



2016/06
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HORIZONS

THE MAGAZINE OF THE ABERDEEN BOAT CLUB

Young ABC Sailors in Thailand

Powerboating for Family Fun

This Summer: Learn to Sail



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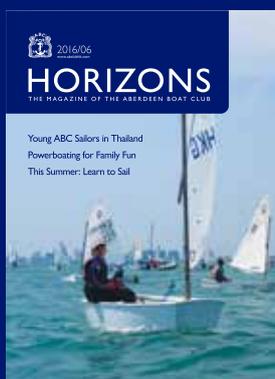
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Cover photo provided by Michele Clark: ABC Optimist sailor Augustin Clot competing in the Top of the Gulf Regatta in Thailand, May 2016

*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

That there are a lot of Club events on offer this season (indeed always) is evident from the continuing stream of email circulars sent out by the IT department. Mostly very colourful, some of striking design, in total encompassing the full range of Club activities: naturally, as a boating club, waterborne sports predominate, but this by no means detracts from the enviable selection of interesting and varied culinary treats on offer each week.

Boating ... yes, our Club was founded to support and encourage all boating activities, not just sailing. Though we are justly proud of our expertise, successes, and the range of races organised annually for wind-powered vessels, we have a very large and growing number of owners of engine-powered craft. For an update on this Club section, read Gordon Hui's article this month. Sadly, although the Sailing Committee regularly discusses possible rally events for power boats, nothing has materialised for a number of years. Power owner volunteers, please step up! The Club has the means to put imagination

into practice. As a start, on a small scale, individually or in groups, why not follow the sailing fleet during the summer "restaurant series" and join for lunch on arrival? Race dates are on the website.

On the subject of race events, this issue of *Horizons* contains the ABC's inter-club sailing calendar from September 2016 to August 2017. With four yacht clubs and one cruising association involved, compilation is a complex matter that begins every January. Particular events closely associated with each club – e.g., the Four Peaks – slot easily into place on a priority basis. Others ... well, let's just say "horse-trading" features in a good-natured way.

Excitement reigns in the dinghy section as they get ready for the annual round of major European regattas with Club boats and equipment being shipped from Hong Kong. The dinghy stock later will be boosted by the opportunity to buy new craft in Europe and ship back FOC in the spare capacity left vacant in the containers. All carefully planned by the coaches, on top of their main task of



training and urging dinghy crews on to greater successes. See back issues for tales of last year's results that brought much credit to the Club ... and the crews themselves of course.

On page 10 we focus on ABC Optimist sailors, who again competed fiercely in Thailand in a very popular regatta providing early international exposure for our young sailors.

We wish all dinghy crews every success they deserve, but above all hope they relish the fun and spirit of honest and fair competition in the international arena. Truly a worthy ambition for the youngest sporting members of our Club.

Chris Pooley
Commodore



Flag Officer's Report

I write with an update on the progress of the ABC's 50th anniversary celebration plans. It's hard to believe that our friendly, homely Club will reach its half-century next year. It's been my pleasure to chair a small committee of long-established members planning our celebrations.

Nearer the time, more information will follow, but at the moment we are working on three main strands:

1. An anniversary regatta, whose details will be firmed up once we cement the date into next year's racing calendar. The 50th Committee is working with SailCom on what is shaping up to be a superb boating event.
2. An anniversary ball, on which the 50th Committee is working with HouseCom.

Details and dates will be confirmed and announced in the near future. It promises to be a spectacular Club-wide event, involving all aspects of the Club's membership, boating and non-boating.

3. A 50th anniversary book as a wonderful memento reliving the history of ABC, celebrating the present, and looking ahead to the next 50 years. We have engaged an author/publisher to help us write and produce the book.

I would like to seek your help so that we may include your memories. Do you have any interesting or amusing old anecdotes that you could share? The Club is nothing more than its members and I am sure that there are a lot of great stories to be committed to history. Do you have any memorabilia or old records or documents



to share or lend to the Club? Particularly on the founding fathers? Or the early years? Or key moments in our history? Or any photographs?

Please do let me know via vicecommodore@abclubhk.com if you'd like to share or discuss anything.

Mark Clift
Vice Commodore

Get Ready for Summertime Typhoons



Typhoon season in Hong Kong is from May to October, with most typhoons arriving between mid-July and late September. The Hong Kong Observatory (HKO) provides advance warning and tracking of typhoons over a wide-ranging area. It tracks storms that threaten to approach Hong Kong and those whose passage brings less wind but heavy bands of rain and swells.

As per the ABC bye-laws, members within Club premises will be kept informed of tropical storm signals either by the posting of notices or by announcement.

It is the owner's responsibility to secure a boat's mooring and look after its overall safety. ABC reminds all boat owners that ABC staff members are not supposed to board boats to clear decks, and despite ABC helping to check mooring components for safety, owners must secure their own mooring lines.

Therefore you must come to check your boat before the HKO hoists a typhoon signal 3, as the Club will cease sampan service then. Once signal 3 is hoisted, ABC staff will be very busy completing Club safety procedures to secure the entire Club, moorings and

pontoons, steps that begin when a typhoon 1 signal is hoisted.

Ground tackle

Check the condition of your mooring lines, shackles and swivels. In typhoon shelters, boats should put out breast lines and springs to adjacent boats. Remove the anchor and stow it below. Consider adding a second set of mooring lines and taking them aft to primary (the biggest) winches or a different set of cleats, not the mast or standing rigging (shrouds). Anti-chafe hose or other protective material where rope passes over bow rollers and through fairleads or chocks is also a good idea. In the event of a surge all these measures will reduce or prevent damage.

On deck

Look around for all ways to reduce windage on your boat. Lash the helm amidships. Yacht owners should drop booms and lash them on deck. Check that cockpit drains are clear and that any automatic bilge pump is working. Make sure that all hatches are fully closed. Remove binnies, sails, covers and any safety gear and put them below.

Some boats may need ABC staff to help secure them to one another to avoid them bashing against each other during high winds and seas. The trustworthy ABC team has an excellent record for safety under typhoon conditions, having safeguarded boats for 40 years.

At home

In the event of a typhoon forecast, knowing that you are ready, with a good, strong mooring rig and a well-prepared boat may help you rest more easily ... as does making sure that your pleasure vessel licence and your insurance are up-to-date.

Club operations during typhoons

When Typhoon Signal Number 8 is hoisted, Club operations will cease and all members, guests, and staff, with the exception of caretaker staff, will be required to vacate the Club premises.

In the event of members or guests being unable to leave Club premises due to lack of transport or other circumstances, the Club's public rooms will remain open for use but very limited food, drink or service of any kind will be available. 



General Manager's Letter

Membership: We continue to stop quite a few members' adult children from using the Club on their parent's account. I remind all that offspring over the age of 21 are not entitled to come and use the Club on their own, but may enjoy our facilities as a parent's guest and in their presence. Years ago we created the ABC legacy programme that allows any child over age 21 whose parents have been members for 10 years to become a full associate member in his or her own right for only \$5,000, once the usual application, balloting and confirmation are completed. The legacy avenue provides a great opportunity to become a member of the ABC and one way for parents to begin to edge the bird out of the nest.

In May, I wrote about the ABC's extensive worldwide list of reciprocal clubs. If you plan to visit one this summer, you will need a letter of introduction from Membership Service Manager Cobo Liu. Most of these clubs limit a visit's duration to a maximum of two weeks, but as policies may differ, please do check with Cobo first (2553 3032 or mbs@abclubhk.com). For the full list, see http://www.abclubhk.com/reciprocal_clubs.aspx

Car park reminders: The gate will open daily at 0700 am and close at 0100 am.

1) The car park shall be closed when the Club is closed. However, the Club security guards may allow members to park their cars or take them away with advance notice during hours whilst the Club is closed.

2) A member's vehicle parked at the Car Park must carry a valid Club-issued car parking label.

- a) Copies of labels are not valid and parking will be refused in such circumstances.
- b) Any member's vehicle lacking a valid Club parking label or not displaying its Club parking label prominently (in a place where numbers can be seen) will be fined \$50.

c) Any member's vehicle parked in the car park without displaying the requisite car park label shall be liable to be clamped. The fee for removal of the clamp shall be set by the General Committee.

- 3) All guests of a member wishing to park during the week must be:
 - a) declared at Reception or by advance e-mail or telephone;
 - b) Charged a guest parking fee of \$50 on the member's account;
 - c) Provided with a visitor sticker to display on the vehicle.

Food and beverage: We now have a full new wine list available on Middle Island, where our new wine cellar will keep it at the right temperature. This summer, complement the improved barbecue menu with your choice from our new wine list: <http://www.abclubhk.com/upload/FnB/Menu/Catering/2016/MI-Wine-List-May-2016.pdf>

In addition to our house wines, we have two new red wines and two new whites to offer by the glass on Middle Island: South Australia's Kissing Bridge Chardonnay and New Zealand's Mount Riley Sauvignon Blanc for the white, and Australia's Margaret River Kerrimont Cabernet Merlot and New Zealand's Mount Riley Pinot Noir.

