

March 2019

HORIZONS

The Magazine of the Aberdeen Boat Club



FOUR PEAKS RACE
2019



ABC Easter Programmes



**Book
Early!**

Good Friday, 19 April

Seafood BBQ Gala with LIVE BOSTON LOBSTER!

*Half a Lobster for each paying adult member

The Galley & The Patio, 7pm

Fabulous range of seafood on the grill including mussels, bay prawns, Alaska crab legs, whelks, clams, scallops, trout and salmon, with sides of steamed vegetables and sweet potatoes.

Adult: HK\$398 only

Concessionary price for members over 65 years of age: HK\$328

Children, aged 3-12: HK\$228

Saturday, 20 April

Lamb on a Spit

The Patio, 7pm

Roast lamb accompanied by fantastic choice of vegetables, pasta, curries, salads and savoury desserts.

Adult: HK\$259 only

Concessionary price for members over 65 years of age: HK\$209

Children, aged 3-12 years: HK\$159

Complimentary wine tasting for home delivery

Easter Sunday Activities, 21 April

Early-Bird Breakfast Buffet

The Patio, 7:30am - 11am

Adults: HK\$78

Children aged 3-12 years: HK\$58

Easter Egg Hunt

Children's Playground, 11am - 11:30am

An egg-citing Easter Egg Hunt will be held in the Children's Playground
Children, aged up to 10 years: HK\$35

Easter Sunday Activities, 21 April
Easter Brunch & Delectable Dessert Buffet

The Galley & The Patio, 12pm - 3pm

Enjoy your choices from freshly prepared buffet offerings of salads; hot cross buns; ham and marinated roast lamb; barbecued sirloin steak, satays and sausage varieties; entrées including shepherd's pie, squid ink pasta with prawns, pizza and spaghetti Bolognese, stews; grilled Mediterranean vegetables and corn on the cob.

Plus, admire and devour the delectable desserts show from our talented team of pastry chefs, featuring fresh fruit, carrot cake and chocolate cake, mango pudding, cupcakes & beautifully decorated cakes.

Adults: HK\$287

Concessionary price for members over 65 years of age: HK\$227

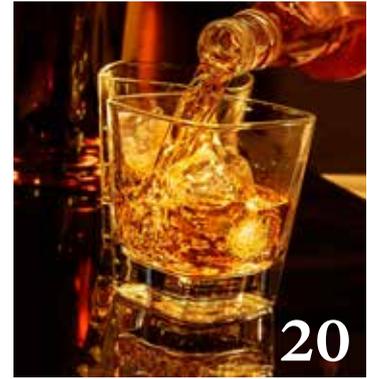
Children aged 3-12 years: HK\$187

Add HK\$70 for free-flow sparkling wine and Carlsberg can beers.

**To reserve for your family and friends,
call reception at 25528182 or email booking@abclubhk.com**



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Horizons welcomes ABC member contributions of articles and photos.
 Please contact the editor at martin@drmartinwilliams.com



COMMODORE'S LETTER



Chris Pooley
Commodore

MARCH COMES IN LIKE A LION AND GOES OUT LIKE A LAMB.

ANCIENT SAW.

Traditionally, this has applied as much to Hong Kong as to Europe and North America, save for the bitterness of the cold. But less so at the beginning of this year, temperatures having hovered around 20°C for the past few weeks.. Climate change perhaps, or simply a natural anomalous variation? At least the cold seems to have passed.

And with it, since the last edition of *Horizons*, the Festive Season, with so many memorable spreads arranged by the F&B team, and a record turn out for the New Year's Eve party. For more on that subject, with a glimpse of the background that goes into F&B planning, see the GM's note on the topic. More to come this month (including another Indian Special on the 23rd), which features Mediterranean Cuisine throughout. All of that is but a prelude to the delights of Easter, also summarised in this edition.

Also now behind us is another successful Four Peaks Race, with no serious incidents but a number of Retirees after the Monsoon kicked in on the Saturday

night. Well it's not supposed to be easy! All credit to those who responsibly who chose not to bash on regardless when caught facing a long buffeting against a Force 7 with a heavy swell. See Stephen Davis's excellent article with historical data which provides a statistical bow to our joint sponsors!

Another February event occurred after Michele Clark's article describing Dinghy successes went to print: yet more success.. In fact, a superb effort in HK's Race Week with a clean sweep of the first 4 places in the 29'ers and two 2nds in Optimist Classes. A factual testament to the depth and quality of ABC's training resources.

There is a full moon on the Civil Vernal Equinox on 21st, but as the Astronomical Full Moon is on the 20th the Paschal full moon, being the next one, is not until Friday 19th April – hence Sunday 21st is the late Easter date. Certainly warm by then with lots of fun for all afloat and, your Committee expects, visible signs of reinstatement on Middle Island. And what a re-opening that will be!

With that, my warm wishes for the month ahead and Easter, and an appeal to Power Boat Owners: any chance of an Easter Rally being organised?



ABC Junk for Hire
Available 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
Rental of speedboats, banana boats and water ski can be arranged via Freely Marine Services at 9276 2932.

Daytime: 9am – 5pm
Night-time: 6pm – 11pm
Monday – Friday: HK\$4,900
Saturdays, Sundays and public holidays: HK\$5,600
Maximum passengers: 42

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



GENERAL MANAGER'S LETTER



Philippe de Manny
General Manager

BELATED KUNG HEI FAT CHOY!

While I am writing this short letter on 2 February, just before we all go on a break celebrating the arrival of Year of the Pig, I look outside the window and see a clear blue sky and I have a strange urge to switch on the air conditioning in the office, feeling slightly warm in my short-sleeved shirt. What a warm winter we have had so far.

What happened to our cooler winter in Hong Kong, when we would snuggle in warm blankets at home in the evening, wishing we had a good old fire place, with a log in it, slowly consuming itself, spreading soothing warmth into the room? Watching the flamboyant flames flying up the chimney flue, hearing the screeching of the wood crackling in the blaze



on the hearth, ending up in smoke escaping the house, leaving behind only meaningful family talk and stories.

That would easily replace the silliness of television programmes, the obscure selfish satisfaction and social seclusion of social media junk or daft games giving us the satisfying impression of being a super hero, resulting from the useless - therefore of course necessary, so called "Smartphone" addiction we're all suffering from.

Now that is said and off my chest, it is time to more happy thoughts about our futile future on earth in general but more particularly and realistically the months of March and April in the Club.

FOOD AND BEVERAGE TRENDS AND SURPRISES

I'm sure that during February you tried the Tomahawk Steak special, which was something of a shot in the dark, we took with fear and worries. The good news is that many are now joining the list of aficionados booking it in advance.

I believe it will be a regular item soon all over the Club, but it has to be an advance booking in light of its success and, most importantly, to ensure its freshness and quality.

The other Items that have started a life on their own in the Club, having members book them in advance, are our now very famous crispy Chinese chicken and the sweet and sour sea bass on the bone. If you have not tried them yet, hurry while our stocks last!





GENERAL MANAGER'S LETTER

A lot has changed recently on the ABC Food and Beverage scene and our renowned and still sought-after Indian food is losing market share to the advantage of our Chinese cuisine. Food for thought, so to speak, for our next restaurant development.

