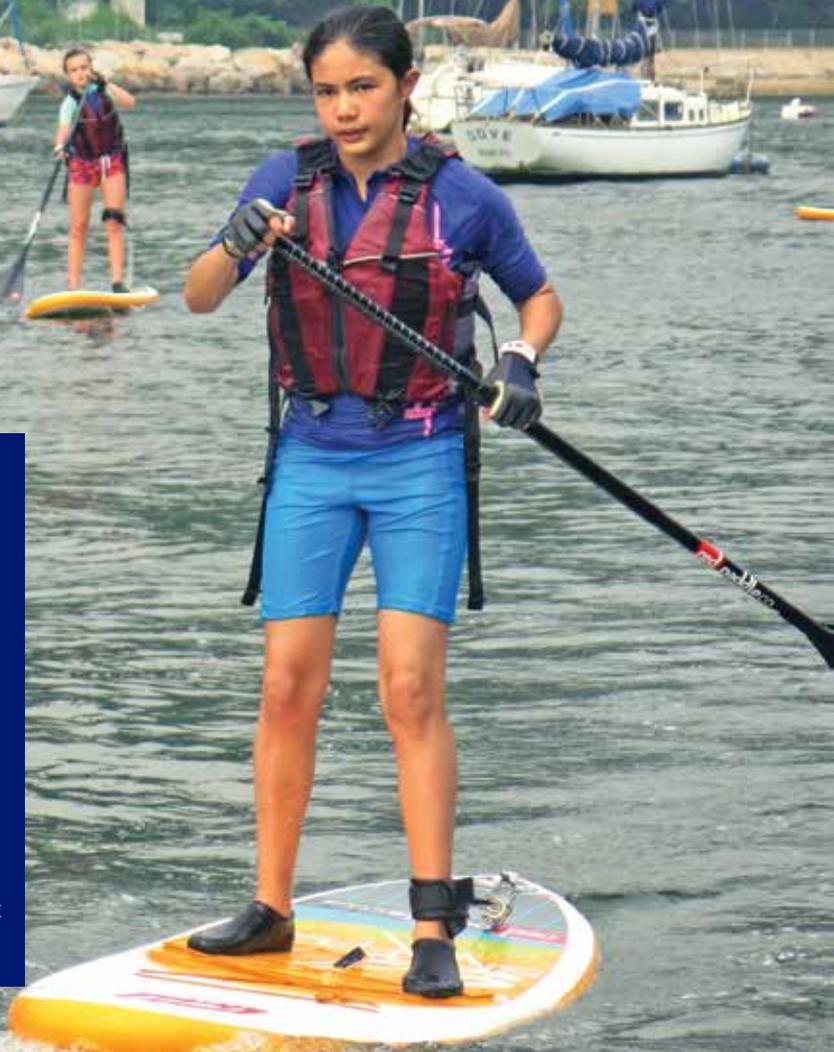


New to the ABC

SUP Safety First for Paddlers!

- Always wear a buoyancy aid or PFD
- Always wear the supplied safety leash
- Take a mobile phone inside a waterproof case and a whistle
- Be aware of the importance of paddling upwind first
- Stay within sight of the ABC Middle Island Clubhouse unless you have informed on-duty staff of your intent to paddle outside Middle Island
- Paddlers should be fully aware of the permitted paddling areas (map available at Middle Island and also on the ABC website)

Note: Members must be approved and on the ABC hiring list to use the Club boards and must sign them out before use.



Stand-Up Paddleboards at the ABC

Words and photo by Kevin Lewis

In summer 2015, the Aberdeen Boat Club launched a brand new activity based at Middle Island: stand-up paddleboarding. Often called "SUP," the sport originated in Hawaii as an offshoot of surfing and is now one of the world's fastest growing water sports. Here in Hong Kong, the sport is growing fast with our own SUP association.

Many participants emphasize the great fitness element of SUP, which can provide a full-body workout that improves core strength, cardiovascular fitness, balance and flexibility. Enthusiasts get involved in long-distance trips and highly competitive racing.

The ABC has invested in several different boards to cater for various ages. Our smallest are three junior inflatable "Red Snapper" boards. These were purchased for use on organised courses, especially for younger children aged roughly from eight to 12. These boards will not be available for general hire and will be used only on organised, supervised activities.

We also obtained three slightly larger Dura-Tec boards suitable for adult use, along with three multi-function Acetec

Wind boards that can be used for both SUP and windsurfing. The larger boards will all be available for hire and the ABC will operate an "SUP Approved Hiring List" in just the same way we do for club sailing dinghies.

To be added to the hiring list, members, (even those who already paddle) are required to attend a simple familiarisation and safety briefing. These sessions are usually run on Saturday afternoons, but other times may be arranged by request. Each SUP session will cover equipment storage and care, basic paddling techniques and safety.

The ABC hiring list is open to adults and children aged 12 or older. Non-members are also welcome at these sessions, but of course are not entitled to hire the boards.