May saw a wonderful Mother's Day buffet with 130 booked but 200 turning up. Please book our functions in advance to help us greatly to serve you better, avoid last-minute panic in the kitchen and reduce rushing in the restaurant as well as my blood pressure. Father's Day is 19 June; please book now.

A brief and useful F&B survey will run in the Galley until the end of June. Please share your menu suggestions and tell us how we may improve. We will endeavour to bring selected dishes to your table with monthly menu revisions.

In June, please enjoy our Chilean cuisine in the Galley prepared by very dedicated Chef Choy Piu Kee, and the



seasonal asparagus menu in the Four Peaks restaurant from Chef Paul. I love to cook with asparagus, one of the vegetables that signal the start of spring, for the following reasons:

- It is loaded with nutrients so I get more for value for money,
- Packed with antioxidants, it cannot be bad for my lifestyle,
- Asparagus is a brain booster; a desperate need for me
- It's a natural diuretic: well, after 50 years (like me) who does not need a bit of help in this department?

If you can relate to at least one of the above, then come and enjoy a good healthy asparagus meal in the Four Peaks.

House: The resurfacing of the entrance of the Club is completed. In fact this was also a waterproofing test for the car park's ever-leaking expansion joint. After the heavy rain in May it has been successful so far and, we hope, will be so in the coming year.

Most of the air conditioning "reconditioning" for the entire Club is completed; the work is on hold until August when many members are away. Once we finish the Harbour Room, where we host private functions, the 40-year-old system will have been replaced by a 21st century system for easier control and less energy consumption.

Club "greening": Since 2011, the ABC has sought to recycle as much

as possible. It took time to find reliable recycling companies that we could trust to recycle properly. We have placed recycling containers all around the Club and on Middle Island where you can dispose of aluminium cans, paper, and plastic. Unfortunately the collection of the latter stopped in late 2014 as the company we used closed down. We now are reviewing the FEHD programme for efficient plastic recycling options. Meanwhile, all plastic bags, takeaway bags and rubbish bags the Club uses today are from recycled material. Our next step targets our large takeaway business to find the best containers, made of recycled and biodegradable material, or perhaps like old-fashioned tiffin boxes. We also collect carton boxes and heavy metal in much larger containers placed at the lower car park near the small lockers. Please do make use of our recycling areas and containers as contents will be properly treated. Lastly, as straws are one of the worst pollutants in the sea, soon we will stop providing them in the restaurants and bars.

We recycle our cooking oil, transforming it into biofuel that we use in our workboats. Last year, we installed

a hybrid combustion system on *Sing Fung* that uses hydrogen to optimise the combustion of all gasses in the explosion chamber, reducing pollution and giving a far better total combustion and torque to the boat. During April, use of biofuel in all our vessels led to a reduction of 60kg net CO₂ emissions; translating to the planting of seven trees in one month alone. The hydrogen-hybrid system on the Cheoy Lee we installed some two years ago shows that we are saving about 10 percent in fuel consumption and CO₂ emission has been cut drastically.

Still on eco-friendliness, here come the mosquitos. Complaints received in past years have tailed off with the planting of rosemary, basil, peppermint and carnivore plants on Middle Island, proving that expensive machines and polluting chemicals are no match for natural remedies. The only real data I can assess is the drastic reduction in the use of free mosquito-repellent on Middle Island. I continue to look for more mosquito-repellent plants.

Lastly, I am exploring a new product called the "Gomixer" to see if and how it could help us to reduce our organic waste by transforming all leftovers into

organic liquid that, when drained directly into our sewage, would not harm the environment or tax Hong Kong's landfills. This machine is just entering the Hong Kong marketplace, having been in Japan for over 10 years, and the Hong Kong government, HSBC, Swire, Sun Hung Kai Properties and the Hong Kong Jockey Club use it.

WWF Coastal Watch: As you know, the Club has committed to cleaning and surveying the beach on Beaufort Island, to help Coastal Watch reach its goal "to develop a long-term solution to address the marine littering problem of Hong Kong and to mobilize and educate the Hong Kong public about our marine environment". Please join fellow Club volunteers on the next (and fourth) outing to Beaufort Island on Saturday, 4 June. Lunch aboard the ferry is free. Register with Regienne at 2552 8182 or email booking@abclubhk.com. Meet at 11:30 am at the Main Clubhouse pontoon; the outing will end about 5 pm.

Enjoy June at the Club.

Philippe de Manny
General Manager



Father's Day Buffet, Sunday, 19 June

The Patio and Galley, 12 noon-3 pm

Including a gift for all dads, a complimentary glass of wine for all adults and a soft drink for children.

Salads and starters: your choice of spicy seafood salad, Waldorf salad, Thai beef salad, Vietnamese-style chicken and cabbage salad, Persian-Indian pineapple salad, potato salad, cherry tomato and mozzarella salad, pita bread and dips, yabbies, mussels, prawns, whelk, clams, rock oysters, sashimi, sushi and clam chowder.

The carvery: baked honey-glazed ham.

Main courses: seafood au gratin, simmered beef ragout, chicken mole, salmon, egg-fried rice, prawns Szechuan-style, rogan josh, sweet and sour pork, lobster e-fu noodles, sautéed vegetables, potatoes Lyonnaise and steamed rice.

Desserts: fresh fruit, crème caramel, chocolate pudding, assorted cakes, miniature fruit tarts, cheesecake and apple crumble.

Adults \$279, concessionary price for members over 65 of age \$239, children \$179 (ages 3-12).

To reserve for your family and friends, call Reception at 2552 8182, or email booking@abclubhk.com



June F&B Events at the Club

Throughout the month of June, the Four Peaks Restaurant will feature seasonal favourite asparagus, in a delicious soup, and as an accompaniment to scallops and more.

In the Galley and Patio, you may enjoy Chilean cuisine, including blackened seabass, barbecued meats and grilled vegetables.

June's featured wine from France

Aussières Rouge Cabernet Syrah 2014
By the glass, \$46, by the bottle \$220

Aussières Blanc Chardonnay 2013
By the glass, \$46, by the bottle \$220

Featured beer from the United States

Brooklyn Lager
By the bottle \$45

June's featured cocktails

Royal Oporto Rosé
Rosé port wine, orange pieces and a splash of tonic water
\$50

Piña Colada Smoothie
Coconut purée, pineapple purée, fresh milk and white rum
\$50/\$38 non-alcoholic

Mango Pomelo Smoothie
Pomelo citrus, honey, mango, tequila and triple sec
\$50/\$38 non-alcoholic

June Events

Paella Cooking Show with free wine tasting

The Patio, Saturday, 11 June
6:30-9:30 pm
Adults \$198, concessionary price for members over 65 of age, \$158, children \$98 (aged 3-12)

Taylor's Wine Dinner

The Four Peaks, Friday, 17 June
7 pm onwards
Guest Speaker: Laurence Lau, regional director, China and Asia
A four-course dinner with pairing of Taylor's wines from the Clare valley in South Australia.
Adults \$399

Father's Day Buffet

The Galley and Patio, Sunday, 19 June
12 noon-3 pm
Featuring a gift for all fathers, a complimentary glass of wine for all adults and a complimentary soft drink for all children. Adults \$279, concessionary price for members over 65 of age \$239, children \$179 (ages 3-12)

The Fight of the Titans: Pasta v Noodles

The Patio, Saturday, 25 June
6:30-9:30 pm
Adults \$178, concessionary price for members over age 65, \$138, children \$88 (aged 3-12)

To reserve for your family and friends, call Reception at 2552 8182 or email booking@abclubhk.com



Taylors wine dinner, Friday, 17 June

The Four Peaks
7 pm onwards

Speaker: Mr Laurence Lau, regional director, China and Asia, Taylors Wine
Clare Valley, South Australia

You will be welcomed with a glass of Taylors Estate Sparkling Pinot Noir Chardonnay NV.

The first course of carpaccio of salmon and tuna will be paired with Taylors Jaraman Chardonnay 2014. Char-grilled Australian Wagyu beef rib-eye steak with vegetable salsa and crispy potatoes will be served with Taylors Jaraman Cabernet Sauvignon 2013. Tea and coffee and Taylors Jaraman Shiraz 2013 will accompany chocolate and almond terrine.

Adults \$399



To reserve for your family and friends, call Reception at 2552 8182 or email booking@abclubhk.com



Squid Fishing on the ABC Junk, 17 & 30 June

Time: 7 pm – sharp – to 10 pm

Going squid-fishing on the ABC junk is entertaining. Bring along the children or a group of friends or make some new friends on the junk. These evening excursions are run only in May and June.

Book quickly as they are very popular.

Minimum 20 people; maximum 35 people.