The hot pot promotion over winter was not as successful as last year, nor were the winter mulled wine and hot chocolate. Worrying about it, tasting and testing the product for consistency and quality, having crisis management special committee meetings on these items' "failure", it came to light that maybe it could well be related to my newsletter introduction point above about a warm winter. So next winter, to be ready, we will be probably planning ice cream and gazpacho promotions to fight the heat of January and February!

Giving you some mouth-watering heads-up for these months' Food and Beverage: there will be a Modern Mediterranean Flavours promotion at The Galley & The Patio, which means with the world getting smaller and influences crossing borders faster than ever nowadays, the original three main Mediterranean regions tend to be now combining their best flavours and becoming healthier. If you love mint, garlic, cumin, pure olive oil and



tomatoes you are going to be in for a treat.

Not to be missed as well - the Angus Beef "Four Cuts" Night with Free Wine Tasting for Home Delivery!

The Suntory Whisky Night Featuring Chita, Hakushu, Hibiki & Yamazaki and the now very popular Delhi-Darjeeling-Sikkim Express Night - a very northern additional touch to our very popular menu, while we are launching at the same time H.K. Lovecraft Beers (free tasting)! All dates and prices are detailed further in this issue. Last heads-up is for the extremely popular Seafood BBQ Gala with **LIVE BOSTON LOBSTER** on Good Friday.

DINGHY RACING AT ABC AND THE TONG PO CHAU SERIES 2019

The Club Dinghy Racing season runs throughout the year, divided into the Autumn, Spring and Summer Series, usually consisting of five or six race days, with two races on each day. In order to encourage sailors of all abilities to take part in racing, a handicap system is in place, so don't be worried if your sailing skills are not as honed as you would like! Talks on racing rules and tactics are given from time to time, and there are always experienced sailors on hand to give advice if requested.

I can even offer my free-of-charge dinghy racing expertise to all of you, to get you going: it only takes time to get it and enjoy another area of the Club that's been a little forgotten in the last few years.

First, the dates:

- Sun 3 March 2019, Spring 1
- Sun 17 March 2019, Spring 2
- Sun 28 April 2019, Spring 3
- Sun 26 May 2019, Spring 4

Secondly, who can enter and how: If you hold a HKSF level 1 & 2 you qualify to go out on one of

our dinghies and experience racing in a friendly and relaxed atmosphere. So regardless whether you are an ARA champion, a salty sailor from ancient times or pure beginner – come and give it a go.

LET MAKE THE CLUB RACING GREAT AGAIN

To enter, notify us a few days beforehand; we will check you record and qualifications, and put you on the hiring list. You will be assigned a boat according to your expertise and level, and we will give you a handicap to start.

The principle is simple: get out, take the start, finish the race and share some good times and tips for the next race with old timers at the bar later. Not a bad plan for a Sunday.

Racing instructions for these series can be downloaded from our website at http://www.abclubhk.com/upload/Dinghy/Club_Dinghy_Racing/ABC-Dinghy-Standard-SIs.pdf and http://www.abclubhk.com/dinghy_hire.aspx

DINGHY SAILING: MARCH BOOKING AND NEW TEAM MEMBER

I wish to introduce to you again **Howie Suen**, who can be reached at chiefinstructor@abclubhk.com.

With the departure of Angela Ho, I have the great pleasure to inform you that Howie will now be the new head of the dinghy school and lead us for everything from adult to children training, certification and fun days. Howie is not only a well-known and experienced Senior Dinghy instructor with HKSF but also RYA qualified senior instructor and a power boat and safety boat instructor. He holds a RYA Yacht Master for offshore racing, he is fully qualified for OFCA long range radio communication, and holds a full RYA sea survival and offshore safety together with the HKSF safety at sea certifications.

Then, if all the above were not enough, he is also a National Provisional Judge Race Officer, a Provisional Club Racing Judge under HKSF and finally he is certified by ISAF for measuring boats.

I believe we should be alright for some time in the variety of course and qualifications we can offer from now on. Therefore, for any information on dinghy, sailing and racing please contact Howie Suen chiefinstructor@abclubhk.com

Easter time is probably the best time in the year to sail and learn how to sail, with great winds, and beautiful days! It also tends to be our busiest time, so in order to avoid disappointment as our courses and activities fill up fast, especially our Optimist Junior activities, do apply early.

I recommend that you apply at least 3 weeks before the course start date to ensure a place.

As a reminder of the booking process: note that spaces can only be reserved on receipt of a completed application form from the website and

a full payment. We will not reserve course slots by email without proper documents and payment, and definitely will not consider booking through social media or telephone call.

During Easter, there will be two weeks of intense dinghy courses and dinghy trips.

15 April To 21 April

This first week, we offer four levels of optimist Club qualifications, from beginner level 1 to racing level 4, Hong Kong Sailing certification level 1 to 3, supervised sailing and a sailing trip and the introduction to the RS feva, the intermediate boat before lasers and 29ers.

Application Deadline: 5 April 2019, but book before 22 March and enjoy a discounted price.

22 April To 26 April

During the second week of Easter break we again offer our four levels of optimist Club qualification, Hong Kong Sailing certification level 1 to 2, 2 days of extra supervised sailing and, if the first one is popular, a second sailing trip to an island or Stanley, and the introduction to the RS feva introduction and Gennaker course.

Application Deadline: 12 April 2019 but again book on or before 22 March and enjoy a discounted price.

Now how about adult dinghy in March and April? We have on schedule the Hong Kong Sailing Federation Level 1 & 2 certification. A full 5 days course on the 2, 3, 9, 10, and 16 March; with in case of emergency or disaster a spare re-sail day on March 17.

The same is scheduled in April on the 5, 6, 7, 13, and 14 (re-sail on 27).

Now if the current programme does not suit your agenda, additional weekday courses can be run by request, and private tuition is also available during weekdays; just contact our dinghy sailing office.

HOW ABOUT SOME FUN ON DINGHIES?

Enough with the courses, racing and training; the fun dinghy sailing event is on Sunday 21 April; it's a sailing trip for every holder of HKSF L2. You are invited to join this great outing; the bigger the fleet the greater the fun. Do not miss it and reserve your boat now.

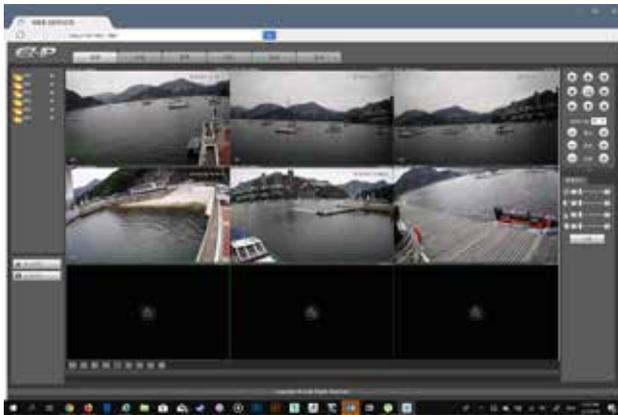
Howie Suen, our newly appointed Chief Sailing and Boating Instructor, will explain and organise everything for you.





