



2015/16
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HORIZONS

THE MAGAZINE OF THE ABERDEEN BOAT CLUB

HKG
2244



The Sunseeker Opening Regatta 2015

Aberdeen Racing Academy Sailors
at Kiel Week, European Championships,
British Nationals and 29er Worlds

FAIRLINE

The Squadron 48
Design beyond expectation



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HORIZONS ISSUE 2015/10

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

Copyright:
Aberdeen Boat Club

Printed by:
Asia One Printing Limited
in Hong Kong

ISSN: 2222-9582

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Cover photo by Peter Newton Photography:

Aberdeen Racing Academy sailors Harriette Edmonds (helm) and Freya Darnton (crew) compete in the 2015 U.K. 29er Nationals, Pwllheli, Wales, U.K.

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



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Commodore's Letter

I write this letter as the autumn easterlies are settling in, after powering an exhilarating Sunseeker Opening Regatta 2015. Some 150-plus boats enjoyed winds up to Force 5-6 in three race areas: cruisers in east Lamma waters on Saturday and islands courses (extending to Ninepins) on Sunday, with dinghies in and outside Stanley Bay and fast skiffs and cats west of Po Toi.

Thanks go to a strong race committee, efficient race management team and myriads of volunteers, and also to yachtsmen entering from just about every sailing club and organisation in the HKSAR.

Pleased to note that the motions put to the EGM on 25 August were passed, unanimously. The motions had been explained by Honorary General Secretary Nick Horvath and included changes to proxy arrangements at general meetings to align with the Companies Ordinance,

and to elections to the General committee and of flag officers. These will therefore apply to the forthcoming AGM.

Following Kiel Week, this *Horizons* covers our young sailors at the European Championships in Holland, and the British Nationals and 29er Worlds in Wales. Pleased to see the rapid growth of ABC training and coaching over the last eight or nine years, since the Club embarked on a concerted effort to build our sailing capabilities and fleet.

Our dinghies took another leap forward when we added coaching to take our sailors onwards after their early training, in what is now termed the Aberdeen Racing Academy. Yann d'Argenlieu is a fine example of coming up the ranks at the Club, from first training in Optimists, and moving on to 29ers, where he has now teamed with Nathan Bradley, a member since age seven and former winner of the Asian



Sailing Championships in 29ers, taking a single-digit overall placing in the 29er Worlds. Congratulations to all of the Academy team on its achievements.

See you around the Club and on the water for the busy last quarter's racing, and best wishes to Ah Kee for a full and happy retirement.

John Berry
Commodore



Development Committee Report

Over the past six months, the ABC Development Committee has been advancing the statutory approval process that is mandatory for the development of our Middle Island facility.

The process is complex and time-consuming and involves several Government departments.

The first step in the process was to obtain policy support from Home Affairs Bureau (HAB). With the preliminary design of our development proposal completed in January 2015, the Development Committee issued a comprehensive submission to HAB in February 2015 and subsequently presented the key issues to HAB at a March meeting.

The submission and presentation were well-received by HAB, and we have obtained Approval in Principle that the proposal was consistent with Government policy in respect of community benefit, sporting facilities and the environment. This policy support and approval was necessary before we

could proceed with obtaining the various detailed approvals from all Government departments, which in turn are required prior to the proposal being gazetted in the public domain. This was a major success for all those involved in preparing the design and packaging the submission for presentation to Government.

Following this significant milestone, much has been done to prepare many detailed drawings and documents for submission to the Lands Department, which coordinates with all other departments that have an interest in what is being proposed.

To date we have issued 90 percent of the submissions and are now responding to detailed comments made by the various departments. This process will continue for several months as it is difficult to predict the level of comments to be received; early indications are that the responses will be very detailed and will require consolidated effort to obtain all the necessary approvals.

Although the timescale to achieve the design approvals is not within our



control, we have a working programme with assumptions which shows that the statutory process should be substantially complete by the fourth quarter of 2016.

Notwithstanding the challenges of managing the statutory process, the Development Committee is confident that with HAB support, we are well on track with a robust design that will bring a significant improvement to our Middle Island operations and activities.

Barry Hill
Chairman – Development Committee



Saturday, 28 November

The ABC's Third Annual Dinghy-Cruiser Challenge

By Diana Bruce, photos by Kevin Lewis



Once again the ABC dinghy section is throwing down the gauntlet to challenge the ABC cruiser section to a sailing "duel" on the high seas.

This challenge has been running for the past two years, and so far the score is 2-0 to the dinghies. Maybe for the cruiser guys, the 2015 competition will be "third time lucky" but no doubt the dinghy sailors will be doing their best to defend their title.

The "rules" have yet to be confirmed, but I'm sure rule number one will be "no rules will apply."

Most likely we will be sailing in Laser 2000s, so it will be a helm-and-crew event, and three races will be sailed in the Repulse Bay area starting at 1:30 pm.

In the first year of "the Challenge," the dinghy section won convincingly, but in the second year the cruiser section fielded a better (more wily?) team and only narrowly lost to the dinghy section.

What will happen this year? Come along on Saturday, 28 November, and find out!

Both dinghies and cruisers will be looking for team members, and anybody who would just like to come along and watch this extraordinary sight is more than welcome.

The Club will look to provide a boat for spectators to watch the exciting racing so even if you do not want to sail a dinghy you can take part and spur on your team or sailors. Cheering and jeering will be encouraged, and coaching suggestions or racing tips will be much appreciated.

Following the racing all can retire to Middle Island for refreshments, food and prize-giving whilst reliving the event and action.

Email us through Angela at sailingsecretary@abclubhk.com and sign up for your team! 





General Manager's Letter

Dear Members,

The ABC will host many major events this month.

Party for Lau Wai Kee, 9 October

After 42 years of dedicated service, ABC Marine Manager Lau Wai Kee, widely known as Ah Kee, leaves the Club this month for a well-deserved retirement. The grapevine says that although he no longer will be at the Club daily, most probably he will be seen from time to time at sea and in the Club, as he was made a lifetime honorary Club member two years ago at his 40th ABC anniversary party.

I invite all Ah Kee's friends for a last drink and nibbles, Friday 9 October, from 6:30 onward, to share lots of memories and give our longest-lasting staff member a fond farewell.

St Baldrick's Day, 17 October

Please book your spot now for this evening barbecue, and shave your head to raise funds to research a cure for cancer in children. Bring family and friends to see a magic show up-close, and hear live jazz from the Samson band. Details in this *Horizons*.

New Members Day, 24 October

For recently joined members, the Club will hold an induction day from 2 pm onward to showcase what ABC is all about: boating and sailing activities, dinghy try-outs, kayaking, dragon-boating and, of course, a Texas-style evening barbecue with cocktails.

Captain's Table updates

In September, author George Buehler gave a great talk on his diesel duck boat concept to some 30 members and guests; a good turnout for our first such event.

Next up on 20 November, with evening cocktails in the Waglan Bar, is Cameron Dueck, who will talk about his sailing experience in the Arctic and his book *The New Northwest Passage*, a voyage to the front line of climate change. Details in the next *Horizons* and

in e-letters. Briefly, in Cameron's book, four men sail a small yacht through icy Canadian Arctic waters, where they witness the clash between traditional Inuit culture and the modern life in a time of climate change. The Northwest Passage itself is going through massive changes – physical, political, economic and social – much related to climate change. *The New Northwest Passage* documents the adventure of exploring this little-seen land and follows the crew as they discover the new reality of life in the Arctic.

Confirmed future Captain's Table speakers include in January 2016 Vital Alsar, on *La Balsa*, the longest raft voyage in history, and in mid-May 2016, Philippe Poupon, "coureur d'océans," an artist and world class off-shore racer, on the road to the poles and round the world with his family on the yacht *Fleur Australe*.

“
After 42 years of dedicated service, ABC Marine Manager Lau Wai Kee, widely known as Ah Kee, leaves the Club this month. I invite all Ah Kee's friends for a last drink and nibbles, Friday 9 October, from 6:30 onward, to share lots of memories and give our longest-lasting staff member a fond farewell.”

House and Building

The Club has made a submission to reinstate the car park lockers to the Buildings Department, which circulates



copies of the submission drawings to the related government departments, including District Lands. We expect the response soon. Once approval is granted we must apply for consent, taking us a further 28 days out until we can authorise work. Working drawings will not take long, and we will tender the work during the consent application period, aiming to appoint a contractor to carry out the work as soon as consent is received.

Activities

ABC Golf Society Tournament: On 18 September, the ABC Golf Society joined the Hong Kong Cricket Club's Golf Society for the first match play between the two clubs, which could well become a yearly event, according to the HKCC golf pro. Sixteen ABC members entered the competition. Look for a match report in the next issue of *Horizons*.