Adults and children \$170.

Order dinner at the Galley coffee shop and bring it aboard to enjoy on the junk.

Drinks are available on board and billed to your account.



To book your place, please email booking@abclubhk.com



Home Wine Delivery June 2016

	\$/Bottle	Quantity	Amount
SPARKLING			
Carpenè Malvolti 1868 Brut Prosecco DOCG NV, Italy A soft and aromatic wine, full of green apple, and rich in citrus and vegetable aromas.	\$128		
WHITES			
Taylors Promised Land Unwooded Chardonnay 2014, Australia Fresh, with a medium-weight palate, with yellow peach and subtle pineapple and citrus flavours. Tight acidity with a refreshing, lovely clean finish.	\$115		
Chateau Ste. Michelle Riesling 2014, USA A refreshing, flavourful and medium-dry Riesling. The wine offers crisp apple aromas and flavours of subtle mineral notes. A pleasure to drink. Easy to match with a variety of foods.	\$160		
Fleur Du Cap Unfiltered Chardonnay 2011, South Africa The wine shows melon and lime, with some lovely stewed fruit aromas, finishing off with hints of oak spices. Medium-bodied with a good array of fruit, and a good balance of sweetness and acidity, with a long finish.	\$148		
Santa Rita Medalla Real Sauvignon Blanc 2014, Chile The wine expresses grapefruit and citrus lemon blossom notes, combined with a classic gooseberry and distinctly mineral finish.	\$175		
REDS			
Taylors Promised Land Shiraz Cabernet 2014, Australia With lifted fruit aromas of ripe plum, cassis and liquorice. A balanced medium-bodied wine with a lively palate of juicy red berries, plum, cassis, chocolate and spice. The wine has a soft, supple feel with silky smooth tannins from oak maturation.	\$120		
Chateau Ste. Michelle Merlot 2013, USA The wine offers aromas of black cherry, leather and spice, with layers of rich dark red fruits flavours and a long, smooth and sweet finish.	\$210		
Santa Rita Medalla Real Cabernet Sauvignon 2011, Chile The wine shows aromas of black fruits, black currants, blackberries with dried figs, cigar box and spice notes. The concentrated palate offers well-rounded ripe tannins that create the backbone and lead the wine on to a long and lingering finish.	\$175		
Maison Louis Jadot Bourgogne Pinot Noir 2013, France Harmonious and balanced with plump fruitiness and silky texture offset by round, gentle tannins in a wine of medium body and elegant structure. The very typical, fragrant, varietal bouquet yields a deliciously lingering finish.	\$188		
	Total		

**Free Wine Tasting at the Galley and Patio,
Saturday, 11 June, 6:30-8:30 pm at the Paella Cooking Show**

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

***Minimum order – 12 bottles and mixed case available.**

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.





Quiz: Sailing Knowledge for Skippers

See page 12 for answers

Contributed by Stephen Hilton, ABC member

1. What is the role of the Hong Kong Sailing Federation (HKSF)?
2. What is a "Monkey's Fist", and what is it used for?
3. What are these buoys, and what is their purpose?



4. What is a plimsoll line?
5. What do LOD, LOA and LWL mean?
6. Which SAR ensign below is being flown correctly? Who should fly it, and when should it be flown on a boat?



7. If the Hong Kong Observatory issues a Strong Wind Signal No. 3, what is the expected wind strength?

“
If you are going to do something, do it now.
Tomorrow is too late.”

– Peter Goss

8. What is the most southerly island within the boundary of Hong Kong waters?
9. What boat would show a red light over white at night? 
10. What is the meaning of "cruising in good company"?



Competition Report

Hebe's Revenge: ABC, HHYC and RHKYC Snooker Night

By Nick Bodnar-Horvath

On 25 April at the Hong Kong Club, the ABC took on the Hebe Haven Yacht Club and the Royal Hong Kong Yacht Club in a three-cornered snooker competition, which we have been running now for four years. On the previous four occasions, the ABC were clear winners.

The evening commenced with singles, with each team member selected in order of strength playing his opposite number in the other two clubs. At the end of the singles rounds, Hebe Haven led with six wins to ABC's five wins, with only one win for the Yacht Club. The singles games had been hotly contested and close-run, especially those between ABC and Hebe Haven, and as a consequence we ran out of time for playing all of the doubles matches. As the Yacht Club were out of the running for victory, we resolved to play the two doubles matches between Hebe Haven and ABC, which resulted in a 1:1 tie. Accordingly, Hebe Haven were declared the victors by seven matches to ABC's six matches, with one win for the Yacht Club.

Overall, it was a splendid evening with fine wine and camaraderie, with Hebe Haven fully deserving their close win. It was a healthy result after four years of ABC dominance. 





Optimist Nationals: Thailand's Top of the Gulf Regatta

By Karrie Clark and Michele Clark

By Michele Clark: The weekend of 30 April–2 May saw five of our young ABC Academy Optimist sailors travelling to Thailand to compete in the Top of the Gulf Regatta/Thai Nationals in Pattaya. The team consisted of Karrie and Lewis Clark, Augustin and Juliette Clot and Casey Law, coached by Akira Sakai. The regatta saw 140 Optimist entries.

Day one took a little while to get going, with registration and charter boats taking time to organise. The race committee then gave a quick briefing and offered lunch to everyone. By this time, all sailors were desperate to get out on the water and start racing.

This was evident when you watched 140 children running their boats out as fast as they could until they were chest-deep in water before jumping in, as it was so shallow. Races 1 and 2 started with all 140 boats on the start line with the wind at about 15 knots. Race 1 saw pleasing results for all our young sailors.

Race 2 saw Karrie and Casey making great starts and being well-up in the fleet as they chose the right side of the course. Unfortunately, there was a wind shift; this saw the left side becoming more favourable, giving Juliette who finished seventh, a fantastic advantage. By the end of the last race a storm had made its way onto the course and wind had started



Casey Law



Coach Akira Sakai



Optimist Team Day 1



BORRELLI WALSH 保華

to gust up to 30 knots. Racing was then cancelled for the rest of the day.

Day two was a beautiful day with wind conditions between 10–12 knots. As there had only been two races on day one, the race committee were keen to get the sailors onto the water as quickly as possible. Casey had an excellent race, finishing 13th. This race was to be the deciding race before the committee split the sailors into two fleets, A and B. All our sailors did well enough to make Fleet A, once again ensuring some smiles amongst our cadets. Another three races were then held after lunch.

Shining sun

Going into the final day, the sun shone and there were consistent winds. Four races took place. Our sailors had some mixed results that day but they all did incredibly well. It is good for them all to remember how far they have come in the last nine months and that they all finished in the top half of the fleet.

Final results from amongst 140 entries: Casey Law 42nd, Augustin Clot 45th, Juliette Clot 59th, Karrie Clark 60th and Lewis Clark 69th.

Big thanks go to the ABC for supporting the team but a huge thank you should go to Akira who supported all of the kids. He helped those who were nervous, dealt with sibling rivalry and dried a few tears!

It was a fantastic weekend and I for one am looking forward to next year.

By Karrie Clark:

The Top of the Gulf Regatta was a new experience for me, and it also was the first overseas regatta for most of the ABC's Aberdeen Racing Academy Optimist team sailors. It was a long wait for registration, and it was very hot outside, so we were happy to be in the air conditioning.

On the first day, we got only two races in as a storm came in with 30 knots of wind. Some of the other sailors (not from the ABC) had sails ripped. During the last race, one other sailor and I were doing really well. But then a huge shift came, and from then on we did really badly. Juliette Clot managed to get a seventh in that race, a great achievement.

The second day, we did one race, then went in for lunch so that the

committee could decide which fleets we were in. All five of us managed to get into the Gold Fleet, which did three more races that afternoon. On day three, we did four more races, but the last race only Lewis and I did, as the others had to go back to Hong Kong.

It was such a great experience for all of us and it was so much fun to sail in a different country with all types of conditions. There was a big learning curve from this regatta for all of us and we all know what we need to do to improve next time. STARTS!!!!

Thank you to the ABC for organising this trip for us. I thank Akira Sakai for taking care of us on the water and helping us when it was tough. I also want to thank all the parents for letting us all go and for supporting us. H



by Elberti Uiterwaal-Postma



Aberdeen Racing Academy Summer Programme



**BORRELLI
WALSH 保華**

By Rory Godman

This summer the Aberdeen Racing Academy (ARA) will travel to Europe for four international regattas. You can follow the Academy online here: <https://www.facebook.com/aberdeenracingacademy/>

The first regatta kicks off with the 29er Europeans in Tonsberg, Norway, with racing 29 June-5 July. Follow this regatta here: <http://www.29ereuropeans.org/>

We then move down to the Netherlands for the 29er Pre-World Championships, which should have a good turnout from around the world. While this event does not have a website, please keep checking the ARA Facebook page. Over 23-30 July we will be at the 29er Worlds in the Netherlands with six teams entered, the ARA's biggest turnout since we first took part five years ago. See <http://www.29erworlds.org/>

We also will send a junior team to the Feva Worlds in Santander, Spain, 22-29 July. It is our first time at this event, and our young sailors look forward to the learning experience. Follow this regatta here: <http://www.rsfeva.org/championships/cindex.asp?eid=22>

The ARA would like to thank Borrelli Walsh for its continued support for our programme, and we also would like to thank the ABC for making this possible.

