

July-August 2018

HORIZONS

The Magazine of the Aberdeen Boat Club



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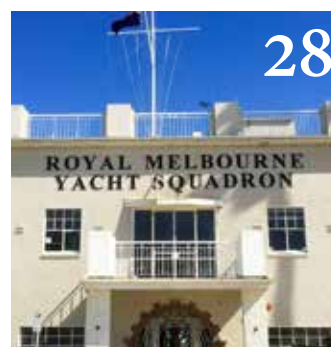


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Plenitude Bayu Sdn Bhd (799140-W) (Next to Sri Sayang Apartment) Jalan Bayu, 11100 Batu Ferringhi, Malaysia, Tel: +604-8811888 Fax: +604-8812331 E-mail: sales@themarin.com.my • Developer's Licence No.: 13646-1/08-2018/01749(L) • Advertising Permit No.:13646-1/08-2018/01479(P) • Validity Period: 15/08/2017 - 14/08/2018 • Authority Approving Building Plan: Majlis Bandaraya Pulau Pinang • Building Plan Approval No.: MPPP/OSC/PB(6367)/13 (LB) • Encumbrances: Nil • Land Tenure: Freehold • Total No. Of Units: 149 • Development Type: Condominium • Expected Date Of Completion: 2018 • Selling Price: RM1,866,930 (Minimum); RM4,416,100 (Maximum) • Bumiputera Discount: 5% • Restrictions: Nil



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Published by:
Link-up Design Limited
Room 717, 7/F
Flourish Industrial Building
33 Sheung Yee Road
Kowloon Bay, Hong Kong
Tel: 2117 9943
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Email: info@linkupdesign.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

Eddie Cochran in his 1958 hit sang "there ain't no cure for the Summertime Blues". Well that was pre ABC days.....!

These days, ABC has much to offer in the way of enjoyment and relaxation during the Summer (the heliacal rising of Sirius notwithstanding!) - a swimming pool, two decks of terraces with easy access to a wide range of refreshments, and our Island retreat. Plus a full range of water sport facilities for all ages.

The keelboat Summer Series of 7 races got under way on Sunday 3 June, with a solid entry of 19 boats encouraged by the prospect of lunch on Po Toi, and a rapid transit thanks to a steady E'ly wind of Force 5-6 gusting 7, drawn in against the seasonal SW'ly by the tropical storm tracking to Hainan. Dinghy sailors are very active during summer weekends, although as usual we are missing a number who are representing ABC in European regattas; of which more with photos after the Summer.

The longest day will have passed by the time this edition reaches members, but although the sun then begins its (apparent) journey South, the latest sunset time of 1911 drifts on until 14 July. Ah ... a special day in the calendar for our French GM, who will no doubt conjure up something for Members to join him in celebrating the occasion.

The Club's Flag Officers hosted a successful dinner with the other two Yacht Clubs to discuss and agree upon a joint approach to HAB under the aegis of our NSA, the HKSF, to put our case for retention of the current lease terms for PRL Clubs. This was preceded by the Open Forum for ABC Members, which attracted considerable interest amongst attendees. Their points and queries will "go into the pot" when the Club's submission is drafted. Meanwhile, all members are again reminded and encouraged to submit their individual objections to the proposed punitive imposition of a land premium.

Finally, it grieves me to have to mention that staff members have of late been on the receiving end of some testy – albeit private – rejoinders from Club members when executing their duties. They are but following policy directives from Gencom; while not all of these policies are universally popular, all have been set to serve the general, and indeed regulatory, interests. To the extent that these policies cause some unhappiness please take up the issue with me or any Gencom member.

That said ON with Summer fun



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 fmb@abclubhk.com

Rental of speedboats, banana boats and water ski may be arranged via Freely Marine Services at 9276 2932.

Night-time: 6 pm – 11 pm
Daytime: 9am – 5pm
Monday – Friday: HK\$4,700
Saturdays, Sundays and public holidays: HK\$5,400
Maximum passengers: 42

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

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for the 15th year

OPENING *Regatta*

Organised by



22–23 September 2018

RED KITE

Supported by



For all regatta information, please contact the ABC Marine & Sailing Office: Tel: 2518 9523 or Email: marine.services@abclubhk.com



GENERAL MANAGER'S LETTER



Philippe de Manny
General Manager

GREENING THE CLUB (Continued) NEW TAKEAWAY BOXES

After nearly two years of using “Veg-ware” products for all our take away packaging, we have now moved away from the “compostable” Veg-Ware boxes that require time and special treatment to fully decompose.



In our constant search for better eco-friendly products, we found a product patented by “FIG”, a Canadian Company dedicated to eco-friendly actions and products. This new packaging is produced in China and is 100% bio-degradable. The final choice to adopt this new product was made based on the fact that the Hong Kong Hospital Authority, the Monetary Authority, HKU canteen, Sheraton Hotel, City Super and other groups have made the same move – as this product encompasses all requirements for efficient, safe packaging for takeaways, with a smaller environmental impact than other products.

Now, how is it made? This new product is made out of wheat powder resulting from agricultural waste in China, and is manufactured using the Canadian patented technique. During manufacturing, no petroleum base agent is used, no toxic elements are released. Being produced

nearly locally, the carbon impact for Hong Kong delivery is drastically reduced compared to other products from the USA or Europe. The packaging is microwave safe and dishwasher safe, making it re-usable at home if you want. Finally, it can withstand temperatures up to 150°C, so won't be melted by your very hot curry and soup. But the best part about it is next:



You Can Save Money Ordering Takeaways!



I am sure you would have seen around the Club our notices stating that if you bring your own containers for takeaways, you will enjoy a 5% discount.

Well, as these products are dishwasher friendly (at least once), if you make the tiny effort to keep them, once you have finished your meal and bring them back cleaned, for your second order, you will save money, double your environment protection effort, and reduce our club expenditure in buying more of these boxes. Therefore a “win win” situation for the environment, your wallet and the Club bottom line is on offer here; so please do take advantage of this by ordering takeaways from us.

As we moved away from Veg-ware we stopped ordering their straws as well; and while “FIG” is also providing wheat based straws, we have moved back to paper straws. But frankly speaking the suppliers here are taking the Mickey with regard to retail price or minimum order of these paper straws; some still have plastic around them to reinforce the structure, and even worse some are packed in individual plastic pockets, defeating the purpose of paper straws.

We found that they were available for a fraction of the price on the biggest on-line shop in China. Again serving the environment, providing you with a (somehow really unnecessary) straw, and getting your money's worth.

RECYCLED GLASS BRICKS AND MORE

Last words on our green effort since January this year.

We have recycled over 8 tonnes of glass into urban pavement bricks; and about 2000 bricks are now being used somewhere in Hong Kong. Next time you see a pavement made out of bricks and sand, it could well have been one of your Chateau Latour bottles in its previous life. This puts it another perspective when walking in Hong Kong, as you may be walking on very expensive bricks, so do not litter on Chateau Latour bricks!

Plus, we recycled over 6 tonnes of paper, carton boxes now used as printing paper, coffee cups etc for their second lives; and 800 US gallons of frying oil were turned into 3200 litres of bio-fuel used in our working boats.

With these actions in place and many more, there is yet another coming up soon.

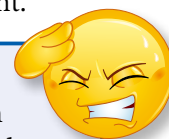
DEVELOPING A RENEWABLE AND SUSTAINABLE ENERGY PROGRAM THROUGH SOLAR ENERGY

We are investigating the possibility of installing new technology solar panels on our roofs here at

the Club house and on Middle island. This will generate free and renewable power, reduce our consumption from coal powered electricity, and allow us to enter the government program called Feed-in Tariff (上網電價) that is offered to all households and businesses that are willing to install renewable energy facilities such as rooftop solar, and we can then apply to sell their excess supply to the city's power depending on their production capacity. We have approached Johnson Group and are looking at entering their Green Rewards TM program, which aims to help and encourage businesses to use clean energy.

Green Rewards TM is a hassle-free solar power management service covering all initial costs, planning and evaluating resources and production, plus monitoring and maintaining the equipment and production.

Now being a PRL, we will certainly have to ask permission to the Home Affairs Bureau, Building Department, Electrical and Mechanical Services Department and probably many others before this can happen, but it is worth making the effort; and again the best part is there will be many more Panadol Files coming up for your enjoyment.



THE PANADOL FILES (RETURN)

Yeap! The car park re-licensing epic story is back. After 2 years of back and forth arguments with various of Hong Kong departments, multiple submissions, re-building of storerooms and lockers and re-allocation of parking spaces (see previous Panadol Files), we thought it was over. Well not quite I'm afraid.

It took the Building Department nine months to come for the last inspection, for the delivery of the license. While the inspection labour before the delivery was smooth and easy, the delivery of the license has been postponed. The reason: a silly builders' mistake, with a wall built 10cm too short on the right of the fire door to the lockers, and 10cm too long on the left side. The door is alright; I just have a 10cm problem.

We are now arguing over having the drawing amended by the architect, or destroying the wall to be re-built again. Guess which option I am pugnaciously pushing for, with my renowned French diplomatic approach in dealing with stupidity?

Another issue that seems to be developing into a new Panadol File concerns the water supply on MI. You would remember from previous issues that we already had to satisfy many requirements, ask our neighbour to assist us on the submission to the Water Supplies Department, and get a small land lease for a 100 metre strip between RHKYC & ABC MI facilities, to build a new supply water pipe according to WSD specifications.

This was supposed to be completed last December. Silly me, that was without thinking that Lands Department will first take its time to reply to anything; and secondly, as usual, ask for more surveys on land and sea impacts, put a restriction on how to build the 28mm pipe between the two clubs, request that a civil engineer as well as specialist contractors be appointed for this enormous [...Not!] pipeline ... well, as usual, making a mountain out of a molehill.

Anyhow we now hope that after 18 months, our second submission to Lands Department will be approved at the end of July. If not, watch this page – there will certainly be more fun and games to read about in the coming months.



GENERAL MANAGER'S LETTER

STAFF MOVEMENTS

Sadly, this month Mike – our younger coxswain, very promising young man and son of our long-serving Wong Tim Fuk, is leaving us to work as a Captain Skipper on the Azimut boat of one of the Aberdeen Marina Club members, who is probably an ABC member as well. After two years' extensive training and promotions, we are very very sad to see him leaving, but such is life and we wish him a great one.



Also Regienne, our very discreet receptionist, is leaving us after 4 years of dedicated work. She will go to Australia for some time, discovering the world.



Now, the Biggy. Matthew Tsui, the Club's IT man since 2008, who has been crucial in our entire integrated club system implementation, card production and membership maintenance, security system installation and monitoring, reception management, and pro-shop management, is now leaving us. So not just a crucial management staff member is leaving, but a friend to all, a wonderful colleague and the most civil, polite and serviceable person, of a kind one meets very rarely. Matthew is leaving in September, so we will have many occasions to say goodbye to him; and if you pass by the office, do say hello Matthew to see that ever smiling face again before he leaves.