Swimming: The ABC is pleased to announce our fifth-annual programme of on-site swimming lessons led by professional swim coach Nicola Barguss. Nicola has taught adult, children and infant swimming at private clubs and at schools for over 25 years after qualifying in the U.K. In Hong Kong, Nicola has worked for various international schools, ESF Educational Services and Platypus Aquatics. She will teach swim lessons at the ABC every Monday, with a full programme for parents and babies, youth beginners and improvers, and adult beginners. Lessons last 30 minutes (45 minutes for improvers). For more

details, see the ABC webpage <http://www.abclubhk.com/upload/Activities/Swimming/Swimming-Lessons-Aug-Nov-2015.pdf>



Karate: The ABC hosts classes taught by Sifu Thomas J. Hudak, Jr, an eighth Dan in Kenpo karate who holds black belt rankings in three other martial arts styles. Sifu's ABC classes teach basic techniques, self-defense patterns, kata (martial arts dance-like routines) and sparring. Practitioners may progress through belt-rank certifications by demonstrating a command of Kenpo karate techniques and philosophy associated with their level and age.

Sifu Tom Hudak is a former U.S. state and national champion as well as a Hong Kong champion in kumite and kata. He has taught at universities, schools and police academies in several countries. In Hong Kong, he has taught for over 23 years at several clubs and schools. His rank is recognized by the World Union Karate-do Organization as well as the Japanese Karate Association.

Class details: Every Wednesday, 5-6 pm. No age limits, \$110 per person per

class. For enquiries, contact Sifu Tom at tjhudak@netvigator.com.

Club rules

Guest rules and table reservations: Table reservations are not permitted in the Galley and the Patio except for organized Club functions or for approved private events. Any party over 12 persons must get prior permission from the general manager and may need to use a function room. No more than four guests per account are allowed on Sundays and public holidays in the Four Peaks restaurant, the Galley and the Patio, while six guests are permitted on Middle Island. Members are not allowed to move tables by themselves, but, if need be, should request the staff to do so. Please refer to the Club bye-laws on the ABC website at http://www.abclubhk.com/upload/About/Club_Downloads/ABC_Bye-Laws_2015.pdf

Supervision of children: Once again, I must emphasize the role of parental supervision for children aged 12 and under. Recently a small child was spotted on Club CCTV, with a guardian present, letting the child play with the canopy ropes. The ropes were pulled out of the swivels and dragged all over the place, then left behind. This was dangerous for the child and also for all who followed. This lack of attention could lead to a disciplinary committee hearing as Club property was misused and damaged.

Because we understand that children like to play with anything and everything, often being unaware of dangers, we request continuous parental or guardian supervision to avoid accidents.

Staff changes: In my last letter, I wrote that Zackie had returned after a long illness. Sadly, returning to duty proved too much and she has resigned.

Karina Ho, our long-standing accounts receivable person, with the Club since 1985, has been under treatment for many years. Recently her condition has deteriorated to the extent that probably she will not be able to return at the end of November. We are monitoring her situation and assisting her as much as she requests or requires.

In the Galley and Patio, please welcome our new staff member as of 1 September. Lam Ka Yeun is just discovering F&B and the Club; let us all make him feel at home and give him all the support he will need to find his place with us.

To end on another F&B matter, I invite members and guests to enjoy the newly renovated Waglan bar. You may wish to take us up on our special offer of engraving a tankard with your name on it, alongside the ABC logo. The cost of \$250 will give you a 10-percent discount, for life, on every beer the ABC serves you in your tankard.

Philippe de Manny
General Manager



Race Preview

A date for your diary! **The ABC Southside Regatta 2015**

This year's Southside Regatta takes place 5-6 December.

As ABC's premier dinghy event, this is the one regatta we would encourage all our members to attend. With over 100 entrants and weather conditions expected to be great, it's one of Hong Kong's best dinghy events. Mark the date in your diary now!



Renovation Completed Waglan Bar Opens after Welcome Redesign

By Philippe de Manny, photos by Kevin Lewis

After 11 years of attempts to renovate the Waglan bar, it is now done, finally.

It all started in 2004, after witnessing two staff members walking around inside the bar, pushing and banging into one another to get from one side of the bar to the other.

Eventually, the staff members were seen getting tired of it, unable to move anywhere along the length of the bar, and having to wait for members to come to them for service. It became clear there was a design flaw in the bar demoralizing the staff and reducing service opportunities. As years passed the storeroom at the back of the bar became unusable, full of aging equipment. These factors and the leaking drainage and faulty electrics

all proved to be the triggers for the consensus to renovate.

The first renovation in 2010 was just a touch-up to clean up the bar seating area with a new carpet and new furniture. But nothing was done to improve the flow of people, the service, the space, the utilities or the equipment.

This year, all this has been taken care off with a newly renovated Waglan bar. Lots of changes have been made; some well-received and some not so well, but all in all, it has been a successful renovation. The next phase, planned for 2016, will involve buying adequate furniture to place around the Waglan bar.

The project brief was to keep the bar's look and feel but to make it more classic yet fresh and modern. The aims included improving the bar's equipment



Dr Benny Yue with his mother, Mrs Betty Yue

and utilities, and also to increase the seating arrangement as more people wish to eat in the bar – all ticked.

The renovation prompted an invitation extended to all ABC members for a 6 September bai san ceremony and official opening of the renovated Waglan bar – clearly welcome and appreciated. 



Commodore John Berry and Alan Child



October F&B Promotions

Throughout the month, the Galley will offer you German delicacies, including smoked herring salad, sausage platters, pork knuckle and chicken schnitzel.

In the Four Peaks restaurant, savour offerings with a "Touch of Autumn," including asparagus with Hollandaise sauce, braised pheasant and saddle of wild venison.

Featured wine from Italy

Talamonti Trebi DOC Trebbiano
Talamonti Moda DOC Montepulciano D'Abruzzo
By the glass \$49, by the bottle \$240

Featured beer from Germany

Erdinger, \$54

Featured cocktail

Champagne Sangria

Fresh mixed fruits, Grand Marnier, white wine and Prosecco, \$60

October Events

International Sausage Night and free wine tasting

The Patio, Friday, 9 October
6:30-9:30 pm
With your choice of vegetables, salads and desserts.
Adults \$220; concessionary price for members over age 65, \$190
Children (aged 3-12) \$120

St. Baldrick's Day

Middle Island, Saturday, 17 October
6:30-9:30 pm
8:30-10 pm: Head-shaving
Help raise funds to combat child cancer. Featuring a live band and clown, barbecue with a bottle of craft beer or a soft drink.
Adults \$258, concessionary price for members over age 65, \$218
Children (aged 3-12) \$158

Oktoberfest

The Patio, Friday, 23 October
6:30-9:30 pm
Traditional German food including a 500 ml bottle of Erdinger beer or soft drink.
Adults \$298, concessionary price for members over age 65, \$248
Children (aged 3-12) \$168
including a soft drink

Halloween Party

Middle Island, Saturday, 31 October
6:30-9:30 pm
Live band, fancy dress completion and face-painting.
Buffet includes cream of pumpkin soup, honey-glazed ham, roast duckling and braised veal.
Adults \$298, including a glass of bubbly wine.
Concessionary price for members over age 65, \$248
Children (aged 3-12) \$198 (including a soft drink)

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





Home Wine Delivery October 2015

	\$/Bottle	Quantity	Amount
ROSÉ			
Preignes le Vieux Paradis Rosé, Provence, France Pale salmon-pink in colour with notes of cherries and blackberries on the nose. Produced from 100-percent Grenache, this is a light, fruity and elegant rosé with plenty of finesse. Perfect with salad, as an aperitif or enjoyed on its own.	\$130		
WHITE			
Ben & Rudi Scott Chenin Blanc, Paarl, South Africa Bright almond and white flower notes with green apple acidity. Refreshing and citrusy with lifted green fig.	\$105		
Tinpot Hut Sauvignon Blanc 2014, Marlborough, New Zealand Very peppery and crunchy, with a touch of herby, soft green leaves and lemongrass. The palate broadens nicely, with a hint of juicy, almost tropical fruit on the mid-palate but then that searing core of mineral, dry acidity and fine length.	\$150		
Guillaume Vignaud Reserve Chablis 2013, Fontenay-près-Chablis, France This is a fruity wine with a hint of vanilla nose that offers a tight, minerally texture, lively acidity and an apple- and grapefruit-like crispness.	\$238		
RED			
Los Riscos Carmenere 2013, Curico Valley, Chile Smooth mouth entry, medium-bodied and very well-balanced. Flavours of blackberry with a spicy touch.	\$120		
Bodegas Navajas Crianza 2011, Rioja, Spain The nose is alive with wonderful and bright fruit, typical of Tempranillo. The palate is smooth, silky, elegant and sophisticated. Balanced with subtle oak, it lingers long on the finish.	\$130		
Domaine Des Pasquiers Côtes du Rhône Plan de Dieu, Rhône, France Concentrated aromas of liquorice and compote of cooked cherries with hints of thyme. Supple on the palate with ample fruit and tannins leading to a beautiful finish. Grenache 60 percent, Syrah 30 percent, Cinsault five percent, Carignan five percent.	\$210		
Mackenzie's Road Pinot Noir 2014, Marlborough, New Zealand Rich berry fruit aromas supported by a hint of oak. The palate is beautifully textured and balanced with a rounded finish. An easy drinking style of Pinot Noir that would accommodate most occasions.	\$105		
Scarpantoni Estate Block 3 Shiraz 2014, McLaren Vale, Australia Textbook expression of the region with dark chocolate, fruitcake spice and generous levels of black fruit and oak on display. The palate is rich and thickly textured, but displays life and energy with an attractive liquorice note to conclude on the warm finish.	\$268		
Pecchenino Siri d'Jermu Dolcetto di Dogliani 2011 DOC, Piedmont, Italy The blackberry and cherry flavours have nice depth, even showing a hint of liquorice. This is a red with style, balance and grace, lingering on the finish.	\$248		
Total			

Free Wine Tasting at the Galley and Patio, Friday, 9 October, 6:30-8:30 pm, at the international sausage buffet.