The ARA 29er Worlds team 2016 consists of:

Yann D'Argenlieu and Nathan Bradley
Calum Gregor and Russell Aylsworth
Harriette Edmonds and Freya Darnton
Malo Kennish and Anatole Martin
Taylor Young and Dylan Richards
Justin Yeung and Christophe Hatterer
Coach: Rory Godman

Feva Worlds Team 2016:

Karrie Clark and Juliette Clot
Lewis Clark and Robert Lacy
Augustin Clot and Adam Pheasant
Coach: Akira Sakai



Cruising in Company

By Stephen Hilton

"Cruising in Good Company" is a new, informal medium for like-minded sailors and power-cruiser skippers to make contact with others to advise of cruises, rallies, stopovers and raft-ups so others can sail in company or sail alone and then rendezvous for meet-ups or overnight stays. This initiative is open to members of the ABC and other clubs.

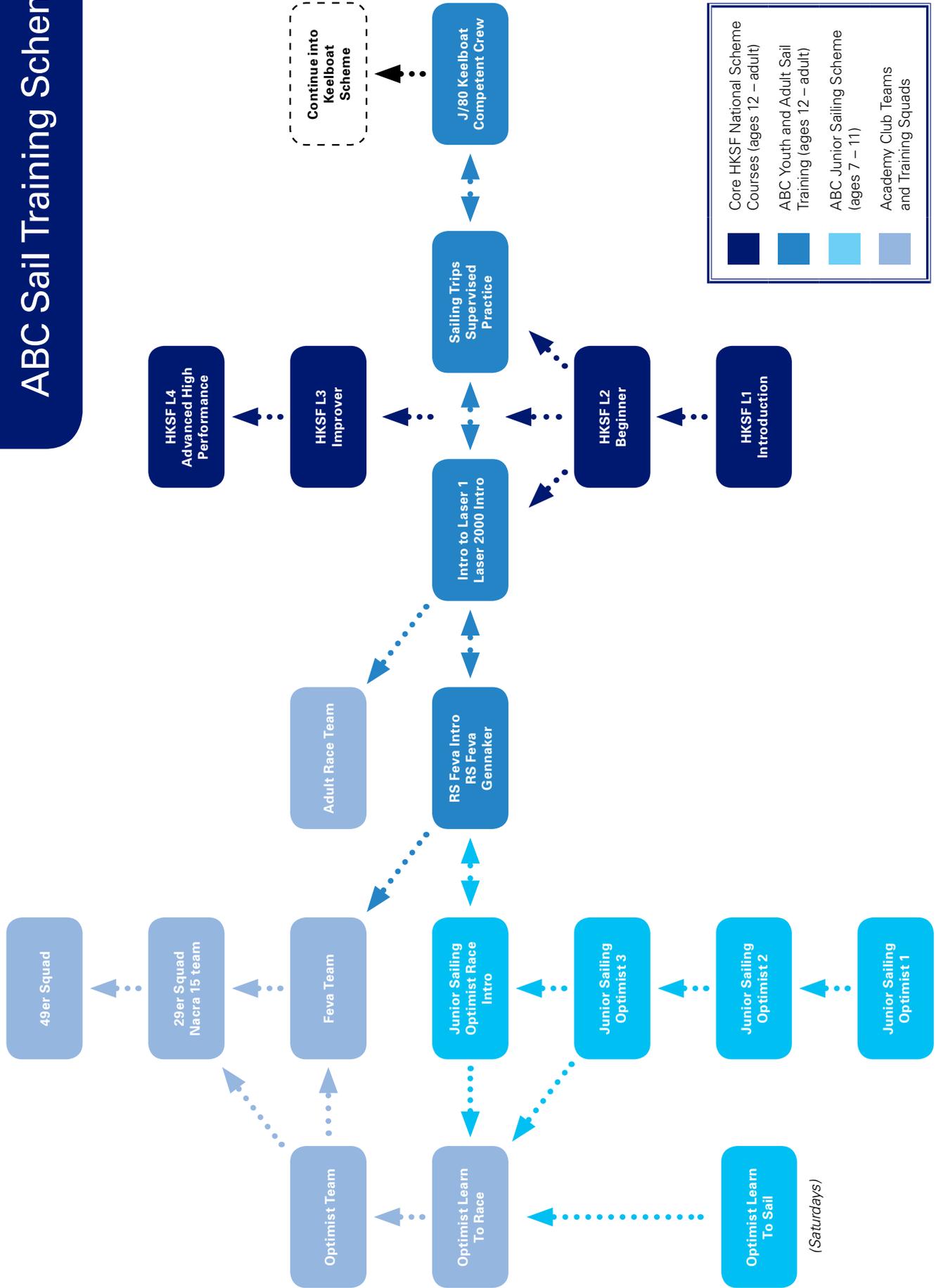
The idea can be simple or challenging, and the email or What'sApp message could even consist of a report of a journey completed alone that may be of interest to others. Obviously, the agenda and itineraries will be driven by those notifying others of ideas and plans, but the following have already been discussed as potential events or dates:

- Macau
- Soko Islands
- Po Toi
- Tolo
- Gold Coast Marina
- Tsam Chuk Wan/Kau Sai Chau East/West
- Following a Waglan race to join racers for post-race lunch.



If you would like to be included in event notices, please contact Stephen Hilton by email at stephen.hilton@arcadis.asia.com. Looking forward to seeing anyone interested.

ABC Sail Training Scheme



(School holiday courses)



Races and Regattas:

5 June:	ABC Dinghy Summer Series Race day 1
5 June:	HHYC Typhoon Series 1
11 and 12 June:	HKSF Festival of Sport Dinghy Regatta
12 June:	ABC Summer Yacht Series 3
18 and 19 June:	Macau Dinghy Regatta
19 June:	HHYC Typhoon Series 2
26 June:	ABC Summer Cruise

Adult Beginner Dinghy Courses:

June:	4, 5, 9, 11, 12
July:	9, 10, 16, 17, 24
August:	13, 14, 20, 21, 27

J/80 Competent Crew Course

16, 17 and 23 July (with an evening lecture Thursday 21st at 7 pm)

Adult Supervised Sailing Sessions

Supervised sailing sessions continue on Saturday **afternoons** as an ideal refresher or next-step from a beginner course. Discounts are available if four or more sessions are booked. The Club must receive your applications by the Thursday lunchtimes prior to each session.

Details and application at www.abclubhk.com

18-19 June 2016

Macau Dinghy Regatta

By Kevin Lewis

As you read this issue of *Horizons*, we are in the final stages of planning the ABC team for the Macau Regatta. A support boat and dinghies will be shipped in a container a few days before the event, and we hope, as in past years, to have a large team attending this fun and family-orientated event.

If interested, there is still time to enter, though we can no longer guarantee the reduced rate at the event hotel. Contact Kevin Lewis ASAP.

Adult Dinghy Race Introductory Session – 5 June

Our third subsidised race clinic takes place on Sunday 5 June, and you still have (just about!) time to apply. The day comprises a morning of training, with an introduction to courses and a reminder of basic rules. In the afternoon, participants join in with scheduled ABC Club dinghy races. Open only to members, the cost is just \$100. Advance sign-up is required. Find details on our website under "Course" and then "Adult Intermediate Sailing Courses".

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 * Spacious Single Floor Living
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 * Huge Private Roof Garden
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 * Located in Silverstrand

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The ABC's School Sailing Programme

Words and photos by Kevin Lewis

The ABC welcomes a number of schools to our Middle Island facility for both after-school extra curriculum activities and also school "project weeks". Our School Sailing programme is important as it brings new sailors to our club, and also provides activity during our less-busy weekdays.

After-school sailing sessions are comparatively short and have two aims. First we offer complete novices the chance to earn an Introductory HKSF Level 1 Certificate. For more advanced sailors we focus on boat-specific training, using Fevas, Laser 1s and Laser 2000s. As with any sport, practice time is important and regular sailing, even in short sessions, helps build confidence and add up "logged hours".

"Project Weeks" come in many forms, but here at the ABC we encourage schools to take HKSF certificate courses, so the practical skills learnt during their week can result in a formal certificate and also lead to the opportunity to sail further at the ABC and elsewhere.