ABC Golf Society Calendar 2018

Monday, 27 Aug – Deep Water Bay (ABC Vs HK Seniors – the revenge)

Friday, 21 Sep – Kau Sai Chau South Course (ABC only – net score on handicap club competition)
ABC Championship

Friday, 16 Nov – Deep Water Bay (**INVITATION COMMODORE'S CUP Challenge ABC Vs RHKYC and others team stableford**)

Friday, 23 Nov – Kau Sai Chau East (Join WAGS for Annual Charity Day team scramble)

Please mark down in your diary!
For reservation, please email gmpa@abclubhk.com



Aberdeen Boat Club 香港仔遊艇會 | F: 2873 2945 | T: 2552 8187 | www.abclubhk.com



SUMMER DINGHY SAILING ANYONE?

ABC SAILING ACADEMY AKA “ARA” SELECTION

Our yearly dinghy team selection will take place in August and September. If you can steer, round a mark and capsize with a smile you may want to join our dinghy racing team. The Optimist selection will take place on Saturday 26 August and 1 September; and for the more experienced, double-handed dinghy sailor on Feva, Laser 2000 and – why not? – 29ers, the date for the selection is Sunday 26 August.

Call Angela or email our coaches at the Club dinghycoach@abclubhk.com and get that team shirt plus a shot at the next Olympics.

If you want to know more about the team, visit our website and go through all their newsletters:

http://www.abclubhk.com/ABC_Elite_Sailing_Academy_High_Performance_Squad.aspx

ADULT RACING ACADEMY

Racing at full speed is no longer for the kids and teens; it's not just about younger sailors anymore, but the Academy is also dedicated to developing adult sailing within Aberdeen Boat Club. Every Wednesday morning from 9.00 am - 12.30 pm, adult race training takes place.

Contact our coaches at dinghycoach@abclubhk.com

I am actually and officially here challenging any member over 50 years old and over 100kg to try this training, and then compete against me in one of the dinghy club summer series. Beat me and get your fnb minimum waived for one month!

ADULT BEGINNERS COURSE

Not yet a sailor? Well sign in within 5 days, and perhaps you can become our next Club champion after being certified Level 1&2 Hong Kong Sailing Federation at the Club. Our courses are on:

- **July:** 7, 8, 14, 15, 21
- **August:** 11, 12, 18, 19, 25
- **September:** 1, 2, 8, 9, 15

Sign-up with Angela at SailingSecretary@abclubhk.com

If dates in our current programme do not suit you, additional weekday courses can be run by request, and private tuition is also available during weekdays (except public holidays). Again, feel free to contact Angela; she will make it happen for you.

SUPERVISED AFTERNOON SAILING

Bored on Saturday? Join our sessions, open to both teenagers and adults, offering:

1. An ideal next step after learning to sail;
2. A great “refresher” if you want to brush-up your dinghy sailing skills;
3. An ideal way to make the transition into Dinghy Racing; and
4. A great way to build up logged sailing hours towards higher qualifications.

Open to members and non-members. Bring your friends and spend a great afternoon, with supervision from a qualified instructor who will tailor each session around expertise and needs.

To be eligible to attend, **adults and teenagers (aged 12 and over)** need to have passed an HKSF Level 2 Course or equivalent, or have similar experience. This activity is NOT open to Optimist sailors. Numbers on each session are limited, advance booking is essential. Participants meet at 1.15pm at Middle Island (so take the 1pm club ferry); we finish around 4.30pm.

Summer Dates:

- **July:** 7, 14, 28
- **August:** 18, 25
- **September:** 1, 8, 29 Again contact SailingSecretary@abclubhk.com

LAST BUT FAR FROM LEAST: GO CLUB RACING

The Club Dinghy Racing season runs throughout the year, and is 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.

SUMMER SERIES 2018 dates:

- **Sun 8 July 2018, Summer 1**
- **Sun 5 August 2018, Summer 2**
- **Sun 26 August 2018, Summer 3**



Tailchasers in May: Calm Seas, Thrilling Fishing

By Kim Stuart



Kidusi was out on Saturday 19th and again on Tuesday 22 May.

Both outings were during May's prolonged period of light winds and sunshine, when it was quite glorious off shore. The sea was calm, with the first of the blue lines twenty miles out; here it was blue tinged with green. It held fish, as we were able to take several Mahi Mahi, as well as seeing schools of small Kawa Kawa and flying fish. However, the true blue was 40 miles out, and here we found the line with large schools of medium size Mahi Mahi aggressively taking the lures.

On both days we had 16 fish boated and released, with many strikes.

Kidusi was again fishing on Friday 25 May; and on Saturday 26th there was a tournament.

Four boats entered, two representing the ABC and two the Mandarin Sport Fishing Club.

The objective of a Tournament is to accumulate as many points as possible, with a greater number of points awarded for catch and releasing a fish than a fish boated. With that in mind we released as many

as possible, but still keeping a few for the BBQ.

The weather this May has been glorious and Saturday 26th was giving a force 4 south west on a 1-1.5 meter swell making it a little choppy.

The water colour changed just after metre passing the Limas to a blue green and very clear. Several flying fish were seen before the lines were placed into the water.

Using several new rigs from H2Opro Lures on Kidusi we had a number of blind strikes of Mahi Mahi, all adding to our points. At 40 miles out, we crossed a good line where there were a number of double strikes.

At 3.30 pm all lines were reeled in and we turned for home.

All 4 boats had gone over 40 miles out catching a variety of fish, mainly Mahi Mahi but also Rainbow runner, Tuna and a Barracuda. No Billfish were seen.

The BBQ at Middle Island took place shortly after all boats had arrived and this was well attended with family and friends joining the Anglers.





ABC OPEN FISHING TOURNAMENT



Philip Yung, Mandarin Sport Fishing Chairman officiated.

The results were:		
Champion Fish	Eric Sampson	Barracuda
Champion Team	Mandarin Sports Fishing Club	
Champion Boat	Kidusi	

Many thanks to all the boat owners who made their boats available, the ABC and Middle Island staff and of course all who took part.

It is hoped to have a second Tournament in August, weather permitting.

Details will be posted on the ABC Open Tournament Facebook page and through Club communications.



Volvo Ocean Race - Leg 9

Rhode Island to Cardiff

Words and Photographs by Barry Hill

Following the dramatic finish in Newport, Rhode Island, the crews enjoyed a busy 2 weeks in the home port of Vestas 11th Hour Racing Skipper Charlie Enwright, where the local community were very supportive of the stopover.

Leg 9 is a 3,300 nautical mile transatlantic race and the third and final double-point scoring leg. The results on this leg will go a long way to determining overall finishing positions for the race. Sunday dawned with a thick fog cloaking the Fort Adams race village and start area. In the lead up to race time, the fog would recede and come back, before finally burning off just in time for the race start. Huge crowds lined the Fort Adams shoreline, and on the water hundreds of spectator boats chased the fleet around Narragansett Bay.

Team Brunel took the honour of leading the fleet out into the Atlantic, with the crew very focused on avenging their last minute defeat on Leg 8. With very strong winds forecast in mid-Atlantic it was expected to be a fast crossing.

Unlike most of the previous legs, an early split of the fleet occurred in the first 48 hours – with 3 boats choosing a more northerly and direct route close to the ice exclusion zone, and a southerly group hoping to make the most of strong south



westerlies which would rocket them south east at breakneck speeds. Thoughts were turning to the possibility of breaking the race record for a 24-hour run. In order to beat the current record of 550.8 nautical miles, set by Ian Walker's 2014-15 winners Abu Dhabi Ocean Racing on the approach to Cape Horn, a team would have to average just under 23 knots over a 24-hour period. With strong downwind conditions expected for the next 48 hours it seemed a possibility.

It became reality soon enough, when Team AkzoNobel managed to smash their way into the record books with an astonishing 24-hour run of 602.5 miles; but they then had to leave the record-

breaking conditions in their wake as they bumped into a ridge of high pressure guarding the approach to Cardiff.

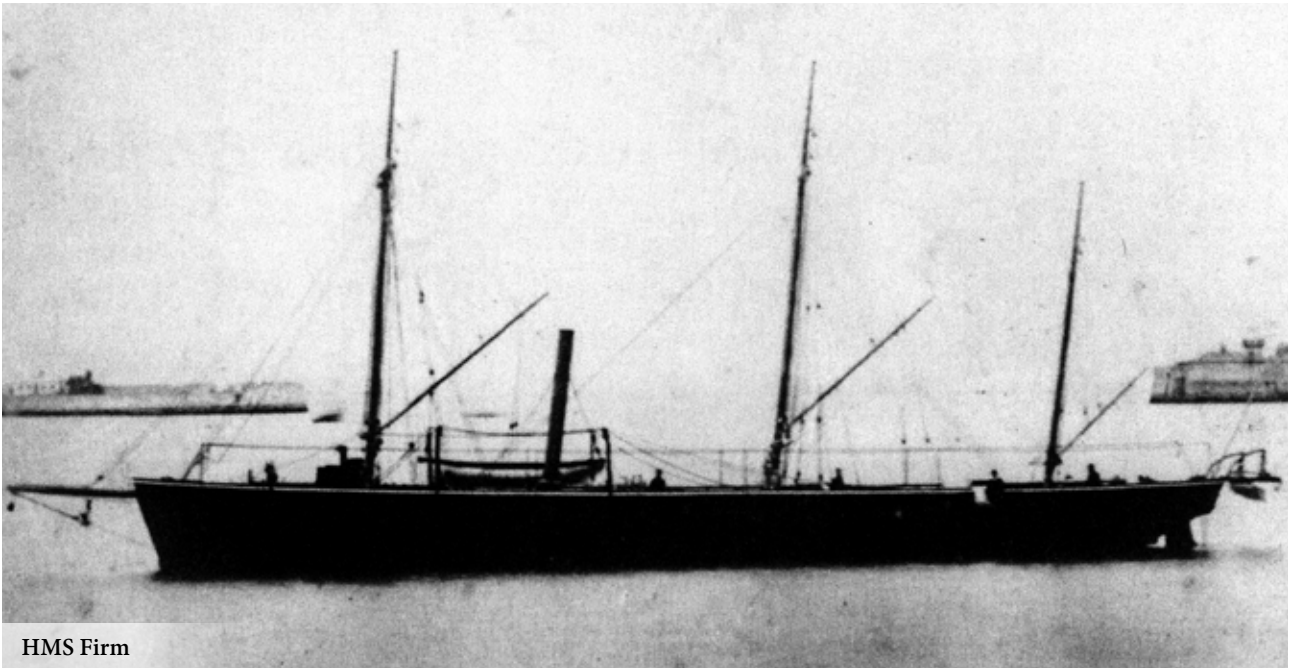
After exhilarating downwind conditions, Team Brunel and Team AkzoNobel were now facing off in a slow motion match race to the finish. Eventually Skipper Bouwe Bekking's Team Brunel won Leg 9 by just 4 minutes, to vault into serious contention for the overall race win. The result means that the top three teams of Dongfeng, MAPFRE and Brunel are only separated by 3 points, with all to sail for in the last 2 legs.

