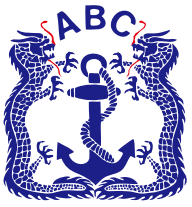


March - April 2025



# HORIZONS

The Magazine of the Aberdeen Boat Club



HAPPY  
*Easter*



## March - May 2025

Dates	Holidays	ABC - Yacht Races	Dinghies	Others
<b>March 2025</b>				
Sat	1			DBYC Island 1 / HHYC Monsoon Spring 1 / RHKYC Coastal 4
Sun	2			RHKYC Coastal 4
Sat	8			RHKYC Ladies Helm
Sun	9	Waglan Series Race 11		
Sat	15		RHKYC Inter-School Festival	HHYC Monsoon Spring 2
Sun	16		RHKYC Inter-School Festival	RHKYC Spring 4 & 5
Sat	22		HKODA Spring Selection	RHKYC Feeder Race / COA Solaris Pasta Cooking Cup
Sun	23	Waglan Series Race 12	RHKYC Bluff Head 3 / HKODA Spring Selection	RHKYC YMC Po Toi Challenge
Sat	29			HHYC Monsoon Spring 3
Sun	30		ABC Tong Po Chau Spring 1	
<b>April 2025</b>				
Sat	5			RHKYC Spring 6 / DBYC Island 2
Sun	6	Waglan Series Resail		
Sat	12			HHYC Monsoon Spring 4 / RHKYC Class Champs (MI)
Sun	13		ABC Tong Po Chau Spring 2	RHKYC Class Champs (MI)
Sat	19			COA Clear Water Bay BBQ Rally
Sun	20			COA Clear Water Bay BBQ Rally
<b>May 2025</b>				
Sat	3			RHKYC Tomes Cup / HK Match Racing Nationals 3-5 May
Sun	4		ABC Tong Po Chau Spring 3	RHKYC Nations Cup / HK Match Racing Nationals 3-5 May
Sat	10			RHKYC Spring Regatta
Sun	11			RHKYC Spring Regatta
Sat	17		HHYC Open Dinghy Regatta	COA Lady Helm & Challenge Rely / RHKYC Double Handed
Sun	18		ABC Tong Po Chau Spring 4 / HHYC Open Dinghy Regatta	RHKYC Spring Regatta Resail
Sat	24	Classic Yacht Rally	HKODA Team Racing Nationals	DBYC Lamma Rally / HHYC Ineterclub Ladies' Champ / RHKYC Summer Cup
Sun	25	Classic Yacht Rally	HKODA Team Racing Nationals	RHKYC Summer Cup
Thu	29			RHKYC Taiwan Race



# Contents



Commodore's Letter	2	Four Peaks Race	16
General Manager's Letter	3	Old King Coal - Part 3	22
House Committee Update	4	Snooker Report	26
Membership News	6	Staff Interview	28
Sailing Courses	7	F&B Promotions	30
Staff Party	10	Pleasure Vessel Grade II Operator Certificate Courses	33
2024 - 2025 Waglan Series - Race 8, 9, 9a	12		

## FLAG OFFICERS

**Commodore – Chairman** Chris Pooley  
**Vice Commodore** Alan Child  
**Rear Commodore House** Graham Price

**Rear Commodore Sailing and Marine** Stephen Perret  
**Honorary Treasurer** James Smith  
**Honorary General Secretary** Christopher Tung

## MANAGEMENT TEAM

**General Manager**  
 Robin Sherchan  
 Tel: 2553 3231  
 genman@abclubhk.com

**General Manager's Personal Assistant**  
 Selina Mak  
 Tel: 2552 8182 Ext 812  
 gmpa@abclubhk.com

**Membership Service Manager**  
 TBC  
 Tel: 2553 3032  
 mbs@abclubhk.com

**Marine Services Manager**  
 Alex Johnston  
 Tel: 2518 9523  
 marine.services@abclubhk.com

**Food & Beverage Manager**  
 Henry Lam  
 Tel: 2555 8182  
 fnb@abclubhk.com

**Marketing and Communications Manager**  
 Dorothy Or  
 Tel: 2552 8182  
 marketing@abclubhk.com

## General Enquiries

Tel: 2552 8182

## Four Peaks Restaurant

Tel: 2553 3422

## The Galley Coffee Shop

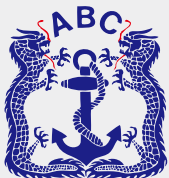
Tel: 2554 9494

## Night Guard Emergency Contact

Tel: 9154 0426

## Design & Publisher:

Link-up Design Limited  
 Room 9, 6/F, Block B, Proficient Industrial Centre,  
 6 Wang Kwun Road, Kowloon Bay, Hong Kong  
[www.linkupdesign.com](http://www.linkupdesign.com)



## Aberdeen Boat Club

20 Shum Wan Road, Aberdeen, Hong Kong

香港仔遊艇會

香港仔深灣道二十號

[www.abclubhk.com](http://www.abclubhk.com)

General Line: 2552 8182

Fax: 2873 2945

*HORIZONS MAGAZINE* serves as the bi-monthly publication of the Aberdeen Boat Club. To inquire about advertising placements or for further information regarding "Horizons," kindly reach out via email at [info@linkupdesign.com](mailto:info@linkupdesign.com). The expressed opinions in the articles belong to the writers and may not align with the views of the Aberdeen Boat Club or the General Committee. The Club retains the authority to edit and provide clarity on all content. The Aberdeen Boat Club holds the copyright for all materials featured within the publication.



*" Sweet perfumes scent the balmy air,  
And life is brimming everywhere,  
What lark and breeze and bluebird sing,  
Is Spring, Spring, Spring! "*

*[P.L. Dunbar]*

**Chris Pooley**  
Commodore

**B**ut not quite yet! The Vernal Equinox is [as ever!] on 21 March, bringing, as sailors well know, the highs and lows and strong ebbs and flows of the equinoctial tidal spread. As we approach the Equinox, the days are already lengthening, flowers are blossoming and soon the cold weather will be behind us.

ABC's Spring Dinner a.k.a. The Staff Party was held on 17 February, a very jolly affair with a host of good prizes provided, along with the food and wine, by the Staff Fund, which in turn was gifted by Members' voluntary donations. For which a big "thank-you" to all contributors. Prior to that a lively Four Peaks Race took place on Friday 7 February, generously supported by two new sponsors. Thank you to Dorothy Or for that!

For more on F&B for Members' benefit, see the details of upcoming events in the GM's article; these culminate in the Easter Week activities, somewhat later this year – Good Friday being on 18 April, preceded by Ching Ming on the 4<sup>th</sup>.

For other House matters and plans for the Main Clubhouse see Graham Price's article, as attention turns to new projects following the successful reopening of the Galley.

With regard to MI Development, as signalled last month, we expect to present the documents required by Town Planning Board for what

is called Pre-Submission by mid-March. The recently announced plans to expand the Aberdeen Typhon Shelter as far out as the Ocean Park Headland offers hope that this renewed focus on HK Island South will put a tailwind behind our application. If any member with experience of TPB procedures would be interested to join Devcom, that would be most welcome.

After the mention last month of reciprocal Clubs, it is most pleasing to announce that The British Club Bangkok, situated on a large tract off Silom Road in the city centre, is now reciprocal with ABC. It is a splendid old Club with many

facilities for adults and children: well worth repeats visits, known to the Commodore from the 70s. Comments from travelling members most welcome. On the same topic, there is another new agreement close to finalisation, so watch this space!

With the warmer weather now in the offing, MI comes into its most active season. This is a terrific attraction, only 15 minutes from the Main Pontoon or 5 minutes by sampan under the agreement we have with VRC. So over to every Member to make the most of this free facility in the improving weather to come.





**Robin Sherchan**  
General Manager

Dear Valued Members,

I hope this message finds you well, and that the Year of the Wood Snake has already brought you good fortune, health, and happiness. As we step further into 2025, I'm excited to share updates, celebrate our achievements, and look ahead to a remarkable year at ABC.