Chinese International School and Island School have been sailing with the ABC for many years, and in the 2015-2016 school year, we also saw Hong Kong International School and Delia School of Canada start activities with us for the first time. Victoria and Shanghai Academy, very near the Club, also sails with us year-round. West Island and French International



Chinese International School after-school sailing

schools run occasional sailing days with us, and Hong Kong Academy brings a big group to Middle Island every year – we have a booking for 54 of their students later this year.

If any club member would like to promote sailing at a school and work with the ABC, please contact Kevin Lewis in the club office. ✈



HKIS

Julian Reed from Island School lets us know why his students sail at ABC:

Island School have been running after-school sailing for nearly 10 years at ABC. We think it is important to give students the chance to experience a wide range of physical activities in our extra-curricular programme. Sailing is an excellent sport for our youngsters, who develop teamwork, practical techniques and problem-solving skills. Over the years, many students have been introduced to the sport through Island School and have gone on to become committed and successful club sailors. Sailing has also been ideal for many students who are not so keen on ball sports but who are happy to get outdoors and do some exercise. Our weekly two-to-three hour sessions are a great introduction to the sport, led by an excellent team of instructors. We have always been appreciative of the ABC staff who get to know the students well, and who are always flexible and keen to help in any way. We recommend School Sailing!



Summer Youth Sailing Programme

June – August 2016

The ABC 2016 Youth Summer Sailing Programme runs from June until the end of August, and offers a wide variety of courses and activities for sailors aged seven to 18. Full details are available at www.abclubhk.com and also from Angela Ho at SailingSecretary@abclubhk.com. Please note the application deadlines – it is **vital** to apply before this date to be sure of a space on our most popular courses. Early applications qualify for a discounted rate.

Date and Time	Junior Course	Activity	Eligibility	Discounted cost if booked on or before 27 May \$ cost: (Member/ Non-member)	\$ Cost (Member/ Non-member)
June					
<i>Application Deadline 17 June</i>					
Mon 27 June – Fri 1 July AM	✓	Optimist Stage 1	Age 7 – 11, can swim with water confidence	972 / 1,791	1,080 / 1,990
Mon 27 June – Fri 1 July PM	✓	Optimist Stage 2	Age 7 – 11, passed Optimist Stage 1	972 / 1,791	1,080 / 1,990
Mon 27 June – Fri 1 July PM	✓	Optimist Stage 3	Age 7 – 11, passed Optimist Stage 2	972 / 1,791	1,080 / 1,990
Mon 27 June – Fri 1 July AM	✓	Optimist Stage 4	Age 7 – 11, passed Optimist Stage 3	972 / 1,791	1,080 / 1,990
Mon 27 June – Fri 1 July		HKSF Level 1 and 2 Beginner Course	Age 11 – 18, can swim with water confidence	2,385 / 3,582	2,650 / 3,980
Weds 29 June – Fri 1 July		Three-day Pico/Feva Supervised Practice	Age 11 – 18, passed HKSF L2	1,431 / 2,150	1,590 / 2,388
July					
Mon 4 – Fri 8 July AM	✓	Optimist Stage 1	Age 7 – 11, can swim with water confidence	972 / 1,791	1,080 / 1,990
Mon 4 – Fri 8 July PM	✓	Optimist Stage 2	Age 7 – 11, passed Optimist Stage 1	972 / 1,791	1,080 / 1,990
Mon 4 – Fri 8 July PM	✓	Optimist Stage 3	Age 7 – 11, passed Optimist Stage 2	972 / 1,791	1,080 / 1,990
Mon 4 – Fri 8 July AM	✓	Optimist Stage 4	Age 7 – 11, passed Optimist Stage 3	972 / 1,791	1,080 / 1,990
Mon 4 – Fri 8 July		HKSF Level 1 and 2 Beginner Course	Age 11– 18, can swim with water confidence	2,385 / 3,582	2,650 / 3,980
Mon 4 – Fri 8 July		HKSF Level 3 Improver Course	Age 12 – 18, passed HKSF L2, with one year of subsequent sailing	2,385 / 3,582	2,650 / 3,980
Mon 4 – Weds 6 July		RS Feva Introduction Course	Age 12 – 18, passed HKSF L2	1,431 / 2,150	1,590 / 2,388
Thurs 7 – Sat 9 July		Laser 1 Introduction Course	Age 11 – adult, passed HKSF Level 2	1,431 / 2,150	1,590 / 2,388
Mon 11 – Fri 15 July AM		Optimist Stage 1	Age 7 – 11, can swim with water confidence	972 / 1,791	1,080 / 1,990
Mon 11 – Fri 15 July PM		Optimist Stage 2	Age 7 – 11, passed Optimist Stage 1	972 / 1,791	1,080 / 1,990
Mon 11 – Fri 15 July PM		Optimist Stage 3	Age 7 – 11, passed Optimist Stage 2	972 / 1,791	1,080 / 1,990
Mon 11 – Fri 15 July AM		Optimist Stage 4	Age 7 – 11, passed Optimist Stage 3	972 / 1,791	1,080 / 1,990
Mon 11 – Fri 15 July		Watersports Week	Age 8 – 18, holds Optimist 2 or 3, or HKSF L2	2,385 / 3,582	2,650 / 3,980
Mon 11 – Fri 15 July		HKSF Level 1 and 2 Beginner Course	Age 11 – 18, can swim with water confidence	2,385 / 3,582	2,650 / 3,980
Wed 13 – Fri 15 July		3-day Pico/Feva Supervised Practice	Age 11 – 18, passed HKSF L2	1,431 / 2,150	1,590 / 2,388

Date and Time	Junior Course	Activity	Eligibility	Discounted cost if booked on or before 17 June \$ cost: (Member/ Non-member)	\$ Cost (Member/ Non-member)
July 18-29				Application Deadline 8 July	
Mon 18 – Fri 22 July AM	✓	Optimist Stage 1	Age 7 – 11; can swim with water confidence	972 / 1,791	1,080 / 1,990
Mon 18 – Fri 22 July PM	✓	Optimist Stage 2	Age 7 – 11; passed Optimist Stage 1	972 / 1,791	1,080 / 1,990
Mon 18 – Fri 22 July PM	✓	Optimist Stage 3	Age 7 – 11; passed Optimist Stage 2	972 / 1,791	1,080 / 1,990
Mon 18 – Fri 22 July AM	✓	Optimist Stage 4	Age 7 – 11; passed Optimist Stage 3	972 / 1,791	1,080 / 1,990
Mon 18 – Fri 22 July		HKSF Level 3 Improver Course	Age 12 – 18; passed HKSF L2, with one year of sailing since	2,385 / 3,582	2,650 / 3,980
Mon 18 – Weds 20 July		RS Feva Introduction Course	Age 12 – 18; passed HKSF L2	1,431 / 2,150	1,590 / 2,388
Thurs 21 – Fri 22 July		RS Feva Gennaker Course	Age 12 – 18; passed RS Feva Introduction	954 / 1,433	1,060 / 1,592
Mon 18 – Fri 22 July AM		Adult HKSF Level 1	Adult (18 or over), can swim with water confidence	1,395 / 2,093	1,550 / 2,325
Mon 18 – Fri 22 July PM		Adult HKSF Level 2	Adult (18 or over), can swim with water confidence	1,395 / 2,093	1,550 / 2,325
Mon 25 – Fri 29 July AM	✓	Optimist Stage 1	Age 7 – 11; can swim with water confidence	972 / 1,791	1,080 / 1,990
Mon 25 – Fri 29 July PM	✓	Optimist Stage 2	Age 7 – 11; passed Optimist Stage 1	972 / 1,791	1,080 / 1,990
Mon 25 – Fri 29 July PM	✓	Optimist Stage 3	Age 7 – 11; passed Optimist Stage 2	972 / 1,791	1,080 / 1,990
Mon 25 – Fri 29 July		HKSF Level 1 and 2 Beginner Course	Age 11 – 18; can swim with water confidence	2,385 / 3,582	2,650 / 3,980
Weds 27 – Fri 29 July		3-day Pico/Feva Supervised Practice	Age 11 – 18; passed HKSF L2	1,431 / 2,150	1,590 / 2,388
Mon 25 – Fri 29 July AM		Adult HKSF Level 1	Adult (18 or over), can swim with water confidence	1,395 / 2,093	1,550 / 2,325
Mon 25 – Fri 29 July PM		Adult HKSF Level 2	Adult (18 or over), can swim with water confidence	1,395 / 2,093	1,550 / 2,325
August				Application Deadline 18 July	
Mon 1 – Fri 5 August AM	✓	Optimist Stage 1	Age 7 – 11; can swim with water confidence	972 / 1,791	1,080 / 1,990
Mon 1 – Fri 5 August PM	✓	Optimist Stage 2	Age 7 – 11; passed Optimist Stage 1	972 / 1,791	1,080 / 1,990
Mon 1 – Fri 5 August PM	✓	Optimist Stage 3	Age 7 – 11; passed Optimist Stage 2	972 / 1,791	1,080 / 1,990
Mon 1 – Fri 5 August AM		Optimist Stage 4	Age 7 – 11; passed Optimist Stage 3		1,080 / 1,990
Mon 1 – Fri 5 August		HKSF Level 3 Improver Course	Age 12 – 18; Passed HKSF L2, with one year of sailing since	2,385 / 3,582	2,650 / 3,980
Mon 1 – Weds 3 August		RS Feva Introduction Course	Age 12 – 18; passed HKSF L2	1,431 / 2,150	1,590 / 2,388
Thurs 4 – Sat 6 August		Laser 1 Introduction Course	Age 11 – Adult; passed HKSF Level 2	1,431 / 2,150	1,590 / 2,388
Mon 8 – Fri 12 August		Optimist Race Week (five full days)	Age 7 – 12; passed Optimist Stage 3	1,944 / 3,582	2,160 / 3,980
Mon 8 – Fri 12 August		Watersports Week	Age 8 – 18; holds Optimist 2 or 3, or HKSF L2	2,385 / 3,582	2,650 / 3,980
Mon 8 – Fri 12 August		HKSF Levels 1 and 2 Beginner Course	Age 11 – 18; can swim with water confidence	2,385 / 3,582	2,650 / 3,980
Weds 10 – Fri 12 August		3-day Pico/Feva Supervised Practice	Age 11 – 18; passed HKSF L2	1,431 / 2,150	1,590 / 2,388