Leg 10 to Gothenburg commenced on 10 June.

Flag ‘V’ – “I Require Assistance”

The strange tale of how HMS Assistance failed to help colonial-era revengers, and is almost commemorated in the name of a rock

By Stephen Davies



HMS Firm

As a sideshow to work I have been doing on HMS *Tamar* – the “let’s pretend it’s just a bit of old iron” remains of which were discovered in Victoria Harbour in 2014 – I have been looking in general at British naval troop transports in the last half of the 19th century. Without them, British colonial Hong Kong would probably not have survived and prospered, the *Tamar* would never have been launched, and Victoria Harbour would not have had it as an icon for 44 years and its name as a fixture for 120 years and counting.

I’ve been trying to get my head round why, after two and a half centuries of carefully avoiding designing, building and operating troopships, the

Royal Navy suddenly got in on the act in the 1850s. I think if I could answer that, I’d have some handle on how come HMS *Tamar* came to be built in the first place, and so could put together the prequel to the life and times that I’m scribbling away at.

One very small part of the answer to that “Why troopships?” question – concerning the life and brief times of one of these ships, HMS *Assistance* – has provided an intriguing Hong Kong and Aberdeen footnote.



RMLI cap badge



British anchorage and encampment Dalian Wan
Felice Beato, courtesy Victoria and Albert Museum

It comes from the days of the Second Opium or Arrow War, one of the more disgraceful of the many murky episodes in British Imperial expansion (ALL imperial expansion, China's past and present too, is mostly murk), puts a name to a small part of our bit of Hong Kong waters that today is just an unnamed shoal patch, and illustrates what a dog's breakfast some of Hong Kong's toponymy [study of place names] is.

By the time the pugnacious Arrow War got on a roll in 1857, the Royal Navy's troopship capacity had risen from zip in the mid-1840s to nine ships, capable between them of carrying around 7,000 troops from any A to any B. That's barely a mid-19th century army division, so whilst OK for imperial policing, it wasn't enough for a war proper.

That became clear in June 1859, when the western aggressors, one-nil up after the First Battle of the Dagu Forts in May 1858, were given a very bloody nose at the second set-to. As they failed utterly to take the heavily reinforced Dagu Forts, the Anglo-French forces of around 2,200 troops and 21 ships were repulsed with the loss of four ships and 464 dead and wounded, against just 32 casualties for the Qing forces. The one-nil following the first battle had been levelled to one-all in the second round.

To complete the Second Opium war bullying job that had come to a bit of a halt with the defeat at Dagu – and make the battle score a firm two-one, there was a need for lots more Anglo-French boots on the ground. Accordingly over the ensuing year an invasion force was put together, which meant putting to work every transport that could be found or brought into the theatre of operations. The average transport of the day could only carry 500-800 troops. It followed that to carry all the supplies

and the 19,000 troops and 1000-1200 horses needed to be sure of an away win in the next round, a significant fleet had to be assembled in Hong Kong. By the end of June 1860, there was a significant fleet – 76 warships, seven hospital- and troopships and 128 (yep, one hundred and twenty-eight) transports. And that's where the pretty well buried story of HMS *Assistance* comes in, and a curious snippet about lost names from official Hong Kong maps and marine charts.

HMS *Assistance* had arrived in China shortly after the Second Opium War began. She was a fairly new, iron screw steam ship built by Laird's of Liverpool in 1855. After service in the Crimean War and a long refit, on 20 April 1856 she was commissioned under Commander William Andrew James Heath RN in the UK's Portsmouth. A month later, on 20 May, she'd embarked seven companies and the headquarters of the 82nd (Prince of Wales Volunteers) Regiment, as part of four regiments being sent as reinforcements for the Second Opium War. The three company balance of the 82nd, along with three companies of the 23rd (Royal Welch Fusiliers) Regiment, embarked in another trooper – the *Assistance*'s sister ship HMS *Adventure*. Two days later, the two ships sailed for China.

Because of the Indian Rebellion that had broken out that year, come September as the ships approached Singapore, they discovered that they had been ordered to take the troops they were carrying to Calcutta instead. The message to divert had missed them at Cape Town and had been chasing them ever since.

The message finally caught up with the *Assistance* on 21 September at Java Head, at the entrance to the Sunda Straits, as it was heading for Singapore to take on coal. The ship's arrival was then delayed because it grounded on a mudbank for 24 hours and had to be towed off by the small



82nd Regt cap badge



23rd Glengarry badge

gunboat HMS *Firm*, without which help it would have sunk. That episode was premonitory.

Once towed off the mud, and after calling at Singapore, the *Assistance* arrived in Calcutta on 11 October. When it arrived, it offloaded the 82nd and loaded a company (c.100 men) of the 59th (2nd Nottinghamshire) Regiment and 300 Royal Marines.



59th Glengarry badge

A hapless assault

On 11 November it set off again for China. After a coaling stop in Singapore from 16-19 November, it arrived in Hong Kong on 7 December 1857. The ship then took part in the assault on Guangzhou (12-14 of its marines were wounded, depending on your source) before spending time ferrying troops and the wounded backwards and forwards between Hong Kong, Guangzhou and Shanghai.



China Medal with Canton clasp awarded to an unknown Royal Marine 1860

In June 1859 the ship was present at the disastrous Second Battle of the Dagu Forts. Many of the *Assistance*'s ship's company, led by their skipper, Commander Heath, formed part of the Naval Division that was in the hapless amphibious assault on the South Fort on the evening of 25 June. The ship's Lt Alfred Graves RN was killed and many others wounded when they got pinned down in the low tide mud across which, under fierce and accurate fire, they were attempting to wade. Being heroically dumb is very much a part of the British military tradition.

Once the British and French had withdrawn to lick their wounds, the *Assistance* went back to Shanghai with 150 wounded, and then worked various trooping and hospital ship shuttles. Next up, in August, the man who had led the Naval Division's disastrous assault, Captain Nicholas Vansittart, died of his wounds. The result was a reshuffle amongst the skippers of ships on the China Station. Captain Heath was shifted to HMS

Fury, his conduct at the Dagu Forts having rescued him from the embarrassment of being in charge of the second troopship to have run aground in the Banka Strait in three months and nearly the second to be lost.¹ His place was taken by Commander Charles John Balfour, a rather older man but, as we shall see, no less prone to unfortunate accidents.

The revengers assemble



The Anglo-French fleet gathered in the bay of Hong Kong, Felice Beato courtesy of the Wellcome Trust



The Anglo-French military encampment at Kowloon, Hong Kong, Felice Beato, courtesy Wellcome Trust

By the end of May 1860 the *Assistance* was back in Hong Kong, where the Anglo-French military muscle needed to get revenge for being soundly beaten the previous year had assembled. On 1 June the ship was detailed to go round to 'Deep Bay' – from what I can work out Deepwater Bay (深水灣) – to take in tow a transport barge full of cavalry and head 'north'. Given that the ship's troop accommodation was full of 800 locally recruited coolies to help with carrying



2nd Queen's Glengarry badge



British encampment Talien-wan Bay, Felice Beato

and digging and so on, guarded by 50 men of the 2nd (Queen's) Regiment, plus 500 tons of coal and a large cargo of naval stores, it reads as though the *Assistance* and the cavalry were headed for Talien-wan Bay (Dalian [大連]), where the Anglo-French force established their assembly point in July.



Anglo-French Fleet in Victoria Harbour 1860, Felice Beato, courtesy of the Victoria and Albert Museum

Quite what the cavalry were doing embarking in Deepwater Bay is a bit of a mystery. We know from Felice Beato's famous photographs that as of March 1860 the assembling Anglo-French forces were camped in Tsim Sha Tsui. This was of course quite illegal, since that bit of Kowloon wasn't going to be handed over until the signing of the Convention of Peking in October that year. But illegally snatching territory it believes it ought to have is a vice that every strong power enjoys practising when it can get away with it, and gets self-righteously pompous about when challenged, whether on land or in the middle of the South China Sea.

The cavalry component of the force was 1000 strong and comprised the 1st (King's) Dragoon Guards and two Indian cavalry regiments, the 1st Sikh Irregular Cavalry (Probyn's Horse) and the newly raised 19th (Bengal) Lancers (Fane's Horse) each of around 320 men and the same number of horses. Perhaps overcrowding in the Tsim Sha Tsui

encampment meant that one unit had ended up in Deepwater Bay? For what became the first golf course of today's Royal Hong Kong Golf Club was even then probably a sufficiently flat bit of land for picketing out horse lines, and the beach is sheltered enough for embarkation.

The mind boggles at the thought of a hundred and more horses and their riders being towed in a barge for ten days or so from Hong Kong to the Liaodong Peninsula.



1st King's Dragoon Guards helmet and with tropical cover



Probyn's Horse officer 1880



British and Native Officers of Fane's Horse, China 1860

Thump; Abandon ship!

Anyway, on 1 June 1860 HMS Assistance with her thousand or so folk aboard and all the coal and kit headed out from Victoria Harbour to find her tow. By inference, she shaped her course down the east side of the East Lamma Channel past Pokfulam and Magazine Island (Fo Yeuk Chau [火藥洲]), in those days called One Tree Island (Yat Muk Tao [一木島]) or maybe Pigsty Island (Chu Kwu Chau [猪括洲]), since the magazine wasn't built by the British Dynamite Company until 1908. She'd then have angled in along the west shore of Ap Lei Chau (鴨脷洲), to the turn round the tip of the small islet to the south of Ap Lei Chau for the entrance to Deepwater Bay.

At that point, when just short of the corner, the *Assistance* went aground with such a thump that she was holed forward and began filling with water. Fortunately she'd run aground so hard she stayed stuck, so there was time for the boats to be launched and a message calling for help to be sent. Steamers panted round from Victoria Harbour to offload the coal, the stores and the poor coolies, who must have

been having conniptions ... with their convictions that the *gweilos* were a clueless bunch strongly confirmed.

One report noted that the *Assistance* had grounded in the morning with help only arriving in the afternoon during which the humans aboard were disembarked, and then the stores. By the evening the water was on the main deck and the engine rooms flooded so the ship was abandoned just before she suddenly heeled over, slipped off the rock, and disappeared into the deep water of the East Lamma Channel some 30m down. According to a contemporary news story the loss cost the British government £100,000. That's somewhere between HK\$8.6 million and HK\$2.5 billion in today's money... almost like a Hong Kong Government concrete pouring project.