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

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

Member Name: _____ Membership Number: _____

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

Delivery Address: _____

Delivery Date: _____ Member Signature: _____

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





St Baldrick's Day, Saturday, 17 October



Middle Island

6:30-9:30 barbecue, with magic show and live jazz band

8:30-10 pm head-shaving

Help raise funds for St Baldrick's Foundation to fund research to combat childhood cancers. Shave your head to stand in solidarity with children who typically lose their hair during treatment, and inspire your friends and family to donate money to support childhood cancer research.

ABC barbecue with complimentary craft beer or soft drink. Live jazz from the Samson Band, magic by mentalist and hypnotist Stuart Palm, and magician's stage show. Adults \$258, concessionary price for members over age 65, \$218.

Children (aged 3-12) \$158



To reserve for your family and friends, call Reception at 2552 8182



Quiz: Sailing Knowledge for Skippers

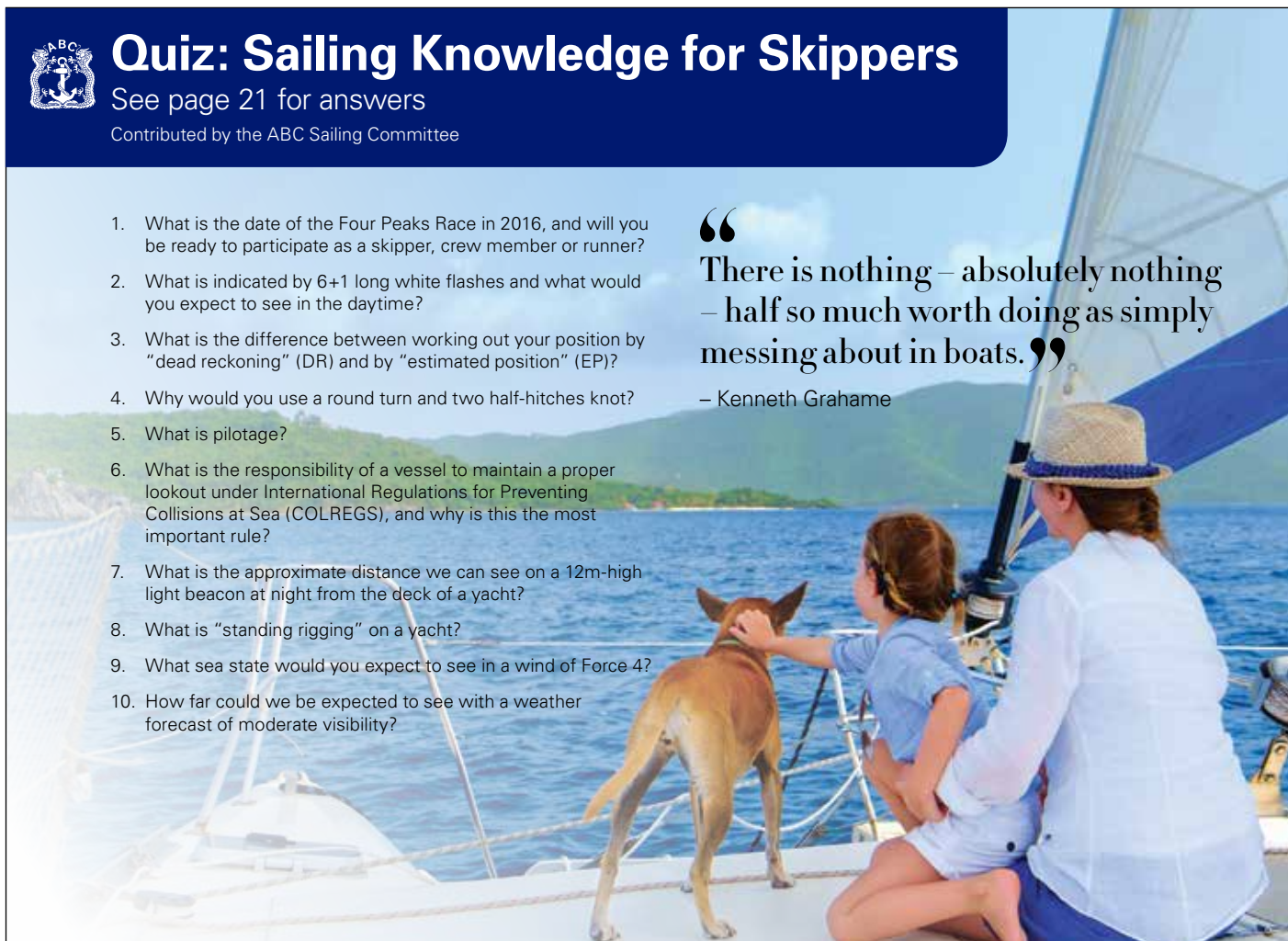
See page 21 for answers

Contributed by the ABC Sailing Committee

1. What is the date of the Four Peaks Race in 2016, and will you be ready to participate as a skipper, crew member or runner?
2. What is indicated by 6+1 long white flashes and what would you expect to see in the daytime?
3. What is the difference between working out your position by "dead reckoning" (DR) and by "estimated position" (EP)?
4. Why would you use a round turn and two half-hitches knot?
5. What is pilotage?
6. What is the responsibility of a vessel to maintain a proper lookout under International Regulations for Preventing Collisions at Sea (COLREGS), and why is this the most important rule?
7. What is the approximate distance we can see on a 12m-high light beacon at night from the deck of a yacht?
8. What is "standing rigging" on a yacht?
9. What sea state would you expect to see in a wind of Force 4?
10. How far could we be expected to see with a weather forecast of moderate visibility?

“There is nothing – absolutely nothing – half so much worth doing as simply messing about in boats.”

– Kenneth Grahame





Early Monsoon Winds Enliven the **Sunseeker Opening Regatta 2015**

By Chris Pooley and Diana Bruce, photos by Kevin Lewis





Jade Cove, 1st overall, HKPN Class C



Getafix

In contrast to last year's event, the Sunseeker Opening Regatta 2015, organised by the ABC, was greeted by the early onset of the northeast monsoon, with a fresh east-northeasterly on Saturday that built steadily during the weekend. By the start of Sunday, it was gusting Force 7, causing fun for some boats.

The Club again welcomed Race Officers Greg Sinclair and Jerry Rollin for the dinghy and cruiser sections respectively, with Bo Fussing as RO for the fast boats (29ers and multihulls), all supported by a corps of Club volunteers – much appreciated – and the Club's fleet, led by the new committee boat.

All this was essential for the management of the large combined fleet of some 152 competing boats; of which 54 entered the various cruiser/racer classes, 51 were Optimists, 25 were Lasers, and another 26 were other boats (420s, 470s, Fevas, 29ers, F16s, F18s and 29ers).

Generous support too came from our sponsors: Sunseeker (for the 12th year), Ponti, Carlsberg, Nacra Racing and *Fragrant Harbour*, which recorded the event on film. All greatly appreciated before, during and at the end of each race day.

So the scene was set and conditions did not disappoint. For cruiser/racers, Saturday means windward/leeward to the east of Lamma, this time in breezy conditions auguring fast racing.

Indeed that was the case, but not quite fast enough for a number of eager beavers! A general recall, which was largely ignored until boats had been corralled back by the pin RIB, led to delayed starts.

No recourse to the black flag on this occasion as all got away cleanly next time 'round, but this was not the only incident on the day that should draw sailors' attention to the essential need for familiarity with RRS, and the opportunities to learn more from the various race management courses periodically on offer at the ABC!

Given the building wind condition, all racing had finished by 2:40 pm, allowing the committee boat team to join everyone back on Middle Island for some much-needed sponsored refreshment and an excellent ABC curry spread. Some stayed on later than others ...

Invigorated racing

And so to Sunday, and the island race off the Chung Hom Kok headland. With the wind whistling through Stanley Bay and over the start line, and the forecast for a steady Force 6, cruiser Race Officer Jerry Rollin was delighted at the chance to send IRC's 1 and 2 on the long course, 27 miles, turning at One Foot Rock Mark.

Similarly, all classes were sent east on various courses around the islands, to find quite lumpy conditions when they got there, inevitably leading to some equipment failures but nothing too serious.