J/80 Sailing at the ABC



Words and photos by Kevin Lewis

It's been a busy couple of months with our J/80s at the ABC. April and May each saw Competent Crew Courses, plus a gennaker day and a sailing trip. In addition, the two boats have been hired out by club members, with Jailbreaker taking part in the ABC summer series.

The ABC keelboat programme

The Hong Kong Sailing Federation plans to issue a national-level keelboat training scheme, but this is still under development. Getting a head-start, ABC launched its own scheme back in 2011, illustrated below, to provide sailors a pathway into keelboats.

The first step is the three-day Competent Crew Course. This course is especially tailored to introduce techniques to sail a J/80 keelboat, and as such requires a basic level of sailing knowledge and ability. Practically, this means applicants need to have attended and passed an HKSF Beginner Level 2 dinghy course or have had similar experience. Additional activities build confidence and experience, and add "sea hours". Attendance at an assessment day is only for those with enough experience in J/80s or other larger yachts. Passing this assessment – or a Skipper Course – allows ABC members to apply to be on the hiring list for a club boat. This is quite a responsibility, being in charge of both the yacht and crew, and so ABC requires a comparatively high standard of sailing and enough experience.

The next J/80 crew course is scheduled for 16, 17 and 23 July. Each competent crew course also includes an evening

lecture during which we introduce basic navigation and meteorology, and look at safety and first aid issues while afloat. We advertise other courses and activities on the ABC website and will mention them in future issues of *Horizons*.

From ABC members:

"Our team of five had a wonderful time learning the basics towards becoming "competent crew" with Aberdeen Boat Club. Our instructor, Kenneth, did a great job teaching us all the necessary skills and by the end of the course, we managed to sail to Po Toi and back in less than three hours! Even during strong winds, we managed to bond together as a team and experience the thrills of Mother Nature. We can't wait for the beginning of the regatta season and can't imagine going back to wasting away on a motor junk!" – *Kevin Wang*

"Sailing at 10 knots without engine noise is a unique experience offered by a J/80! What else? You could disregard one of the five essentials as well as all your pressures in life (including capsizing!) whilst enjoying the wind breeze and listening to the sound of water waves. A peaceful world! And what could be a better ending than a delicious seafood lunch at Po Toi?" – *Eric Chang*



Kevin Wang

"I started learning dinghy sailing at ABC three summers ago, and now I race on *Wicked*. *Wicked* is a Mumm 36 with a normal crew of eight sailors. We race in all the ABC races and regattas and in larger events including the RHKYC China Coast Regatta. My dinghy sailing has been key in getting me ready for keelboat racing. If you step straight into big-boat racing it is easy to get lost in the details or miss the "big picture" ideas. The J/80 courses were my first chance to put my sailing knowledge into practice on a larger yacht, and I highly recommend them to ABC members and friends."

– Andrew Blank from *Wicked*

"The ABC dinghy courses were a great way to get a good insight into sailing basics. I did the two beginner courses then a J/80 course all within a three-month period; I was addicted! I was lucky and crazy enough to then go in at the deep-end and buy an Oceanis Beneteau 45. The contract was signed almost two weeks after completing my J/80 course and I've never looked back! Good and new friends at both ABC and RHKYC have been amazing in helping me get going, and over the past three years we've raced locally and even gone off shore to the Philippines. So starting as an absolute beginner it's been one of the best experiences I've ever had. We're sailing in one form or another every weekend, bar hangovers. And it all started with the ABC Beginner dinghy course and the J/80 Competent Crew Course!" – David Harari from *Wonderwall*. ✨



Andrew Blank



David Harari



Club update

Dinghy Racing

By John Berry

After several Spring Series race days lost to no wind, it was a pleasure to see a good 6-8 knot breeze out on the water on a sunny day for our joint ABC-RHKYC racing series race day 5 on 15 May.

Fortuitously the regular sailors were joined by several other ABC Lasers from our Introduction to Dinghy Racing Clinic, together with four more Lasers, four RS Fevas and seven Optimists from RHKYC squads. A total of 22 boats took part in the two windward-leeward races in two divisions.

For the winner list and results, please see <http://www.abclubhk.com/DinghyAutumn2016.aspx>. In Division A (joint clubs), the overall winners inter-club were three of the Yacht Club's Laser Squad in 4.7s, whilst just behind the star performers of ABC in the joint racing were Cedric Wong and Cecile Martin. In ABC performance handicap, Cedric and Cecile led overall for the abridged Division A spring series, sharing line honours. The RHKYC RS Feva and Optimist squads also had close racing. Hope to see more ABC sailors in summer series 1 on 5 June.

Evolving at the ABC is Wednesday morning adult race-training. With usually six participants, we hope to see this become a primary dinghy event. Certainly a great new sailing opportunity! ✨



by Kevin Lewis



Mother's Day 2016 At the Aberdeen Boat Club

Photos by Henry Lam



Every year on Mother's Day, the ABC food-and-beverage team serves up a magnificent buffet amidst lovely decorations and flowers. Every mother receives a gift from the Club, to make her feel even more special amongst her family and friends.

Please enjoy the memories of Mother's Day 2016 as shown on these pages. 

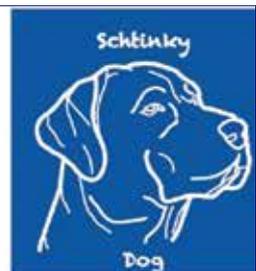






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Yacht 40m Rhine in HK



The Hui boys and a friend



Alex and Lucas Hui driving, 2004



Nine Pin Island

Motorboating in Hong Kong: Tips from a Lifelong Enthusiast

Words and photos provided by Gordon Hui

My boating experience began when I was about five years old; a young boy growing up in Hong Kong. Even today, some decades later, I still have many fond memories of spending weekends with my parents out boating.

Activities such as swimming, dinghy-sailing, waterskiing and snorkelling were wonderful, especially for young and active children like my brother and me.

Today in Hong Kong, water sports remain amazing. A parent now myself, I take my family boating most weekends, to one or more of the many great motor yachting destinations within easy reach, right here in Hong Kong.

There are so many beautiful islands and beaches available, all within a range of 25-30 nautical miles, with so much to offer both parents and children.

And one of the great aspects of boating is that both adults and children can bring friends along to soak up the experiences out on the water.

My tips for family adventures

Let's assume we are based in Aberdeen. The nearby islands of Lamma and Cheung Chau offer plenty of hiking, nice beaches

and seafood restaurants.

You could also venture further out to Clear Water Bay, Nine Pins and Sai Kung, where the fresh currents of the South China Sea, far removed from the Pearl River Delta and Macau and Guangzhou, make for outstanding wake-boarding and waterskiing.

I prefer Sai Kung to Tai Tam, because the water is so much clearer there, and when you reach the destination the family can always play on the nice sandy beach. Millionaires' Beach is my favourite because it's closer than Tai Long Wan.

Today, the best beach in Hong Kong is probably Tai Long Wan (Big Wave Bay), which is past Sai Kung towards Double Heaven. It is best reached by boat, unless you make a four-hour hike from Sai Kung. When it gets really windy and the waves get choppy, Tai Long Wan can be very rough to reach, although deep V-hulls handle that easily.

Double Heaven, whilst the destination furthest away from Aberdeen, is still a paradise, even though the water quality has been affected over the past 20 years by the Shenzhen container port.

Back in the 1970s, the journey to Double Heaven was



Tai Long Wan, or Big Wave Bay



Jaspas, Sai Kung

considered a daring adventure, not a normal day out, as it is today. Not many yachts used to venture that close to the border 40 years ago.