Now it's at this point that anyone who's a sailor and knows local waters has to wonder what on earth must have been going on in the minds of Commander Balfour and his Master (the navigator), Mr Duncan Joseph Louttid....

Hapless HK toponymy

... OK, time for a short digression on this bit of Hong Kong's often historically hapless official toponymy. If you look at an HK government map you will see that off the south end of Ap Lei Chau is the small islet I've referred to. It's joined to the main island by a tombolo that's dry at low tide. On today's maps it is called Ap Lei Pai (鴨脷排).²

To fans of HK's cartographic and hydrographic past, this is a typical HK toponymic muddle. Because go back to the 1930s and you'll see that on maritime charts there used to be three Ap Leis (Duck Tongues). The big chap, Ap Lei Chau (鴨脷洲). The little islet, Ap Lei Tsai (also Chai, [鴨脷仔]). And a rock, Ap Lei Pai, 111m WSW from the southern tip of Ap Lei Tsai.³ It was charted as just one and a half fathoms (9' or 2.7m) below chart datum. We'll come back to that weird transference of names in a bit.



US chart No. 929 Harbor of Hong Kong and Approaches 1936



Imperieuse 1860 courtesy Jonathan Wattis

Meanwhile, back on the Assistance ...

The *Assistance* was 2,510 ton displacement, 86.2m long, and 11.1m wide with a 5m or so draught. That's two-and-a-half times the length of a "Star" Ferry and about five times the size. Given the quality of charts that were available in 1860, it was not quite the sort of vessel for a close rounding of a rocky islet with who-knows-what in the water close-to. The rock had at most 4.6m over it, even at high water spring tides. Given the ship's draught, at her luckiest it may have bounced over. At any other state of tide – and from what I can work out it was about ten days after spring tides and probably around or shortly after high water – there would have been at most maybe 3m or so; Whammo!

Not surprisingly Commander Balfour and Mr Louttid were reprimanded at the court-martial, held on 2 July on HMS *Imperieuse* in Victoria Harbour. They probably got off so lightly because the rock their error had discovered was another of Hong Kong's maritime hazards that Commander Belcher had missed in his high-speed survey in 1841. Of course every fisherman in Aberdeen would have known all about Ap Lei Pai, though it was so close to the Ap Lei Tsai shore that it probably wouldn't have occurred to any of the Royal Navy's surveyors to ask – well OK, get someone who could speak Cantonese to ask.

So, from the official colonial government point of view it was an unknown and uncharted rock until, flirting with danger, HMS *Assistance* found it and, because no gweilo then knew it was called Ap Lei Pai, gave it a name. It became Assistance Rock ... though as we shall see, not so much so in the consciousness of official Hong Kong.

There appears to have been no salvage attempt, though no chart I've ever seen has any sort of wreck symbol nearby. Perhaps the *Assistance* pretty soon broke up. In any case, we know that after Commander Sir Edward Belcher's survey in 1841, no more detailed surveying around Aberdeen was to take place until HMS *Rambler*'s survey of the East Lamma Channel in 1901-1902. That produced a new chart in 1904, No. 3429, on which Assistance Rock featured until the chart disappeared in 1969.

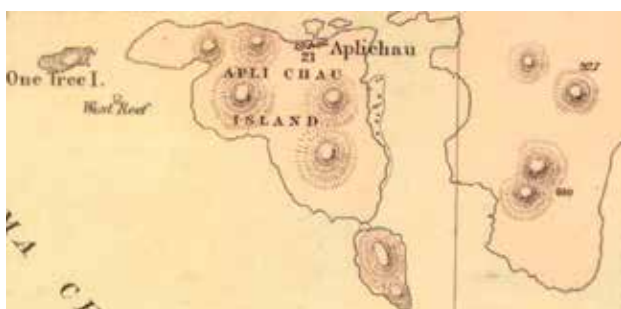
So given how close the wreck was to Ap Lei Tsai, and that anyway the main passage into Victoria Harbour in those days was via the Tathong Channel and Lei Yue Mun, if the *Assistance* had rolled over and no part of it was anywhere near the surface the hydrographers probably concluded the wreck was no hazard to navigation, so ignored it.

Bye-bye Assistance, Hello Duck Tongue Obstruction

Happily not all authorities are as toponymically hapless – or maybe ideologically correct – as HK's. If you look on page 29, para 2.17 of the excellent US National Geospatial Intelligence Agency's Pub 161, *Sailing Directions (Enroute), South China Sea and the Gulf of Thailand*, 16th edition, 2017 you'll read, "Assistance Rock, covered 2.7m, lies about 0.1 mile SW of the bight on the SE extremity of Ap Lei Pai." Mind you, Hong Kong's toponymic confusions have muddled the US authorities too because, although their 1919-1940 chart No. 929 got it right with three Ap Leis, in today's Pub 161, just above the entry for Assistance Rock, we read, "The islands of Ap Lei Chau and Ap Lei Pai (22°14'N., 114°09'E.)..." Ah well.

The islands of Ap Lei Chau and Ap Lei Pai (22°14'N., 114°09'E.) fill most of a bight indenting Hong Kong Island, that extends from Sham Shui Kok to the NW entrance of Shek Pai Wan, about 2.3 miles NW. Ap Lei Chau is steep and barren, rising to 195m at Yuk Kwai Shan (Mount Johnston) at its south-central part.
Assistance Rock, covered 2.7m, lies about 0.1 mile SW of the bight on the SE extremity of Ap Lei Pai.

Pub 161b snippet



Assistance Rock 1888



Assistance Rock 1952

So no Chinese name for the rock today? Well it seems the switch from Ap Lei Tsai to Ap Lei Pai for the islet happened – as did so much HK toponymic confusion – in the years from 1945 to 1955. Assistance Rock first appears on an 1888 Stanford's tourist map of HK. But on official HK maps (different from charts) it is not recorded until 1952, when it shimmies into view in the same immediate post-war period that turned Ap Lei Tsai into Ap Lei Pai. Assistance Rock hangs in on government maps, but only in English, until 1975 when all at once it's gone.

Meanwhile, back in 1960 when all of Hong Kong's toponyms had their Romanized spellings sorted out and Chinese names identified in the official government *A gazetteer of place names in Hong Kong, Kowloon and the New Territories*, Assistance Rock (Ap Lei Pai) was ignored and Ap Lei Pai for Ap Lei Tsai got set in hot metal. There's nothing like the ignorance of the mediocre for absolute certainty they're right.

So, come the day when someone started looking for the Chinese for an Assistance Rock that, as we've noted, had hung in outside the home territory

as part of Hong Kong's toponymy, it had no official existence and therefore no Chinese name. But if you check a bilingual map like Open Street you can find a new coining: Ap Lei Tso (鴨脷阻).

Duck Tongue Obstruction sounds about right for the HK and the territory's take on its maritime past. Time for the Club to create an Apple Toe Cup – new mocktail anyone?

On today's Mardep charts the rock has no name at all, leave alone one recalling when it bagged a Royal Navy trooper. A pity really, since it would have added another ship to the respectable score of four sunk at the Second Battle of the Dagu Forts, to bring the Qing regime's score to five. If they still had the name, Hong Kong's charts could show how our patriotic territory had passively done its bit for the defence of the motherland back in benighted colonial days. Wake up chaps!

If you're a diver and are feeling adventurous, there might be traces of the Assistance to find. The AMO certainly won't look. They have trouble enough with the *Not the Tamar*. So if you find anything, stand by to be told that it's some unknown metal object.

¹ HMS Transit grounded and sank there in July 1857.

² ...and gave its name, punningly, thanks to then Commodore Ashley Wagg, to the Apple Pie Trophy, which at the time was where the club's yacht racing start line was laid.

³ Pai (排) is one of those weird HK usages for a small rock or islet, either above or below the water, that some suspect is a hangover from Hong Kong's first, non-Chinese inhabitants. Certainly none of its standard meanings in Chinese makes the slightest sense in this context.

3 Sailing Clubs Play 3 Cornered Match

By Dave Hilling



On 7 May, teams from the 3 sailing clubs – Aberdeen Boat Club, the Royal Hong Kong Yacht Club and Hebe Haven Yacht Club – joined together for an evening of snooker at the Hong Kong Club. Each club provided 4 players for the evening, in a format where every player has singles matches and doubles matches against their opposing ranked numbers in the other 2 clubs. The "3 Cornered Snooker Match", as it has become known, is an incredibly successful event on the snooker calendar and is played out twice a year.

Before even one ball had been pocketed, everyone could tell it was going to be a very competitive night of snooker because all the clubs had their best teams out. For the ABC, captained by Dave Hilling along with Nick Horvath, Tong Yun Fat and Barry Hill, we needed all of our potting and safety tactics to overcome the equally determined players from other clubs.

As the night progressed, it seemed that almost every match went right down to the black or pink ball, with 2 of the singles matches actually requiring re-spotted blacks.

After the singles matches there was a break for dinner, with all the clubs having won at least 2 matches each, with the ABC slightly in the lead. Therefore all to play for in the doubles matches, and again there were some extremely close matches with a number also going down to the final black ball.

Overall scores were 8 wins for ABC, 4 for RHKYC and 4 for HHYC, therefore a well earned victory for the ABC, and the cup was presented to the team accordingly. These tournaments just get tighter and tighter every time, so the ABC's regular snooker practice nights are certainly paying off.

Part 2: Typhoons

Check You're Covered at Your Mooring, and Guard Against Losses

By Colin Dawson

In this second part of a series of articles on insurance and risk management, we will look at typhoons, responsibilities of various parties when it comes to protecting your yacht, and some of the pitfalls to be aware of with different insurance covers being offered.



The typhoon season is upon us and, while Hong Kong has been relatively lucky in recent years, all will remember the direct hit last year with Typhoon Hato and its devastating effect on Macau. It's only a matter of time before Hong Kong is hit with similar destruction, and when it comes to protecting your assets the best advice can be "preparation, preparation, preparation".

With a changing insurance market (that in the end was largely brought on by windstorm losses) all insurers are particularly wary of windstorm risks, and are tightening their views on this. Some are

implementing stricter conditions within their cover, some have higher deductibles / excesses; while others are beginning to completely exclude losses arising from named windstorms. For sure, in any type of loss all insurers will be checking much more carefully than in recent years that an owner has complied with their insurance requirements, and typhoon damage will not escape this scrutiny.