The wind did not let up, allowing many boats to reach double-digit speeds reaching under reefed mains and jibs and in many cases obviating the need for spinnakers downwind. Stimulating sailing on an invigorating day.

Dinghy sailing

Dinghies, too, had hard work on their hands with winds gusting at a fairly steady 20 knots. The F1s and F18s wisely decided not to venture out in such conditions, and numbers were also noticeably down on Saturday for the 29er and Hobie fleets.

The RO set a shorter course for all boats, and these stalwarts sailed three races in testing conditions.

With everyone back on Middle Island by 4:30 pm, relishing much-deserved liquids and the ABC's Mexican buffet, the prize-giving took over.

Results can be viewed on page 14 and on the ABC website, and one notable feature of the cruiser races is the strength of the success of the lead yachts – including a newcomer – in each of IRC 1, 2, 3 and HKPN A, with a clean sweep of first place in each race and line honours on Sunday. One for the archivists to check if that in itself is a first, but this is a remarkable achievement in any event.

In short, the Sunseeker Opening Regatta 2015 provided all with a magnificent weekend and a whale of a start to the season.

With many thanks to all those who helped make it so, and a glass raised to the start of the 2015 Waglan series. 



Zannekin, 1st overall, IRC Class 1



Thea, 1st overall, HKPN Class B



Redeye



Jelignite, J/80 3rd overall



Cedric Wong (L) and Michele Clark



Alex Han and Julian Chawla (L), Justin Yeung and Wen Bo



Lewis Clark and Rob Lacy



Callum Henderson and Adam Pheasant



Ralph Summers and Madeleine Walker



Sunseeker Opening Regatta 2015 Results: Cruisers

J/80	Boat Name
Saturday Race 1 First Place	<i>Jasmine</i>
Saturday Race 2 First Place	<i>Jasmine</i>
Sunday Race 3 First Place	<i>Jelignite</i>
Line Honours for Sunday Race	<i>Jelignite</i>
3rd Overall	<i>Jelignite</i>
2nd Overall	<i>Tigrina</i>
1st Overall	<i>Jasmine</i>

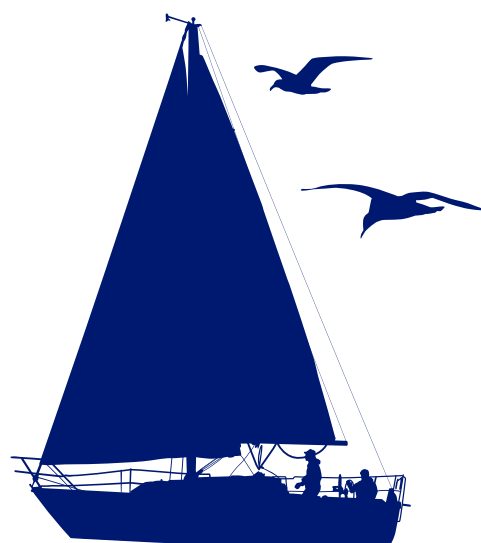
HKPN Class C	Boat Name
Saturday Race 1 First Place	<i>Jade Cove</i>
Saturday Race 2 First Place	<i>Jade Cove</i>
Sunday Race 3 First Place	<i>Jade Cove</i>
Line Honours for Sunday Race	<i>Simplicity</i>
3rd Overall	<i>Shun Shui</i>
2nd Overall	<i>Simplicity</i>
1st Overall	<i>Jade Cove</i>

HKPN Class B	Boat Name
Saturday Race 1 First Place	<i>Thea</i>
Saturday Race 2 First Place	<i>No One Else</i>
Sunday Race 3 First Place	<i>The Farr Side</i>
Line Honours for Sunday Race	<i>Thea</i>
3rd Overall	<i>DEA II</i>
2nd Overall	<i>The Farr Side</i>
1st Overall	<i>Thea</i>

HKPN Class A	Boat Name
Saturday Race 1 First Place	<i>Getafix</i>
Saturday Race 2 First Place	<i>Getafix</i>
Sunday Race 3 First Place	<i>Getafix</i>
Line Honours for Sunday Race	<i>Getafix</i>
3rd Overall	<i>Kiasu</i>
2nd Overall	<i>Tornado</i>
1st Overall	<i>Getafix</i>

IRC Class 3	Boat Name
Saturday Race 1 First Place	<i>Red Kite II</i>
Saturday Race 2 First Place	<i>Red Kite II</i>
Sunday Race 3 First Place	<i>Red Kite II</i>
Line Honours for Sunday Race	<i>Red Kite II</i>
3rd Overall	<i>Calamansi</i>
2nd Overall	<i>Lady Butterfly</i>
1st Overall	<i>Red Kite II</i>

IRC Class 2	Boat Name
Saturday Race 1 First Place	<i>Intrigue</i>
Saturday Race 2 First Place	<i>Intrigue</i>
Sunday Race 3 First Place	<i>Intrigue</i>
Line Honours for Sunday Race	<i>Intrigue</i>
3rd Overall	<i>Wicked</i>
2nd Overall	<i>Blackjack</i>
1st Overall	<i>Intrigue</i>



Results: Fast Boat Course, 29ers and Multihulls and Dinghies

1st Other Multihulls	Boat Name	Skipper Name	Crew Name
3rd Overall	F16	Andrew Perret	Cindy Chung
2nd Overall	Formula 18	Peter Davies	Niccolo Manno
1st Overall	F16	Tom Nunan	David Harris

1st Hobie 16	Boat Name	Skipper Name	Crew Name
3rd Overall	Hobie 16	Ross Jolliffe	Michele Felder
2nd Overall	Hobie 16	Christian Wright	Bendy Lee
1st Overall	Hobie 16	Karl Chan	Gary Ku

29er	Skipper Name	Crew Name
3rd Overall	Harriette Edmonds	Freya Darnton
2nd Overall	Calum Gregor	Russell Aylsworth
1st Overall	Yann d'Argenlieu	Nathan Bradley

Dinghy Class Prize	Skipper Name	Crew Name
Laser 2000	Justin Yeung	Wen Bo
Laser 4.7	Emma Fung	

Laser Radial	Skipper Name
Laser Radial Master	Cameron Ferguson
3rd Overall	Riley Cameron
2nd Overall	Sofia-Marie Mascia
1st Overall	Nicholas Bezy

Optimist	Skipper Name
3rd Overall	Duncan Gregor
2nd Overall	Dolf Hendriksen
1st Overall	Thorwen Uiterwaal

Dinghy Class B	Name / Type of Boat	Skipper Name
3rd Overall	Laser 4.7	Joshua Lam
2nd Overall	Laser 4.7	Enzo Cremers
1st Overall	Laser 4.7	Emma Fung

Dinghy Class A	Name / Type of Boat	Skipper Name	Crew Name
Division A Master	Laser 2000	Philippe Grelon	Stephanie Dechelette/ James Wiart
3rd Overall	Laser 2000	Justin Yeung	Wen Bo
2nd Overall	420	Wong Yam	Truong Quoc Anh
1st Overall	420	Siu Ka Chun	Tam Yu Him

Competition Report



Russell Aylsworth and Matthew Wright, centre, the Emerald podium, 29er 2015 European Champs

Medemblik, the Netherlands The Aberdeen Racing Academy at the 29er 2015 European Championships

By Matthew Wright, photos by Marc Meijer

When each of us (Yann d'Argenlieu, Nathan Bradley, Matthew Wright and Russell Aylsworth), all travelling separately, arrived at Amsterdam's Schiphol Airport, we headed to the ABC's red van to wait for the rest of the team to arrive. After everyone showed up, we went for a 30-minute drive off to the sailing club at Medemblik with a packed trailer of boats. Upon arrival at the club in the late afternoon, we unloaded the trailer and got our boats ready for next day's measurement and were out within an hour.

Our accommodation for that one night only was at the Hotel Hoorn. Most of us hadn't used a washroom for a day now. We

were met with a different toilet design, so instead of having the usual hole in the middle of the basin, this toilet had a hole at the front smaller than the usual one. This was very odd to us and we did not know whether to face the normal way or face the opposite way so it goes into the hole. All of us were clueless to what we should have done.

The next day we packed our stuff and left the hotel at 7:30 am or so, ready for a practice sail after measurement. Once at the club, we immediately got into action, and fought for a position in the measurement queue, which by that time had around 20 boats in line.



Russell and Matthew flying to win 1st place at Europeans' Emerald fleet

We were impressed with the strong winds we faced that day at the venue. Following the weighing of boats and the measuring of forestays that took us to 11:30 am, we rigged up, polished our boats and were almost ready to sail when an announcement declared no sailors could go for a practice as there were gusts over 30 knots.

No chance for practice sails

Worried now that we didn't manage a practice sail before the racing, we put covers on the boats and arrived at our house for the week. The rest of the day provided us with a bit of relaxing and a bit of shopping before night fell. Then we stormed off to bed, hoping for some good racing the next day.