Passion for power

The real reason for my passion for powerboats goes beyond just enjoying a leisurely cruise to a nice beach. My parents had a wooden displacement trawler yacht; she was steady, but very slow.

However, they also had a 17-ft waterski boat and a 20-ft cigarette powerboat. So my brother and I grew up learning how to handle these small speedboats, and we became attached to powerboating from a young age.

For me, and I think many other young ones, my passion started when I was about eight years old. My interest really took off then with me watching and learning about offshore cigarette boat power-racing.

The popular motorboats in the 1970s used to range from the cigarette powerboats and various other speedboats and motor yachts from the U.S. to many Hong Kong-built cruisers.

The '80s saw many Taiwan motor-built yachts coming into Hong Kong, and local shipyards beginning to disappear. In the early 1990s in came many Italian yachts, and in the 2000s, British brands charged in.

In the '90s, after my father sadly passed away, our family sold the slow displacement yacht. I was living in London then and was introduced to a high-performance motor yacht brand from the U.K. My passion continued as I was their customer for over 25 years. I eventually ended up representing them as their distributor in Asia when I moved back to live in Hong Kong in 2003. Cigarette hull designer Don Shead is also the designer of all the Sunseeker boats; that's the connection.

V-hulls and rooster tails

The thrill of learning how to handle high speed in the rough sea requires skills but the deep V-hull design is essential. No matter whether it is a small 60-ft, 35-ton, 45-knot speedboat,

or a large 130-ft, 220 ton, 30-knot powerful performance yacht, what elevates and completes the entire thrill is the ability to cut through the rough sea and make sharp turns like a racing car, combined with a high top speed of 44 knots.

The high top-speed actually comes from an advanced propulsion surface drive system that increases the top speed from an already more-than-adequate 30 knots up to a staggering 45 knots. It kicks out an aggressive rooster tail: now this is what I call power-boating.

The gift of family memories

Having spent so much time at sea, I would definitely recommend water sports such as swimming, snorkelling and wakeboarding as healthy. It's a shame that Hong Kong is running out of mooring spaces and that not enough powerboats are available for charter.

Luckily, during all this time, boating gave my two older children, Alex and Lucas, the opportunity to experience exciting water sports and bring friends along. The boys also learned how to handle performance boats.

And now, my two year-old daughter, Victoria, is developing the same passion for driving boats.

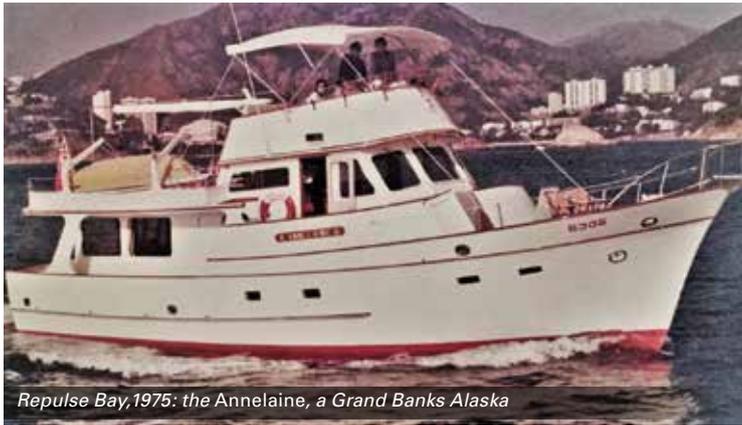
Boating is a wonderful hobby to give your children. For my wife and myself and my children, powerboating has been an experience to treasure, just as my parents gave me when I was growing up. **H**



Waglan Island



Predator 60m



Repulse Bay, 1975: the Annelaine, a Grand Banks Alaska



Victoria boating, March 2016



Victoria digging on Millionaire's Beach, Sai Kung



Tai Tam



Tai Long Wan

A Warm Sea, Part II: Eastern Mediterranean Yacht Rally 2010

By Ben Ho

(This is the second in a series of three excerpts from A Warm Sea, by Hong Kong-Canadian author Ben Ho. For the first excerpt, see the May 2016 issue of Horizons.)

The East Mediterranean Yacht Rally (EMYR) is an organised rally that starts from the Aegean Sea at Istanbul, straddling the Sea of Marmara and the Black Sea. The rally then works its way through northern Turkey and finishes at Alanya in southern Turkey. After a stop in Alanya, the international part of the rally goes on to northern Cyprus, Syria, Lebanon, Israel, and Egypt, with plenty of sightseeing built-in in between the sailing. Due to time constraints, we joined the rally in Alanya.

The EMYR management take care of all port planning, entry and exit paperwork, tours, and more. Rally fees are reasonable.

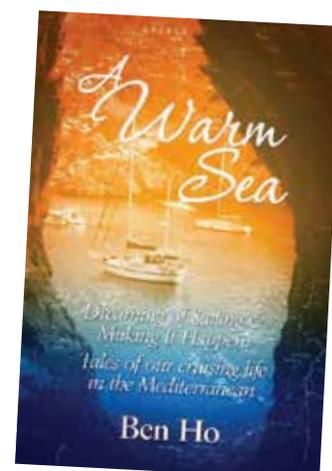
This was to be our first long-distance sail of our "new" boat that we had named *Three Rivers*, a Nauticat 43 built in Finland in 1987.

The world in the spring of year 2010 was quite stable; most of those Middle Eastern countries were at peace.

After a last-minute boat issue was resolved, my wife Eliza and I loaded up with provisions for the next several days, and dropped our lines at our slip in Marmaris, Turkey, which had been our temporary home for several weeks. The weather called for Force 4-6 winds in the open sea, with "some rough patches".

Heading out of Marmaris Bay, we had some nice gusts. By late afternoon, the wind was blowing steadily at over 20 knots on the beam, and with the genoa and mizzen up, *Three Rivers* was sailing at 7-8 knots. Under a beautiful blue sky, the Mediterranean Sea was a brilliant turquoise-blue, sparkling with white caps. The wonderful ride completely erased the anxiety and trepidation we had held at bay over this trip.

But then the waves began to build up and the wind shifted to a dead run, and *Three Rivers* became extremely bouncy. Everything not securely tied down now was flying around in the boat, and we weren't able to hold down our dinner. The first night turned out to be a tough one.



The same pattern repeated the next day – the wind picked up in the afternoon and we had a great sail, and then evening was motoring time. In the afternoon we had two dolphins playing by our boat, and several swallows landed on our boat and stayed to keep us company. One even flew into our cabin! On the third day, at 7 am, right on schedule, we arrived in Alanya.

The city fortress rose dramatically under the rising sun, with low-lying clouds and morning mists. It was an impressive scene, heightened by our joy of arriving at our first port.

After some waiting, we were directed to our slip. We registered with the EMYR organisers and received our rally package, which included detailed information on the rally, t-shirts, carrier bags, flags ... this was just like a business convention! We then met the other members of our designated group within the rally and were introduced to other group members. There were over 70 EMYR yachts at the marina, from many different nations. The boats docked next to us held Italians and Australians.

Cyprus and Syria

The next port was Girne, Cyprus, about 100 miles distant. We sailed for a few hours with about 10 knots' following wind, sailing at about four knots. As was typically the case here, by late afternoon the wind started to die. Since rally rules dictated that we had to enter the harbour as a group, and thus we had to reach Girne at an exact time, we had no choice but to turn on the motor.

In the open sea, waves began to build up. As we later learned, a gale had passed by earlier, resulting in large rollers of one to two metres. As we motored without any wind to stabilise the sails, the boat rolled heavily and was quite uncomfortable.

We took three-hour watches. The challenge of a large convoy of boats sailing together is the risk of collision at night. At one point we passed by a boat that was off-course and we had to take evasion action to avoid certain collision. We were both up doing watches after that!





Crowded docking in the rally

The next day, at about 9 am, about 16 NM from destination, suddenly the engine coughed, stalled, and refused to start up again. A nightmare coming true! We reported the situation to our group leader, and I started reading the engine manual to see what could be done ... yes, I should have done that earlier. Fortunately an EMYR yacht nearby heard about our problems on the radio, and they lowered their dinghy and sent a crew over to offer assistance.

We were lucky that the sea was calm at that point and boarding was easy. We tried bleeding the engine with no success. Somehow fuel was not getting out from the tanks, which were about one-quarter full. Eventually I remembered the secondary, redundant fuel system on board and managed to turn that on. The sound of the massive diesel engine roaring back to life was a sweet noise! Lesson #1: do not leave the fuel tank low!

Cyprus

Cyprus is the third largest and third most-populous island in the Mediterranean (the largest is Sicily, followed by Sardinia). A member state of the European Union, it is located east of Greece, south of Turkey, and west of Syria and Lebanon. We signed up for a full day tour to Famagusta, the capital city of the district, visiting a well-preserved 16th century Venetian fort and the narrow streets with fascinating architecture of the old town. Famagusta is steeped in history, having changed hands amongst the Genoese, Venetians, Ottomans, and the British, before its independence in 1960.