GENERAL MANAGER'S LETTER

MIDDLE ISLAND: THE GOOD, THE BAD, AND THE UGLY



First: the **VIDEO SURVEILLANCE** is now back on line, and you can see your boat again with better quality, and hopefully with a system that will not die as soon as HK Observatory puts up signal 8.

To download the system on your phone or PC, please contact our IT expert Felix: he will assist you to do so.

Or try those very **SIMPLE** steps.



Still on the good side, once we re-open Middle island the improvements we will bring to the facility compared to what we had will be certainly noticeable. Better cooking facilities, better changing rooms, more indoor space and more shades for the sunny days. There will be outdoor showers for sailors who just need to remove the salt from the sail; and guess what? Finally, an outdoor wood oven for pizza and other baked food for your feast on Middle Island.

“THE BAD”: MIDDLE ISLAND RE-INSTATEMENT

After taking the typhoon damage as an opportunity to attempt to press forward with an early government approval of the grand project, looking at improving the area with a better and full use of the GFA, looking at better protection of the island against inclement weather and trying to have our insurance sorted, well the result is delay, deception and dollars.

Delays at every step we had to take to make the place better than before or to move forward with the large scale development required. As expected these days, extra experts' views, reports resulting in getting no support and taking more time than



GENERAL MANAGER'S LETTER

THE PANADOL FILES CONT... MIDDLE ISLAND WATER METER

Since 2010, we have been working on getting more water on Middle Island, yet faced tremendous issues. Replies were very discouraging regarding doing anything. First, the remote aspect of Middle Island: each time we asked something, the first reaction we had from anyone was that it is an island and difficult to access or there is no space or no main connection is possible to the Hong Kong island system, or no interest in us was shown by any department of the SAR. Then, consultants and contractors were simply not interested. Everything seemed to be presented with such a challenge that everyone wished that we would give up.

After having dismissed two consultants over the years, and forced the third one to make a submission for a new connection, we managed to get directly in touch with the proper person to talk to at WSD. It appeared at first that with a few simple pieces of paperwork a new pipe and a meter would be finally installed and the ABC recognised by WSD as a customer.

To do that, WSD required that an agreement be signed with the RHKYC to keep our main source on their land, and that a Land Department agreement be sought to lay a proper pipe, in accordance with the new regulation, between the two clubs.

The first part was achieved in no time, but the Lands Department part was and still is another issue.

In December 2017, we engaged Knight Franck as land consultant specialist for these issue and since then, well the District Land officer – or should I say officers now – have been delaying with any means possible the authorisation for that 100 metre long by 50cm wide piece of land to lay the pipe.

We had to engage a chartered surveyor to conduct a survey of the high water mark level at the existing shoreline along the route of the proposed water pipe, in case the pipe would involve any work over and upon any foreshore and seabed. We had to engage

a qualified land surveyor to delineate the high water mark on the plan. We had to engage a contractor to provide the methodology for construction, and recommend the pipe size.



Once the application to the DLO was resubmitted, it took 12 months and many letters to finally get a reply which we hoped would be positive.

Well, it was not that easy. Suddenly, we were asked to justify our need for water; and as we already had an application for re-zoning the area for the large scale development, the DLO intimated that these 2 projects should be linked, therefore if we did not have the approval for the large development we did not need the water. He forgot that getting water was part of our duty stated in our short term tenancy delivered by the DLO, and that without a recognised water supply we cannot develop the island. It really felt like a snake swallowing his own tail on that day.

Meanwhile, and after having applied to WSD for our water status improvement, they got impatient as they wanted to go ahead and threatened us with cancelling the water pipe application. Still, dealing with DLO regarding intricate issues, we could not progress.

Recently, the DLO was replaced and we had to start everything from scratch - re-opening files dated 1996.

But the last 2 nails on the coffin came just before Christmas, when WSD decided that they had waited long enough and cancelled our application, and to complete the good news practically at the same time the new DLO suddenly decided that the land application we made for a 100-metre long hose on the ground had nothing to do with Lands; but if we wanted to pursue such permission we now had to formally apply to the Home Affairs Department for a full lease.

Here we go again, explaining that we only hope to acquire an additional small piece of government land by means of a short term tenancy to lay a hose on it. That the application is merely to seek the DLO permission for a regularised 100 metre long

water pipe to be laid on the government land between two clubs.

It is quite interesting to see that apparently Home Affairs Bureau has no policy in place to support such a small application, or require the need for a lease for a pipe.

Even more interesting is that our tenancy agreement written by the DLO stipulates that we shall make arrangements for the supply of electricity, gas and MAINS WATER to the Premises.

We simply cannot accept that the proposed large scale expansion for Middle Island be linked with the water supply; this is nonsense and a completely separate issue.

If being suspicious, I would say they may want to discourage us regarding continued pursuit of the project.

Anyhow, considering that it took us 14 years to get our power sorted, the water issues has only been on the table for 8 years, so there is plenty of hope then – and no, I will not give up.

MISCONDUCT WITH STAFF AND MEMBERS ALIKE

I had recently reports of inappropriate language or behaviour in the Club, creating discomfort with some of my staff. The Aberdeen Boat Club is a social and respectable place, and we do not want to see it slipping slowly to a Wanchai late night bar environment.

Everyone – members and staff alike – should be entitled to a safe, free from harassment environment, and should be treated with dignity and respect.

In this sense I must inform you that I shall treat any complaint of misbehaviour with maximum attention, and will report it on the spot to the Disciplinary committee for investigation and action if necessary, or remove the offensive person from the floor.

I must point your attention to the bye laws 3B V & VI and also 3P (Membership webpage bye-laws) dealing with misbehaviour:

- **3B (v) Members shall conduct themselves with decorum and civility. Foul or abusive language in any form will not be tolerated. The General Manager reserves the right to remove any member or guest who abuses this regulation.**
- **3B (vi) Treatment of staff in an abusive, threatening or aggressive manner, either**

verbally or physically, at any time, will result in disciplinary action by the General Committee.

- **3P: Summary Offences In lieu of taking disciplinary action pursuant to Articles 17, 18, 19, 20 and 21 of the Articles of Association of the Club, a Flag Officer upon the request of the General Manger shall be empowered to issue warning letters to those members committing themselves or through their guests breaches of these Bye-Laws (as opposed to breaches of the Articles which shall be referred to the Disciplinary Tribunal). In the event that such member shall repeat breaches of such Bye-Laws after having received a warning letter from a Flag Officer, the offence shall be referred to the General Committee who may suspend and/ or fine the offending member as the General Committee shall think fit.**

Furthermore, sexual harassment and even innuendo may also entail civil and criminal liabilities if reported to the police by the offended.

This applies to all members of the Club and their guests. I must remind all members that you are responsible for the behaviour of your guests.

“Harassment is defined as any unwelcome conduct, comment or display that is known or ought reasonably be known to offend, intimidate or humiliate the recipient on the basis of appearance, gender, race, ethnicity, religious beliefs, sexual orientation, disability, physical size or weight, age, marital/family status, nationality, language, ancestry or place of origin.”