Day 1: As the day dawned, Russell Aylsworth, my crew, and I were greeted on our morning run with strong winds that foreshadowed some great racing for the afternoon. Upon arrival at the boat park, we went straight into rigging and changed into our sailing gear ready to launch for a 1 pm start.

Unfortunately, the postponement flag was hoisted after the measurers discovered that some boats had modified their bowsprits. However, we were able to launch 15 minutes later,

and teams were determined to get out to the race course quickly to catch up on lost time.

Winds at 15-plus knots

Once out, the race committee squeezed in four races in 15-plus knots that really entertained Russell and me. But we didn't quite manage the results we were looking for with our favourable breeze, whereas Yann d'Argenlieu and Nathan Bradley nailed four top fives to lift their spirits.

After a late finish with boats, there were only moans from boats coming ashore and hoping to pack up quickly, as we were



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Russell Aylsworth, crew, and Matthew Wright, helm, (right)

surprised with another measurement check on bowsprits. To save time, one of us took a shower while the other waited in line with the boat. Eventually, we passed the checks and shot home after a long day.

Day 2: As the team greeted the new day with a morning run we were welcomed by light winds and sunshine, not what either of us is great at. Nevertheless, we attempted to stay positive, hoping for some good results to follow from an early 10 am start. Once again, we drove down to the sailing club, rigged boats, got changed and were ready to race. This time we launched on schedule and sailed off to the race course.

The race committee breezed through three races, with two light races in under 10 knots, and more wind blowing across the course for the final race. We completed the maximum number of races needed for the qualifying series, so we could head ashore early.

Although we managed clear lanes off the line, Russell and I were constantly getting pushed towards the back of the fleet. Yann and Nathan weren't as consistent as the day before but still got a bullet in the second race.

After seven races with one discard, Yann and Nathan placed seventh overall as a good start in the Gold fleet, and Russell and I placed 100th to start seventh in Emerald for the final series.

In the Emerald fleet

Day 3: For the first day of the final series, we awoke to hot weather and even lighter wind than the day before. All of us knew that in each of our individual fleets the racing starts and consistency within the results again would be key.

After our morning run and breakfast, we hopped in the van and set off for another day's racing. Once at the club we went through our routine ready for another 10 am start. On the water, there were about six or seven knots with gusts of about 10 knots, lighter conditions than the previous day.

Racing went underway as scheduled and according to plan for the Gold fleet, which managed four races, but the Emerald fleet missed out a race with only three. Anyway, neither of our boats had the best day, with inconsistent results coming from all over the fleet. Nevertheless, after some reflection we were

looking forward to the next day's forecast of a breeze of 15-plus knots to help boost our rankings.

A treat for the fleet

Day 4: Blue skies and strong winds; what a treat! We were eager to get down to the club as soon as possible, so we went through our typical morning routine, followed by the quick drive to the club and the set-up, finally, for what the day had in store.

Once on the water and out in the bay, we were excited with the waves and wind facing us as we sailed down to the race courses. Racing was on schedule once again with both fleets firing in three fleets.

Russell and I had a very consistent day finishing in the top three in all races with a bullet in the second. Yann and Nathan had a better day with two top 10s and a top 20.

When we got back ashore to de-rig our boats so they could be ready to be transported on the trailer, I was shocked to be told that we had won Emerald fleet!

With that in mind, we got the boats onto the trailer with no major problems and got out of the club and back to the house before most sailors to get ready for the prize-giving. An hour later, we arrived at the club just as the thank-you speeches and some "jokes" were being told.

Standing on the podium

Russell and I swiftly collected our prizes and were happy to have won something in our two-year run together, beginning back when we were aged 12.

In Gold, Yann and Nathan finished 14th, a pretty good result to work on.

Reflecting on the regatta, we both knew we had things to improve on and that this was one of the three warm-up events leading up to the World Championships starting 8 August in north Wales, meaning we shouldn't get too concerned. We thought that we had improved decently throughout the regatta considering this was the first time we had sailed together for a month.

Overall, the 29er European Champs in Medemblik made for a great venue and experience. We are looking forward to the 29er Worlds next year being held there. 

Pwllheli, Wales The 2015 British Optimist Nationals

By Anatole Martin and Pénélope Martin, photos by Cécile Martin, Tiffana Richards, Rory Godman and Paul Voets



Pénélope Martin (HKG 512) and Malo Kennish (HKG 509), by Rory Godman

When our mum signed us up for the U.K. Optimist Nationals in Wales, we did not realise how hard it would be ... especially because of the cold weather ... so different from Hong Kong's weather. Even though our mum bought us warm outfits, we got seriously cold! But what an unforgettable experience!

First it started with trying to pronounce the name of the place: Pwllheli! It took us some time to pronounce it well. Try it ... that's not so easy.

The ABC had sailors competing in these championships:

- In the Transition group, the regatta beginners (43 sailors), Bertille Voets (age nine).
- In the Junior group (156 sailors, ages nine to 11): Pénélope Martin (age 10), Malo Kennish (11), and Dylan Richards (11).
- In the Senior group (163 sailors, ages 12 to 15): Anatole Martin (12).

All three groups sailed in a different area, so Bertille was the only ABC sailor in her group (Transition) and Anatole the only in his as well (Senior). Only Malo, Dylan and Pénélope, all Juniors, were sailing in the same area.

A sauna with a cottage

On Friday, 24 July, we flew from France to Pwllheli and stayed in a nice little cottage in the countryside a 30-minute drive from the sailing centre. Malo stayed with us because his parents could not come. Dylan and Bertille stayed in their own cottage with their families.

On Saturday the 25th, we arrived at the sailing centre and prepared the chartered boats with our own sails and wind indicators; then we went out for training in order to get used to the sailing area.

John Wood agreed to help Rory Godman coach us



Dylan, Malo, John Wood, Pénélope and Anatole, by Cécile Martin



Pénélope Martin, by Cécile Martin



Dylan Richards, by Cécile Martin



Dylan Richards (HKG 506) and Malo Kennish (HKG 509), by Tiffana Richards



Anatole Martin, by Cécile Martin



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because Rory was busy with the training of the four 29er teams who would attend the Pre-Worlds and the Worlds from the beginning of August for 15 days.

Sunday 26 July was supposed to be the first day of the qualifying series. We all went on the beach, waiting for the flag D to start launching. We waited for more than one hour on the beach in the rain because the race committee was trying to make a decision. They finally decided to abandon the race for the day because the visibility was very bad on the water and the marks could not be seen.

Making up races

On Monday 27 July, we had to make up the qualifying races that were not done on Sunday. The weather was not easy: no sun and cold (13°C), but the wind was good with an average of 15 knots. The Junior and Senior groups each were split in two fleets with coloured ribbons in order to have two starts for each group. That meant that all starts would have 78 sailors in the Juniors and 82 sailors in the Seniors.

At the beginning, because of the cold, we were not super-excited about this day. But when we came back after three

races, all super-cold and wet, we were happy to go directly to get warm and hot in the sauna of our cottage.

Pénélope had two DNCs because she had not understood the course to be done. Malo capsized twice because he pushed hard, but even so he did pretty well. Dylan and Anatole both tried hard.

On Tuesday the 28th, when we woke up, it was raining and cold again. The shared mood was not good because of the weather.

But when we launched around 11:30 am, the sun started to come out. Four races could be done and they were better for everyone.

However since Malo forgot to change the colour of his ribbon for the day, he raced in the wrong fleet. He got some penalty points on his four races. Poor Malo, although he did very well in his races! He had also been randomly checked on the water by a jury who told him that his whistle was not properly attached, and that two sail ties were missing. Later in the evening in the jury room, he got warnings about these issues. That was a stressful situation but we all learned from this bad experience.



Wednesday, 29 July: "Youpi!" A day off! We slept late, then went to see the 29ers launch for training. Then we went for a paintball fight ... that was so funny! Followed by some karting ... and again followed in the late afternoon by a bowling party with all the ABC Aberdeen Racing Academy sailors, coach Rory Godman, coach John Wood and the parents.

We had dinner in, guess what ... yeah, a Chinese restaurant! We missed Chinese food! Fish and chips can be too much at some point.

An amazing day

Thursday, 30 July: First day of the final series. Malo and Dylan got into Junior Gold (that was Rory's goal reached). Pénélope was in Junior Silver. Anatole was in Senior Silver. We were happily surprised to see coach Andy Scurvy come instead of John, who could not make it that day.

We all did well in the four races and came back at very low tide under a beautiful blue sky. We had an amazing day.

Friday 31 July: Our last day. First we said goodbye to coach John Wood, leaving for his new life in Boston, Massachusetts.

Rory tried to come and coach us but was stuck because he had to help the RHKYC coach who had a problem with his RIB boat. We ended up being all on our own on the water, but did not do too badly. We can be proud of that. Three races were run that last day. We could finish early and got a chance to go for a funny Segway drive.

The final results

In the Transition group, Bertille sailed in 18 races and ended 40th. In the Main group, all Senior and Junior sailors sailed seven qualifying races and seven final races.