To find out more about stand-up paddling at the ABC, check our website under:

- Dinghy/Stand Up Paddle Board Hire and
- Course/Stand Up Paddle Board Sessions

Contact Angela at SailingSecretary@abclubhk.com for further information. 

Sailing and Adventure Races across Asia

By Mishaan Uttamchandani

Asia's strong winds and beautiful waters provide us with a myriad of quality sailing races, and the forthcoming season is no different. Here we showcase a selection of the top adventure-sailing races over the coming months.

All Souls Regatta (Puerto Galera, Philippines), October 2015

The All Souls Regatta 2015 is back for its 12th year, and as the name suggests it is open to anyone, new or old to the sport. With reliably good breezes between 8-18 knots, the race will take you across various areas of the Verde Island Passage in the vicinity of Puerto Galera.

Described as one of the friendliest races on the planet, this regatta attracts competition from all over the world as it takes place over Halloween weekend. The regatta serves as the largest yachting race in the Philippines and as a great start to the racing season in the following categories: IRC, racing/cruising and cruising. Multihulls compete in either the cruising multihull or one design/beach catamaran classes. The race begins on 30 October and ends on 1 November, when competitors can enjoy an after-race party at the Puerto Galera Yacht Club. The registration deadline is 30 October.

For further information and to register, visit www.pgyc.org or email clubhouse@pgyc.org

Phuket King's Cup (Phuket, Thailand), 5-12 December

As the 2015 race season comes to a close, there is no better race to join than the Phuket King's Cup Regatta, termed Asia's biggest and most popular sailing race. Taking place off the west coast

of Phuket, the world's best yachtsmen and yachtswomen race across the pristine waters of the Andaman Ocean, all competing for the coveted trophy. Whilst the regatta starts with two days of registration and race practice, the rest of the week consists of four days of competitive sailing. The famous results party featuring local Thai song and dance performances, fireworks and a traditional candlelight ceremony makes the King's Cup an event fun for sailors and non-sailors alike. The regatta annually features upwards of 100 boats and 2,000 sailors, with a range of different competitive classes. The registration deadline is 1 November.

For further information and to register, visit www.kingscup.com or email info@kingscup.com

Langkawi Regatta, January 2016

Looking ahead to 2016, the 14th Royal International Langkawi Regatta, organised by the Royal Langkawi Yacht Club, provides a great start. One of Asia's more notable races, the regatta takes place outside of Bass Harbour to the east of Langkawi. The regatta offers many competitive classes for racers, including sport boats, multihull, club and a range of IRC classes. The regatta offers many coveted trophies. The registration deadline is 10 January.

For further information and to register, visit www.langkawiregatta.com or email office@langkawiregatta.com

Neptune Regatta (Batam, Indonesia), 14-21 February 2016

Recognized as the only regatta in the world that centres on racing to the equator and back, racers, starting at

Nongsa Point Marina at Batam, sail through Indonesian waters down to the equator via the Riau Islands and back. Though not for the faint-hearted, the race offers competitors a variety of challenges with water conditions such as cross-tides and whirlpools as they make their way through to the equator. The classes for this year's event include IRC racing, cruising, premier cruising, multihull and motor yachts. With the regatta's vision of a week of safe, fun and competitive racing, participants can expect a week of exciting sailing in this unique and distinctive event. The registration deadline is 30 December.

For further information and to register, visit www.neptuneregatta.com or email info@neptune-regatta.com

Bay Regatta (Phuket, Phang Nga, Krabi, Thailand), February 17-21

Formerly known as the Phang Nga Bay Regatta, this event caters to racers of all levels of experience and commitment to the sport. The regatta annually attracts around 50 yachts, making it one of the most renowned and popular races in Asia. Unlike most regattas, this race, starting at Phuket, takes you to a different anchorage every night, including Phuket, Koh Yao Ni and Krabi, as well as offering a variety of events and parties at each unique location. With racing classes in cruising, racing, bareboat charter and multihull, participants can expect four days of competitive sailing whilst also having the chance to see many of the beautiful islands around Thailand. The registration deadline is 12 February.

For further information and to register, visit www.bayregatta.com or email bayregatta@regattas.asia

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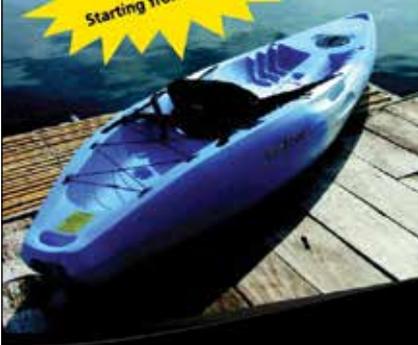
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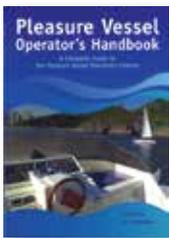
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