The ABC Four Peaks Race - From Inception Till Today

Words by Stephen Davies, photos from Four Peaks Race 2019



Figuring the age of the ABC Four Peaks Race is one of the nice cross-cultural aspects of this very cross-cultural race. Do we age it in the western fashion, counting the first year after its birth as its first birthday, so that in 2019 the race was 34 years old? Or do we – arguably more sensibly – age it in the Chinese fashion of its place of birth and home territory, so that it was one year old when it was born, and add a year for each year thereafter, so that in 2019, when the 35th race took place, the race was 35 years old? I'd go for 35 years old with the 35th race myself.

FLUCTUATING ENTRY NUMBERS

One of the points that jumps out at one from a longitudinal analysis of the ABC Four Peaks race results is the simple truth that HK yachting's rapid response to passing events tends to mask or

interrupt more cyclical/secular rhythms that might otherwise be in play. We can see this, after a fashion, in an analysis of the ABC Four Peaks Race in its various formats over the 35 events, since the first race started off at Shek O in 1985.

The first six years were "steady state", and got the race known enough to lead to a mid-'90s climb in numbers to the 1996 peak of 30 entries. That was followed by a sharp drop back to "steady state" numbers through the early 2000s. The cause was probably the local and expat shakeout and boat sell off, when Hong Kong got the resumption of sovereignty jitters and the economy took a beating post-1997.

What followed after that was again "steady state", until a second whammy when SARS struck in 2003 and Hong Kong and its economy again had a trembling fit.

Entries and Finishers in the 4 Peaks Race 1985-2019 (2002 & 2003 no data)

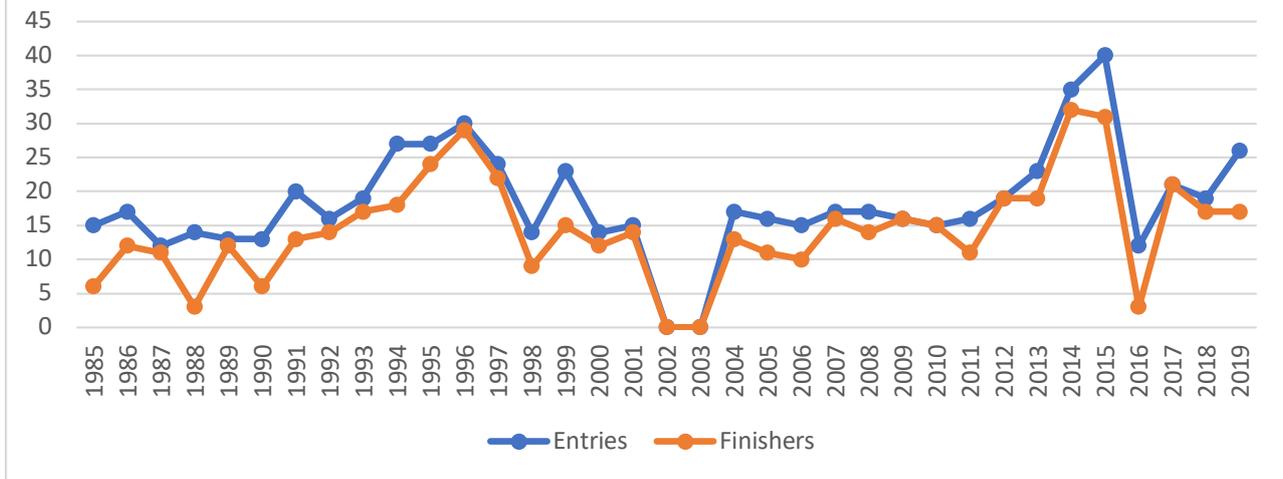


Chart 1.

The steady state is itself quite interesting because, looking at the graph, we can see that it suggests some sort of hard core of fifteen to seventeen boats' worth of nutters, for whom spending twenty-four hours or so gnashing their teeth in calms or gritting their teeth in the rough stuff, with periodic stops for a mad dash ashore in a kayak or rubber duck, a sweaty rush up and down a hill, and a scramble back aboard again, counts as a pinnacle of fun.

Once post-SARS blues had worked their way through and the Race Committee got an injection of new blood, the race's reputation began to grow again. Energetic commitment to drumming up support by Elaine Morgan, who'd been on that first race in 1985 and was still an active competitor, by calling, pushing and cajoling folk and generally selling the race through the hard work of personal contact, led to a new climb in numbers between 2013 and 2015.

In good HK fashion the effort was then kiboshed by the 2016 gelid hurricano (severe cold wave causing ice on the uplands), when the need to cancel the race and reschedule it halved the fleet. Then came a shortened course in calms galore, leading to one of the slowest races on record, which added a further damper. All the newbies of 2015, who would have had their new addiction fed by a second race in average conditions, never got the chance for that terminally seductive extra bite that brings you back year after year after year.

The result was that the 2016 re-run found

numbers back to what we can call 'base level' – those core nutters again, and the number has yet to recover. This year's 26 entries is a good sign, but it will probably need similar commitment to that in 2013-2016 by one or members of the race committee and a readiness to press flesh and pound post-race clusters at club bars to keep the momentum going. That's until something like another recession, China invading Taiwan or more trade war folly knocks the race off whatever new peak it ascends to.

You can tell the tough years for weather, with either too little or too much wind. Look at the spread between the lines in Chart 1. If >30% of the fleet dropped out, as in 1985, 1988, 1994, 1999, 2006, 2016 and 2019, then it was a tough year. So tough years tend to happen 20% of the time ... though with no predictable regularity, just two to three times every decade. The years when everyone makes it home are rare. It's only happened three times in the 35 races so far – they were in 2009, 2010, and 2012. In itself a revealingly – if inexplicably – tight temporal cluster.

The average number of entries over the years has been 18 boats, with 14 of them finishing. The largest number of entries was 40 in 2015, though the largest number of finishers, 32, had been the previous year, 2014. The smallest number of entries is tied at just 12 in 1987 and 2016, and the smallest number of finishers again a tie, at 3 in 1988 and 2016.