In today's cramped berthing environment in Hong Kong there are many illegal berths, berths that are not in typhoon protected shelters, and yachts kept at places either not approved by the authorities or by insurers. For example, even if your yacht is in a typhoon shelter it may be on an illegal mooring, or the yacht may be too big for the mooring it is on. How do your insurers view this? As with everything, prevention is better than cure, and one piece of advice for avoiding a difficulty with your insurer is to make sure your mooring is legal and you are legally on it.

Also, ensure your insurer is aware of where your yacht is moored and allows cover to continue while it is there during a typhoon. Insurance basically requires an owner to comply with the local law of where the yacht is, regulations of the yacht's flag state, as well as any conditions laid down by underwriters. It's worth noting that it's the responsibility of a Captain and owner to ensure he, his crew and yacht are complying with these requirements.

Often a yacht will be moored outside of a named marina or typhoon shelter. While some insurers allow yachts to remain there during a typhoon, most will require a yacht to be moved to an approved shelter or marina. In Hong Kong, many of us spend a lot of our time travelling. In this case it's important to have someone on standby to do the necessary for your yacht if the typhoon signals are raised.

It's pointless phoning your insurance broker once the signals have been issued, saying you are out of



town and asking an insurer to be flexible, its equally pointless stating that you are far too busy to prepare your yacht and can't be expected to do this – to cite two real examples that are regularly presented to us with typhoons approaching. That said, I think the best one I have had yelled at me was the insistence that Middle Island was an approved typhoon shelter because it has the letter "T" by it on the map.... In fact, as most will know, this actually stands for submerged telephone cable.

Minimise the risk and extent of a loss

The golden rule of insurance is, "at all times to act as a prudent uninsured". This means that it is the responsibility of an owner to do all possible to minimise the risk of a loss; and, if a loss occurs, to minimise the extent of that loss to insurers. If it is found this has not been complied with, insurers can walk away from a problem.

In the event of a typhoon it is essential that additional mooring lines (not old ropes that have not seen the light of day in years) are deployed, additional fenders securely fixed and canvas and other objects that could fly around removed from above deck. Also ensure your bilge pumps are in working order. Often the advice is (if on a swing mooring) to take additional lines to the mast. Sound advice.... But maybe not if you have a deck stepped mast!

One of the most common sights is of yachts with their headsails and other canvas flapping violently. Yes, it's additional work but all this should be removed from above deck. Canvas is not covered by insurance if split by the wind, and if a more serious loss occurs because canvas has not been removed insurers can deny a claim. This is not restricted to damage to your yacht alone, you can be liable to any yacht you do damage to; and if you have not prepared your yacht sufficiently this can cause problems with your insurers.

In an increasingly competitive insurance market over the last 20 years, we have seen insurers being much more flexible or turning a blind eye in grey areas or in what is paid for or not in a claim. This is changing. All insurers will now be looking far more carefully at any claim. Sadly there will always be insurers around who will do anything to avoid paying out. Usually these are the insurers who will do anything to get your business in the first place, normally by making it price attractive.

In reality though, the better quality insurers will always be fair and reasonable when it comes to a claim, so long as the client is also playing fair and reasonable. In fact, the best will go beyond what's required of them to assist a client. After all, a claim is the primary reason one buys insurance, and it's the chance your insurer has to shine. A genuine insurer will take this opportunity to prove themselves ... it's the best form of marketing they can have.

We know that owners are extremely price sensitive when it comes to insurance premiums and very often it's the cheapest insurance cover that is used, without any reference to anything between the headline and price at the bottom. It's worth remembering that it's not these two bits that pay claims – it's the bit in the middle that does ... or doesn't. As such, it's essential that a client read and fully understand his cover along with its limitations and exclusions. It's also important that a client understand his obligations towards his insurers, as avoidance of these will have an effect on any claim presented.

While it is sometimes the case that the cheaper cover is also the best, it is rare to find the cheapest being the best, in anything. If you go into Fortnum and Mason complaining that their chocolates are more expensive than those in Marks and Spencer, the doorman will, very politely, take you outside and give you directions to Marks and Spencer.



Strong Results in Sweltering Heat

By Michele Clark

Tai Mei Tuk Optimist Regatta

On the weekend of the 19th and 20 May, 12 of ARA's Optimist team took part in their 3rd ranking regatta of the year, at Tai Mei Tuk. Sailing were: Casey Law, Cameron Law, Juliette Clot, Emily Polson, George Kirk, Carter Stewart, Sam Badenach, Arno Zurcher, Ethan Kong, Amaury Guillison, Nathan Italia and Samuel Johnson. For some this was their first main Optimist fleet event.

A fleet of 69 boats competed on the hottest weekend of the year so far. An outer loop trapezoid course was set. The first race produced very little wind, however there was some good sailing from both Casey and Cameron Law, with Cameron finishing in 8th place. Race 2 saw Juliette Clot make a large improvement on her first race, finishing 11th.

Day 2 was another hot day with very little wind. A trapezoid course was once again set and 3 races were completed. Casey produced consistent results, finishing 2nd in every race. Juliette also had a great first race, and finished 6th overall. A stand out for Coach Szymon was Carter, who sailed really well; in every race he was in the top 10 at the top mark, sadly he was UFD in the first race which would have seen him finish 8th.

The whole team sailed really well in the intense conditions of the weekend. Congratulations to Casey who finished 2nd overall, Juliette was 2nd in the under 12s. Cameron also did well, finishing 14th overall – his best result for this season.



Hebe Haven Regatta

The weekend of 26th and 27 May saw the Optimist team once again racing out in the New Territories, this time at Hebe Haven Yacht Club for their annual regatta. This was not classed as a Hong Kong Optimist ranking event, however it was excellent experience for our young team. Those sailing were: Casey Law, Juliette Clot, Cameron Law, Emily Polson, Ethan Kong, Nathan Italia, Sam Badenach, Carter Stewart, Arno Zurcher and George Kirk and Christopher Lam. This was to be Nathan and George's first main fleet event.

Six races were completed over the weekend, which enabled the sailors to have one discard. Three races were sailed on the Saturday, the race management worked hard in the hot and shifty conditions, setting a trapezoid inner loop course. Casey Law started off well, finishing with two 3rds. Juliette had a great start to her first race finishing 6th. Cameron Law's two best results of the weekend also came from the first two races; he finished in 10th and 9th positions.

Day 2 produced similar hot and sticky conditions to Saturday, with a trapezoid inner loop course set. Casey had an unfortunate start to the day with a 4th, which he later discarded, not to be disheartened though he finished 1st in the second race. Juliette also started the day off well finishing 6th. Cameron sailed well in the 2nd race, finishing 12th.

A great set of final results for ARA's Optimist team. Emily Polson finished 3rd for the Under 10s, Juliette Clot and Cameron Law were 1st and 2nd Under 12. Casey Law finished 2nd overall. Congratulations to the entire team.



Aberdeen Boat Club – Racing Academy Adult Sailing

ARA is not just about younger sailors, but is also dedicated to developing adult sailing within Aberdeen Boat Club. Every Wednesday morning from 9.00 am - 12.30 pm, adult race training takes place. Racing techniques, starts, racing rules are taught, and all levels are invited, as long as you have some sailing experience. If you are interested in joining Wednesday morning adult sailing, please contact dinghycoach@abclubhk.com.

Summer Series Race 1 & 2

By Jennifer Li

Strong breeze, blue sunny skies, what a wonderful start to the Summer Series!

May these conditions last the entire series, granting us the opportunities to explore the different seafood restaurants on the outlying islands, more importantly an opportunity to catch up with friends.

Race one took place on 3rd June, giving some ABC sailors a good warm up after a long rest from the Waglan Series. Destination for lunch – Po Toi Island!

19 boats competed with Red Kite II winning IRC division, HKPN A taken by Sea Monkey and HKPN B by JeNa PaBe.

Race two took place on 17th June, with easterly winds, the Race Officer – Alex Johnston took the opportunity to take the race fleet up the east side of Hong Kong to Po Toi O! Red Kite II, Sea Monkey and Legende won the IRC, HKPN A and HKPN B division respectively!

Want to join in the fun!? Come sign up online at our club website! We look forwards to seeing you on the water.



Aberdeen Racing Academy

Double-Handed Team



Team Trial

Sunday 26th Aug

http://www.abclubhk.com/events/Double_TeamTrial_26Aug2018.aspx

- Training and racing in Laser 2000, Feva and 29er dinghies
- Structured training program year round
- Focused coaching for steady improvement of racing skills
- Fun environment, frequent games and team activities



Aberdeen Racing Academy

Optimist Team

Team Trial

Saturdays, 25th Aug & 1st Sept

http://www.abclubhk.com/events/OP_TeamTrial_25Aug2018.aspx

- Structured training program year round
- Focused coaching for steady improvement of racing skills
- Fun environment, frequent games and team activities



Come try out for the team for free
Contact Rory Godman for more information DinghyCoach@abclubhk.com



DINGHY SPRING SERIES

Dinghy Racing - Tong Po Chau Spring Series 2018

Photographs by Sai Fook and Elaine Morgan

June 10th saw the fourth and final raceday of the Dinghy Spring Series, and what a huge day – 22 boats out, like a mini regatta, all from ABC. Held in outer Deep Water Bay, there were planing conditions at times, with 12-15 knots of wind from the West and a clear blue sky perfect conditions.

The Open Dinghy Class comprised 10 boats on the same course such as laser Standards, Radials, 4.7s, 2000s, a Vago, and an ageing but elegant Enterprise, plus 5 of the hot 29ers. Seven keen Optimist racers competed on a slightly shorter course.

Best 29ers were Malo Kennish, Adam Pheasant, Karrie Clark and Lewis Clark, while it was good to see our older 29er team of John and Ivy back in the racing after a few years out.

It was a testament to the Academy training and the practice that in each race the top three positions on both PYS Handicap (Joint Clubs result) and ABC

Performance Adjustment Handicap system were taken by the better 2ers. Strong performances were seen from Cecile Martin, Damon Kennish, Andrew Blank and Sjoerd Hoekstra.

The Optimist racing was a joy to witness with many young sailors keenly fighting their way through the fleet, with best in the day's conditions being Casey Law, Cameron Law and Emily Polson, all indicating a strong future for ABC dinghy sailing.

An excellent series, with good winds on each raceday and strong turnouts. Demonstrating that sailors who compete more have a better chance of winning, the series leaders were John Berry, followed by Patrick and Diana Bruce, and Tom Huml.

Hope we see all classes out again in the Dinghy Summer Series on 8th July, 5th and 26th August. The Spring Series prizegiving will take place after one of the Summer racedays.