### Celebrating Our Team: Staff Promotions!

We are delighted to announce the well-deserved promotions of several of our talented colleagues, reflecting our commitment to fostering growth, recognising excellence, and building a motivated and empowered team. Please join us in congratulating:

1. **Amy Yeung** – Promoted to Assistant Administration Manager
2. **Jayne Lee** – Promoted to Sailing Secretary
3. **Mirza Ali** – Promoted to Head Chef – Indian Kitchen
4. **Jonathan Slattery** – Promoted to Chief Dinghy Instructor

Their dedication and hard work continue to inspire us, and we are excited to see them thrive in their new roles.

### A Night to Remember: Staff Party & Long-Service Recognition

On 17 February, we hosted our annual staff party, which was a resounding success with 98 attendees! The evening was filled with laughter, camaraderie, and heartfelt moments as we celebrated the incredible contributions of our long-serving team members.

- **A Special Milestone:** We are

thrilled to honour Harry Lee for an incredible **35 years of service** with the Club. To celebrate this remarkable achievement, this issue of Horizons includes a special feature about Harry, whose inspiring story is a testament to loyalty, hard work, and the spirit of ABC.

- **Looking Ahead:** Next year, we will celebrate with a few more team members who will reach the remarkable milestone of **40 years** with ABC. This speaks volumes about the positive work environment we've cultivated and the strong bond between our members and staff.

In times of change, fostering belonging and purpose is key to retaining talent. Thank you to our Members for treating our staff like family – it makes all the difference.

### Save the Dates – Upcoming Events:

Mark your calendars for these exciting events:

- **Easter Weekend Celebrations:** **18 April:** Seafood BBQ Gala, **19 April:** ABC's legendary Lamb on a Spit, **20 April:** Easter Sunday festivities, featuring an early bird breakfast buffet, Sunday brunch, and an egg hunt at the Main Clubhouse Children's Playground. Don't miss the highlight of the day—the **Family Egg Race** at Middle Island at 3pm!
- **Sailing Regatta:** The annual Waglan Series continues, with the final two races on **9 and 23 March 25**. Following this, the **ABC Signature Classic Yacht Rally** will take place over 24–25 May, promising a weekend filled

with fun, food, and laughter. It's an event you won't want to miss!

- **Exclusive Wine Dinners:** Our ever-popular wine dinners are back in full swing! Be sure to book early by emailing [bar@abclubhk.com](mailto:bar@abclubhk.com).

Upcoming highlights include the highly acclaimed **Mendel Argentinian Vineyard** on **27 March** and the exclusive **Chianti Classico, Barone Ricasoli** on **24 April**.

### Planning Ahead – Enhancing Your ABC Experience:

Our team is committed to making 2025 a year to remember. Here's a sneak peek at what's in store:

- **New Events & Activities:** From themed dinners to family-friendly outings, we're curating a diverse calendar of events to cater to all interests.
- **Facility Upgrades:** We're exploring ways to enhance our Club's amenities, including upgrades to concealed drainage pipes, staff resting areas, and Member facilities.
- **Member Feedback:** Your input is invaluable! If you have ideas or suggestions, please share them with us at [genman@abclubhk.com](mailto:genman@abclubhk.com).

Lastly, thank you for being an integral part of the Aberdeen Boat Club community. Your support, enthusiasm, and feedback drive us to continually improve and innovate.

**P.S.** Don't forget to follow us on **Facebook** and **Instagram** for real-time updates, event reminders, and exclusive offers. Let's make 2025 our best year yet!



# The Revamped Galley Opens, Thanks to Tremendous Team Effort

*By Graham Price, Chairman - House and Building Committee*

**W**e finally opened the results of our Phase 1 work, with a grand Members party in The Galley!

I want to repeat in print my sincere thanks to all the Members and others who made this project possible:

- Our former GM, Philippe De Manny, and GM Robin Sherchan;
- The Refit Committee: James Ross, George Doyle, Martin Ganz, Dave Rees, and Anna Rees;
- Angus Wilkinson, who designed the original scheme;
- ARTA Architects and designers: Tat, Arnold, Rachel and Tommy;
- TCG, led by Club Member; the team: Ronald, Karry, Joe and Sam;
- Our E&M consultant, ISPL Gary, who now knows more about our pipes than anyone!
- Sunil Talwar and Tyron Truong, who sorted out our audiovisual and digital signage; and
- Natalie Berry, Anne Skeggs, Debra Evans and Anna Rees, who selected and mounted pictures and arranged trophies throughout the Club.

What a great team!





We have also completed construction and installation of the ramp down on to the main pontoon. This project was generously funded by a Member, to permit wheelchair access to the pontoon.

Other work that continues “back of house” is the investigation and rectification of drainage at Middle Island, as the now old drainage does not cope with peak weekend demand. Design work is also in progress for creation of a new female staff changing room.

We encourage members to visit the Club often, and enjoy not only our dining, but to use our exclusive gym, the squash court, the snooker room, along with taking your children to the playground, relaxing on the patio or visiting Middle Island. Bring your friends to experience ABC!

Most important are facilities for younger Members, and we hope to upgrade the rather aging ship in the children’s playground.

Note, too, that if you are driving, or just health conscious, we have non-alcoholic beers and mocktails so you can still enjoy a cool drink as spring turns to summer.

House Committee is constantly looking for ways to improve the facilities for Members, both in small low-cost ways as well as the major projects. But in order to fund this work, we do need to increase usage of the Club.

We welcome your views, ideas, and feedback! Please feel free to share them with us via email at [rearcommodore.house@abclubhk.com](mailto:rearcommodore.house@abclubhk.com).





# HK's New Marine Alcohol Laws

## Operating a Vessel in Hong Kong Waters while Under the Influence



On 1 January 2025, just as the bells of the New Year faded away, the Marine Safety (Alcohol and Drug Ordinance) became law for all local pleasure vessels within Hong Kong waters:

*“A Bill to Provide for restrictions in connection with operating vessels, and performing certain duties on board vessels, in the waters of Hong Kong after consumption or use of alcohol or drugs; to provide for procedures to obtain specimens of breath, blood and urine, and to test for the presence of alcohol and drugs in the specimens and for impairment by drugs; to provide for disqualification from operating vessels and performing certain duties on board vessels on conviction of certain offences; to provide for enforcement powers; and to provide for related matters.”*

The complex, 86-page bill is not short and addresses being under the influence of either Alcohol or Drugs with the corresponding offences and consequences thereof.

Similar legislation has existed for many years in other parts of the globe, where boating and vessel activity takes place, but this is a first for HK and all pleasure vessels operators, skippers and owners need to be fully aware and act accordingly.

This short article will only deal with being under the influence of Alcohol, but not Drugs. Secondly, it is purely intended as a “heads up” for all ABC Boating and Yachting Members that this new HK Marine Legislation will

now be in force.

Some key clauses from the new ordinance are as follows:

### **Operating Vessels or Performing Designated Duties: Restrictions regarding Alcohol**

#### **Division 1—Restrictions and Related Offences:**

##### **5. Operating vessel or performing designated duty under influence of alcohol.**

1. A person must not operate a vessel that is underway while the person is under the influence of alcohol to such an extent as to be incapable of having proper control of the vessel.
2. A person must not perform any designated duty on board a vessel that is underway while the person is under the influence of alcohol to such an extent as to be incapable of performing the designated duty properly.

##### **6. Operating vessel or performing designated duty while alcohol concentration exceeds limit.**

1. A person must not operate a vessel that is underway while the proportion of alcohol in the person’s breath, blood or urine exceeds the prescribed limit.
1. A person must not perform any designated duty on board a vessel that is underway while the proportion of alcohol in the person’s breath, blood or urine exceeds the prescribed limit.

#### **A Vessel Underway Definition:**

A vessel underway is a vessel that is not at anchor, tied up to a fixed point ashore or aground.

We will leave any legal interpretation of the new legislation to those who practice HK law and are suitably qualified, but the clear message here is that the new legislation will be enforced by the Marine Police, and other government marine related organisations, with spot checks on and off the water, potentially in popular boating spots around HK waters.

The prescribed limits of alcohol or drugs detected in breath, blood, and urine samples are identical to those of Drunk/ Drug Driving tests for motor vehicle drivers. In addition, once ashore or on a dock or pontoon you could still be followed and then stopped and asked for a test or sample by an Officer. Refusing to take such a test is deemed the same as a Traffic Offence.

Having a designated PVOL holder and helm onboard the vessel or yacht who remains sober for the day while out on the water is the only sensible course of action. This is no different from having a designated vehicle driver on the road.