FOUR PEAKS RACE REPORT

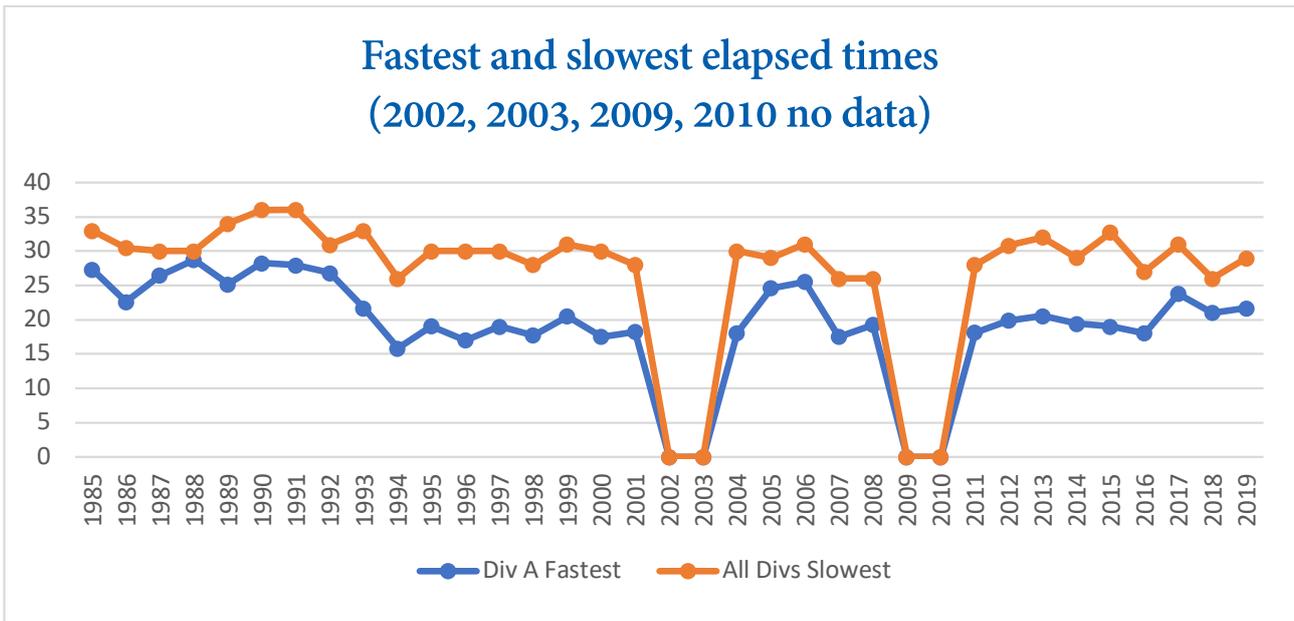


Chart 2

PRIMARILY A SAILING RACE

An earlier cut-off was introduced in the 2000s (the original was 2359hrs on Sunday!), as was an earlier start time and a start relocated to Tai Tam Bay from an original in the Junk Bay area. The period allowed for the race has therefore fluctuated. It started at 36 hours, rose to 38 hours but, Hong Kong being Hong Kong and time being precious, it has since dropped to 32.5 hours. Quite long enough, probably, in the eyes of most competitors.

So that too is an indirect comment on yachting in Hong Kong and the extent to which it reflects Hong Kong's workaholic culture. The original race plan in 1985 accepted that Hong Kong yachties might just be persuaded to take 36 hours out to find enlightenment through endurance of hardship ... sort of. But just as there has been a virtual collapse of longer distance (i.e. overnight) offshore racing since 1985 and more and more pressure to cut the major, multi-day offshore races that have survived down to five days or fewer, so the ABC Four Peaks has also reflected that trend.

Although the order of the peaks has changed a few times, the lengths of the courses that yachts sail between them have not changed greatly. The interesting implication of that, which I have always believed anyway, is that the ABC Four Peaks remains primarily a sailing race. It is won or lost on the water, not on the hills – as anyone watching the TracTrac playbacks at recent prize-givings has seen. As Chart 2 shows, the changes in peak order and courses don't seem to have had a huge effect on

the speed of either fastest or slowest finishers in any year. Nor have they had any obvious effect on the number of drop-outs, etc., though perhaps a more detailed analysis might turn something up. Prima facie what stands out is that weather conditions as they affect the sailing are what count.

The slowest boats have on average taken 26.7 hours and the fastest an average of 18.97 hours. The fastest time on record for Division A is the phenomenal 15.83 hrs by the then new-in-town Young 8 *Gambit* in 1994. The slowest was by the British Forces entry *East Wind* in 1990, at 36.02 hrs.

TOUGH TO IMPROVE FINISHING TIMES

What seems to emerge from analysing the data is the way faster, lighter boats and dedicated runners changed the game in the early to mid-1990s ... but not by much. There seems to have been a step change for all boats – fastest and slowest – sometime between 1990 and 1994, such that something like 3 hours was



Time gap between fastest and slowest boat (2002, 2003 and 2009, 2010 no data)

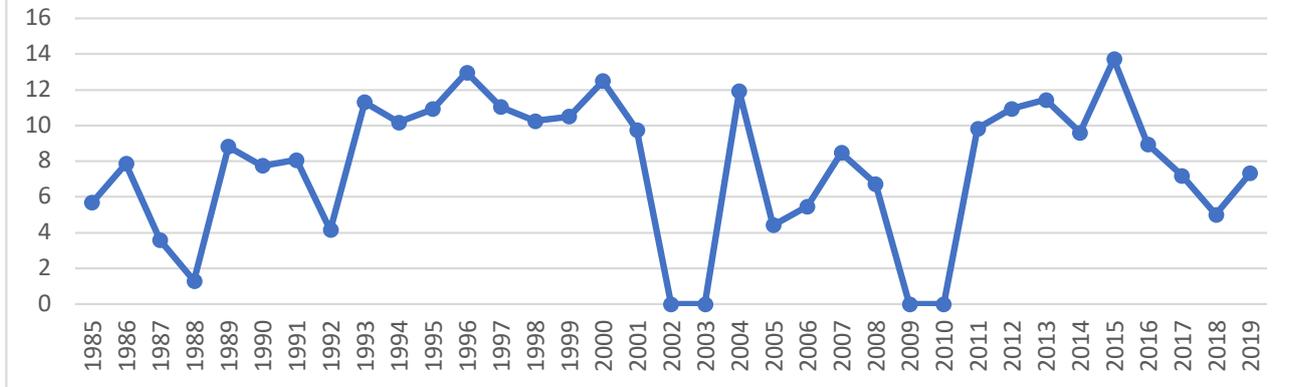


Chart 3

shaved off the slowest finisher's times and a more dramatic four to five hours off the fastest boats. Since then there has been no significant performance improvement for the fastest boat, though there does seem to be a noticeable narrowing of the gap between fastest and slowest in recent years.

There is no obvious pattern where the gap between fastest and slowest boats is concerned. The average over the years has been 7.7 hours but that conceals a large spread. Just 1.3 hours separated the only three finishers in 1988 (*Shabu Shabu IV*, *Fiddler's Green II* and *Bugis*). At the other end of the scale 13.7 hours – more than half a day – separated *Ramrod* and *Run the Land* in the big fleet of 2015. There is a weak correlation between the size of the fleet and the size of the gap, but that points us to the most probable explanation – that big fleets have a big spread in the sizes and performance envelopes of entrants.

It follows that the pattern for the fastest boat over the years is quite well-repeated in the pattern for the slowest boat – everyone has a performance improvement in the early-to-mid-1990s, but thereafter being slowest is always trying to get to the closing door of the cut off time before it bangs shut.

What the data do show, therefore, is that the biggest influence on ABC Four Peaks results over the years

has been the huge improvement in the design and performance of the average racer-cruiser in the early -to-mid 1990s. Looking at the race's most recent sponsors, Beneteau and Simpson Marine, who introduced their new marque in the race's second year, that is a most apposite outcome!

However, until there is another change as dramatic, whether in breakthrough hull designs, revolutionary sailcloth, more multihull challenges or perhaps some hyper-ingenuous AI driven navigational software package, we're likely to see the graphs continue to fluctuate in a narrow band.

These data and the analysis may change, though one suspects not by much, if good luck reveals the results for the four missing years in the series.



Article and statistics compiled by Stephen Davies who took part in first ABC 4 Peaks Race and this year was part of Tolo team as sailor runner.