Race 9

ABC SERIES RESULTS - Division A Open

Handicap by HKSF PYS No. plus ABC Performance Adjustment System

(Refer ABC Dinghy Sailing Instructions Appendix C)

Skipper		Spring 1		Spring 2		Spring 3		Spring 4		Total Gross	Total 3 Discards	Total Nett	Line Honours	Position
		25-Mar-18		8-Apr-18		22-Apr-18		10-Jun-18						
		Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8					
1	John Berry	18	18	1	1	1	2	7	8	56	44	12	3	1
2	Patrick & Diana Bruce	8	5	2	2	4	4	11	14	50	31	19		2
3	Tomas Huml	3	3	3	3	18	18	8	11	67	46	21		3
4	Damon Kennish	6	7	18	18	5	3	16	4	77	52	25		4
5	Joseph & Anthony Law	5	4	18	18	2	5	13	10	75	48	27		5
6	Cecile Martin	2	6	18	18	18	18	4	9	93	54	39		6
7	Alexis Orange	4	2	18	18	18	18	12	12	102	54	48		7
8	Malo Kennish	18	18	18	18	18	18	1	1	110	54	56	2	8
9	Tristan Stewart	1	1	18	18	18	18	18	18	110	54	56	2	9
10	Tom Berry	18	18	18	18	3	1	18	18	112	54	58	1	10
11	Adam Pheasant	18	18	18	18	18	18	2	2	112	54	58		11
12	Karrie Clark	18	18	18	18	18	18	6	3	117	54	63		12
13	Lewis Clark	18	18	18	18	18	18	3	6	117	54	63		13
14	Andrew Blank	18	18	18	18	18	18	5	7	120	54	66		14
15	Sjoerd Hoekstra	18	18	18	18	18	18	9	5	122	54	68		15
16	John & Ivy	18	18	18	18	18	18	10	13	131	54	77		16
17	Diane Orange	18	18	18	18	18	18	14	15	137	54	83		17

(Series ties resolved under Racing Rules of Sailing Appendix A Rule 8.1 and 8.2)

Optimist Division Race Results Spring Series 2018

Dinghy Race 1

Skipper	Position
Casey Law	1
Cameron Law	2
Emily Polson	3
Amaury Guillosson	4
Chris Lam	5
Arno Zurcher	6
Nathaniel Italia	7

Dinghy Race 2

Skipper	Position
Casey Law	1
Cameron Law	2
Emily Polson	3
Arno Zurcher	4
Amaury Guillosson	5
Chris Lam	6
Nathaniel Italia	7



End of season sailors get-together



Royal Melbourne Yacht Squadron

Words and Photographs by Barry Hill



I visited the Royal Melbourne Yacht Squadron (RMYS) on a beautiful Sunday afternoon in April, and found it to be a very welcoming club with a 140-year history, on the St Kilda waterfront. The RMYS is one of 40 worldwide sailing clubs that have a formal Reciprocal Agreement with the ABC, and which may be visited by members who present their ABC card and introductory letter.

Situated just a 25-minute tram ride from the Melbourne central business district, the RMYS is one of the oldest yacht clubs in Victoria and is regarded as the centre of aquatic events in the state. Most major championships have been held off its shores, and it was the Executive Headquarters for the 1956 Melbourne Olympic yachting events, as well as the 1999 Laser World Championships.

The club had its beginnings in the early 1870s, when a small group of yachtsmen and occasional fishermen gathered at St Kilda beach. Where there are yachts, there are challenges, and soon informal races began. In 1876, the group became the St Kilda Sailing Club, with approximately 20 members and Robert Hill as Commodore. The annual subscription was ten shillings.

By 1890, the renamed St Kilda Yacht Club had 200 members



and 25 yachts on the register. Improvements made at the time included connection to the water main, a cold shower for members and a fence around the premises.

During 1904, the construction of the club's slipway and original clubhouse began, at a cost of 629 pounds. The clubhouse was formally opened on 24th June 1905, making St Kilda Yacht Club one of the first yacht clubs in Australia to have an on-site clubhouse.

Between 1905 and 1924, membership gradually increased and various modest improvements to the facilities were added. But it was becoming increasingly cramped, and the erection of a new imposing two-storey building was commenced in 1926. To commemorate the club's Golden Jubilee, the new clubhouse was opened on 23 October 1926 by the Governor General. Soon after the opening, more than 1,200 members and visitors were at the club when the Duke and Duchess of York (later King George VI and Queen Elizabeth II) landed at St Kilda.

Ladies, who in the past were restricted to the visitor's room, were finally permitted into the lounge in May 1940; although they were not to be served liquor.

On 26 June 1961, Her Majesty the Queen approved the club's change of name to the Royal Melbourne Yacht Squadron.

The squadron now has a membership of 1500, and attracts around 50 keelboats to the regular racing and cruising events that are held on a weekly basis. Next time you are in Melbourne I recommend you pay a visit to experience the hospitality and history of this famous club.



Plan Your Summer Overseas Trip, with a Visit to a Reciprocal Club

Whether you plan to head no further than Hebe Haven or Macau, or as far afield as Australia, Bahrain, Canada or New Zealand - your ABC membership entitles you to visit a host of wonderful reciprocal clubs around the world.



Australia

Royal Geelong Yacht Club
<http://rgyc.com.au>



Australia

Royal Melbourne Yacht Squadron
www.rmys.com.au



Australia

Royal Queensland Yacht Squadron
www.rqys.com.au



Australia

Ballarat Yacht Club
www.ballaratyachtclub.com.au



Bahrain

Bahrain Yacht Club
www.facebook.com/TheBahrainYachtClub/



Canada

Vancouver Rowing Club
www.vancouverrowingclub.ca



China

Beijing Riviera Country Club
www.bjriviera.com



China

Hebe Haven Yacht Club
Hong Kong
www.hhyc.org.hk



China

Club Nautico De Macau
Macau
www.cnm.org.mo



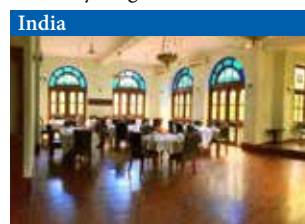
China

Shanghai Racquet Club & Apartments
Shanghai
www.src.com.cn



India

Jaisal Club
Jaisalmer, India
www.jaisalclub.com



India

Royal Bombay Yacht Club
Mumbai, India
www.rbyc.co.in



Japan

Kobe Club
www.kobeclub.org



Japan

James Yama Shioya Country Club
Kobe, Japan
www.shioyatochi.co.jp



Malaysia

Kinabalu Yacht Club
Sabah, Malaysia
www.kinabaluyachtclub.com



Korea

Corea Yacht Club
<https://www.facebook.com/Corea-Yacht-Club-160125967336843/>



New Zealand

Royal Port Nicholson Yacht Club
Wellington, New Zealand
www.rpnyc.org.nz



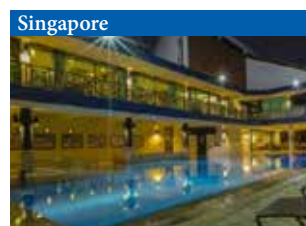
Philippines

Manila Yacht Club
www.myc.org.ph



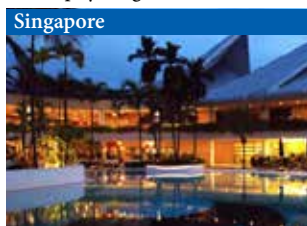
Philippines

Puerto Gallera Yacht Club
Oriental Mindoro, Philippines
www.pgyc.org



Singapore

Changi Sailing Club
www.csc.org.sg



Singapore

Republic of Singapore Yacht Club
www.rsyc.org.sg



Singapore

Raffles Marina
www.rafflesmarina.com.sg



Singapore

One°15 Marina Club
www.one15marina.com



South Africa

Royal Cape Yacht Club
www.rcyc.co.za



Thailand

Ocean Marina Club
Pattaya, Thailand
www.oceanmarinayachtclub.com



Thailand

Royal Varuna Yacht Club
www.varuna.org



UK

Draycote Water Sailing Club
www.draycotewater.co.uk



UK

Guernsey Yacht Club
Channel Islands, UK
www.gyc.org.uk



UK

Little Ship Club, London
www.littleshipclub.co.uk



UK

The Naval Club
www.navalclub.co.uk



UK

Royal Air Force Yacht Club
http://rafyc.co.uk



UK

Royal Dart Yacht Club
Devon, UK
www.royaldart.co.uk



UK

Royal Temple Yacht Club
www.rtyc.com



UK

Royal Ulster Yacht Club,
Co Down
www.ruyc.co.uk



UK

St Helier Yacht Club
Jersey, Channel Islands, UK
www.shyc.je



USA

Lewes Yacht Club
Lewes, USA
www.lewesyc.com



USA

Long Beach Yacht Club
California, USA
www.lbyc.org



USA

Oak Harbour Yacht Club
Washington, USA
www.ohyc.org



USA

San Francisco Yacht Club
California, USA
www.sfyc.org



USA

San Diego Yacht Club
California, USA
www.sdydc.org



JULY

FOOD PROMOTIONS

The Galley & The Patio

Contemporary Chinese Cuisine

The Four Peaks Restaurant

New Summer Dishes with wine pairing

BEER & WINE PROMOTIONS

Wine of the Month

**Hugh Hamilton Trickster Pinot Grigio,
McLaren Vale 2017 – South Australia
(White)**

**Hugh Hamilton Jim Jim Shiraz,
McLaren Vale 2016 – South Australia
(Red)**



**HK\$260 per bottle
HK\$58 by the glass**

Beer of the Month

**Fuller's London Porter,
United Kingdom
HK\$39 per bottle**



AUGUST

FOOD PROMOTIONS

The Galley & The Patio

Modern Spanish Flavours

The Four Peaks Restaurant

New Summer Dishes with wine pairing

BEER & WINE PROMOTIONS

Wine of the Month

**SOHO Stella Sauvignon Blanc,
Marlborough 2017 – New Zealand
(White)**

**SOHO Bobby Pinot Noir, Marlborough,
2016 – New Zealand
(Red)**



**HK\$240 per bottle
HK\$50 by the glass**

Beer of the Month

**Steam Box Brewery –
Derail Ale, IPA, United Kingdom
HK\$52 per bottle (500ml)**



Summer Cocktails

**Mixed Berry Mojito HK\$70/ HK\$48
(non-alcoholic)**

- White Rum, Creme de Cassie
- Fresh Lime & Mint and Mixed Berries
- Splash of Soda Water

**Mango Colada HK\$65 / HK\$45
(non-alcoholic)**

- White Rum and Vanilla Liqueur
- Mango Puree
- Coconut Smoothies Powder
- Garnished with Fresh Mango Cream

**Strawberry Moscow Mule HK\$65/ HK\$45
(non-alcoholic)**

- Smirnoff Orange Vodka
- Fresh Strawberries, muddled well
- Fresh Lime and Basil leaves
- Splashed with ginger beer

**Summer Iced Spanish Coffee HK\$48
(non-alcoholic)**

- Double Espresso
- Scoop Vanilla Iced Cream
- Caramel Extract Sauce on top with Whipped Cream Biscuits Stick





BBQ at The Patio with Free Wine Tasting for home delivery

Date: Saturday, 7 July

Time: 7pm

Venue: The Galley & The Patio

What better way to celebrate summer than with a delicious BBQ on the Grill? There will be everything from steaks and burgers to, seafood and premium sausages; plus it's all you can eat!