In the Junior Gold group Malo came 28th and Dylan came 78th.

In the Junior Silver group, Pénélope came 53rd.

In the Senior Silver group, Anatole came 20th.

We want to thank coaches Rory, John and Andy for their support and their coaching and for taking good care of us.

And also big thanks go to our parents who were always very supportive and encouraging when the cold seemed too hard to stand. ✨



Pénélope Martin, Molly Highfield, Juliette Martin, Anatole Martin, and Malo Kennish, by Cécile Martin



Answers: Sailing Knowledge for Skippers

See page 9 for questions

1. The 32nd running of the ABC's annual **Four Peaks Race** will take place on Saturday and Sunday, 23-24 January, 2016. Be sure to be part of this classic sailing and hill-running event.
2. **6+1 long white flashes** is a southern cardinal mark that warns of danger to the north and indicates to pass the mark to the south. In daytime you would see a buoy or pole coloured black at the top and yellow at the bottom, with two black cones above pointing downward.
3. **Dead reckoning (DR)** is the deduced position from a known starting point with an estimate of time, distance and speed along a course steered that gives your approximate position but without allowance for tidal set and drift or leeway, whilst **"estimated position" (EP)** also includes calculations for the direction and strength of the tidal stream and possible effect on the leeway of your yacht, and so provides the best-possible estimate of present or future position.
4. **A round turn and two half-hitches** is a multipurpose knot that can be untied under tension, so is particularly useful when mooring a yacht to a ring or pile.
5. **Pilotage** is the art of inshore navigation when you have visual references to help you find your way along the coast and in and out of harbour. Pilotage is better managed from the deck as there will be lots of different hazards, so good planning is essential, especially at night.
6. **Rule 5 of the COLREGS, Look-out**, requires every vessel at all times to maintain a proper look-out by sight and hearing as well as by all available other means appropriate in the prevailing conditions so as to make a full appraisal of the situation and risk of collision. Note this is the most important rule to follow as if not observed all other rules may as well not exist. This is very relevant to yachts where blind spots are prevalent on the lee bow and directly to windward.
7. Due to the curvature of the earth, the maximum distance we could expect to see a 12m-high light is from 11 miles away.
8. **Standing rigging** on a sailing boat generally refers to lines, wires or rods that are more or less fixed in position whilst the boat is under sail. Whereas **running rigging** of a sailing boat is used for raising, lowering and controlling the sails.
9. The Beaufort Scale describes a wind of **Force 4** as a "moderate breeze," which would be between 11 to 16 knots in velocity. The sea state would see small waves becoming longer with fairly frequent white horses. But note that this can be dramatically affected in wind over tide conditions, or in discussion in a bar later.
10. The meaning of **"moderate visibility"** in a weather forecast indicates 2-5 nautical miles of visibility.

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Competition Report



Harriette Edmonds (helm) and Freya Darnton (crew)



Freya and Harriette (R)

Pwllheli, Wales The Aberdeen Racing Academy at the 29er 2015 British Nationals

By Harriette Edmonds, photos by Peter Newton Photography

The 2015 29er British Nationals took place 1-6 August at the new Pwllheli Sailing Centre in north Wales. Taking part were 127 boats from 19 countries.

The National's first day involved measurement. As it was raining all day, this considerably slowed the process, as everyone had to dry their boat before it could be weighed. Thankfully, we managed to get in the queue quite early so we all were able to finish and leave by around 1 pm. We went home to relax and prepare ourselves for the week ahead.

The next day was the first day of racing. We were greeted by yet again more rain. However, we also got some sunshine later on in the day. Unfortunately, with the sunshine came inconstant wind, which meant inconstant starts. Everyone completed three races that day.

Strong winds

The second day of racing was a lot more challenging. The wind was much stronger and the waves were hitting three metres high, which suited the boys' heavier teams. The two Aberdeen Racing Academy boys' teams managed to finish all four races scheduled for the day. The girls' teams, however, struggled with the wind and waves so went in after trying in these conditions. When we got in on Day 2 we found out that Matthew Wright and Russell Aylsworth, despite having a good day on the water, were in fact sailing in the wrong fleet all day!

Day 3 featured very strong winds. As a result, AP over 2 was hoisted at the 9:30 am briefing. Finally at 12 pm, the racing was abandoned for the day, due to the fact that the wind did not fall despite the forecast.



Yann d'Argenlieu and Nathan Bradley in HKG 19



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This concluded the qualifying series with Yann d'Argenlieu and Nathan Bradley in the Gold fleet and all the other teams in the Bronze fleet. We went home to stick our sail numbers on the sails ready for the 29er World Championships, which were to take place during the following week.

The next day, the conditions were still tough with gusty winds and a large swell. Both of the boys' teams had a good day whilst again the girls struggled in the conditions. Yann and Nathan finished with a good day in the Gold fleet whilst Matthew and Russell came in with a great day of all-around wins in the Bronze fleet. With a late finish, it was a quick dinner and then back to the house for the next day of racing.

On the fifth and final day of racing, similar to the first day of racing, the sailors were greeted by a light and shifty breeze with no swell. On both courses, the race officers managed to finish five races. At the end of the day, Yann and Nathan finished in the top 10 in the Gold fleet, Matthew and Russell won the Bronze fleet, whilst both girls' teams performed to the best of their ability.

To conclude, during our stay, the ABC Aberdeen Racing Academy had a successful time competing in the 2015 U.K. Nationals in north Wales whilst getting to know the conditions in preparation for what we looked forward to in the next long week ahead, the 2015 29er Worlds. H



Fleet shot

Competition Report

Pwllheli, Wales

The Aberdeen Racing Academy at the 29er World Championships

By Nathan Bradley with Yann d'Argenlieu, photos by Peter Newton Photography and Rory Godman





Nathan and Yann, chilling out, by Rory Godman



Yann, refuelling, by Rory Godman



Nathan, by Rory Godman

By the time the 29er World Championships began in Pwllheli, Wales, on 8 August, both Yann and I had been in Europe for three pre-regattas and a number of days of training.

The days of qualification series were windy but we were confident in our heavy-wind sailing as we had been training hard for these conditions. We worked hard but due to some small mistakes, we qualified a respectable 22nd, out of about 100 boats from 20 countries. However, we didn't know this at the time, because we don't view our results throughout the regatta!

In the 29er Worlds, Matthew Wright and Russell Aylsworth qualified in the Silver fleet, whereas the girls' teams of Harriette Edmonds and Freya Darnton, and Molly Highfield and Juliette Martin, qualified for Bronze fleet.

A change of attitude was called for the start of the final series. Indeed, competitors take forward the points they qualified in, meaning that the final series was essentially another regatta. So although we had qualified deeper than we were hoping, anything was possible.

In contrast with much of the qualifying races, the final series had little wind. Light-wind teams capable of doing cataclysmic damage in the Gold fleet were therefore minimal.

Consistency was the word to remember during this final series. Results were up and down for all teams as the light winds kept all 50 boats beside each other.

By the end of the second day, only five races were completed, which meant that doing well on day 3 (with six races) was essential to do well at this event. Before the last race, we were sitting in fifth and could have climbed to third with a good race, or ninth with a poor one. We finished ninth.

I think I may speak for everyone when I say that I would like to thank the Club and our sponsors, ETA and Borelli Walsh, who have made possible the participation of the Aberdeen Racing Academy at the 29er World Championships, and the long build-up before it.

We all look forward to our future performance in Langkawi, Malaysia, for the ISAF Youth Worlds this winter. H



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Youth Sailing Programme October 2015

Application Deadline Friday, 9 October

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

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

Late October Youth Sailing Programme

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

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

Please note course timings:

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

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

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



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Farewell to ABC Marine Manager Lau Wai Kee

ABC Marine Manager Lau Wai Kee retires in October 2015, after serving 42 years with the ABC. "Ah Kee" holds the honour of being the longest-serving staff member in the history of the Club. To catch up with him since *Horizons'* feature article on him in October 2013, we sat down with Ah Kee: ABC marine manager, past coxswain, dinghy sailing instructor, and in his heart of hearts, ever the sailor. We asked him about his 42 years of ever-rising responsibility at the ABC, and what it has been like to be a constant and significant element of the once-small ABC, still widely known as "the friendliest club in Hong Kong."

By Emma Wong

Horizons: When did you begin working at the ABC?

Ah Kee: I started working for the Aberdeen Boat Club on 20 October 1973.

Horizons: How did you feel when you joined the Club? What was it like working with the other employees in the early days?

Ah Kee: There were only two staff in the very beginning; it was difficult but I adapted. My partner, the other staff member who spoke English, was in charge of driving the car. It took me a while to adjust; after a few years everything was good. Most of the members were foreigners, and mostly spoke English. To improve my English skills, the Club provided me money to study English for four years.

Through the years I have always told myself to keep learning new things every day, and with my attitude taken from the Chinese proverb of "do one day, learn one day," I have learnt many things, mostly for myself. Learning new things, I was the only one with the keel boat certificate, and now I have three different licenses.