Optimist Fleet Word

Words and Photos by Michele Clark



ABC's premier dinghy event of the year – Southside Regatta – brought 49 Optimist entries to enjoy the last Optimist ranking regatta for 2018. Eleven ARA sailors competed: Casey Law, Juliette Clot, Ethan Kong, Cameron Law, Carter Stewart, Emily Polson, Christopher Lam, Arno Zurcher, Aaron Dampier and George Kirk.

The race track was set at Stanley Bay for the Optimist fleet, who sailed an inner loop 2 course with a time limit of 45 minutes for each race. The morning's racing started with an easterly wind with a strength of 12-14 knots, which built to 16-20 knots. Our smaller and younger team members were challenged by the wind strength but worked tirelessly to continue racing. Our heavier and more experienced sailors relished the conditions, with Casey finishing 3rd and then 1st in the first two races. Juliette also produced some pleasing results, finishing with

two 8th places and a 4th. Three races were completed by the end of day 1.

For day 2, the race course was set at Stanley Bay, with a lighter easterly wind. The first race made for exciting watching: Casey rounded the top mark 1st but Julia Jacobson from the Yacht Club managed to overtake him on the final downwind leg of the course. Casey's brother Cameron was following close behind,

gaining quickly. Julia pulled away, however, and left Casey to finish 2nd, with his brother Cameron coming in 4th. Ethan and Carter also showed some good progress in the lighter conditions of the second day.

Six races were completed in total for the Optimist fleet, which produced some excellent and promising results for our young sailors. Casey finished 2nd overall, with Juliette finishing 6th.



29er Fleet

ABC's Southside Regatta attracted the largest fleet of 29er's to race since the 29er Worlds were held in Hong Kong. With a fleet of only 7 boats, it was encouraging to see numbers once again beginning to build. ARA had three 29er's competing: Malo/Anatole, Augustin/Adam and Karrie/Penelope. This event was also the first qualifying event for the ISAF Youth Worlds. The race course was akin to the Optimists at Stanley Bay, but on an outer loop course. The fleet had a time limit of 30 minutes per race. Four races were to be completed each day, with one discard allowed.

With an easterly wind gusting between 12-20 knots, some of the fleet found the conditions extremely challenging. However, ARA's Malo/Anatole were in their element, finishing with four bullets. Augustin/Adam were consistent and made few mistakes throughout day 1, finishing 2nd in every race. Karrie/Penelope showed massive improvement when racing in heavier winds,

and completed their races in good positions, usually overtaking Pei/Pasu on the gybe at the bottom mark, finishing in 3rd place for the first 2 races. Sadly, due to injury, they had to retire during the 3rd race. Day 2 saw fewer 29ers on the water. An easterly wind between 5-10 knots produced champagne sailing weather and a great day on the water. Malo/Anatole shone, finishing 1st in all 3 of their races. Karrie/Penelope and Augustin/Adam had an entertaining second race, with both boats shifting positions on every tack

and making the same decisions as each other. The girls made distance on the second downwind to finish 2nd, with the boys a short way behind.

With three wins under their belt, Malo/Anatole chose to head home before the 4th race started. Adam/Augustin sailed well and finished in 1st place, with Karrie/Penelope following in 2nd. Final positions saw Malo/Anatole finishing 1st overall, Augustin/Adam 2nd, and Karrie/Penelope in 3rd place. Congratulations to them all.





ARA's 2018 Prize Giving

ABC's Southside Regatta's prize giving was also an excellent opportunity to award those ARA sailors who had shown improvement and commitment throughout the year. Winners were:



Most Improved Optimist Sailor
2017 - Juliette Clot
2018 - Ethan Kong



Most Improved Intermediate Sailor
2017 - Cameron Law
2018 - Nathaniel Italia



Most Improved Optimist Training Squad sailor
2017 - Ethan Kong
2018 - Emmanuel Chan



ABC Optimist Sailor of the Year
2017 - Casey Law
2018 - Casey Law



High Performance Most Improved
2017 - Karrie Clark / Penelope Martin
2018 - Karrie Clark / Penelope Martin



High Performance Team of the Year
2017 - Malo Kennish / Anatole Martin
2018 - Malo Kennish / Anatole Martin

Final Optimist Ranking for 2018

The final Optimist ranking for 2018 saw some great results for ARA's sailors. Casey Law finished 1st and Juliette Clot finished 6th overall. Juliette also won 1st in the 12 & Under Category, and Cameron Law was 3rd in this category.

Congratulations!





Resounding Win Against Team Without a Table

By Dave Hilling

On 12 February, the ABC snooker team broke off the new 2019 season vs Hebe Haven at the ABC, which is the venue for home and away matches vs Hebe due to the lack of their own snooker table. Despite this obvious handicap of lacking a table, Hebe have a top team and are currently the defending champions of the three-cornered snooker match held in November, so we needed to ensure that we were on our game.

With a slight change to the normal format as a result of being close to Chinese New Year the two teams consisted of three players each, instead of the normal four. We were thereby able to introduce an additional doubles match, so everyone had a singles match and two doubles matches each on the evening.

The ABC started very strongly in the first two matches, mainly as a result of Tong Yun-fat, who was playing some amazing snooker and simply blew away the opposition in his singles and first doubles match. Barry Hill then

had a much closer match with Hebe Haven's Gareth Williams, but still came through on the final colour balls to put the ABC 3-0 up. Hebe managed to win the final singles match to bring the score to 3-1 at the interval, when we enjoyed the customary ABC curry buffet.

There was still, however, a chance that Hebe could draw level if they won the remaining two doubles matches of the evening. But captain Dave Hilling and the in-form Tong Yun-fat made the victory safe by coming through a tough match which went down to the pink ball. The final doubles match of the night was just the icing on the cake for a resounding victory in favour of the ABC, with the overall score being 5-1.

A thoroughly enjoyable night of snooker had by everyone, and a solid start to 2019 for ABC.

Now, preparations and snooker practices are underway for the visit of the Royal Hong Kong Yacht Club snooker team next month, so we are looking to keep the momentum going.



F&B PROMOTION



MARCH PROMOTIONS

The Galley & The Patio

Modern Mediterranean Flavours

The Four Peaks Restaurant

New Spring Dishes



Aberdeen Boat Club 香港仔遊艇會

 **WINE OF THE MONTH**
California, USA

Joel Gott Sauvignon Blanc 2016

Variety:
100% Sauvignon Blanc

Aromas of mango, pineapple and melon with soft floral notes. On the palate, the wine opens with bright, tropical flavors, followed by crisp, refreshing acidity and a long, clean, balanced finish.

HK\$65 Class
HK\$290 Bottle

Joel Gott 815 Cabernet Sauvignon 2016

Variety:
100% Cabernet Sauvignon

Aromas of bright red fruit, black cherry and blackberry with clove, vanilla and baking spices. The wine opens with dark, concentrated fruit flavors, followed by firm tannins and notes of cedar and coffee on the long, textured finish.

HK\$65 Class
HK\$290 Bottle



Probably the smoothest beer in the world.