The serious consequences of this new legislation are clear, and the penalties for repeat offenders are significant, with a maximum penalty of a HK\$25,000 fine, along with a three year imprisonment term.

The full HK legislation can be found at: <https://www.elegislation.gov.hk/hk/cap649!en.pdf> [or you might search for “hong kong Marine Safety (Alcohol and Drugs) Ordinance”].

Club Members, and other boat and yacht owners, will and should continue to enjoy their time on the water with their “pride and joy” – but now with a few important points of new HK Marine Legislation to consider and ponder.



# Set Sail into Spring: Your Adventures Await!



## JUNIOR WEEKEND SAILING FOR ALL LEVELS

Saturday Junior sailing is back on! Starting on 29 March and then running every Saturday for 6 days. The Junior courses are open to 7-11 year olds; and we have courses for every level, whether complete beginners or confident sailors we have a course available.

We are now open to bookings for Junior Stage 1 to 4 courses with the first batch starting 29 March, and then the second batch of courses will start on 10 May.

## EASTER JUNIOR & YOUTH SAILING COURSES

Bookings are open for our Easter courses and spaces are running out, so please book asap if you would like to come sailing over the Easter break. We are offering all our usual very popular Junior and Youth courses over 3 weeks. You can check out the latest schedule and availability on our website at [abcmiddleisland.com/training](http://abcmiddleisland.com/training) or scan the above QR code.

**WEEK 1: 7-11 APRIL**

**WEEK 2: 14-18 APRIL**

**WEEK 3: 21-25 APRIL**

## ADULT SAILING COURSES

The following courses are scheduled throughout the year. For more details and dates please visit the website. [abcmiddleisland.com/training](http://abcmiddleisland.com/training) or scan the QR code.

**ADULT BEGINNERS -  
HKSF LEVEL 1&2 -  
(ZERO TO HERO)**

**6 DAY COURSE**

Option 3: 1, 8, 15, 22, 29 March; 5 Apr (Sat)  
Option 4: 6, 13, 20, 27 April, 4, 11 May (Sun)  
Option 5: 17, 18, 24, 25, 31 May, 1 June (Sat & Sun)  
Option 6: 7, 14, 21, 28 June, 5, 12 July (Sat)  
Option 7: 22, 29 June, 6, 13, 20, 27 July (Sun)  
Option 8: 2, 3, 9, 10, 16, 17 August (Sat & Sun)

**INTERMEDIATE COURSES  
ADULT RACING CLUB  
INTRO TO LASERS  
ADULT LEVEL 3 (after levels 1 & 2)  
ADVANCED COURSES**

**1 DAY COURSE  
1 DAY COURSE  
2 DAY COURSE  
6 DAY COURSE  
6 DAY COURSE**

MOST SATURDAYS  
EVERY SUNDAY CLUB RACE DAY  
ONCE EVERY OTHER MONTH  
ON REQUEST  
26-27 APRIL

## POWERBOAT TRAINING COURSES

We are proud to continue offering our RYA powerboat courses year-round. We run these very frequently and they are great practical courses to learn all the skills required for operating a powerboat. You can check out the course dates and availability at [www.abcmiddleisland.com/training](http://www.abcmiddleisland.com/training) or scan the QR code.



**RYA POWERBOAT LEVEL 2  
RYA SAFETY BOAT COURSE  
POWERBOAT REFRESHER  
POWERBOAT TRIP**

**2 DAY COURSE  
2 DAY COURSE  
1 DAY COURSE  
1 DAY COURSE**

**Website**  
[www.abcmiddleisland.com](http://www.abcmiddleisland.com)

**Email**  
[sailingsecretary@abclubhk.com](mailto:sailingsecretary@abclubhk.com)

**Main Club Office**  
2518 9536

**Middle Island Office**  
2812 2086



# Your Gateway to British Hospitality in Bangkok

Our newest reciprocal club – *The British Club Bangkok*, where tradition meets modern elegance



Scan for details



## Display of Valid 2025 Carpark and Boat Labels

Dear Members,

We kindly remind all members to ensure that their valid 2025 Carpark and Boat Labels are prominently displayed when accessing the Club's facilities.

Please note that failure to display these labels may result in denied entry or disembarkation.

We appreciate your cooperation in adhering to this requirement.



If you have any questions or require assistance with your labels, please do not hesitate to contact us at [info@abclubhk.com](mailto:info@abclubhk.com) for 2025 Carpark Labels and [marinecoord@abclubhk.com](mailto:marinecoord@abclubhk.com) for 2025 Boat Labels.



## LIFE BY THE RIVER

A New Tranquil Wellness-Inclusive Resort on A River Islet in Hoi An



Namia River Retreat is the only wellness-inclusive luxury resort with all private pool villas in **the UNESCO Heritage Town of Hoi An**, Central Vietnam. Nestled on an idyllic riverfront islet, the resort serves as a sanctuary where the timeless rhythms of nature and the essence of Vietnamese heritage converge.

A proud member of **Small Luxury Hotels of the World (SLH)**.



Discover  
our  
Website



Follow  
us on  
Facebook





### A Night of Appreciation

17, February, 2025

The staff party was a resounding success, filled with joy and celebration. We honored our dedicated team members with long-service awards, recognizing remarkable contributions of up to 35 years. The excitement of the raffle draws added an extra layer of thrill, with many lucky winners taking home fantastic prizes. Special recognition was given to those who dressed to impress, showcasing their creativity and style. Everyone thoroughly enjoyed the games, fostering camaraderie and laughter throughout the evening. It was a memorable occasion that truly highlighted our team's spirit and achievements!





# Waglan Series 2024-25, Races 8, 9, 9a

Words and Photos by Fragrant Harbour



Pre-start chaos, Wild Card



Discarded fishing net, courtesy Witchcraft

With two races to get through, maybe even three, it was an early departure from the Aberdeen Boat Club for *Shun Fung*, the committee boat. Leaving the dock at 0930, the venerable Cheoy Lee was soon steaming across the Lamma Channel towards Tung O Wan, to find a suitable place to drop anchor.

The sea was lumpy as it often is in the 'Lamma Patch' but the good news was that the wind was blowing 12 to 14 knots from the northeast – perfect for two windward / leewards for the PHS divisions and possibly three for the faster IRC boats. Race officer, Alex Johnston, having laid many courses in this area before, was confident enough to position

the top mark on arrival at 1000, before going further in to the bay to anchor the committee boat.

It took a while to find the right location for *Shun Fung* but, once satisfied, the RO sent his support staff out to lay the bottom marks some 60 metres from the committee boat, and the finish marker a short distance to starboard. It took longer for the Outer Distance Mark, though, and Johnston was forced to raise the AP at 1050.

But, by 1100, the stage was set for an invigorating day's racing.

A minute later, the RO formally welcomed competitors to Races 8 & 9 of the Waglan Series 2024-25.

"Both IRC divisions will do Course 2 while PHS A and B, will do Course 4. If conditions hold," he added, "we will try to get in another race for IRC."

At 1104, the postponement flag came down and, a minute later, the sound of *Shun Fung's* 'cannon' reverberated around Tung O Wan. It sounded again at 1110 and, at 1115, five sleek racing machines swept across the line. Seconds later, *Zesst* flopped over and assumed the lead in a beat to the top mark. Seven PHS entries started at 1120 with Thomas Wong's *DBX2* showing the way and Pascal Martin's *Skywalker* giving chase.



Ti'Punch and DBX2 converge

Reveling in the conditions, *Next* flew around the course, finishing in 48 minutes to take line honours and 1<sup>st</sup> in IRC Division 1. It's almost as if Neo Yachts designed their 430 Roma for the choppy waters south of Lamma Island. In 2<sup>nd</sup> place was Glenn Smith's *Wild Card* with a repaired mainsail. In the previous week's Four Peaks Race, the unfortunate Grand Soleil 44 was forced to retire when five mainsail cars parted with the mast.

IRC 2 was won by Henning Mueller and crew aboard the Jeanneau Sunfast 3600, Zesst. Sadly, *Witchcraft* retired after wrapping a fishing net around its keel.

Doing the shorter Course 4, the PHS boats all finished within 15 minutes of each other. In the A division, *DBX2* scored best and in B, Felix Mak's *Shun Shui* did very well on handicap, even though it finished last in the division.