Our tour ended in late afternoon, in time for us to prepare for the next event – the pirate party! The pirate party is a well-known part of EMYR's itinerary and most participants look forward to it, eagerly planning their elaborate outfits. We

were not prepared with any costumes, so we had to get by with simple bandanas. We gathered up at the docks to wait for the bus to be taken into town. Everybody was in the party spirit, making fun of others' costumes and taking pictures. The buses stopped just outside the Kyrenia Castle and we paraded through the harbour to the Dome Hotel at the center of town, attracting much attention from the locals.

Syria

The trip to Syria was especially interesting. Syrian security requires that yachts take a specific route and stay offshore by at least six NM from the coast. And then we had to take a 90-degree course and head straight into the city harbour, under the watchful eyes of the Syrian navy.

The Lattakia harbour was known to be hazardous. As we entered the confined area where yachts were getting tied up, our propeller got caught on something and the engine stalled. We were stuck! Fortunately a marine diver was on standby as this type of problem seemed to be quite common there. While a power boat slowly towed us towards our designated spot, the diver cut us loose and showed us what was wrapped around our prop – a large rope the size of my arm, which probably had been used as a mooring line. Several other yachts met a similar fate – fouled props, running aground on sandbars, keels hitting submerged objects ... it was pandemonium.

After two hours we finally settled into our spot, with a stern anchor, and tied up between other yachts. To get to shore we had to leap over to another yacht and walk through it. The Syrian authorities (immigration, health and police representatives, and the tour operator) visited our yacht and efficiently completed the clearance process.

The cradle of civilization

These are one's impressions of Syria, the crossroads where the East meets the West, and where agriculture and metallurgy were invented: the last stronghold of the Crusaders, a place of 5,000 years of continuous history but a country barely a few generations old. Drab cities with uniformly rundown buildings from the '60s; Christians and Muslims living in harmony.

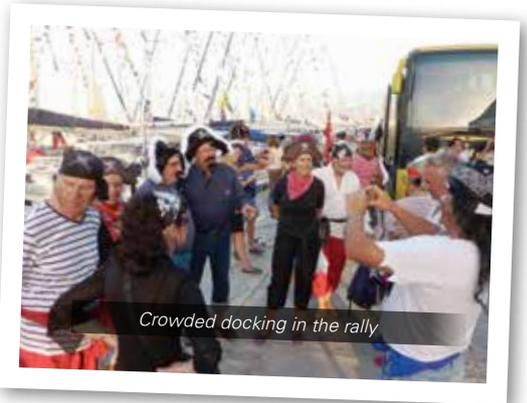
But of course one comes to Syria mainly to visit historical sites, many of which date from Roman times. So we joined the EMYR tour busses and travelled inland. We crossed the arid mountains to visit "the Lost City" at Idlib, where an impressive Roman city was built and then suddenly abandoned. We checked out the Crac Des Chevaliers, the last castle held by the Crusaders against the Muslims. Almost still entirely intact, the castle remains an amazing feat of architecture and engineering.

Continuing south, we went to Damascus, Syria's capital and second-largest city, which claims to be the world's oldest continuously inhabited city. We strolled through the grand bazaar at the center of the old city, and visited the Omayyad Mosque. We stayed overnight at the Ebla Cham Palace, a nice hotel equipped with a pool, a tennis court and an 18-hole golf course. I had almost forgotten how it felt to sleep on a bed that did not sway.

The next day we drove through the vast Syrian Desert to visit Palmyra, a metropolis built in a desert oasis in the third century AD and that prospered until the over-ambitious Queen

Zenobia defied Rome's rule. A persistent desert wind blew up the yellow sand; under shade it was 35°C. But over two millennia ago, a kingdom prospered at the oasis here, and a majestic Roman city was built. The meticulously built columns and arches still stand, under the same eternal blue sky and same scorching sun.

To be continued ... H



A Warm Sea, written by Ben Ho, is an e-book available in English from Amazon at <http://www.amazon.com/Warm-Sea-Dreaming-cruising-Mediterranean-ebook/dp/B00J9RF0XC>

In Chinese, A Warm Sea is available from eBook Dynasty at <http://www.ebookdynasty.net/Lifestyle/AWarmSea/indexTC.html>

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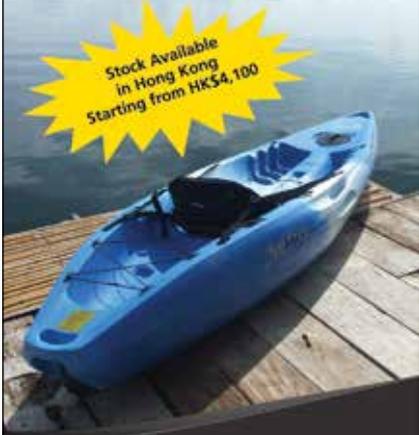
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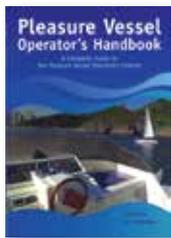
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Answers: Sailing Knowledge for Skippers

See page 9 for questions

1. The HKSF is the national governing body for the sport of sailing in Hong Kong, and also represents the interests of recreational sailing and yacht circles of Hong Kong with the Marine Department Committee and Leisure and Cultural Services Department. HKSF is affiliated to these larger sailing organisations:

- b. International Sailing Federation (ISAF)
- c. Asian Sailing Association (ASAF)
- d. Sports Federation and Olympic Committee of Hong Kong and China (SF&OC)

2. The "Monkey's Fist" is a type of knot so named because it looks somewhat like a small bunched fist. Used in sailing since the 1800s, its main purpose is to add a weight to the end of a line so it can be thrown.



3. The yellow buoy is a "special interest mark" that has many uses; including marking out exclusion and race areas and warning of submarine cables and outlets, etc. The buoy often has a "X" top mark, and if lit, its light will be yellow and can flash any rhythm. Should you see a special interest buoy, you need to look at your chart or Notice to Mariners to identify why the buoy is deployed and what action(s) this encourages you to take.

- a. Note special interest buoys should not be relied on for navigation as they can be seasonal, laid temporarily or moved, and are often not lit at night.
- b. The buoys that often are laid outside the main channel should never be used for mooring, as they are not designed to support the weight of a boat and may be dragged out of location and jeopardise other water users. You may see extreme instances where skippers use the top mark of the buoy to fasten mooring lines; obviously this is not safe or good seamanship.

4. The "plimsoll line" is a reference mark located on a vessel's hull that indicates the maximum depth to which the vessel may be safely immersed when loaded with cargo.

5. If you are involved in boating, you must have a basic understanding of the different lengths used to express the size of a yacht or boat. The different ways of measuring and expressing length include:

- a. Length on Deck (LOD) is the true length, omitting rail overhangs, and is the direct way to describe the length of a boat.
- b. Length Over All (LOA) would also include rail overhangs, anchor sprits and bowsprits.
- c. Length Waterline (LWL) is measured from the points where the bow and stern ends meet the waterline when at rest. This is perhaps the most important measurement of length as it most

correctly represents the yacht's usable and rated size, and determines the maximum speed of a non-planing boat. Yacht designers strive to increase the amount of the LOA as the yacht heels over when under sail.

6. The flag of Hong Kong features a stylised image of a Hong Kong orchid tree white flower with five petals in the centre of a red field. Its design was adopted on 4 April 2014.

The flag in figure a) is flown correctly with one single petal pointing upward , as shown. The SAR flag should be flown by all registered yachts when underway between 0800 and 1800 daily. Normally, ensigns are removed by racing boats prior to the five-minute warning, and hoisted again once racing is finished.

7. When the Strong Wind Signal No 3 is issued, the Observatory expects strong winds between 22-23 knots, which equates to a Force 6-7 wind. A force 6 is a "yachtsman's gale" and warrants care and consideration. The table below shows the wind strength for other strong wind warnings:

Warning No.	Force	Expected Wind Speed
Strong Wind 3	Force 6-7	22-33 Knots
Strong Wind 8	Gale Force 8	34- 40 Knots
Strong Wind 9	Severe Gale Force 9	41-47 Knots

8. The most southerly island within the Hong Kong waters, which extend to Latitude N22°09', is Po Toi island, which is just more southerly than the Soko Islands

9. A vessel engaged in fishing, other than trawling, displays a red light over a white light.

10. We have set up an informal forum open to members of the ABC and other clubs, through an email and a WhatsApp group called "Cruising in Good Company", to allow both sail and power skippers to inform others of their plans for trips, cruises and stopovers, so that like-minded boaters can either sail in company or meet and raft up at an overnight stop location if they desire. If of interest, see the brief "Cruising in Company" article below.



(a member of E. BON group)

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