BEER OF THE MONTH

NEW  **\$29** /bottle

- ▼ Longer maturation
- ▼ Smoother and finer bubbles






March Cocktails of the Month

Coconut & Lychee Tropical Sidecar

HK\$45 (Alcoholic)

HK\$32 (Non-Alcoholic)

Cognac, coconut, lychee

It's About Thyme

HK\$45 (Alcoholic)

HK\$32 (Non-Alcoholic)

Bourbon, honey, lemon, thyme sprig



Aberdeen Boat Club 香港仔遊艇會



Angus Beef “Four Cuts” Night - with Free Wine Tasting for Home Delivery! (Maximum 40pax only)

Date: Saturday, 9 March

Time: 7pm

Venue: The Galley & The Patio

Price: HK\$328 for adults,

HK\$228 for children aged 3–12 years,

HK\$268 for senior citizens.

Taste the four cuts of premium Angus beef, fresh from the grill: Rib-Eye, New Striploin, Tenderloin and the rump. All served with jacket potatoes, steak fries, corn-on-the-cob, carrots, broccoli, salads and your choice of delectable desserts!



Aberdeen Boat Club 香港仔遊艇會



F&B PROMOTION

The Suntory Whisky Night – Featuring Chita, Hakushu, Hibiki & Yamazaki

Date: Thursday, 21 March
Time: 7pm – 8:30pm
Venue: The Function Rooms

This event is by invitation and on a first come, first served basis. Please email Robin at fnb@abclubhk.com to be included in the VIP invite list for this and other exclusive events.



Aberdeen Boat Club 香港仔遊艇會



Delhi-Darjeeling-Sikkim Express Night – Launching H.K. Lovecraft Beers! (Free Tasting)

Date: Saturday, 23 March
Time: 7pm
Venue: The Galley & The Patio
Price: HK\$257 for adults,
HK\$157 for children aged 3–12 years,
HK\$207 for senior citizens.

The night with renowned, savoury north Indian delights – featuring authentic home-style Indian & Himalayan dishes. There will be a Pani Puri & Himalayan Momo station with the popular extra-long buffet spread!



Aberdeen Boat Club 香港仔遊艇會

Home Wine Delivery March 2019

Free Wine Tasting (Saturday 9 March) 6:30pm at G/F Galley & Patio

SPARKLING	Selling Price	Qty	Amount
Gift Box Set Champagne Drappier Brut Nature "IMMERSION" with "Under the Sea" Special Cuvee. *ABC Special* Set Includes 1x 750mL Brut Nature + 1x 750mL Brut Nature "Under the Sea" The experience goes beyond the unique tasting of a champagne aged under the sea. The set contains the exact same cuvee, which has lived a parallel life in the cellar. A unique tasting experience as an oenologue to compare the ageing conditions. LIMITED EDITION(12 SETS)	HK\$1,700		
WHITE WINE	Selling Price	Qty	Amount
Albert Bichot Montagny 1ER CRU 2016 – France (Bourgogne) This Montagny 1ER CRU is redolent of oak, vanilla and brioche. It is round and delectable on the palate with lovely vivacity and minerality. The finish is long and fragrant with flavours of both raw and cooked apples.	HK\$310		
Sauvignon Blanc de Pennautier 2017 – France (Pays d'Oc) Very bright, green/yellow colour. Characterful aromas of grapefruit, lemon peel and boxwood. Excellent balance between vinosity and acidity, a lively wine that shows an array of citrus fruit flavours. A crisp, refreshing wine to be drunk chilled during its youth.	HK\$95		
Bidoli Pinot Grigio Friuli Grave 2016 – Italy (Friuli) It releases scents of fresh fruit, peach and melon. In the mouth it is full, savoury, vivid and mineral.	HK\$125		
San Salvatore Pian Di Stio Fiano IGP Paestum 2015 (500mL) – Italy (Campania) Certified Organic. Intense wine with exuberant nose of floral notes, fine and elegant jasmine. Ends with citrus notes and pleasant hints of chamomile.	HK\$210		
RED WINE	Selling Price	Qty	Amount
Albert Bichot Maranges 1ER CRU "Clos Rousseau" 2014 – France (Bourgogne) This 1ER CRU is intense, wild aromas of fresh fruit (blackcurrant, strawberry and redcurrant) and forest undergrowth. Supple and round on the palate, this wine is well balanced and lacks neither vivaciousness nor finesse. The finish is both flavourful and aromatic.	HK\$320		
Chateau Deyrem Valentin Margaux 2009 – France (Bordeaux – Margaux) Very expressive, both black and red fruits. A big wine, complex, with considerable richness. A fresh character balanced by a dry core.	HK\$320		
Chateau Marotte Cuvee Tapis Rouge Bordeaux AOC 2016 – France (Bordeaux) *Buy 4 get 2 FREE Offer!!!* GOLD MEDAL CONCOURS DES VINS D'AQUITAINE 2017 Fine, powerful and fruity wine with a dark purple colour. Strong tannins in the mouth which are mixed in the body which is giving aromas of black fruits (blackcurrant), vanilla and coffee.	HK\$110		
Joel Gott Zinfandel 2015 – USA (California) The 2015 California Zinfandel has aromas of cherry cola and raspberry with hints of white pepper and vanilla oak. On the palate, bright red fruit flavours and acidity are followed by a juicy mid-palate and a soft, round mouth feel and a long finish.	HK\$185		
	Grand Total :		

Member Name: Mr. / Ms / Mrs. Membership Number: _____

Tel No: (Office) _____ (Home) _____

Delivery Address: _____

Delivery Date: _____ Member Signature: _____

Total amount will be charged to Member's account. Order accepted by mail, fax or in person.
 Contact the Food & Beverage Department at 2555 6216 or Fax: 2873 2945
FREE delivery will be offered for purchase over HK\$1,600, please allow 3 working days for delivery.
 All wines are subject to availability



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



Part A (Master)

Dates : 3, 4 April 2019; 15, 16 August 2019; 4, 5 November 2019
Times : 7:00pm to 10:30pm
Syllabus : Rules, Lights, Shapes, Buoyage and Signals, Seamanship, Local knowledge and the Laws of Hong Kong Fire & gas precautions.
Cost : HK\$1,700 for member/person/course. HK\$2,000 for non-member/person/course.

Part B (Engineer)

Dates : 8, 9 April 2019; 22, 23 August 2019; 11, 12 November 2019
Times : 7:00pm to 10:30pm
Syllabus : Engine general construction, Diesel & Petrol fuel, fuel systems, electrical systems, ignition systems, Lubrication, cooling & pumps, transmission systems, operation & maintenance, fire & gas precautions.
Cost : HK\$1,700 for member/person/course. HK\$2,000 for non-member/person/course.