Race 9 was soon underway and, at 1230, five IRC boats started in winds of 10 knots, with gusts of 15. Coming up to the line at 90 degrees, *Next* was being squeezed by *Witchcraft* and had to bail out within metres of the committee boat. But the crew acted quickly and the Neo 430 soon recovered, setting off in pursuit of the other four IRC boats.



Cautious during second start, Next



Witchcraft ahead of Wild Card



Easy Breezy II, bringing up the rear



Five O One powers past Ti'Punch

The PHS start also experienced some drama when *Ti'Punch*, wallowing on the line just 15 metres from the committee boat, became an obstruction. Other starters had to take quick action to avoid the motionless 38-foot Dehler.

were a fairly consistent 10 knots, and the RO was quite confident in announcing a Race 9a for the IRC divisions. "PHS boats can go home," he said, "but the two IRC divisions will be sailing Course 2 for their third race of the day."

First boat home was IRC 2 entry, *Witchcraft*, with an elapsed time of 44 minutes and 43 seconds. On handicap, *Wild Card* won IRC 1 and the King 40, *Witchcraft*, took the 1<sup>st</sup> slot in its three-boat division.

A gun sounded at 1330 and, at 1331, the P flag was raised. Four boats started at 1335 – *Nightshift* had decided to call it a day. First to finish and claim handicap honours was *Next* although *Wild Card*, with a better handicap, finished in 1<sup>st</sup> place. Nick Burns and crew had taken 45 minutes and seven seconds to do two laps of the course, putting them in 1<sup>st</sup> with *Zesst* in 2<sup>nd</sup>.

In PHS A, *DBX2* again emerged victorious, with *Skywalker* 2<sup>nd</sup> and *Ti'Punch*, 3<sup>rd</sup>. An enthusiastic crew certainly contributed to *The Rising Sun's* 1<sup>st</sup> place in PHS B. Taking 2<sup>nd</sup> was John Berry's *Five O One* with *Easy Breezy II* bringing up the rear.

There are 12 days of racing in the Waglan Series. With two of those days consisting of two geometric courses, the total is 14 races. The next race day is the 23<sup>rd</sup> of February 2025.

At this point during the day's racing, wind readings around the course



Ti'Punch starts slowly



Wild Card rounds the bottom mark



Next, squeezed out by Withcraft



## EXPERIENCE LUXURY AND COMFORT AT THAVORN HOTELS & RESORTS PHUKET

### Thavom Palm Beach Resort

Address: 311 Patak Road Karon Beach Amphoe Muang Phuket Phuket 83100 Thailand

Tel: +66 (0)76-396090-3

Website: [www.thavornpalmbeach.com](http://www.thavornpalmbeach.com)

Email: [info@thavornpalmbeach.com](mailto:info@thavornpalmbeach.com)

### Thavom Beach Village Resort & Spa

Address :6/2 Moo 6 Kamala, Kathu, Phuket 83150 Thailand

Tel : +66 (0)76 618217-23

Website: [www.thavornbeachvillage.com](http://www.thavornbeachvillage.com)

Email: [info@thavornbeachvillage.com](mailto:info@thavornbeachvillage.com)



# Four Peaks Race 2025

Words and Photos by Fragrant Harbour



Ocean's Five circles Vixen

**T**he Four Peaks Race is not just about sailing and running. It's also about planning and training, and taking on the demands of a two-day event with determination, team work, and individual performances. The rewards are immense and, put simply, there's nothing else like it. It's special.

Back in 1985, noted writer and historian, Stephen Davies, came up with an adaption of Britain's Three Peaks Race, fine-tuned for local weather and mountainous terrain. It attracted 15 boats and was won by Keith Jacobs' *Bimblegumbie*. A year later, 17 boats entered, with *Cuchulain*, a Carter 33, claiming the victory. Since then, the Four Peaks

Race has become the Aberdeen Boat Club's signature event and is now a fixture on the local sailing and running calendar.

The race is held in the early months of the year, and entry numbers have waxed and waned – from a high of 40 in 2015 to a low of 12 the following year. After a hiatus of two years due to Covid-19 restrictions (2021 and 2022), the event “restarted” in 2023 with a total of 13 entries. This year, the number was again 13.

Wind predictions the day before were Force 4/5 and, on Saturday 25 January 2025, they proved accurate. Reefed sails were seen all around the starting area in Tai Tam Bay. On *Hebe*

*Leg-Ends*, the J/80's low freeboard meant it was going to be a very wet race for the crew while *MoHan*, the specially-adapted Solaris 40 entered by Sailability Hong Kong, was sailing with headsail alone. Sadly, just before the start, *Wicked* announced it was unable to continue.

Aboard the committee boat, *Shun Fung*, anchored in Tai Tam Bay, were Club commodore Chris Pooley, general manager Robin Sherchan, race officer Gideon Mowser, marine services manager Alex Johnston and administrator Mark Cheng. This year, in a first for the Club, there was a strong media contingent of reporters, photographers and publicity staff, focused on getting the word out to the public.



At 10:25, the RO raised the postponement (AP) flag, giving him more time to finalise courses and position marks accurately. At 10:50, an official welcome was made and the courses announced – Course 2 for IRC and Course 6 for PHS A and B. The big differences being that the faster boats would round Waglan on their way to Lantau and sail out to North Nine Pin on their way home. For their part, after the start, the PHS boats would leave Beaufort Island to starboard and, when returning from Sai Kung, pass TCS2 to port.

At 10:49, the AP came down and, at precisely 11:00, the starting gun sounded for the five IRC starters, followed five minutes later by a gun for the seven PHS boats. With no windward mark, the boats set off into the 16-knot easterly before making their way westwards to Cheung Sha Beach and their first peak on Lantau Island.

Very soon there was drama, as *Wild Card* suffered mainsail problems. Two cars had parted from the mainsail track and, not long after, another three followed suit. With little chance of making effective repairs, skipper Glenn Smith announced his retirement at 12:00. That left 11 boats still racing.

First to land its runners through the surf on Cheung Sha Beach was PHS A entry, *Skywalker*. The others arrived in quick succession – at this point in the race, the fleet was fairly concentrated. Fastest up and down the 934-metre Lantau Peak were *Neo One's* Matthew Carey & Thomas McManners, recording a time of one hour and 27 minutes.

Runners are not necessarily skilled paddlers and there were some spectacular “dunkings” in Cheung Sha’s shore break, but by nightfall the boats were on their way to

Lamma Island, and arguably the most difficult peak in the race – Mount Stenhouse. “On Lamma, you have to find the right track and it’s very steep. Sometimes you are climbing, not really running,” said Stefan Fillip, skipper of *Neo One*. “Fortunately for us we arrived during daylight.” None of the other boats did.

From Lamma it was a short dash to Repulse Bay, and Violet Hill. This “peak” is generally considered the easiest but darkness does present its challenges. *Neo One's* runners, Carey & McManners, clocked a Let-Go time of 53 minutes. This was 10 minutes faster than Andreas Buel & Sebastian Jessop of the *Swan 53, Athena*. By this time, the boats had spread out considerably. The last to land its runners was *MoHan* at one o’clock on Sunday morning.



Reefed headsail, Athena



## Four Peaks Race

Then the long haul to Sai Kung, and the second highest peak in the race, Ma On Shan at 702 metres. First to land its runners was, again, *Neo One*. The same runner combination of Carey & McManners set off on their ascent to a saddle below the peak at 27 minutes after midnight. This time, however, their up and down time was two hours, 16 minutes and 45 seconds, or fourth fastest behind *Hebe Leg-Ends'* Dwayne Edwards & Alexander Liauw (01:58:00), *Athena's* Lucy McNally & Imogen Short (02:06:30) and *Skywalker's* Jonathan Ashish & Gregoire Bouzereau (02:10:00). Perhaps the *Neo One* runners weren't pushing it too hard as, at that point, they knew they had the race in the bag. What a shame *Wild Card* had to drop out so early. "For us, it was quite a lonely race," lamented *Neo One's* Stefan Fillip.

As often, Port Shelter on Sunday morning was almost windless as crews struggled to keep moving. With the prospect of a long and tiring sail all the way back from Aberdeen on the south side of Hong Kong Island, *Hebe Leg-Ends* and *Ocean's Five* decided to call it a day. That left eight "die hards" heading for the finish off Middle Island.