Adult: HK\$229 only

Concessionary price for members over 65 years of age: HK\$179

Children (3-12 yrs old): HK\$129 only



Aberdeen Boat Club 香港仔遊艇會



Semi-Buffer Surf & Turf Night

Date: Saturday, 28 July

Time: 7pm

Venue: The Galley & The Patio

Fresh garden salads, starters, premium cold-cuts and delectable desserts on the buffet. Mains to order from the menu; choice of premium US Beef or Free Range Chicken or Grass fed Australian Lamb and King Prawns with appetising sides. It's the Summer Sale!

Adult: HK\$197 ONLY

Concessionary price for members over 65 years of age: HK\$157 ONLY

Children (3-12 yrs old): HK\$97 ONLY, with same choice of mains in kids' portions OR may order A-la-Carte



Aberdeen Boat Club 香港仔遊艇會



F&B PROMOTION

THE FRENCH NIGHT Celebrating Bastille Day

The Galley & The Patio
Saturday, 14th July 7pm

Join us for an exciting night
full of French flavor and
celebration of the
French National Day!
On this night, you will be able
to enjoy authentic French
dishes on buffet with a free-
flow French wines option.



Adult: \$258 only
(Add \$88 for 2-hour free-flow
Rose, Red & White Wines)

Concessionary price for
member over 65 of age \$208

Children \$158 only
(between 3-12yr olds)



Aberdeen Boat Club 香港仔遊艇會



S.E.A (South East Asian) Food Festival

The Galley & The Patio, Saturday, 11 August, 7pm

Summer specials with delicacies from South East
Asia. There will be unlimited choices of fresh
salads, starters, chilled seafood and a range of Asia-
inspired foods from Malaysia, Singapore, Vietnam,
Thailand, Indonesia and Philippines.

It's the Summer Sale again!

Adult: HK\$199 ONLY

Concessionary price for members over
65 years of age: HK\$159 ONLY

Children (3-12 yrs old): HK\$99 ONLY



Aberdeen Boat Club 香港仔遊艇會

SOHO Marlborough Exclusive Wine Tasting Night

Date: Friday, 17 August

Time: 7pm-8:30pm

Venue: Waglan Bar

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 these exclusive events!

(Limited seating, please book early to avoid disappointment)



Aberdeen Boat Club 香港仔遊艇會

Bombay Street Food Gala

Date: Saturday, 25 August

Time: 7pm

Venue: The Galley & The Patio

A night abounding with savouries from medieval Bombay's Irani cafés, featuring varieties of famous street foods like pani puris, bhajis, dosas and more, followed by near-legendary ABC curries, tandoori, naans. After these mouth-watering dishes, enjoy delectable Indian desserts!

Adult: HK\$228 Only

Concessionary price for members over 65 years of age: HK\$188

Children (3-12 yrs old): HK\$128



Aberdeen Boat Club 香港仔遊艇會

Home Wine Delivery July 2018

Free Wine Tasting (Saturday, 7 July) 6:30pm – 8:30pm

SPARKLING	HK\$/ Bottle	Qty	Amount
Soaring Kite Blanc de Blanc Non Vintage - Australia (Adelaide Hills) Using select Chardonnay grapes that best represent the region. Pale straw colour, refreshing apple and citrus highlights; long, clean, crisp dry finish.	HK\$145		
ROSE	HK\$/ Bottle	Qty	Amount
Fox Gordon Ruse Rose 2017 – Australia (Adelaide Hills) A modern, fresh, vibrant wine, this Shiraz rose has strawberries, raspberries and summer fruits. Enjoy chilled for a crisp, dry finish with Thai beef salad or grilled meats.	HK\$145		
WHITE WINE	HK\$/ Bottle	Qty	Amount
Long Yarn Sauvignon Blanc 2015 – Australia (Adelaide Hills) Brilliant white gold, the grassy and herbaceous nose is maintained in the palate joined by notes of passionfruit and lychee. The finish is dry with a fresh acidity.	HK\$120		
All Saints Estate Chenin Blanc 2017 – Australia (Rutherglen) Gooseberries, citrus and a hint of honey, this aromatic white has a burst of sweet fruit balanced by a crisp zesty finish.	HK\$165		
Goon Tycoons ‘Super Model’ Riesling 2017 – Australia (Franklin River) cold fermented, low solids and free run only. Wet stone, slate, refreshing florals and citrus. All about fruity purity and crisp acidity to remind you that you're alive.	HK\$215		
RED WINE	HK\$/ Bottle	Qty	Amount
Long Yarn Shiraz 2016 – Australia (McLaren Vale) vibrant magenta colour, aromas of dark fruits and oak, flavours of charred smoky dark fruit, full body with long finish with fine tannins.	HK\$145		
All Saints Estate Sangiovese Cabernet 2016 - Australia (Rutherglen) 70% Sangiovese, 30% Cabernet Sauvignon, Cabernet notes of cassis and blackcurrant weave through savoury notes of Sangiovese. Red fruits, slightly herbal aroma, medium bodied ripe red fruits with tart acidity in balanced dry finish.	HK\$192		
Goon Tycoons MSG 2016 – Australia (Franklin River) Mourvedre, Shiraz, Grenache. People don't think they like MSG but it really makes everything taste better. 100% Frankland River, Sourced from the Bush Vine vineyard of International hill this wines Perfumed savoury lift gives way to a sappy juicy tannin laden core.	HK\$255		
*Minimum order - 12 bottles and mixed case is allowed.		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 email or in person.
 Contact the Food & Beverage Department at Tel: 2555 6216 or Email: bar@abclubhk.com

FREE delivery to Hong Kong Island will be offered for purchases over 12 bottles.(Monday to Friday, except Public Holidays)

Kowloon, New Territories and Outlying Islands are subject to a delivery fee and a delivery schedule.
 Please allow 3 working days for delivery. All wines are subject to availability

Home Wine Delivery August 2018

Free Wine Tasting (Saturday, 11 August) 6:30pm – 8:30pm

SPARKLING	HK\$/ Bottle	Qty	Amount
VALDO Prosecco DOCG Cuvee Fondatore Superiore, <i>Valdobiaddene Italy</i> A light, dry and elegant Prosecco from the Cuvee grapes. It is made with plenty of finesse. Perfect with salad, as an aperitif or enjoy it on its own.	HK\$120		
ROSE & WHITE WINE	HK\$/ Bottle	Qty	Amount
Stoney Range Pinot Noir Rose 2017, Waipara New Zealand Light aromas of citrus, and cherry. A delightfully refreshing wine that is ideal enjoyed on warm summer evenings and able to accompany any food. This is an easy drinking, wine with crisp mouth feel.	HK\$105		
Chateau De Messey Chablis 2015, Burgundy France Pleasant and open nose on aromas of mineral flavors and citrus fruits. Palate: Clean attack, fresh and lively, crisp, well-balanced, harmonious with a good persistence in mouth. To make a long story short, a fresh and juicy Chardonnay fruit balanced with refreshing acidity.	HK\$150		
Rioja Vega Albarino, Rias Biexas Spain This crisp refreshing, beautifully crafted white wine and bursting with summer flavours. Perfect on its own or with light meals and seafood.	HK\$90		
SOHO Jagger Pinot Gris 2017, Marlborough, New Zealand On the palate – vibrant, fruity, zesty and plush with ripe fruit flavours reflecting the bouquet, just-dry to dry on the finish; fresh lively texture from abundant acidity and lengthy finish. Great balance and length.	HK\$110		
RED WINE	HK\$/ Bottle	Qty	Amount
Stoney Range Pinot Noir 2017, Waipara New Zealand – 4 Stars Smooth mouth entry, medium bodied and very well balanced. Fragrant aromas of violet-laced red berry fruit are overlaid with nuances of mixed spice and nutmeg. A supple Pinot Noir with good fruit intensity of dark berry and plum with light tannins and a hint of oak.	HK\$105		
Rioja Vega Ugalde Crianza 2014, Rioja, Spain – one of oldest wineries in Rioja The nose is alive with wonderful bright fruit, typical of Tempranillo. The palate is smooth, silky, elegant and sophisticated. It is balanced with subtle oak and a lovely easy summer drinking red.	HK\$110		
Serafino Estate Shiraz 2015, McLaren Vale, Australia 96 points James Halliday The palate displays distinctive McLaren vale Shiraz regional characters. The generosity of bright red fruits across the palate including blackberry, blueberry, violets intertwined with spicy fine-grained tannins. This Shiraz was included in the 2017 James Halliday Top 100 Wines.	HK\$180		
Goretti L'Arringatore Colli Perugini DOC 2012, Umbria, Italy This Super Umbrian wine is produced from blend of Sangiovese, Merlot and Ciliegiole grapes from Montefalco DOCG. It has a great typical Italian taste as well as being harmonious with premium international red wines – well structured, balance and grace with a long lingering finish.	HK\$190		
GORETTI L'Arringatore Colli Perugini DOC also comes in a Magnum size with wooden box and 2009 vintage (limited stock)	HK\$385		
*Minimum order - 12 bottles and mixed case is allowed.			
	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 email or in person.
 Contact the Food & Beverage Department at Tel: 2555 6216 or Email: bar@abclubhk.com

FFree delivery for order of 12 bottles or above, pleased allow 3 working days for delivery. All wines are subject to availability

Kowloon, New Territories and Outlying Islands are subject to a delivery fee and a delivery schedule.
 Please allow 3 working days for delivery. All wines are subject to availability

2018 ABC Summer Youth Sailing Programme

The ABC 2018 Youth Summer Sailing Programme runs from late June until the end of August. We offer a wide variety of courses and activities for sailors aged 7 to 18. Full details are available on our website, www.abclubhk.com, and from Angela at SailingSecretary@abclubhk.com.