Notes:

1. Students who attend these two courses will be required to sit their examinations at the H.K. Marine Dept. after completion of the course. Successful candidates will be entitled to operate a vessel in Hong Kong waters up to 15 metres in length with engines of any power.
2. Courses are entirely theoretical for the related exams. Practical boating is not required for the examination.
3. Examinations are normally held on selected Thursdays, you may register for your exams with the Marine Dept. by post or in person. Document required for the examination application:- a ready examination application form, one photo, a copy of your identity document, eyesight exam result. Report from a registered doctor, examination fee HK\$1,255, cheque payable to "The Government of the HKSAR" (Candidate must take both Part A (master) & Part B (engineer) exam together at the first attempt). There will be a minimum of 5 students and a maximum of 20 students/course. If there is insufficient support for a course, that course will be cancelled and those already enrolled will be informed accordingly. Members who responded to the initial inquiry and whose names are held on file will be given priority.
4. Course Instructor: Alan Chau.
5. Please forward the completed application form(s) to Ms Cobo Liu by email mbs@abclubhk.com or by post or hand to the Admin Office of the Club.
6. Website information for applying to take exams with the Marine Dept.
Website for Exam Date : http://www.mardep.gov.hk/en/pub_services/npvo2.html
(Please book your exams earlier, the suggest exam date is 6 – 8 weeks from the date the 1st part of the course is attended.)
Examination Application : <http://www.mardep.gov.hk/en/forms/pdf/mo84p.pdf>
Eyesight Exam Report : <http://www.mardep.gov.hk/en/forms/pdf/mo935.pdf>
Marine Dept. : Seafarers' Certification Section
Marine Department, 3/F Harbour Building,
38 Pier Road, Central, HK.
Telephone : 2852 4941
Fax : 2541 6754



Pleasure Vessel Grade II Operator Certificate Courses Application form

Part A (Master)

Surname: Mr/Mrs/Ms _____ Forename(s): _____

Account number: _____ Telephone: (Mobile) _____ (Office): _____

Fax: _____ Email: _____

Please enroll me on the course for Part A (Masters) to be held at 7:00pm – 10:30pm

- | | |
|---|---------------------|
| <input type="checkbox"/> 3, 4 April 2019 | Wednesday, Thursday |
| <input type="checkbox"/> 15, 16 August 2019 | Thursday, Friday |
| <input type="checkbox"/> 4, 5 November 2019 | Monday, Tuesday |

Please debit HK\$1,700 from my account

For Non-Member please include a cheque for HK\$2,000. Payable to Aberdeen Boat Club Ltd.

Address: 20 Shum Wan Road, Aberdeen, Hong Kong.

Signature

Date

Part B (Engineer)

Surname: Mr/Mrs/Ms _____ Forename(s): _____

Account number: _____ Telephone: (Mobile) _____ (Office): _____

Fax: _____ Email: _____

Please enroll me on the course for Part B (Engineer) to be held at 7:00pm to 10:30pm.

- | | |
|---|------------------|
| <input type="checkbox"/> 8, 9 April 2019 | Monday, Tuesday |
| <input type="checkbox"/> 22, 23 August 2019 | Thursday, Friday |
| <input type="checkbox"/> 11, 12 November 2019 | Monday, Tuesday |

HK\$1,700 from my account

For Non-Member please include a cheque for HK\$2,000. Payable to Aberdeen Boat Club Ltd.

Address : 20 Shum Wan Road, Aberdeen, Hong Kong

Signature

Date

2019 ABC Easter Children and Youth Sailing Programme

The Easter school holidays are about the best time to sail, with great winds! Easter tends to be our most popular time to sail, and courses quickly become full – especially our Optimist Junior activities, so apply early.

We recommend you apply at least 3 weeks before the course start date to ensure a place. Please note that spaces can only be reserved on receipt of a completed application form on the website and full payment. We cannot reserve course slots by email or telephone. Early bookings qualify for a discount.

Further details are on our website, www.abclubhk.com and also from us at info@abclubhk.com.

Application Deadline: 5 April 2019

Date & Time	Activity	Detail / Entry requirements	Discounted cost if booked before 15 March 2019, HK\$ (Member/ NM)	Cost HK\$: (Member/ N/M)
Mon 15 – Fri 19 April AM	Optimist Stage 1	Age 7–11, can swim with water confidence	1,215 / 1,791	1,350 / 1,990
Mon 15 – Fri 19 April AM	Optimist Stage 4 Race Intro	Age 7–11, passed Optimist Stage 3	1,215 / 1,791	1,350 / 1,990
Mon 15 – Fri 19 April PM	Optimist Stage 2	Age 7–11, passed Optimist Stage 1	1,215 / 1,791	1,350 / 1,990
Mon 15 – Fri 19 April PM	Optimist Stage 3	Age 7–11, passed Optimist Stage 2	1,215 / 1,791	1,350 / 1,990
Mon 15 – Fri 19 April	HKSF Level 1 & 2 Beginner Course	Age 11–18, can swim with water confidence	2,655 / 3,582	2,950 / 3,980
Mon 15 – Fri 19 April	HKSF Level 3 Improver Course	Age 11–18, passed HKSF Level 2 with 1 year sailing experience	2,655 / 3,582	2,950 / 3,980
Mon 15 – Wed 17 April	RS Feva Introduction Course	Age 11–18, passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Thur 18 – Fri 19 April	RS Feva Gennaker Course	Age 11–18, passed RS Feva Introduction	1,062 / 1,433	1,180 / 1,592
Thur 18 – Fri 19 April	2 Days' Supervised Practice	Age 11–18, passed HKSF L2	1,062 / 1,433	1,180 / 1,592
Sun 21 April	Sailing Trip	Age 12 – Adult, passed HKSF L2	531 / 717	590 / 796

Application Deadline: 12 April 2019

Date & Time	Activity	Detail / Entry requirements	Discounted cost if booked before 22 March 2019, HK\$ (Member/ NM)	Cost HK\$: (Member/ N/M)
Mon 22 – Fri 26 April AM	Optimist Stage 1	Age 7–11, can swim with water confidence	1,215 / 1,791	1,350 / 1,990
Mon 22 – Fri 26 April AM	Optimist Stage 4 Race Intro	Age 7–11, passed Optimist Stage 3	1,215 / 1,791	1,350 / 1,990
Mon 22 – Fri 26 April PM	Optimist Stage 2	Age 7–11, passed Optimist Stage 1	1,215 / 1,791	1,350 / 1,990
Mon 22 – Fri 26 April PM	Optimist Stage 3	Age 7–11, passed Optimist Stage 2	1,215 / 1,791	1,350 / 1,990
Mon 22 – Fri 26 April	HKSF Level 1 & 2 Beginner Course	Age 11–18, can swim with water confidence	2,655 / 3,582	2,950 / 3,980
Mon 22 – Wed 24 April	RS Feva Introduction Course	Age 11–18, passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Thur 25 – Fri 26 April	RS Feva Gennaker Course	Age 11–18, passed RS Feva Introduction	1,062 / 1,433	1,180 / 1,592
Thur 25 – Fri 26 April	2 Days' Supervised Practice	Age 11–18, passed HKSF L2	1,062 / 1,433	1,180 / 1,592

Course timing:

AM course: 9am – 12:30pm (meet at 8:45am at main clubhouse)

PM course: 1:30pm – 5pm (1pm ferry from main clubhouse)

Full-day course: 9am–4:30pm (meet at 8:45am at main clubhouse)

RACE 1: 7 OCT 2018
RACE 2: 4 NOV 2018
RACE 3 & 4: 25 NOV 2018
RACE 5: 9 DEC 2018
RACE 6: 16 DEC 2018
RACE 7: 6 JAN 2019
RACE 8: 10 FEB 2019
RACE 9 & 10: 24 FEB 2019
RACE 11: 10 MAR 2019
RACE 12: 31 MAR 2019
RESAIL: 7 APR 2019



**WAGLAN
SERIES
2018-2019**

Bernard Magrez

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