First to cross the line at 05:19:36 was, as expected, *Neo One*. Their time for the race was 20 hours, 52 minutes and 42 seconds. Along with line honours, they also won the combined IRC division on handicap. Distance over the water for IRC, Course 2, was approximately 90 nautical miles.



Launching from Cheung Sha Beach



Sailability entry, MoHan



Jelik 6, smallest in the fleet



Climbing aboard

In 2<sup>nd</sup> place, IRC, was the X-35, *Vixen*. Skipper Josephine Cheng, in her second Four Peaks Race, tackled the peaks with the same runners she had used in as 2024. “We did a little better this year,” said Cheng. The order of the peaks is good for us and, on Saturday, gave us time to anchor in beautiful Cheung Sha Bay and watch the sun go down. We even discussed our plans for next year’s Four Peaks!”

Cheng also believes the Aberdeen Boat Club could consider promoting the event in China. “We plan six months ahead; organising teams, preparing *Vixen*, adjusting travel plans and so on.”

For Kay Rawbone BEM, founder and driving force behind Sailability Hong Kong, an organisation for people with disabilities, this was her third Four Peaks Race. “The sea was lumpy

early in the race and we were just using our headsail to get across the start line. One of our runners, Calvin Tsang, did all four peaks! At 24, he has a bright future in sport.”

Rawbone continued: “Nobody moaned or groaned, we just kept going. Altogether five boats retired, but we stuck it out. Our boat, *MoHan*, a Solaris 40, has been equipped for people like, for example, Mark Poon, who was on the port helm. Mark is one of Sailability’s most active sailors.”

For the record, although the inaugural event was in 1985, and 2025 was the 41<sup>st</sup> year, 2025 was in fact the 39<sup>th</sup> edition of the race since 2021 and 2022 were cancelled due to Covid restrictions.

For race officer, Gideon Mowser, this was his second time as chief

official. “Firstly, a big word of thanks to our sponsors Gateway Group for their resort prizes, and Zulupack for their running bags and packs; also to Kerry Wines for their continued support of the Club. They all made significant contributions to our event and we hope they join us again next year.

“Apart from the five boats that retired, there were no major incidents this year. Shaking up the order of the peaks was, in my opinion, a good idea and most people seemed to like it. With some 30 volunteers involved in scrutineering, peak controls, safety and race management, the Four Peaks is a highly complex yet rewarding event. I was very happy to be a part of that in 2024 and 2025.”



Champion of Edwin Palfrey & Associates Trophy

## Four Peaks Race 2025 Prize-giving



Champion of RHKYC San Fernando Trophy



Champion of Four Peaks Race Shield

The Four Peaks Race is never complete without a glittering prize-giving held on the club's forecourt with bustling Aberdeen Harbour as its backdrop. Fit, healthy young runners mix with seasoned sailors to recall moments during the race and receive awards from a table laden with silverware. Some say the Four Peaks Race has the most prizes of any yachting event in Hong Kong. Well, if you consider the amount of effort put in, you might be forgiven for saying there were too few!

This year, the Four Peaks Race 2025 Prize-giving was held on the 7<sup>th</sup> of February with some 60 sailors, runners, friends and families attending the event to enjoy the food, photos and, of course, presentation of trophies, cups, a shield, bucket, vat, jug, flask and even a horn!

The show started with marine services manager, Alex Johnston, welcoming everyone, then handing the microphone to club

commodore, Chris Pooley, to make his official opening speech. The race was in its 41<sup>st</sup> year, said the commodore, but, because of Covid restrictions, this year was the 39<sup>th</sup> running of the event. He added some amusing anecdotes before handing over to principal race officer, Gideon Mowser, who gave an account of his experiences 'at the helm' for the second year.



The two principal sponsors – the Gateway Group, represented by Johnny Li, and Zulupack, represented by Eric Tavernier – were then introduced to the spirited crowd. Behind the sponsors, as they were making their speeches, a photo presentation of the race and experiences of the runners played continuously, reminding the participants of their trials and tribulations!

Next on the night’s agenda were the awards for the sailors and runners. The Four Peaks Race Shield

went to IRC winner, *Neo One*. The RHKYC San Fernando Trophy was presented to top PHS A performer, *Skywalker*, while the Edwin Palfrey & Associates Trophy for 1<sup>st</sup> in Division B went to *Sailability’s MoHan*. On the peaks, *Neo One’s* runners put in outstanding performances on Lantau, Stenhouse and Violet Hill while *Hebe Leg-Ends* did best up and down Ma On Shan.

The Four Peaks Race is well known for its ‘humour’ prizes. Take the Geriatric Jug, for example, won this year by the seniors on *Skywalker*

or the Fiddler’s Folly Flask for last boat to finish in PHS A – *Athena*. The mysterious Seabird Horn was won by *Rhy & Rue* while a new Splash Down Prize was awarded to a media photographer who’s drone ‘splashed’ into the water. Not surprisingly, the recipient couldn’t see the funny side of this ‘humour’ prize.

After a farewell from Alex Johnston, the sailors and runners, friends and families got back to sharing their stories and tales of derring-do, while admiring the many prizes spread around the club’s tables.



Unfortunate Splash Down Prize winner (right) and commodore



Winners and the Sponsors



Winner of Seabird Horn



# Old King Coal - Part 3

By Stephen Davies

One hundred thousand tons of coal at any one time is a LOT of coal. How much of a lot? In the global 19<sup>th</sup> century scale of things, something of a drop in a bucket. In land starved Hong Kong, finding storage space needed a lot more than a bucket or six. A ton of coal occupies about 1.2m<sup>3</sup> of storage space. Instant maths says that 100,000 tons needs 120,000m<sup>3</sup>. If we assume a coal stack is no more than 10m high – which for the era was about as high as things got – a minimum of 12,000m<sup>2</sup> of land had to be found, and waterfront land to boot.

To be sure, for the first thirty years or so at most half of that would have been needed, but given Hong Kong Island's packed waterfront, even that was a challenge. The other problem being, of course, that coal is nasty, smelly, dusty stuff, and the folk who heave it round not exactly the polished denizens of polite salons. So, not only did the waterfront space have to be found, but it had to be found where 'nice' people couldn't see it, or overhear the coal-heavers mellifluously passing the time of day.

Bar those one or two fleeting references in the 1840s and 1850s that we looked at in Part 1, documentation about coal storage is almost non-existent. Part of the problem is Hong Kong's dismal mapping record. Part is the poverty of both government and private sector records before the 1860s. All we can say before the early 1870s is that there was at least one coal hulk, that some coal was stored on the Wanchai waterfront and that otherwise, one must assume, there were bits and bobs squirrelled away here and there in godowns and yards. After all, all that would

have been needed would have been a coal hulk or two like the *Fort William*, one or two largeish depots – like one we know was established by Lyall, Still & Co. near Spring Garden Lane in 1859 – and lots and lots of 20m<sup>2</sup> (5m x 4m) here, 50m<sup>2</sup> (7m x 7m) there and even the odd 100m<sup>2</sup> (10m x 10m) there.

Everything began to change when the Brits bullied their way into grabbing the Kowloon Peninsula in 1860. Suddenly there was a lot of empty land usefully distant from Hong Kong Island's downtown swank that was also conveniently placed for servicing ships moored in the harbour. Better yet, it came – and I've sometimes wondered if the wish to annex the Kowloon Peninsula may not have been partly prompted by exactly a need for space for coal – as the number of steam ships calling started a rapid increase. Not surprisingly, it is in the years following the acquisition of the peninsula that we start seeing clear evidence in the archives and on marine charts of coal storage locations.

The resulting picture is inevitably skewed because private coal storage didn't always broadcast

its presence. The official end, mostly stuff for the Royal Navy and government, was less reticent. For example, towards the end of the government's desultorily push for a new roadway running along Hong Kong Island's north shore in the 1850s and early 1860s, kicked off by Sir John Bowring, there's a useful letter. It's evident that the navy was unhappy about any road running in front of their base and a letter to the Secretary of the Colonies about this is headed, "Proposed road in front of naval coal store." Evidently up until the early 1860s, naval coal was still stored on the Island.