Horizons: What sort of work did you do as the Club expanded?

Ah Kee: I liked everything. My first job was as a boat boy. Because I had a boat-driving license I drove the Club boat. I was also the bar man. In 1982, I was promoted to marine supervisor. Later on, with the licenses that I had accumulated, such as the dinghy certificate I earned, I was able to teach other people. I was also in charge of security at the ABC and management of the Club pontoons and moorings.

Horizons: How do you see the changes in terms of the Club expansion up to now?

Ah Kee: In 1973, when I joined the Club, we moved from the southern side of the Aberdeen Typhoon Shelter to our current place. The ABC had a 65-foot junk boat, a dukling, but it was sold a long time ago. There was also a sampan, but there are mostly engine boats now. We would hire out old boats to members and do business on the boat on Saturdays and Sundays, such as selling drinks or renting out the dinghies. In present years we have activities such as squash, plus the swimming pool and courses for members such as sailing and windsurfing.

Horizons: How do you feel seeing the Club flourish?

Ah Kee: The changes were quite large. The number of staff increased, we provided catering services, and Middle Island expanded. Focussing on the dinghy sailing service, I got my dinghy license and was also able to instruct people on windsurfing, as well as driving a dinghy. As we were providing so many different services, we engaged a foreign instructor John Wilson, who also helped teach as well.

Horizons: What do you plan to do from now on?

Ah Kee: I will continue teaching with the licenses that I have earned, such as driving boats for commercial usage, and instructing in dinghy and windsurfing.

I hope the Club continues to flourish after I leave. 





ABC Welcomes **Marine Services Manager** **Alex Johnston**

Also in October, the Club welcomes new Marine Services Manager Alex Johnston into the Aberdeen Boat Club family. *Horizons* asked Alex about his past and the many experiences he brings to the Club.

By Emma Wong

Horizons: What are your broad responsibilities and aims working here?

Alex: My aim focuses on both marine and sailing aspects here at the ABC. For sailing, it is to get as many people involved from youth to adults out on the water. With the marine side, it is to use my previous experience with boats, ribs and pontoons and mooring management to offer the best services to the membership.

Horizons: We can see you are an adventure-loving type. Can you tell us what was it about your character when you first left school that made you want to be an Officer Cadet in the British army?

Alex: I always enjoyed a challenge and embraced change. I chose to complete an O-type officer Cadet programme with an elite British military regiment. It was also based outdoors, which was something that I enjoyed. There were over 132 candidates in the beginning and there were only 16 of us left at the end. Physical and mental challenges can also be found in sailing, other reasons why I enjoy it.

Horizons: How did you use your degree in Marine Science and Business?

Alex: I left the military group and studied Marine Science and Business in the U.S. My degree provided me insight into the marine environment and also management and conservation. The reason I chose Marine Science was due to my surroundings growing up in Edinburgh; my parents were not nautical people but I was really interested in marine life and activities.

Horizons: Why did you switch from diving to the yachting industry?

Alex: Bill Clinton's rules on the working visa made me return to the U.K. There was little work for commercial deep-sea divers, so I temporarily worked at fish farms and bars as well as doing lumberjack work. Later on, my brother's girlfriend was asked to work as the chef on a 135-foot motor yacht, which would sail through the Mediterranean seas. She didn't want the job and introduced me. I was interviewed on a satellite phone, which was how I got into the yachting industry.

Horizons: What did your experience sailing throughout the Mediterranean and Caribbean seas teach you?

Alex: I was taught how to sail through a hands-on approach. I worked as a skipper. My degree and added experience in the food and beverage industry also helped a lot.

Horizons: What do you think of the current sailing and marine activity in Hong Kong? Is it gaining in popularity? Does Hong Kong have a chance at having good sailors?

Alex: The sailing sport is growing in Hong Kong, and is considered a Tier A sport from the good results that have been achieved. The Volvo Ocean race had a Chinese entry last year, showing sailing's growing appeal to Chinese society.

I wish to help broaden the participation of non-expat sailors in our ABC community. Kids are the future of sailing. If we can continue to engage the interest of kids, it will help the ABC to continue to grow in

competitiveness. From my perspective, sailing should be seen as more of a lifestyle than a job.

Horizons: We know you went to Antarctica. What took you there?

Alex: In 2001, Sir Robert Swan asked me if I was interested in a clean-up mission in the Antarctica. There was trash, such as armoured personnel carriers that were then used as snowmobiles, left over from a Russian deep-sea refuelling station. We went during summer, when some of the ice melts for a short time, and picked up six football fields of trash.

When I first stood on a huge glacier in a remote valley, I knew that I was probably the first person ever to stand there. I felt like those early explorers, which I considered a special moment.

Horizons: Why do you think sailing and boating activities are such fun sports?

Alex: Sailing and boating teach all sorts of life skills such as confidence and teamwork, and also bring exposure to fresh air and develop fitness and respect for others, especially including the environment. These activities result in a shared experience for the crew or family, very rare in the modern world we now live in with its insular games, tablets and computers.

Hong Kong is surrounded by water with some fantastic beaches, wildlife and scenery. Get out there and experience boating as it's a lifestyle, not just a sport, which has literally taken me all over the world! H



ABC and RHKYC playing on the evening (L to R): Dave Hilling, Nigel Wightman, Barry Hill, C.K. Chan, Nick Horvath, Will Sirett and Wayne Robinson

7 September ABC vs RHKYC Snooker Match

By David Hilling, photo courtesy the ABC

On 7 September, the ABC invited the Royal Hong Kong Yacht Club to a snooker match played at the ABC.

With four players on each team, Barry Hill, Nick Bodnar-Horvath, Wayne Robinson and ABC Captain Dave Hilling represented the ABC. A total of six games played on the night allowed each player to have a singles game and a doubles game against the other club's snooker players.

The first two games went to the ABC after some top-quality snooker, especially from Barry Hill who provided the highest break on the night.

The Yacht Club were determined to get back into the competition and a battling performance from their Will Sirett brought it to three games to one, after all the singles games had been completed.

Pending the doubles matches, and with everything still in the balance, concentration was the name of the game.

Nick Bodnar-Horvath and Dave Hilling were the pair to take the ABC to an unassailable lead of four games on the night. With the Yacht Club winning the final game, this resulted in the overall score being four games to two, with the hard-fought victory going to the ABC.

The evening was a huge success and it was great to have this ABC/RHKYC match back on the calendar, after what seems a too-long absence.

With the return match planned for early next year, to be hosted by the Yacht Club, everyone is looking forward to another enjoyable evening and will be practicing to improve their match play. **H**



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

Part A (Master)

Dates: 2, 5, 6 November 2015

Times: 7 pm to 10:15 pm

Syllabus: Rules, lights, shapes, buoyage and signals, seamanship,
local knowledge and the laws of Hong Kong fire and gas precautions.

Cost: \$1,700 for member/person/course. \$2,000 for non-member/person/course.

Part B (Engineer)

Dates: 9, 10, 11 November 2015

Times: 7 pm to 10:15 pm

Syllabus: Engine general construction, diesel and petrol fuel, fuel systems, electrical systems, ignition systems, lubrication,
cooling and pumps, transmission systems, operation and maintenance, fire and gas precautions.

Cost: \$1,700 for member/person/course. \$2,000 for non-member/person/course.

Notes:

1. Students who attend these two courses will be required to sit their examinations at the Hong Kong Marine Department after course completion. Successful candidates will be entitled to operate a vessel in Hong Kong waters up to 15 metres in length with engines of any power.
2. Courses are entirely theoretical for the relative exam. Practical boating is not required for the examination.
3. Examinations are normally held on selected Thursdays. You may go to the Marine Department address below to arrange your eyesight exam and register your exam. Please bring examination fee of \$1,255 (candidate must take both Part A (Master) and Part B (Engineer) exams together in the first attempt), one photo, one ID copy, and a copy of medical certification of the applicant's required eyesight standards. There will be a minimum of five students and a maximum of 20 students/course. If there is insufficient support for a course, that course will be cancelled and those already enrolled will be informed accordingly. Members who responded to the initial inquiry and whose names are held on file will be given priority.
4. Course Instructor: Alan Chau.
5. Please forward the completed application form(s) to Ms Cobo Liu by fax on 2873 2945 or by post or hand to the Club's Administrative Office.
6. See the Marine Dept. website for exam application information and dates:
http://www.mardep.gov.hk/en/pub_services/npvo2.html
(Please book your exams earlier; the suggested date is 6 – 8 weeks after attending the first part of the course.)
Exam application form: <http://www.mardep.gov.hk/en/forms/pdf/mo84p.pdf>
Eyesight exam report: <http://www.mardep.gov.hk/en/forms/pdf/mo935.pdf>
Marine Dept.: Seafarers' Certification Section, 3/F, Harbour Building, 38 Pier Road, Central, Hong Kong.
Telephone 2852 4941; Fax 2541 6754.