Application Deadline: 15 June 2018

Date & Time	Activity	Detail / Entry requirements	Discounted cost if booked before 25 May 2018	HK\$ (Member/ Non-member)
Mon 25 – Fri 29 June AM	Optimist Stage 1	Age 7 – 11 can swim with water confidence	1,215 / 1,791	1,350 / 1,990
Mon 25 – Fri 29 June PM	Optimist Stage 2	Age 7 – 11 Pass Optimist Stage 1	1,215 / 1,791	1,350 / 1,990
Mon 25 – Fri 29 June PM	Optimist Stage 3	Age 7 – 11 Pass Optimist Stage 2	1,215 / 1,791	1,350 / 1,990
Mon 25 – Fri 29 June AM	Optimist Stage 4	Age 7 – 11 Pass Optimist Stage 3	1,215 / 1,791	1,350 / 1,990
Mon 25 – Fri 29 June	HKSF Level 1 & 2 Beginner Course	Age 11 – 18 can swim with water confidence	2,655 / 3,582	2,950 / 3,980
Thur 28 - Fri 29 June	2 Days Supervised Practice	Age 11 – 18, passed HKSF L2	1,062 / 1,433	1,180 / 1,592
Mon 2 – Fri 6 July AM	Optimist Stage 1	Age 7 – 11 can swim with water confidence	1,215 / 1,791	1,350 / 1,990
Mon 2 – Fri 6 July PM	Optimist Stage 2	Age 7 – 11 Pass Optimist Stage 1	1,215 / 1,791	1,350 / 1,990
Mon 2 – Fri 6 July PM	Optimist Stage 3	Age 7 – 11 Pass Optimist Stage 2	1,215 / 1,791	1,350 / 1,990
Mon 2 – Fri 6 July	HKSF Level 1 & 2 Beginner Course	Age 11 – 18 can swim with water confidence	2,655 / 3,582	2,950 / 3,980
Mon 2 – Wed 4 July	RS Feva Introduction Course	Age 11 – 18, passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Mon 2 – Thur 5 July	29er Introduction Course	Age 11 – 18, passed HKSF L3	2,124 / 2,866	2,360 / 3,184
Thur 5 – Fri 6 July	2 Days Supervised Practice	Age 11 – 18, passed HKSF L2	1,062 / 1,433	1,180 / 1,592
Mon 2 – Tue 3 July AM/ PM	Stand Up Paddle Board Introduction	Age 11 – 18, can swim with water confidence	N/A	1,350 / 1,500

Application Deadline: 29 June 2018

Date & Time	Activity	Detail / Entry requirements	Discounted cost if booked before 8 June 2018	HK\$ (Member/ Non-member)
Mon 9 – Fri 13 July AM	Optimist Stage 1	Age 7 – 11 can swim with water confidence	1,215 / 1,791	1,350 / 1,990
Mon 9 – Fri 13 July PM	Optimist Stage 2	Age 7 – 11 Pass Optimist Stage 1	1,215 / 1,791	1,350 / 1,990
Mon 9 – Fri 13 July PM	Optimist Stage 3	Age 7 – 11 Pass Optimist Stage 2	1,215 / 1,791	1,350 / 1,990
Mon 9 – Fri 13 July AM	Optimist Stage 4	Age 7 – 11 Pass Optimist Stage 3	1,215 / 1,791	1,350 / 1,990
Mon 9 – Fri 13 July	HKSF Level 1 & 2 Beginner Course	Age 11 – 18 can swim with water confidence	2,655 / 3,582	2,950 / 3,980
Mon 9 – Fri 13 July	HKSF Improver Level 3 Course	Age 11 – 18, passed HKSF L2, with one year of sailing since	2,655 / 3,582	2,950 / 3,980
Mon 9 – 11 July	Laser 1 Introduction Course	Age 12 – Adult, passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Thur 12 – Fri 13 July	2 Days Supervised Practice	Age 11 – 18, passed HKSF L2	1,062 / 1,433	1,180 / 1,592
Mon 16 – Fri 20 July AM	Optimist Stage 1	Age 7 – 11 can swim with water confidence	1,215 / 1,791	1,350 / 1,990
Mon 16 – Fri 20 July PM	Optimist Stage 2	Age 7 – 11 Pass Optimist Stage 1	1,215 / 1,791	1,350 / 1,990
Mon 16 – Fri 20 July PM	Optimist Stage 3	Age 7 – 11 Pass Optimist Stage 2	1,215 / 1,791	1,350 / 1,990
Mon 16 – Fri 20 July AM	Optimist Stage 4	Age 7 – 11 Pass Optimist Stage 3	1,215 / 1,791	1,350 / 1,990
Mon 16 – Fri 20 July	HKSF Level 1 & 2 Beginner Course	Age 11 – 18 can swim with water confidence	2,655 / 3,582	2,950 / 3,980
Mon 16 – Wed 18 July	RS Feva Introduction Course	Age 11 – 18, passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Thur 19 – Fri 20 July	2 Days Supervised Practice	Age 11 – 18, passed HKSF L2	1,062 / 1,433	1,180 / 1,592

Application Deadline: 20 July 2018

Date & Time	Activity	Detail / Entry requirements	Discounted cost if booked before 29 June 2018	HK\$ (Member/ Non-member)
Mon 30 July – Fri 3 Aug AM	Optimist Stage 1	Age 7 – 11 can swim with water confidence	1,215 / 1,791	1,350 / 1,990
Mon 30 July – Fri 3 Aug PM	Optimist Stage 2	Age 7 – 11 Pass Optimist Stage 1	1,215 / 1,791	1,350 / 1,990
Mon 30 July – Fri 3 Aug PM	Optimist Stage 3	Age 7 – 11 Pass Optimist Stage 2	1,215 / 1,791	1,350 / 1,990
Mon 30 July – Fri 3 Aug	HKSF Level 1 & 2 Beginner Course	Age 11 – 18 can swim with water confidence	2,655 / 3,582	2,950 / 3,980
Mon 30 July – Fri 3 Aug	HKSF Improver Level 3 Course	Age 11 – 18, passed HKSF L2, with one year of sailing since	2,655 / 3,582	2,950 / 3,980
Mon 30 July – Wed 1 Aug	Laser 1 Introduction Course	Age 12 – Adult, passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Thur 2 Aug – Fri 3 Aug	2 Days Supervised Practice	Age 11 – 18, passed HKSF L2	1,062 / 1,433	1,180 / 1,592
Mon 6 – Fri 10 Aug AM	Optimist Stage 1	Age 7 – 11 can swim with water confidence	1,215 / 1,791	1,350 / 1,990
Mon 6 – Fri 10 Aug PM	Optimist Stage 2	Age 7 – 11 Pass Optimist Stage 1	1,215 / 1,791	1,350 / 1,990
Mon 6 – Fri 10 Aug PM	Optimist Stage 3	Age 7 – 11 Pass Optimist Stage 2	1,215 / 1,791	1,350 / 1,990
Mon 6 – Fri 10 Aug AM	Optimist Stage 4	Age 7 – 11 Pass Optimist Stage 3	1,215 / 1,791	1,350 / 1,990
Mon 6 – Fri 10 Aug	HKSF Level 1 & 2 Beginner Course	Age 11 – 18 can swim with water confidence	2,655 / 3,582	2,950 / 3,980
Mon 6 – Wed 8 Aug	RS Feva Introduction Course	Age 11 – 18, passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Thur 9 – Fri 10 Aug	2 Days Supervised Practice	Age 11 – 18, passed HKSF L2	1,062 / 1,433	1,180 / 1,592
Mon 6 – Tue 7 Aug AM / PM	Stand Up Paddle Board Introduction	Age 11 – 18, can swim with water confidence	N/A	1,350 / 1,500

Application Deadline: 3 August 2018

Date & Time	Activity	Detail / Entry requirements	Discounted cost if booked before 13 July 2018	HK\$ (Member/ Non-member)
Mon 13 – Fri 17 Aug AM	Optimist Stage 1	Age 7 – 11 can swim with water confidence	1,215 / 1,791	1,350 / 1,990
Mon 13 – Fri 17 Aug PM	Optimist Stage 2	Age 7 – 11 Pass Optimist Stage 1	1,215 / 1,791	1,350 / 1,990
Mon 13 – Fri 17 Aug PM	Optimist Stage 3	Age 7 – 11 Pass Optimist Stage 2	1,215 / 1,791	1,350 / 1,990
Mon 13 – Fri 17 Aug	HKSF Level 1 & 2 Beginner Course	Age 11 – 18 can swim with water confidence	2,655 / 3,582	2,950 / 3,980
Mon 13 – Wed 15 Aug	Laser 1 Introduction Course	Age 12 – Adult, passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Thur 16 – Fri 17 Aug	2 Days Supervised Practice	Age 11 – 18, passed HKSF L2	1,062 / 1,433	1,180 / 1,592
Mon 20 - Fri 24 Aug AM	Optimist Stage 1	Age 7 – 11 can swim with water confidence	1,215 / 1,791	1,350 / 1,990
Mon 20 - Fri 24 Aug PM	Optimist Stage 2	Age 7 – 11 Pass Optimist Stage 1	1,215 / 1,791	1,350 / 1,990
Mon 20 - Fri 24 Aug PM	Optimist Stage 3	Age 7 – 11 Pass Optimist Stage 2	1,215 / 1,791	1,350 / 1,990
Mon 20 - Fri 24 Aug AM	Optimist Stage 4	Age 7 – 11 Pass Optimist Stage 3	1,215 / 1,791	1,350 / 1,990
Mon 20 - Fri 24 Aug	HKSF Level 1 & 2 Beginner Course	Age 11 – 18 can swim with water confidence	2,655 / 3,582	2,950 / 3,980
Mon 20 - Wed 22 Aug	RS Feva Introduction Course	Age 11 – 18, passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Thur 23 - Fri 24 Aug	2 Days Supervised Practice	Age 11 – 18, passed HKSF L2	1,062 / 1,433	1,180 / 1,592

Please note course timings:

AM course: 9 am-12:30 pm (meet at 8:45 at main Clubhouse)

PM course: 1:30 pm-5 pm (1 pm ferry from main Clubhouse)

Whole-day course: 9 am-4:30 pm (meet at 8:45 at main Clubhouse)

ABC Club Shop's Merchandise

ABC 50th Anniversary Polo Shirt @ \$180

100% Cotton; Vintage Polo; Italian Design; Various Sizes



ABC Ice Bag
@ \$220



ABC 50th Anniversary
Can Cooler
@ \$30



ABC Belt
@ \$108



ABC Blue Cap
@ \$58



ABC Can Insulator
@ \$188



ABC Sailing Gloves
@ \$135



ABC Pen
@ \$88



ABC Collapsible Water Bottle
@ \$20

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\$ 67,000

- 4 Beds, Great Family Home
- Good Management/Security
- Close to Sai Kung Town
- 2100 sf + 2 C/p **SK1378**



Whole House - Great Value !

\$ 16.5 M

- 4 Beds, High Quality Decor
- Close to Transport
- Stunning Mountain Views
- 1850 sf 2 C/p (1 Cov) **SK683**



Ground Floor Apartment

\$ 38,000

- 3 Beds, Large Private Terrace
- High Quality Modern Decor
- Stroll to Sai Kung Town
- 1258/939 Cov C/p **SK389**

C-027656

HOW
DIFFERENT
WOULD
YOU BE?





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