It's in 1861 that the usefulness of the Kowloon Peninsula for coal first pops up in the record, with a raft of documents in the British National Archives about "proposed naval coal stores", which seem to have been complete by 1864. In 1867 the coaling jetty was rebuilt, the first of many extensions that had created a huge facility for c.30,000 tonnes of coal by 1911. (Figures 1 & 2)

The new facility was obviously important not just for the Royal Navy, but for all the other western navies at the time that used Hong Kong. We can see that in the

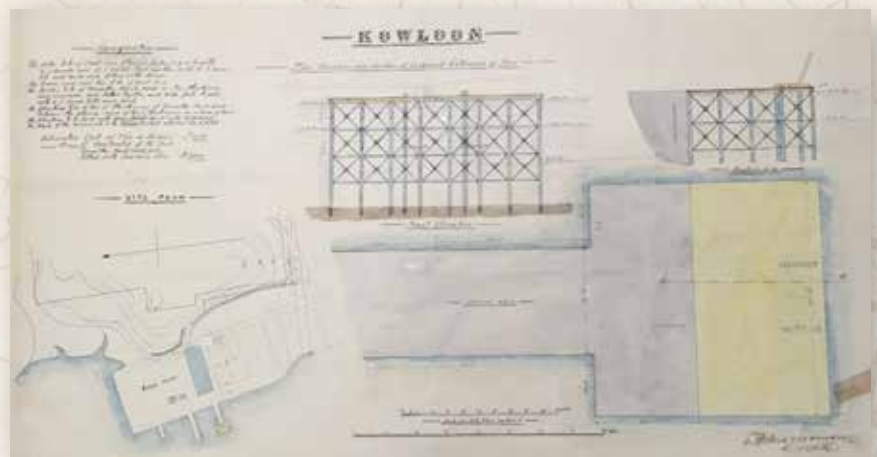


Figure 1: Beefing up the new Royal Navy coaling facility in Kowloon in 1867



Figure 2: The hugely expanded, 1911 RN Kowloon coal depot... just in time for the navy to covert to oil

dedicated chart of what was called Man of War Anchorage – the middle bit of the harbour – issued by the US Navy’s Hydrographic Office in 1878 (Figure 3), hot on the heels of a British Admiralty survey in 1877 following the yard’s completion



Figure 3: Detail from US Navy, Chart 852, China Sea, Hongkong Man of War Anchorage, 1878.

over a decade earlier. There’s not much shoreside detail, but the new Naval Depot and its Coal Sheds stands out.

It’s after this point that Hong Kong’s demand for coal begins to sky-rocket. That’s not just more and more steam ships. In 1862, following some pushing by Governor Hercules Robinson, Hong Kong’s first public utility, a gas company, was formed primarily for street lighting – always a good anti-crime wheeze. In 1864 its gasworks

opened in Shek Tong Tsui, on the west side of today’s Whitty Street and obviously needed a regular supply of coal to produce its 3,400 m<sup>3</sup> gas a day. (Figure 4)

In addition to the RN Coal Depot, by 1889 nautical charts were showing the other principal coal depots as far as shipping was concerned. (Figure 5) A government yard on the Wan Chai waterfront. Commercial sheds at the recently formed Hong Kong & Kowloon Wharf and Godown Co’s premises



Figure 4: The gasworks in Shek Tong Tsui in the 1880s, the coal sheds are probably the black-roofed building on the left of the gasometers.

in Tsim Sha Tsui. The F. Blackhead & Co’s depot at Tsimshatsui, or Blackhead’s Point, as described in *Twentieth Century Impressions of Hongkong, Shanghai, and Other Treaty Ports of China: Their History, People, Commerce, Industries, and Resources* in 1908,

*“(Blackhead & Co.) are also interested in the coal trade of the Colony. Some years ago they acquired a large parcel of land, known as Blackhead’s Point, at Kowloon, having an extensive deep water frontage, and here they built godowns and a pier constructed on Differdingen piles capable of accommodating quite large vessels.”*

And both for their own dry dock pumps, heavy machinery, steam cranes and for the ships they



## The story of the maritime coal trade

serviced, The HK & Whampoa Dock Co. at Hung Hom also have a coal shed marked.

Interestingly, although we know that Hong Kong's first drydocks, Lamont Dock (1859) and Hope Dock (1867) in Aberdeen, must have used steam-powered pumps, nothing actually points to where the coal was stored. Obviously, the steam pumps needed coal even though the first was zapped by the 1874 typhoon (Figure 6).

My own hunch is that the building with the galleried opening between its walls and the roof, behind the conspicuously chimneyed, larger rebuilt boiler house, is likely to have been the coal shed, coal being temperamental stuff to store. (Figure 7)

We don't get a lot of visual or other evidence of how much space coal storage must have taken up until the 20<sup>th</sup> century. Advertisements for coal dealers begin in the 1870s. I've identified some 30 different outfits

scattered pretty much everywhere in Hong Kong and Kowloon over the years from 1870 to 1940, though usually pretty close to the waterfront and all evidently storing only up to 100 tonnes or so. When aerial photography arrived in 1924, with the quaint Fairey IIID RAF seaplanes of HMS *Pegasus*, followed by variants on the same machine with HMS *Eagle* in 1934 (Figure 7), suddenly we can see that, for example, the waterfront of the Yau Ma Tei Typhoon Shelter, completed in 1918, was full of coal yards. (Figure 8)<sup>1</sup>



Figure 5: Coal depots marked on the 1889 chart of the central Victoria Harbour area.



Figure 6: The first boiler and pump house with its typhoon topped chimney

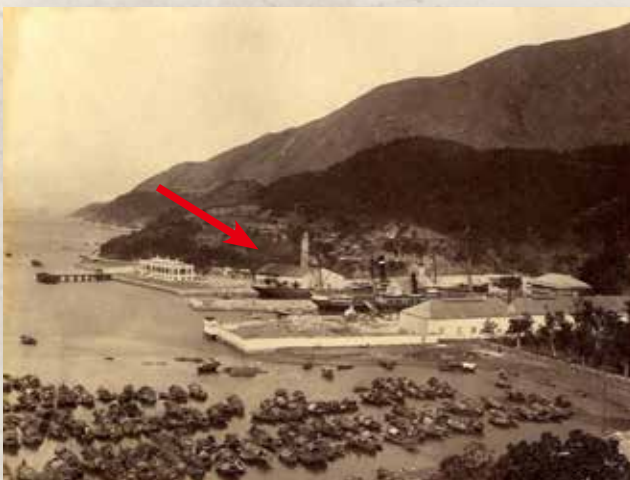


Figure 7: Hope and Lamont Docks c. 1890s



Figure 7: An RAF Fairey IIID from HMS *Pegasus* taking off in 1924, HMS *Scout* and regatta boats behind.



The demand for coal in Hong Kong survived the increasing replacement of coal fired by oil fired boilers in ships. Not that the changeover was all that quick. Coal was still the main fuel for around half of world shipping at the outbreak of WW2 in 1939, but in the meantime Hong Kong's terrestrial consumption had been on a roll. So, it turns out that the answer to the question we began with - where coal was stored - turns out by 1941 to have been pretty much every which where. (Figure 9).

It seems clear that if coal was significant to Hong Kong's economy from the outset, from the 1860s or 1870s onwards it was a big part of economic life. Think about the processes of importing, loading and unloading, storage, bunkering, and distribution to other users. How big a part though? That's for next time.

Figure 8: All the coal yards visible on the waterfront of the Yau Ma Tei typhoon shelter, 1924.



Figure 9: Places identified as having been used for large scale coal storage in the first half of the 20<sup>th</sup> century.

<sup>1</sup> In WW1 my grandfather served in the then Royal Naval Air Service on a similar ship, HMS Vindex. On 1<sup>st</sup> April 1918 (I wonder who chose the date) he found himself instantly a member of the new Royal Air Force until he was demobbed in 1919. On 1<sup>st</sup> April 1924 (that date again) the RAF units in Royal Navy ships became the Fleet Air Arm of the RAF, so the Pegasus HK aerial photos were Fleet Air Arm of the RAF photos. It wasn't until 24<sup>th</sup> May 1939, just in time for WW2, that the RN resumed control of what it then called the Air Branch of the Royal Navy. In WW2 my grandfather stuck with the RAF!