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Pleasure Vessel Grade II Operator Certificate Courses

Application form

Part A (Master)

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

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

Fax: _____ Email: _____

Please enroll me on the course for Part A (Masters) to be held 7 pm – 10:15 pm

2, 5, 6 November 2015

Monday, Thursday & Friday

Please debit my account by \$1,700.

Non-members, please include a cheque with \$2,000, payable to Aberdeen Boat Club Ltd.

Mailing address: 20 Shum Wan Road, Aberdeen, Hong Kong.

Signature

Date

Part B (Engineer)

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

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

Fax: _____ Email: _____

Please enroll me on the course for Part B (Engineer) to be held at 7 pm to 10:15 pm.

9, 10, 11 November 2015

Monday, Tuesday & Wednesday

Please debit my account by \$1,700.

Non-members, please include a cheque with \$2,000, payable to Aberdeen Boat Club Ltd.

Mailing address: 20 Shum Wan Road, Aberdeen, Hong Kong.

Signature

Date



Briefing Sessions

Get on the hiring list!

Stand-up Paddleboarding at the ABC

Words and photo by Kevin Lewis



To hire one of the new paddleboards at the ABC, Club members are required to attend an introduction session to demonstrate a basic level of competence, together with an awareness of safety issues, paddling areas and the choice of ABC equipment available.

Each session lasts around 90 minutes and usually also includes a short training video as well as an on-shore briefing and on-water practice.

To sign up, check our website under Dinghy/Stand-up Paddleboard Hire.

The date of the next available session is Sunday, 18 October. Given demand, we will run sessions at 10:45 am, 1:15 pm and 3:15 pm. The cost is \$155 per person for Club members.

Limited spaces are available! See our website or email Angela at SailingSecretary@abclubhk.com

(Note that non-members and children aged 8 – 12 may also attend, but neither are eligible to be added to the hiring list.)



Notice of Intent to Treat as Abandoned

Abandoned Property at Middle Island

Words and photo by Kevin Lewis

As part of our continuing clear-up and efforts to maximise available space at Middle Island, we have found a number of windsurfing items at Middle Island. We posted notices on these items last month seeking information to identify the owners.

These items include:

- Bic Windsurf "Jungle" Stand-up Paddle Board
- "Race Bullit" white/pink/orange windsurf board
- "Lightning" windsurf board
- "Spirit 372" windsurf board
- Neil Pryde V8 windsurf sail
- 5.1m pink and yellow windsurf sail
- Tiga yellow and blue windsurf sail

- 7.5m raceboard sail with number HKG 2086
- Neil Pryde 5.7m red and orange windsurf sail

Members may, of course, pay for storage of their equipment at Middle Island, but none of these items are being paid for and no record of the owner is to be found. These boards and the equipment do not appear to have been used in over five years.

Owners are requested to identify themselves to Dinghy Sailing Manager Kevin Lewis without further delay and advise their intent to remove these articles from Club premises by no later than 30 November 2015.

If owners are not identified by that date,



the articles will be treated as if they have been abandoned and the Club will dispose of them at its sole discretion, in accord with article 2B of the Club bye-laws.



Building a volunteer base

ABC Hosts HKSF Mark-laying Course

By Tim Edmonds, photos by Kevin Lewis

The ABC runs two major regattas each year, the Opening Regatta in September and the Southside Regatta in December, the latter being a dinghy-only event. This year's Opening Regatta, run over the weekend of 12-13 September, attracted 114 entries, of which 54 were cruisers. The remaining boats were dinghies of various shapes, sizes and ability levels, competing in seven divisions spread over two racing areas, one in Stanley and the other off Po Toi.

Whilst the Club commits considerable time and effort to organising and supporting regattas, manpower is limited; consequently there is always a need for assistance from volunteers, in fact without this support it would be impossible to host such events.

Volunteers help with race management: on start and finish boats, taking sail numbers and times and assisting with management of starts and results; on safety boats as drivers and support; and on mark-laying boats, setting and repositioning courses and removing marks at the end of each day's sailing.

The Club hopes to establish a more regular cohort of volunteers and will offer training to help demystify some of the

volunteer roles, in the hope of encouraging potential volunteers who may be intimidated by the prospect of getting involved, and to ensure that existing volunteers are offered opportunities to increase their understanding and skills. It was with this in mind that the ABC recently organised a Level 1 mark-laying course that was run by Richard Knight from the Hong Kong Sailing Federation. No previous experience was required, although a PVOCC Grade II licence to drive powerboats in Hong Kong is required to attain the HKSF certification.

Theory builds understanding

Saturday 29 August found seven participants gathered in the dry comfort of the Bridge room on Day 1 of the course for a half-day of classroom theory. The morning kicked off with an introduction to equipment and the operation of VHF radios and GPS before moving on to the set-up of marks, buoys and anchors. A lesson in geometry followed revealing, to the writer at least, the mysteries of course configurations, leg lengths and line lengths together with an explanation of how GPS can be used to help in getting everything in the right place. The morning concluded with a discussion on the additional roles of



HKSF Level 1 Mark Layer Clothing and Equipment

- | | |
|----------------------------|--------------------------|
| • All-weather clothing | • GPS |
| • Buoyancy aid | • Mobile phone |
| • Wind direction indicator | • Binoculars |
| • Hand-bearing compass | • Whistle |
| • Anemometer | • Loud Sounding Horn |
| • Tape recorder | • All Race Documentation |
| • Radio | • Signal Flags |
| • Timer | • Sunscreen |
| • Course-laying aids | |

the mark-laying boats recording competitors on rounding marks and signalling course changes during a race as well as providing a safety-support role when necessary.

Following a quick lunch it was time to get out on the water and put all of the “straightforward” theory into practice! Now, it’s all very well explaining in the classroom how you drop an anchor and what to do to ensure it ends up in the right place – and stays there – taking account of wind and tide, but doing it on the water is trickier. And wetter. Much wetter.

However, under Richard’s supervision and patient guidance we eventually set a few marks, moved them to more or less the right place and eventually set a course putting all of the theory into practice. It’s probably a good job there were no sailors waiting to race that afternoon as they would have almost certainly abandoned any hope of competing and headed home early, fed up with waiting. The afternoon concluded with a quick debrief back at the Club and a preview explanation of day 2 of the course.

Day 2 dawned bright and breezy on Saturday, 12 September – the first day of the Opening Regatta and the course assessment day. My fellow participants and I were to take responsibility for setting the dinghy course for the day’s 81 boats.

Apparently a strengthening breeze was expected and there was a strong ebbing tide to challenge us – so, no pressure then! Thankfully under Richard’s watchful eye and with a smidgen of guidance the course was laid, and later in the day repositioned as the wind changed. As expected the tide and breeze made for a challenge at times but generally everything went pretty well. Sunday offered similar conditions but we set the course again, perhaps a little quicker this time, so maybe we are getting the hang of it!

For me the course was a great opportunity to learn more about course-setting. I’ve volunteered for a number of years but the theory that the course offered allowed me a much-better understanding of what was required and, as a non-sailor, helped me understand what was going on and what sailors look for in a “good” race. The cost of the course was a very reasonable \$400, which was heavily subsidised by ABC subject to participants committing to assist on at least three ABC events over a 16-month period, remarkable value for an opportunity to learn and for a few days out mucking about on boats.

I’d strongly encourage you to volunteer if you have an interest in seeing Hong Kong’s small boat sailors at work, irrespective of how much you know. If you are the parent of a dinghy sailor there’s no better way of getting to see your child

participate than being on the water in a support boat. You don’t need to do the course described above, just be willing to turn up and lend a hand.

A weekend on the water

It really isn’t difficult or intimidating – there are a great bunch of people already volunteering who will warmly welcome you, find you a job and explain what’s going on, and you get to spend the weekend outdoors away from traffic pollution hopefully in the sunshine.

A weekend on the water, particularly in a mark-laying RIB, also takes the place of at least one trip to the gym – as one mum noted to me on Sunday, keeping your balance on a moving boat does wonders for your core muscles and, if you are “lucky enough” to get to lift and reposition the mark anchors, that (for me at least) takes the place of a weights session.

If all of that sounds a bit too energetic for you, safety boats that monitor capsizes often need crew, and start/finish boats always need additional scribes. Add to that a free t-shirt and coffee and croissants to start your day and a complimentary buffet dinner at the end and you have all the makings of a great weekend.

If this appeals, mark your diaries as the ABC’s second major annual event, the Southside Dinghy Regatta, is coming up over the weekend of 5-6 December. Drop Dinghy Sailing Manager Kevin Lewis a line to tell him you are interested in volunteering and we’ll look forward to seeing you on the water! 



Protest Management Seminar

Date: Tuesday 6 October 2015

Time: 7- 9pm

Venue: Harbour Room

The seminar is designed to familiarise those involved with organising protest hearings of the proper procedures. It is also aimed at sailors who may find themselves “in the room” and will outline the correct ways to submit and handle a protest. Those who race regularly are particularly encouraged to attend. The Seminar will be run by Cathy Delany who is a Hong Kong National Judge.

To book a space, please contact Angela at sailingsecretary@abclubhk.com or 2518 9536



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