# Sailors Spar Over Snooker Tables as One Boosts Skills After Bang to the Head

*By Dave Hilling*





On the 13 January, ABC invited the Royal Hong Kong Yacht Club (RHKYC) for the first snooker match of the new 2025 season. If anything like the previous meetings, this was going to be a fantastic match up between the two sailing clubs, but on the snooker table instead of the water.

After a number of compliments about the completion of ABC's recent renovations – and Dave needing to provide the story behind his head bandages, it was on to the serious business of the snooker match.

First up we had Andy Chan for ABC vs CK for RHKYC; and this was a game of missed colours as both players had to settle with potting single reds to start off with. It took a while for the players to settle, and even when the breaks did start coming they kept giving chances to their opponent to reply. Andy came good on the colours at the end of the game, and stepped up when it mattered with some solid pots, so it was 1:0 to the ABC.

Next was Ian Poon for ABC up against Billy for RHKYC, and although Billy was playing well, he was getting blown away by the break building of Ian. Having already secured what would turn out to be the highest break of the evening, Ian then went on to pot all the colour balls from yellow to pink in a resounding finish to the game. This gave ABC the second frame of the evening in a very secure manner.

Dave Hilling for the ABC was to play David of the RHKYC in what on paper should have been a relatively straight forward victory for the RHKYC. However, Dave was not only playing some excellent safety shots, but was benefiting from some unlucky fouls on expensive colours by his opponent. He then went to capitalise on his lead by adding a couple of quick-fire breaks

to his scoreboard, with plenty of jokes that the bang to the head had improved his play. There were snookers required by the time they got to the colours, and with Dave potting yellow to blue, it was pinch yourselves time with ABC at 3:0 up.

With Marcus running a bit late due to work commitments, there was a change in the usual schedule to play one of the doubles matches before we had finished all the singles matches. As a result we had Tong Fat and Andy for ABC up against David and Billy for RHKYC. Andy was still having trouble with his break building and Fat was also struggling to find his rhythm. David and Billy both looked determined to bring their team back into the match and did very well on the opportunities that presented themselves. So when quite a few snookers were required and coinciding with the food arriving next door, ABC conceded and RHKYC had their first game of the night.

As always, the curry buffet was amazing; and it doesn't matter what dishes the chefs choose for the night, they are all so tasty. Both teams agreed that it was such a good feed, and there was even a delay in returning to the snooker room until the food was officially devoured.

Once we did head back next door, we had the final singles game and one more doubles game to complete for the night. Marcus had arrived during the last game, so had joined for dinner and it was now his turn to break off against Fat for the ABC. Marcus certainly hit the ground running and raced into the lead with some great pots and positioning of the white ball. It took a simply wonderful snooker escape shot by Fat, which came off four cushions to the applause of all players, to kick start his comeback. Even when Fat needed a snooker himself to keep in the game he managed it and so it went down to a black ball finish. The tension

was intense and it took a great pot from Fat to complete the fightback. 4:1 to the ABC, allowing the celebrations to start.

However, we still needed to complete the final doubles between the clubs in what was now an exhibition game. No one thought this one could equal the excitement of that last game anyway, especially when the RHKYC pairing of CK and Marcus headed into an early lead. However, ABC's pairing of Dave and Ian never gave up. At one point they required three snookers and then all the balls, which – if this hadn't been the final game of the night, meant it would have been over. What happened next was quite sensational, with Dave and Ian getting the required three snookers and potting the balls up to pink, leaving it a black ball game again. Everyone was rattled and the black ball was pushed about the table with miss after miss. Billy did manage to pot the black in the end, to make the final score 4:2 to ABC, but that could have been one of the greatest comebacks ever.

It was a shame the snooker evening had come to an end, particularly with the two games after dinner both being edge-of-your-seats black ball finishes. A great start for the ABC team in 2025, and a thoroughly enjoyable time had been had by all. We look forward to the return match later this year on Kellet Island.

### ABC Snooker Society

All snooker players are welcome! We meet twice a month at ABC for practice, drinks, and camaraderie. Every six weeks, we play matches with other clubs—great fun and networking!

Interested? Contact Dave Hilling (ABC snooker captain) at [davidhilling@hotmail.com](mailto:davidhilling@hotmail.com). Join us!

# The ABC's Running Man Creating Menus with French Flair

By Martin Williams



Early in the morning of Saturday 9 November last year, the ABC's Middle Island Head Chef, Aurelien Lagrange, was exhausted, and ready to give up. He had been running overnight, as a participant in the TransLantau Race, and was arriving at a refreshment station on Lantau's southwest coast.

Aurelien had climbed a total elevation of over 2500m and covered 50km. Just over half way through, he had developed an intense cramp that had urged him to stop, and postpone his dream of covering 100km to put his print – make his mark – in his family history.

Aurelien's family members are "all into sport". When he was a 17-year-old growing up in rural Brittany, northwest France, his father started to train him as a trail runner. "My father is now 73 years old, and still running," says Aurelien.

Arriving at the station, Aurelien phoned his father, and sobbed as he

reported, "My body is not listening to me."

"Calm down, eat, sleep, and think," advised his father.

Aurelien slept for three hours, woke at 11.20am, stood, put all his gear on, and set off again, towards Ngong Ping, and the finish point in Mui Wo. He was smiling most of the way, and enjoyed seeing the sun coming up as he neared the end. Aurelien made another call to France, and reported, "Dad; you were right!"

Along with being sporting, Aurelien's family members loved fine food and cooking, and his mother made very good dishes, including with her own recipes. This in turn led to him becoming a chef, along with a trip to Australia where he met his wife, Pingping, with whom he came to live in Hong Kong.

Drawing on his upbringing, Aurelien favours family style fare, with simple cooking techniques, and has

introduced several of his mother's recipes to Middle Island.

"Braised Beef Burgundy style is my mother's recipe, and is on the menu," says Aurelien. "Likewise Rhubarb Tart. A recent special, Smoked Sausage and Green Lentils, was also her recipe."

While Aurelien prepares some British dishes such as fish and chips, he has a fondness for adding a dash of French flair to recipes. "We have Crab Cakes, which are British, and I added French style, to make them better," he says.

Along with regular days at Middle Island, Aurelien enjoys hosting special events, like the Beneteau Cup in October last year. With over 150 people attending, Aurelien and his team prepared a huge spread with seafood, plus cheese, pate and more directly from France, and crepes made to order. "It was like a show, and people really enjoyed it," remarks Aurelien.

Aurelien changes the menu three or four times a year, and even while finalising one menu is already planning the next, perhaps while running.

For his next challenge, Aurelien took part in the Four Peaks Race over the 25th and 26 January – yet a mishap meant his team had to retire soon after the race started. Yet the team plan to be back next year, and in the meantime Aurelien will keep on running.

Aurelien is also putting together a team to tackle the Maclehorse Trail in Hong Kong. "If anyone would like to do it, they can come and talk with me," he says.



# A Legacy of Service: Celebrating Harry's 35 Years at Aberdeen Boat Club

By Dorothy Or



**H**arry Lee Kai-wing has woven a tapestry of dedication and service over the past 35 years at the Aberdeen Boat Club. His journey began far from Hong Kong, as he served aboard the Royal Fleet Auxiliary (RFA), where he honed his skills as an Assistant Steward. This experience shaped his character and laid the foundation for a life devoted to serving others.

## A Maritime Foundation

Harry's maritime adventure started at the Hong Kong Sea School. After graduating, he received an offer from the RFA, which plays a crucial role in supporting the Royal Navy and Royal Marines, providing logistics, fuel, medical care, and much more. For four years, Harry navigated the challenges of life at sea, managing everything from room service to restaurant operations, and even offering first aid when emergencies arose. His assignments on RFA *Sir Percivale* and RFA *Plumleaf* instilled in him a deep respect for community and service, and resulted in him being awarded the veteran's badge of the British Ministry of Defence for his service in Her Majesty's Armed Forces.

## Returning Home

Upon returning to Hong Kong, Harry's desire to help others led him to volunteer with St. John Ambulance. Here, he could leverage his skills and knowledge to give back to the community. It was during this time that destiny intervened: in 1989, he stumbled upon a recruitment post for a waiter at the Aberdeen Boat Club.

Harry embraced his role wholeheartedly, relishing the chance to assist members during barbecues on Middle Island. He even watched cooking shows to perfect his grilling techniques. Each heartfelt "thank you" he received was like a warm embrace, fuelling his dedication to the craft.

## A Changing Community

Over the years, Harry has witnessed profound changes in the Club's culture. He recalls a time when Members would gather in large groups of eight to ten, sharing laughter and stories. Today, the dynamics have shifted; families visit in smaller groups or even alone. Despite these changes, Harry's commitment to serving each Member remains unwavering. His ability to adapt while maintaining the essence of hospitality speaks volumes about his character.

Working alongside colleagues who have become family over the decades has been a source of joy for Harry. He fondly remembers the shifts, the shared laughter, and the moments of camaraderie that have solidified their bonds. With a first aid certificate in hand, he has not only served Members but has also been a pillar of support for his teammates, stepping in during emergencies to help bandage wounds before seeking medical assistance.

## ABC's Snake Handler

During Harry's time at Middle Island, he often dealt with situations involving snakes, making him the go-to man when. He respects all forms of life, and has caught several snakes – including a big bamboo snake – and ensured they were released back into the hills.

One of his most memorable experiences involved catching a large, black snake together with an Indian Member. Both were understandably frightened as they were not sure what kind of snake it was, but suspected it might be venomous. The snake was spotted in a changing room, and they had to search and find it, before wrapping it in a towel – an exciting and nerve-racking experience. Eventually, they found a large plastic bag to hold it; and after calling the main clubhouse for guidance, the snake

was released in the hills.

## A Life of Learning

In his leisure time, Harry immerses himself in books, enhancing his knowledge of the Japanese and English languages and exploring interpersonal relationships. His thirst for learning enriches his interactions with Club Members and colleagues, allowing him to connect on a deeper level.

Reflecting on his 35 years at the Aberdeen Boat Club, Harry expresses immense gratitude for the stable working environment and the supportive team that has surrounded him. "It's more than just a job; it's a family," he says.

## A Heartfelt Legacy

As Harry prepares to celebrate this incredible milestone, he embodies the spirit of service that defines the Aberdeen Boat Club. His journey from the high seas to a beloved local institution is a testament to his unwavering dedication to others. Harry has left an indelible mark on the hearts of those he serves. With each passing year, he continues to inspire a sense of community and belonging, ensuring that the legacy of warmth, care, and dedication lives on at the Aberdeen Boat Club.



# March ~ April



## St. Patrick's Day Semi Buffet *(With complimentary wine tasting for home delivery)*

The Galley & Patio  
Saturday, 15 March, 6pm

Price: **\$318 Adult**  
**\$268 Senior (65 years old or above)**  
**\$218 Children (3 to 12 years old)**



## Asian Street Food Buffet

The Galley & Patio  
Saturday, 22 March, 6pm

Price: **\$318 Adult**  
**\$268 Senior (65 years old or above)**  
**\$218 Children (3 to 12 years old)**



## Around India Semi Buffet

The Galley & Patio  
Saturday, 29 March, 6pm

Price: **\$318 Adult**  
**\$268 Senior (65 years old or above)**  
**\$218 Children (3 to 12 years old)**



## Songkran Water Festival Celebration Lunch Buffet *(Songkran water festival starts from 2 to 3pm at designated area)*

Middle Island Clubhouse, Saturday, 12 April, 12nn

Price: **\$318 Adult**  
**\$268 Senior (65 years old or above)**  
**\$218 Children (3 to 12 years old)**



## Spring Japanese Semi Buffet

The Galley & Patio  
Saturday, 26 April, 6pm

Price: **\$318 Adult**  
**\$268 Senior (65 years old or above)**  
**\$218 Children (3 to 12 years old)**



Booking at 2552 8182 or  
email to [booking@abclubhk.com](mailto:booking@abclubhk.com)

## Easter Program

### Seafood BBQ Gala with LIVE BOSTON LOBSTER! *\*Indulge in a half lobster for each paying adult member\**

The Galley & Patio

Good Friday, 18 April, 7pm

Seafood feast for dinner! Enjoy an incredible selection of grilled delights, including mussels, bay prawns, Alaskan crab legs, whelks, clams, scallops, trout, and salmon, paired with steamed vegetables and sweet potatoes on the side.

Price: **\$398 Adult, \$328 Senior (65 years old or above), \$228 Children (3 to 12 years old)**

### Lamb on a Spit *(With complimentary wine tasting for home delivery)*

The Galley & Patio

Saturday, 19 April, 7pm

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

Price: **\$318 Adult, \$268 Senior (65 years old or above), \$218 Children (3 to 12 years old)**

### Easter Sunday Early-Bird Breakfast Buffet

The Patio

Sunday, 20 April, 8am

Price: **\$90 Adult, \$65 Children (3 to 12 years old)**

### Easter Sunday Brunch & Delectable Dessert Buffet

The Galley & Patio

Sunday, 20 April, 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, witness our talented team of pastry chefs' delectable desserts show, ranging from fresh fruit to carrot cake and chocolate cake, mango pudding, cupcakes & beautifully decorated cakes.

Price: **\$318 Adult, \$268 Senior (65 years old or above), \$218 Children (3 to 12 years old)**

**Add HK\$80 for free-flow sparkling wine and Carlsberg can beers**

### Easter Sunday Egg-Hunt

Children's Playground

Sunday, 20 April, 11am – 11:30am

An Egg-citing Easter Egg Hunt at the Children's Playground.

**Children aged up to 10 years: HK\$45**

### Easter Sunday Family Egg Race

Middle Island Clubhouse

Sunday, 20 April, 3pm

A fun, festive race where participants balance eggs on spoons, competing for victory. Join us for laughter, excitement, and Easter cheer!

**Children aged up to 10 years: HK\$45**



Home Wine  
Delivery Order  
Form

March



April



**Beer & Wine of the Month Promotion - March**



**EVERYDAY PLEASURES WITH THE TASTE OF THAILAND**

**\$27 PER BOTTLE**

THE ORIGINAL THAI BEER

**Wine of the Month**  
March

Australia



**\$75 per glass**

**\$300 per bottle**

**Tyrrell's Hunter Valley Chardonnay 2022**

**Vasse Felix "Filius" Cabernet Sauvignon 2022**



**Beer & Wine of the Month Promotion - April**



**PREMIUM SPITFIRE KENTISH ALE**



**Spitfire**

**\$55/Bottle**

- First brewed in 1793 to commemorate the Battle of Britain, which was fought in the skies above Kent, 50 years earlier! The beer is named after the legendary Spitfire aeroplane designed by KJ Rooster.
- This beautifully balanced, blonde-orange hued British bitter with an assertive aroma allows to connect with the robustness of your favorite hops.
- Made of malted barley, red grapes and pappas are chosen from a springfield of warm, medium soils. The Roasting Body finish gives off with a mixture of apricots and raspberries.

FROM BRITAIN'S OLDEST BREWER

Sole Distributor for Hong Kong and Macau Markets



**WINE OF THE MONTH**

**Jean Luc Colombo Cotes du Rhone "Les Abeilles" Rouge 2022**



**\$75 PER GLASS \$300 PER BOTTLE**

**Jean Luc Colombo Cotes du Rhone "Les Abeilles" Blanc 2022**







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



### Part A (Master)

Dates : 31 March, 3 April 2025      11, 14 August 2025      10, 13 November 2025  
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\$2,200 for member/person/course. HK\$2,800 for non-member/person/course.

### Part B (Engineer)

Dates : 7, 10 April 2025      18, 21 August 2025      17, 20 November 2025  
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\$2,200 for member/person/course. HK\$2,800 for non-member/person/course.

Application Form  
Download



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.  
Email [fnb@abclubhk.com](mailto: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: \$6,000  
Saturdays, Sundays and public holidays: \$7,000

BOOKINGS - For junk booking please contact the Receptionist on 2552 8182 via [booking@abclubhk.com](mailto:booking@abclubhk.com)



# 2024-2025 WAGLAN SERIES

6 Oct 2024  
20 Oct 2024  
3 Nov 2024  
24 Nov 2024  
8 Dec 2024  
  
12 Jan 2025  
2 Feb 2025  
23 Feb 2025  
9 Mar 2025  
23 Mar 2025



Info & Register at  
[www.abclubhk.com](http://www.abclubhk.com)

